Salem, Oregon, January 4, 1933.

The State Highway Commission met in special session at 11 o'clock A. M. in Room 325, State Office Building. Present were:

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

Commissioner Washburne was unable to be present on account of illness.

The Attorney reported on his investigation of the request made by Carl A. Plett at the meeting held on December 14, 1932 that the deed heretofore given by him to the state for a certain parcel of land in Lincoln County be returned to him unrecorded because the severance of this parcel renders the balance of his land useless for other purposes. He stated that from the reports that he has received from the resident construction engineer, it appears that it would be more convenient for the state to hold title to the property than a leasehold. Therefore, it was his recommendation that the state complete the pending arrangements for the acquisition of this property. In view of the Attorney's explanation, the Commission by unanimous vote of the members present denied the request of Mr. Plett. Thereupon motion was duly made, seconded and carried that the negotiations now pending be completed, that the deed now in custody of the state be placed on record, and that the agreed consideration be paid.

Parks Engineer S. H. Boardman, who was present, reported that he has received a petition signed by sixty people residing in the vicinity of Cleawox Lake near the Oregon Coast Highway in Lane County, requesting the approval of the application of J. A. Bester for permission to construct a roadway across the state park at this point to enable him to market logs from an adjoining tract. Mr. Boardman stated that the proposed roadway across the park will be only about 500 feet in length, and that Mr. Bester has agreed to plank this section so that his truck operations will cause no damage. He gave as his thought that the roadway will not detract from the appearance of the park, neither will the truck operations thereover damage it in any way. He recommended that Mr. Bester's application be approved, provided he secures a permit to haul logs on the Oregon Coast Highway in accordance with the provisions of the statutes. After due consideration, the recommendation of the Parks Engineer was adopted by the Commission by the unanimous vote of the members present, and the Attorney was instructed to prepare an appropriate form of agreement to cover the construction of the roadway across the park area.

The Engineer reported that a very careful inspection has been made of the existing highway between Brooks and Aurora in Marion County; that it reveals many cracks in the pavement which indicate that it is in very bad condition, and is likely to go to pieces within a comparatively short time unless preventative measures are taken. He further stated that according to the cooperative agreement with the federal government the state is under

obligation to the government to complete the reconstruction of this section of highway, 17 miles in length, which it is estimated will cost approximately $190,000.00. To provide funds for this work, he said, will necessitate the postponement of some of the work that is now on the program for immediate construction and he suggested for this purpose the deferment of the construction of the Rice Hill project on the Pacific Highway in Douglas County and the construction of the bridge over the John Day River on the Columbia River Highway near Astoria in Clatsop County. He inquired as to the wishes of the Commission in this regard. This matter was taken under advisement by the Commission for a decision later; however, the Engineer was instructed to hold in reserve the funds allocated to the Rice Hill and John Day River bridge projects so that the funds will be available in the event the Brooks-Aurora project is later approved.

The Attorney reported that Umatilla County has paid to the state in county warrants the sum of $14,441 which represents payment for compensation and damages awarded to Enoch Pearson and wife in a condemnation case prosecuted by the state for the purpose of acquiring right of way for the Wallula Cut-off Section of the Columbia River Highway in Umatilla County. These warrants, he said, are payable to the State Highway Commission; therefore, the Commission may either cash them or endorse them payable to the order of Enoch Pearson and his wife. On account of the existing moratorium on banking business in Umatilla County, he said, the state will be unable to cash the warrants at this time but will be required to hold them until the moratorium is lifted, which will mean that the state must advance to the Pearsons $14,441 out of state highway funds. He recommended that the warrants be endorsed over to Mr. and Mrs. Pearson and delivered to them for their disposal. After due consideration the following resolution with respect thereto was offered by Commissioner Aldrich and was adopted by the unanimous vote of the Commissioners present:

WHEREAS, J. M. Devers, Attorney for the Highway Commission has advised the Commission that Umatilla County has paid to the State Highway Commission the sum of $14,441.00, the same being in payment of the compensation and damages awarded to the defendants Enoch Pearson and wife in the condemnation case prosecuted by the state for the purpose of acquiring right of way for the Wallula Cut-off Section of the Columbia River Highway, which said payment by Umatilla County is in the form of fifteen county warrants, thirteen of which said warrants are in the sum of $1,000.00 each and are numbered from 618 to 630, and one of which said warrants being No. 631 is in the sum of $1296.00 and one being No. 632 is in the sum of $151.55, and

WHEREAS, since said warrants have been made payable to the State Highway Commission it will be and is necessary that said warrants be endorsed by the Commission and made payable to the order of Enoch Pearson and Tillie Pearson,

Therefore be it and it hereby is ordered that the said

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warrants and each of them be by this Commission endorsed and made payable to the order of Enoch Pearson and Tillie Pearson and that the Commission's attorney hereby is instructed to deliver said warrants to the clerk of the Circuit Court of the State of Oregon for Umatilla County as required by law in payment of the compensation and damages for the appropriation of a portion of the premises owned by Enoch Pearson and Tillie Pearson which property was appropriated for highway purposes.

The Engineer stated that an inspection has been made of the Dallas-Coast Secondary State Highway No. 192 in Polk County, and it has been found necessary to post the section between Dallas and the Salt Creek school, a distance of about six miles, for a reduced load limit of 25% of the statutory load limit. He asked the Commission to confirm this posting. After due consideration, the following resolution with respect thereto was adopted by the Commission by the unanimous vote of the members present:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

DALLAS-COAST HIGHWAY (SECONDARY STATE HIGHWAY NO. 192)

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the Laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the following highway, to-wit:

DALLAS-COAST HIGHWAY (Secondary State Highway No. 192) between the town of Dallas and Salt Creek School in Polk County

shall be as follows: the combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 12,250 pounds; nor, shall the maximum wheel weight of any vehicle unladen or with load exceed 2,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 4,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of 150 X (L + 40) in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axle of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of one hundred twenty five (125) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of one hundred fifty (150) multiplied by the sum of the tire width of the wheels of such axle; and

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which said highway is located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The Commission approved the minutes of the meeting held on November 29, 1932.

The Engineer requested authority for N. M. Finkbiner, Engineer of Materials, to attend at state expense a meeting of highway engineers and

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asphalt producers in Salt Lake City on January 11 and 12, 1933 for discussion of the simplification and standardization of the specifications for liquid asphaltic road materials used in highway construction. The request was granted by the unanimous vote of the Commissioners present upon motion of Commissioner Aldrich, provided this meets with the approval of Governor Meier.

The following resolution authorizing the acquisition of real property for various purposes connected with state highway construction work was adopted by the unanimous vote of the Commissioners present upon motion of Commissioner Aldrich:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts					Agent
Salem-Aurora Section of Pacific Highway								
Maupin, S. W.	R/W	0.125	$650.00	per	A.	plus	$531.50	Benson
Wood, J. L.	"	0.085	500.00	"	"	"	140.00	"
Riechel, August	"	0.3	40.00	Lump Sum				Bentley
Elliott, Sarah E.	"	0.019	500.00	per	A.	plus	78.00	"
Baillio, Gervais	"	0.084	400.00	Lump Sum				"
Grassman, L. H.	"	0.031	500.00	per	A.	plus	10.00	Benson
Bonner, John	"	0.091	345.00	"	"	"	75.00	"
Nelson, Howard	"	0.048	350.00	"	"	"	57.00	"
Barstad, A. E.	"	0.089	350.00	"	"	"	269.20	"
Ashland, Halvor	"	0.045	2200.00	"	"	"	52.80	"

Section, Hwy., and owner	Purpose	Acres	Approximate Amounts					Agent
Salem-Aurora Section of Pacific Highway - cont'd								
Kittleson, Martin	R/W	0.062	$350.00	per	A.	plus	$24.50	Benson
Bonner, Vera	"	0.56	350.00	"	"	"	50.00	"
Haveman, F. G. & E. J. Allen	"	0.115	500.00	"	"	"	167.50	"
Grimm, Ivan	"	0.183	200.00	"	"	"	30.00	"
Barlow-Aurora, Pacific Highway								
Frederickson, Gordy E.	"	7000 Sq.Ft	1050.00	Lump Sum				Langille
Rooklidge, Helen A.	"	625 "	100.00	"	"			"
Stoner, S. H.	"	0.109	4500.00	"	"			"
Albany-Tangent, Pacific Highway								
Marks, Willard L.	"	0.025	20.00	"	"			Campbell
Slate, W. A.	"	0.045	250.00	"	"			"
Reitz, E.	"	0.012	742.50	"	"			"
Harris, C. D.	"	0.023	500.00	"	"			"
The Central Land Co.	"	0.17	74.00	"	"			"
Brown, F. A.	"	0.012	10.00	"	"			"
Woods, Minnie	"	0.53	50.00	"	"			"
Hansen, H. C. et al	"	0.074	109.75	"	"			"
Howard, J. A.	"	0.253	400.00	"	"			"
Dawson, Rachel & John A. Lynch	"	0.042	225.00	"	"			"
Cathey, Merle S. et al	"	0.20	114.23	"	"			"
Miller Creek-Junction City, West Side Pacific Hwy.								
Keck, G. S.	"		100.00	"	"			"
Benson, Andrew	"		109.75	"	"			"
Lynch, Howard	"		100.00	"	"			"
Struckrath, Wm. H.	"	0.08	550.00	"	"			"
Medford-Central Point, Pacific Hwy.								
Beall, R. V.	"	0.72	200.00	per	A.	plus	$152.50	Gardiner
Dussenberry, L. R.	"	0.115	150.00	Lump Sum				"
Redmond-Bend-The Dalles-California Hwy.								
Deschutes County	"	3.07	Nominal					Lytle
Lakeview-Burns Hwy., Harney Co.								
Dobkins, Mrs. E. J.	Gravel Pit	2.48	1 yr. lease $100.00 Lump Sum					"

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Oregon Coast-Skipanon-Seaside				
Perry, Allen & J. H. Broderick	R/W	0.02	Nominal	Chandler
Slusher, Harold J.	"	0.30	"	"
Oregon Coast, Lincoln County				
Ladd & Bush Trust Co., Trustee Clifford W. Brown Estate	Stock Pile	0.69	2 yr. lease $30.00 Lump Sum	
Oregon Coast, Clatsop County				
Grand Rapids-Oregon Timber Co.	R/W	0.36	$38.00 Lump Sum	Bentley
John Day Highway, Gilliam County				
Gilliam County Ranch Inc.	Stock Pile	0.52	5 yr. lease $10.00 Lump Sum	Williams
Old Oregon Trail, Durkee-Gales				
Combs, A. B. Jr.	R/W	0.27	$10.00 Lump Sum	"
Hindman, Eva	"	0.90	135.00 " "	"
Old Oregon Trail, Baker Co.				
Wingfield, J. N.	"	2.67	1100.00 Lump Sum	
Columbia River Hwy., Linnton-Scappoose				
Home Land Co.	"	2.612	1312.40 Lump Sum	Rose
Gowanlock, James K.	"	½ of 8 lots	$400.00 Lump Sum	"
Umpqua Highway, Douglas Co.				
Hinsdale Estate Co.	"	2.37	$750.00 Lump Sum	Devers

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

J. W. and J. R. Hillstrom, contract No. 1328, surfacing Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, requested an extension of time to February 28, 1933 within which to complete this project. The Engineer stated that the date of completion specified in the contract was October 31, 1932, but this time limit was extended by the Commission to December 31,

1932, subject to the payment by the contractor of the extra engineering expense caused by his delay during the month of December. He further stated that the public will be but very little inconvenienced by the contractor's delay in completing this work, however, the state's expense for engineering will be increased because it will be necessary to retain an engineering party on the job until completion. He therefore recommended that the extension requested at this time be approved by the Commission and that the contractor be charged for the extra engineering expense incurred by the state subsequent to November 30, 1932. Recommendation approved by the unanimous vote of the Commissioners present.

Burcham & Green, contract No. 1383, construction of bridge over Yamhill River and overflow between Amity and Bellevue on Secondary State Highway No. 153 in Yamhill County, requested an extension of time of thirty days within which to complete this project. The Engineer stated that the records on this project show that with the exception of a little cleaning-up work, the bridge was completed on December 3, 1932, three days after the specified time limit, and has been open to travel since then, also, the public has not been inconvenienced by the delay, neither has the state been put to extra expense for supervision. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission upon motion of Commissioner Aldrich which was seconded by Chairman Scott.

Portland Sand & Gravel Co., contract No. 1369, gravel surfacing of Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County, requested an extension of time to December 31, 1932 in which to complete this contract. The Engineer stated that the contractor started work within 12 days after being awarded the contract but on account of difficulties with respect to the acquisition of the gravel bar from which he expected to secure his materials and because of plant trouble he was unable to complete the project within the specified time. The delay in completing this work, he said, has not inconvenienced the traveling public to any great extent because sufficient gravel has been in place at all times to permit traffic to pass safely over the entire section, also the extra engineering expense which has accrued by reason of the delay is inconsequential; therefore, he recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commissioners present.

C. A. Mills & Co., contract No. 1388, grading and surfacing and construction of a trestle bridge on Beaver Creek Section of Secondary State Highway No. 102 in Washington County, requested an extension of time to June 1, 1933 in which to complete this project. The Engineer stated that the date of completion specified in the contract is November 30, 1932 but on account of bad weather conditions and unexpected and difficult excavation encountered in one cut, grading operations were delayed to such an extent that it will not be possible to complete the work until the late spring of 1933. He explained that all of the work in connection with this contract is completed, with the exception of the grading work and the surfacing of the ungraded portions. Under the terms of the contract, he added, the contractor is subject to a penalty of $25.00 for each day that he overruns the time

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limit specified. On account of the difficulties encountered by the contractor he recommended that this penalty be waived and that the extension of time be granted to May 1, 1933, subject to the condition that the contractor plank the unsurfaced portion to permit travel and that he be charged with the extra engineering expense incurred by this delay. Recommendation approved by the unanimous vote of the Commissioners present.

O. N. Pierce, contract No. 1389, grading and surfacing Holdredge Section of Secondary State Highway No. 154 in Yamhill County, requested an extension of time until weather conditions will permit him to complete the finishing work required in the ditches and along the dirt shoulders. The Engineer stated that the specified date of completion was October 31, 1932, and that the contractor completed the project before that date, except the shoulder and ditch work which could not be done satisfactorily because of bad weather. He recommended that the time limit on this contract be extended to May 1, 1933 without penalty. Recommendation approved by the unanimous vote of the Commissioners present.

Roy L. Houck, contract No. 1405, grading and surfacing First Hughes Section of Secondary State Highway No. 250 in Curry County, requested an extension of time to December 31, 1932 within which to complete this project. The Engineer stated that traffic over this highway has not been inconvenienced by reason of the contractor's delay; also, the state has been put to only a very little extra engineering expense by reason thereof. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commissioners present.

Western Bridge Construction Co., contract No. 1382, construction of a bridge over Dawson Creek on the Tualatin Valley Highway in Washington County, requested an extension of time to November 2, 1932 for the completion of this work. The Engineer stated that the date of completion specified in the contract was September 30, 1932; also, that a portion of the contractor's delay was caused by the slowness of the creosoting company in delivering materials to the job. He further stated that the public has not been seriously inconvenienced by the delay neither has the state been put to any great amount of extra engineering expense thereby. He recommended that the extension requested be granted without penalty. Recommendation approved by unanimous vote of the Commissioners present.

Odom & DuRette, contract No. 1378, construction of a bridge over Abernethy Creek on the East Portland-Oregon City Highway in Clackamas County, requested an extension of time to December 31, 1932 within which to complete this project. The Engineer explained that with the exception of a small amount of finishing work and cleaning up the site, the job was completed within the time limit specified in the contract. No one has been inconvenienced by the contractor's delay, he said, neither has the state been put to any additional expense thereby. He therefore recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commissioners present.

O. N. Pierce, contract No. 1398, construction of a bridge over Canyon Creek on Woodburn-Mt. Hood Secondary Highway in Clackamas County, requested an extension of time to January 15, 1933 within which to complete this project. The Engineer stated that subsequent to the award of this contract a material change was made in the design of the structure at the request of the Clackamas County Court which caused considerable additional work to the contractor and was the main reason for his not completing this contract within the specified time limit. The public has not been inconvenienced to any great extent by the delay, he stated, and the only additional expense incurred by the state by reason thereof is the salary of the inspector which amounts to only a very small sum. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commissioners present.

O. N. Pierce, contract No. 1403, construction of a trestle over Palmer Creek on Lafayette Secondary Highway No. 154 in Yamhill County, requested an extension of time to January 15, 1933 in which to complete this project. The Engineer stated that after construction operations were started it was found necessary to use longer piling than was originally intended and the contractor was delayed somewhat waiting for the delivery of this material, nevertheless, the job would have been completed within the specified time limit if weather conditions had been favorable. The traveling public normally using this section of the highway, he added, has been detoured by way of a fairly good macadam road, therefore it has not been inconvenienced to any great extent; also the state has been put to no extra engineering expense by reason of the delay. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commissioners present.

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

Contract No. 1371, Jacobsen-Jensen Co., contractor, grading Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, completed November 12, 1932;

Contract No. 1338, Carl Nyberg, contractor, grading Durkee-Gales Section of the Old Oregon Trail in Baker County, completed November 25, 1932;

Contract No. 1340, Roy L. Houck, contractor, surfacing Port Orford-Euchre Creek Section of the Oregon Coast Highway in Curry County, completed November 30, 1932;

Contract No. 1349, Johnson Bros. Co., contractor, grading Trout Creek-Soda Fork Section of the Santiam Highway in Linn County, completed November 28, 1932;

Contract No. 1383, Burcham & Green, contractor, construction of bridges over Yamhill River and overflow between Amity and Bellevue on Secondary State Highway No. 153 in Yamhill County, completed December 3, 1932;

Contract No. 1378, Odom & DuRette, contractor, construction of bridge over Abernethy Creek on the East Portland-Oregon City Highway in Clackamas County, completed December 22, 1932.

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

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

Contract No. 1371, Jacobsen-Jensen Co., contractor, grading Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, completed November 12, 1932;

Contract No. 1338, Carl Nyberg, contractor, grading Durkee-Gales Section of the Old Oregon Trail in Baker County, completed November 25, 1932;

Contract No. 1340, Roy L. Houck, contractor, surfacing Port Orford-Euchre Creek Section of the Oregon Coast Highway in Curry County, completed November 30, 1932;

Contract No. 1349, Johnson Bros. Co., contractor, grading the Trout Creek-Soda Fork Section of the Santiam Highway in Linn County, completed November 28, 1932;

Contract No. 1383, Burcham & Green, contractor, construction of bridges over Yamhill River and overflow between Amity and Bellevue on Secondary State Highway No. 153 in Yamhill County, completed December 3, 1932;

Contract No. 1378, Odom & DuRette, contractor, construction of bridge over Abernethy Creek on the East Portland-Oregon City Highway in Clackamas County, completed December 22, 1932.

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

The Engineer requested authority to advertise the following projects for bids to be received at the next meeting:

a. Furnishing of maintenance materials for the Arlington-Rock Creek Section of the John Day Highway and for the Blalock-Heppner Junction Section of the Columbia River Highway in Gilliam County, estimated to cost approximately $13,000;

b. Furnishing of maintenance materials for the John Day River-Blalock Section of the Columbia River Highway in Gilliam County, estimated to cost approximately $7,000.

After some discussion the Engineer's request was granted by the Commission upon motion of Commissioner Aldrich which was duly seconded by Chairman Scott.

A resolution was presented from the Deschutes County Court requesting the state to perform the engineering work in connection with the construction of the Powell Butte Road (Secondary State Highway No. 371) in that county. The resolution was accepted and approved by the Commission upon the recommendation of the Engineer.

The Secretary presented a resolution from the County Court of Malheur County in which formal request was made that the following described roads in that county be designated as secondary state highways:

Jordan Valley Road

Being all of market road No. 1, beginning at Nyssa and extending in a southerly direction via Adrian to Jordan Valley, a distance of approximately 75 miles.

Vale West Road

Being all of market road No. 14, beginning at Vale and extending in a westerly and thence in a southerly direction to the Central Oregon Highway, a distance of approximately 10 miles.

Homedale Spur Road

Being all of market road No. 3, beginning at the Jordan Valley road south of Adrian and extending in an easterly direction toward Homedale to the Idaho state line, a distance of approximately two miles.

Adrian-Parma Road

Being all of market road No. 10, beginning at the Jordan Valley Road south of Adrian and extending in an easterly direction to the Idaho state line, a distance of approximately 2.75 miles.

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Adrian-Arena Valley Road

Being all of market road No. 11, beginning at the Adrian-Caldwell road and extending in a southeasterly direction to the Idaho state line, a distance of approximately 3.2 miles.

Adrian-Caldwell Road

Being all of market road No. 12, beginning at the Adrian-Parma road and extending in a southeasterly direction toward Caldwell, Idaho, to the Idaho state line, a distance of approximately 4.4 miles.

The Engineer explained that the county's resolution is simply to confirm the oral request made by the County Court to the former Highway Commission at a meeting held on November 13, 1931, at which time the former Commission approved the designation of these roads as secondary state highways, conditioned upon the county making formal application for said designations later. He recommended that the resolution be accepted and approved. Thereupon motion was made by Commissioner Aldrich that the resolution of the County Court be accepted and the roads described therein be formally designated as secondary state highways. Motion was duly seconded by Chairman Scott and carried.

The Commission approved the following requests for transfer of secondary state highway funds of Jackson County from projects to which they were originally allocated to the general county apportionment for that county for reallocation to other projects as necessity demands:

$253.27 to be transferred from project No. 270-115-MH-11 maintenance on Little Butte Secondary State Highway No. 270;

$ 6.04 to be transferred from project No. 271-115-KA, pipe installation on Sams Valley Secondary State Highway No. 271;

$1200.00 to be transferred from project No. 270-115-MH, maintenance of Little Butte Secondary State Highway No. 270;

$2000.00 to be transferred from project No. 272-115-MW, maintenance of Provolt Secondary State Highway No. 272;

$1000.00 to be transferred from project No. 271-115-MR, maintenance Sams Valley Sector of Secondary State Highway No. 271.

The Secretary reported that he has received signed agreements from Wasco and Harney counties providing for the repayment to the state of the loans secured by these counties from the Reconstruction Finance Corporation for the relief of destitution, amounting to $8,000.00 and $2,000.00 respectively, which said loans are secured by deductions from future federal aid allotments to the state of Oregon.

The Attorney advised that the $8,000 loan secured by Wasco County is the second loan that that county has received from the Reconstruction Finance Corporation, the first being in the sum of $7,000. The Commission ordered these agreements filed in the records of the department.

A letter was presented from Hon. Gifford W. Pinchot, Governor of Pennsylvania, directed to Governor Julius L. Meier, requesting his views on the matter of reducing the gross weight limits for heavy trucks operated on state highways. The Engineer suggested that Governor Pinchot be advised that Oregon has accepted the weight limit schedule recommended in the resolution of the American Association of State Highway Officials which was adopted at its last annual convention; therefore, Oregon is not concerned with further reductions. The Engineer's suggestion was approved by the Commission and he was instructed to so inform Governor Pinchot.

A letter was presented from Mrs. Jessie Davis, Fossil, Oregon, in which application was made for the lease of one acre of land, situated in Shelton State Park adjacent to the John Day Highway in Wheeler County, on which she wishes to erect a log cabin to be used for commercial purposes. The application was denied by the Commission, it being contrary to the adopted policy with respect to the use of state parks.

The Secretary reported the receipt of a communication from the Secretary of State advising that in compliance with an order of the State Board of Control a charge of $1,939.36 has been made against the state highway fund and credited to the State Restoration Fund for the year 1932, being the proportionate share of the contribution of the state highway department to the Restoration Fund for that period, as authorized by Section 67-1420-1424, Oregon Code 1930. No action was taken on this matter by the Commission.

Consideration was given by the Commission to the bids received on December 14, 1932, for the furnishing of crushed gravel in stock piles for the maintenance of the Hebo-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County. The Engineer recommended that the Commission rescind its action taken at the meeting held on December 27 awarding this contract to F. C. Feldschau & Son, the low bidder, and reject all bids received therefor because it now appears that it will be possible to secure a much lower price for this work if it is included in the contract for the other work on this section which was authorized by the Commission at the said meeting of December 27. After due consideration of this matter, motion was made by Commissioner Aldrich that the Engineer's recommendation be approved and that all bids received on this project be rejected in conformance therewith. Motion was duly seconded by Chairman Scott and was declared by him to have carried by the unanimous vote of the Commissioners present. The Secretary was instructed by the Commission to return the bid deposits to all contractors who submitted bids for this work and to notify the low bidder of the action taken.

The Commission also considered the matter of the award of the contract for the grading of the Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, which was awarded on December 27, 1932, to

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contractor Homer G. Johnson, the low bidder, at his bid price of $56,524.00, submitted December 14, 1932. The Commission decided by unanimous vote of the members present to refuse to relieve Mr. Johnson of his obligation in connection with this project as he previously requested, but to require him to accept the award, otherwise to forfeit the certified check deposited by him with his bid. The Secretary was instructed to so notify Mr. Johnson by letter.

The Secretary presented a form of quitclaim deed whereby the state conveys to Kitty Volz and Fred Volz, her husband, a tract of land containing 42.26 acres situated in the SE¼ of Sec. 12, T. 8 S., R. 1 E., W. M., in Marion County, formerly a part of Silver Falls State Park, but now isolated therefrom. He explained that this property is being deeded to Mrs. Volz in conformance with the understanding with her, which was approved by the Commission on November 1, 1932, whereby in exchange for this property Mrs. Volz agreed to deed to the state a sixty-acre tract adjoining this park, which land is described as follows:

> SW¼ of the SE¼ and the W½ of the SE¼ of the SE¼ of Section 3, T. 8 S., R. 1 E. of the W. M. in Marion County, Oregon.

Thereupon the Commission approved the transaction and signed the deed of conveyance, such deed to be delivered to Mrs. Volz upon receipt of her deed to the state.

The Attorney reported that he has been unable to arrive at a satisfactory settlement with Joseph and Elizabeth Husman for the extra right of way required for the improvement of the Pacific Highway across their holdings in Marion County and it now appears that it will be necessary to condemn to acquire this land. He requested authority to institute condemnation proceedings if further negotiations reveal that to be necessary. The Attorney's request was granted by the Commission. The following resolution relative thereto was offered and adopted by the Commission by the unanimous vote of the members present:

> WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and
>
> WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 1 in Marion County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

> A parcel of land in the Eli C. Cooley D. L. C. No. 42, Twp. 5 South, Range 1 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Joseph and Elizabeth Husman as recorded in Book 157 at Page 221, Deed Records of Marion County, Oregon; said parcel of land being more particularly described as follows:
>
> Beginning at the intersection of the south line of said Husman property and the 1932 relocated center line of the Pacific Highway, at Engineer's Station 784+60.6, said intersection being North 85° 13' 30" East a distance of 359.0 feet, measured along the south line of said D. L. C. No. 42, and North 30° 34' 30" East a distance of 152.6 feet, measured along said relocated center line, from the southwest corner of said Eli C. Cooley D. L. C.; thence South 59° 16' East along said south property line a distance of 40.0 feet to a point which is 40 feet easterly from (and measured at right angles to) said relocated highway center line; thence parallel to said center line North 30° 34' 30" East a distance of 402.7 feet to the north line of said property; thence South 85° 13' 30" West along said north line a distance of 49.0 feet to the center line of said highway; thence South 30° 34' 30" West a distance of 374.4 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.
>
> The parcel of land described above contains 0.357 acres, of which 0.265 acres lie within the present public right of way, and the additional land to be acquired is 0.092 acres.

and

> WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway, and
>
> WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code, 1930, as amended, Marion County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;
>
> THEREFORE, BE IT RESOLVED that the State Highway Commission shall and the said Highway Commission does hereby declare that it is necessary and that it will be of advantage to the State of Oregon for the state to acquire for right of way purposes for use in connection with the permanent construction, improvement, and maintenance of the said highway the land above described, and said Highway Commission does hereby further declare that the said land is needed and necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain

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and improve said highway.

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

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

The Commission adjourned at 1:00 o'clock P. M. to reconvene at 2:00 o'clock P. M. this day in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in Room 325, State Office Building. Present were:

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

The Engineer discussed with the Commission the results of his investigation and study to date of matters pertaining to possible changes in the present schedule of motor vehicle license fees, particularly those affecting trucks and buses, but no definite action was taken thereon. The Commission also considered routine matters of the department, following which the meeting was adjourned at 5:30 o'clock P. M.

R. H. Baldock
State Highway Engineer

Leslie M. Scott
Chairman

H. B. Glaisyer
Secretary

E. B. Aldrich
Commissioner

Salem, Oregon, January 23, 1933

The State Highway Commission met in special session at two o'clock P. M. in Room 325, State Office Building. Present were:

E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Chairman Scott was unable to be in attendance because of a previous business engagement.

The Engineer discussed with the Commission the matter of the claim of contractor Joslin & McAllister for extra compensation for surfacing materials rejected in connection with contract No. 1062 for the resurfacing of the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County. The Engineer stated that this contract was awarded to Joslin & McAllister on January 29, 1929 and was completed on June 27, 1930. Up to the time this contract was awarded, he said, satisfactory surfacing material had never been found along this section of highway, consequently it was necessary to use a rather fine gravel of inferior quality for this purpose. During the development of the job, however, he added, a small dike of basaltic rock was found adjacent to the job and was opened up thoroughly with test pits which showed that the dike did not lie in a solid, uniform mass but was formed of boulders with a decomposed material in the seams. It was necessary to use this rock, he said, because there was no other material available which would pass the standard abrasive test.

The Engineer explained that the contractor bid a very low price for the job because he expected that the quarry would develop into a solid ledge of material; however, his expectations did not materialize. Instead, ledges of shale were found interspersed with the rock. In order to separate the shale from the hard rock, he said, it was necessary for the contractor to install a grizzly and screens, which resulted in the waste of a large quantity of material and this material was piled so as to make it available for road construction purposes in the future when needed. Measurement of the stock piles, he said, indicate that there are 13,305 cubic yards contained therein. He recommended, in view of the efforts and expense of the contractor to secure a satisfactory product to complete his contract and of the fact that the waste material has a future salvage value, that the contractor be allowed ten cents per cubic yard for this waste material. After due consideration motion was made by Commissioner Aldrich that the Engineer's recommendation be approved and that he be authorized to settle with Joslin & McAllister on this basis. Motion was duly seconded by Commissioner Washburne and carried by the unanimous vote of the Commissioners present.

The Engineer reported that in order to utilize the new alignment on the Fort Klamath-Crooked Creek Section of The Dalles-California Highway in Klamath County, which is now under construction, it will be necessary to build a new bridge over Crooked Creek, estimated to cost about $2,500.00. Unless

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this bridge is constructed, he said, the investment now being made in the highway at this point will remain idle because travel will have to use the existing road. He requested authority to advertise for bids for the construction of this bridge as soon as plans therefor can be prepared. Engineer's request was granted, upon the motion of Commissioner Aldrich, duly seconded by Commissioner Washburne.

The Engineer stated that in conformance with telegraphic authority received from the Commission on January 13, 1933, he notified the contractor, A. Milne, of the award to him of the contract for the construction of the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, consisting of 3.79 miles surfacing and bituminous macadam, at his bid price of $39,750.00 which was the lowest bid submitted December 14, 1932, for this work. The Commission confirmed the award to A. Milne upon the motion of Commissioner Washburne, duly seconded by Commissioner Aldrich.

The Engineer stated that in conformance with instructions given to him by the Commission on January 12, 1933, he notified the contractor, H. G. Johnson, who submitted the low bid on December 14, 1932, for the grading of the Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, that the Commission on that day rejected all bids received for this work and ordered the return of all bid deposits. The Commission confirmed the rejection of bids by unanimous vote of the members present, upon the motion of Commissioner Washburne, duly seconded by Commissioner Aldrich. The Commission also confirmed the oral authorization given to the Engineer to readvertise this project for bids to be received at the next general meeting.

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

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, January 25, 1933

The State Highway Commission met in regular session at nine o'clock A. M. in the Assembly Room of the Multnomah Hotel. Present were:

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

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

PACIFIC HIGHWAY
CLACKAMAS RIVER-CANEMAH SECTION - GRADING

Saxton & Looney & Company	$67,514.20
Theodore Arenz	73,005.00
R. L. Houck	75,075.00
Interstate Construction Co.	75,409.85
Washburn & Hall	79,352.50
F. J. Kernan	88,528.00
Kern & Kibbe	90,083.50
Morrison-Knudsen Co.	99,934.50

McKENZIE, McKENZIE-BEND, OCHOCO AND
THE DALLES-CALIFORNIA HIGHWAYS
REDMOND-CHEMULT MAINTENANCE MATERIALS

	North Unit
Griffiths & Hollenbeck	$ 9,412.50
Johnson Bros. Co.	9,436.00
F. H. May	9,898.50
Logan Construction Co.	11,049.00
Saxton & Looney	11,502.50
A. S. Wallace	13,502.50
Morrison Trucking Co.	14,720.00
Dunn & Baker	21,230.00

	South Unit
A. S. Wallace	$ 8,875.00
Johnson Bros. Co.	9,257.50
Saxton & Looney	9,825.00
Schmeer & Williams	11,975.00
Dunn & Baker	20,540.00

	Both Units with Reduction
Johnson Bros. Co.	$18,418.50
Saxton & Looney	21,027.50
A. S. Wallace	22,377.50
Dunn & Baker	41,770.00

UMPQUA HIGHWAY
KOEPKE AND HINSDALE SLOUGH SECTIONS - GRADING AND GRAVEL SURFACING

F. C. Dillard	$22,132.50
Liesch & Tofte	25,712.50
Interstate Construction Co.	26,055.00

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Koepke and Hinsdale Slough Sections - cont'd

R. L. Houck	$26,088.00
A. S. Wallace	26,760.00
F. J. Kernan	28,957.50
Portland Sand & Gravel Co.	29,207.00

COLUMBIA RIVER HIGHWAY
JOHN DAY HIGHWAY
BLALOCK-HEPPNER JUNCTION SECTION AND ARLINGTON-ROCK CREEK SECTION
FURNISHING CRUSHED ROCK IN STOCK PILES

J. S. Risley	$ 9,655.00
A. C. Greenwood & Co., Inc.	11,250.00
O. N. Pierce	11,700.00
Schmeer & Williams	11,915.00
Joslin & McAllister	12,450.00
Hart Construction Co.	12,625.00
Homer G. Johnson	12,700.00
A. S. Wallace	12,900.00
Wren & Greenough	12,900.00
Edwin C. Gerber	13,065.00
Portland Sand & Gravel Co.	13,850.00

CENTRAL OREGON HIGHWAY
DRINKWATER PASS SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
J. A. Terteling & Sons	$26,358.00	$26,358.00
Clifton & Applegate	39,054.00	38,902.00
Interstate Construction Co.	45,010.00	44,820.00
General Construction Co.	48,480.00	47,150.00
Morrison-Knudsen Co.	49,270.00	49,080.00
Triangle Construction Co.	49,956.00	49,728.00

PACIFIC HIGHWAY
BEAR CREEK-ASHLAND SECTION - GRADING AND CONCRETE PAVING

	Corr. Iron Pipe	Concrete Pipe
Washburn & Hall	$62,130.00	$62,645.00
Jacobsen-Jensen Co.	70,681.00	71,011.00
Johnson Bros. Co.	74,179.10	74,349.10
Theodore Arenz	74,216.00	74,950.00
R. I. Stuart & Sons	75,469.50	75,555.50
Dunn & Baker	83,437.00	83,518.00
Kern & Kibbe	86,256.00	86,549.00
Liesch & Tofte	88,300.50	88,555.00

McMINNVILLE-TILLAMOOK HIGHWAY
HONEY RANCH-DOLPH SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Berke Bros. Inc.	$36,635.00	$35,695.00
Fisher Bros.	37,521.00	35,991.00
Theodore Arenz	38,620.00	37,710.00
R. L. Houck	40,663.50	39,383.50
A. T. Dolan	41,014.00	40,283.00
Wren & Greenough	43,810.50	42,340.50
Johnston, Hanson & Johnston	43,994.00	42,922.00
Interstate Construction Co.	45,043.70	44,056.30
Homer G. Johnson	45,298.00	45,029.00
A. Milne	47,194.00	45,457.00
Liesch & Tofte	47,613.00	46,441.00
Brookfield Company	49,251.00	48,756.00
A. S. Wallace	54,295.00	52,793.00

TUALATIN VALLEY HIGHWAY
FOREST GROVE-HILLSBORO SECTION - GRADING, PAVING AND SHOULDER CONSTRUCTION

Saxton & Looney	$12,449.50
Forest Grove Sand & Gravel Co.	12,452.30
O. N. Pierce	13,152.00
Northwest Roads Co.	14,060.00
Theodore Arenz	14,124.00
La Pointe Construction Co.	14,349.90
West Contract Co.	14,620.00
United Contracting Co.	14,953.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER JOHN DAY RIVER

F. L. Odom	$53,733.00
The Gilpin Construction Co.	55,884.00
Barham Bros.	56,398.50
Liesch & Tofte	56,777.50
C. J. Montag	59,165.00
Guthrie-McDougall Co.	62,195.00
Lindstrom & Feigenson	62,911.00
John K. Holt	63,065.00
Parker-Schram Co.	67,225.20
Kuckenberg-Wittman Co.	69,727.50

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OREGON COAST HIGHWAY
BRIDGE AT AUSTIN POINT AND CULVERT AT ASBURY CREEK

	Alternate "B" with conc. pipe	Alternate "A" with conc. box
A. G. Enright	$ 8,546.50	$ 9,345.50
Enquist Construction Co.	8,823.00	9,740.50
John K. Holt	9,073.50	9,903.50
Ostrom Construction Co.	9,250.54	10,599.15
Averill & Philpott	9,531.00	11,053.50
Wm. C. Schmitt	9,589.50	10,264.50
Barham Bros.	9,708.50	11,454.50
J. F. Johnston	9,775.50	11,221.00
F. C. Dillard	11,068.50	12,566.50
C. J. Montag	11,334.00	14,040.00
A. T. Dolan	12,892.00	14,635.00
Brookfield Company	12,934.00	15,094.00

PACIFIC HIGHWAY
TWO PILE TRESTLE BRIDGES WITH CONCRETE DECKS OVER BEAR CREEK

Washburn & Hall	$15,977.00
Barham Bros.	16,398.00
Sig Ash	16,550.00
Tom Lillebo	16,744.50
J. F. Johnston	16,993.50
Averill & Philpott	17,059.75
A. G. Enright	17,406.80
C. J. Montag	17,544.00
Wm. C. Schmitt	18,168.00
Liesch & Tofte	18,880.00
Starr & McCall	18,914.48
R. I. Stuart & Sons	19,047.00
Lindstrom & Feigenson	19,196.00
Dunn & Baker	21,721.00

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

A letter was presented from W. H. Lynch, District Engineer of the Bureau of Public Roads, stating that he had heard rumors to the effect that it was the intention of the State Highway Commission to discontinue the construction of the Necanicum-North Fork Section and the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway, emergency federal aid projects, and requested information as to the plans of the Commission with respect to these projects. The Secretary was instructed to inform Mr. Lynch that the Commission has no intention to discontinue these projects but expects to carry them through to completion as originally planned.

The Secretary presented a deed from Simeon Reed Winch, et ux, conveying to the State of Oregon free of cost, the following described parcel of land

adjacent to the Columbia River Highway at Mile Post 60 in Hood River County:

> Lots One (1) to Four (4), inclusive, and North Half ($N\frac{1}{2}$) of Southwest Quarter ($SW\frac{1}{4}$); North Half ($N\frac{1}{2}$) of Southeast Quarter ($SE\frac{1}{4}$) and Southwest Quarter ($SW\frac{1}{4}$) of Southeast Quarter ($SE\frac{1}{4}$) of Section Thirty-Six (36), Township Three (3) North, Range Nine (9) East, Willamette Meridian (except lands sold to O. R. & N. Company.)

He explained that this is the tract of land offered by Mr. Winch to the state for park purposes, through Mr. Marshall Dana and Mr. Frank T. Shull at the meeting held December 13, 1932, which offer was accepted by the Commission on that date. After due consideration the Commission accepted the deed and ordered it recorded in the county records. The Secretary was instructed to inform Mr. Winch that the Commission has no intention of using this area for other than park purposes for the enjoyment of the public, and that commercialization will not be permitted.

The Secretary also presented a deed from the Moore Mill & Lumber Company of Marshfield conveying to the state for park and recreational purposes the following described tract of land situated adjacent to the Oregon Coast Highway in Curry County at a point 3.3 miles south of the town of Denmark:

> The $SE\frac{1}{4}$ of the $NE\frac{1}{4}$, and the $NE\frac{1}{4}$ of the $SE\frac{1}{4}$ of Section 33, in Township 31 S., R. 15 W., W. M., Curry County, Oregon, containing 34.0 acres.

He explained that this tract contains a fine stand of Port Orford cedar timber and is a gift of the Moore Mill & Lumber Company to the state. He further stated that negotiations for the acquisition of this tract were commenced about a year ago with the approval of the former Highway Commission but were not completed because there was a possibility that the Moore Mill & Lumber Company would give the state additional acreage adjoining this tract. However, it now appears that the additional acreage will not be forthcoming in the near future, therefore, it was thought best to accept the deed to the 34-acre tract at this time and continue negotiations for the balance. The Commission by unanimous vote accepted the deed and ordered it recorded in the county records.

The Attorney reported that in accordance with instructions previously given him by the Commission he has secured from Lincoln County a quitclaim deed whereby the county quitclaims to the state "all of the tide and overflow lands along the ocean beach in Sections 22, 27 and 34, Township 14 South, Range 12 West of the Willamette Meridian in Lincoln County, Oregon". He explained it was his thought that the Commission now has legal right and authority to prohibit the removal of the so-called "smelt sands" from this area which it is claimed are vital to the spawning and propagation of smelt. The Commission accepted the deed and ordered it recorded in the proper county records.

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The Attorney further reported that it appears to be necessary to institute condemnation proceedings to acquire the right of way for the improvement of the Old Oregon Trail across the lands of Lucinda J. South and George W. South, her husband, and across the lands of the Columbia Cement Company in Baker County. He requested authority to commence such proceedings if that is found necessary after further negotiations with the owners. The following resolution with respect thereto was offered by Commissioner Aldrich 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. 6 in Baker County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for right of way purposes, to-wit:

A parcel of land, being a portion of the following described property: the southeast quarter ($SE\frac{1}{4}$) of the northeast quarter ($NE\frac{1}{4}$) and the northeast quarter ($NE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 11, Twp. 14 South, Range 44 East, W. M., Baker County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land of variable width lying between the westerly right of way line of the O.-W. R. R. and N. Co. and a line parallel to and 40 feet distant westerly from the relocated center line of the Old Oregon Trail Highway; the said parcel being more particularly described as follows:

Beginning at a point which is the intersection of the north line of said property and the westerly right of way line of the said railroad; said point being 50 feet distant easterly from (and measured at right angles to) the center line of said highway at Engineer's Station 2248+62.7; said point also being 1299.5 feet south and 295.4 feet west of the northeast corner of said Section 11, Twp. 14 South, Range 44 West, W. M.; thence along the railroad right of way line South 5° 53' East a distance of 958.9 feet; thence on a 950.4 foot radius curve left (the long chord of which curve bears South 30° 39' East) a distance of 489.7 feet to a point on the east line of said Section 11; thence along said section line South 0° 33½' West a distance of 216 feet to a point 40 feet distant southwesterly from (and measured at right angles to) the center line of said highway at Engineer's Station 2265+15; thence parallel to and 40 feet distant from

the said center line on a 2016 foot radius curve right (the long chord of which curve bears North 18° 23' West) a distance of 879.6 feet to a point opposite Engineer's Station 2256+52.9 P. C.; thence North 5° 53' West parallel to said center line a distance of 804 feet to the north line of said property; thence South 89° 55' East along said north line a distance of 90 feet to the point of beginning.

The parcel of land to which this description applies contains 3.13 acres, more or less.

ALSO:

A parcel of land, being a portion of the following described property: the southwest quarter ($SW\frac{1}{4}$) of Section 12, Twp. 14 South, Range 44 East, W. M., Baker County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land of variable width lying between the westerly right of way line of the O.-W. R. R. and N. Co. and a line parallel to and 40 feet distant westerly from the relocated center line of the Old Oregon Trail Highway; the said parcel being more particularly described as follows:

Beginning at a point which is the intersection of the west line of said Section 12 and the westerly right of way line of the said railroad; said point being 63.8 feet distant easterly from (and measured at right angles to) the center line of said highway at Engineer's Station 2263+24; said point also being 2706 feet south of the northwest corner of said Section 12, Twp. 14 South, Range 44 East, W. M.; thence along the railroad right of way line as follows: on a 950.4 foot radius curve left (the long chord of which curve bears South 36° 47' East) a distance of 46 feet; thence South 38° 11' East a distance of 671.2 feet; thence on a 1414.5 foot radius curve left (the long chord of which curve bears South 48° 13' East) a distance of 511.9 feet; thence South 58° 55' East a distance of 565 feet to the north and south sixteenth section line; thence along said line South 0° 50' West a distance of 57.9 feet; thence along said railroad right of way line South 58° 55' East a distance of 490.7 feet to a point which is 40 feet distant southwesterly from (and measured at right angles to) the center line of said highway at Engineer's Station 2286+60.7; thence parallel to and 40 feet distant from the center line of said highway North 60° 12' West a distance of 1153.6 feet to a point which is 40 feet distant southwesterly from (and measured at right angles to) the said center line at Engineer's Station 2275+07.1 = 2275+25.9 P. T.; thence parallel to said center line on a 2016 foot radius curve right (the long chord of which curve bears North 45° 32½' West) a distance of 1031.4 feet to a point on the west line of said Section 12, which point is opposite Center Line Station 2265+15; thence along said section line North 0° 33½' East a distance of 216 feet to the point of beginning.

The parcel of land to which this description applies contains 4.21 acres, more or less.

The foregoing described property is property belonging to Lucinda J.

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South and George W. South, her husband.

ALSO:

A parcel of land, being a portion of the following described property: the northwest quarter (NW¼) of the southwest quarter (SW¼) of Section 2, Twp. 14 South, Range 44 East, W. M., Baker County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Old Oregon Trail Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 2190+10 to Station 2195+05, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line station 2190+10, opposite and 40 feet distant from which point the westerly line of the said strip of land intersects the north line of said property; said point being 2610 feet north and 1515 feet west of the south quarter corner of Section 2, Twp. 14 South, Range 44 East, W. M.; thence South 34° 51' East a distance of 495 feet to Station 2195+05, opposite and 40 feet distant from which station the westerly line of said strip intersects the south line of said property.

The parcel of land to which this description applies contains approximately 0.74 acres.

ALSO:

A parcel of land, being a portion of the following described property: the west half (W½) of the southwest quarter (SW¼) of Section 35, Twp. 13 South, Range 44 East, W. M., Baker County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land 80 feet in width, being 40 feet on each side of the center line of the Old Oregon Trail Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 2134+46.6 to Station 2161+37.6, which portion of center line is described as follows:

Beginning at a point which is Engineer's center line station 2134+46.6, which said point intersects the north line of said property; said point being 323 feet east of the west quarter corner of Section 35, Twp. 13 South, Range 44 East, W. M.; thence on a 1432.5 foot radius curve right (the long chord of which curve bears South 3° 10½' East) a distance of 98 feet to Station P. T. 2135+44.6; thence South 5° 24' West a distance of 2593 feet to center line station 2161+37.6 on the south line of said Section 35.

The parcel of land to which this description applies contains approximately 4.94 acres, of which 2 acres lie within the existing right of way; net new area 2.94 acres.

The foregoing described parcels of land are property belonging to Columbia Cement Company.

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, Baker 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 motion was duly seconded by Commissioner Washburne and declared by the Chairman to have carried by the unanimous vote of the Commission.

The following resolution authorizing the Engineer to acquire various parcels of real property which are required in connection with state highway improvements was offered and adopted by unanimous vote of the Commission, upon the motion of Commissioner Washburne, duly seconded by Commissioner Aldrich:

WHEREAS, in connection with the further improvement of the

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts		Agent
<u>Salem-Aurora Section of Pacific Highway</u>					
Hubbard, State Bank of	R/W	0.121	$750.00	Lump Sum	Bentley
Adams, Geo. C. & J. N.	"	0.023	2200.00	per A. plus $10.00	Benson
Hortsch, Steve	"	0.092	350.00	" " " 12.50	"
Rector, B. F.	"	0.023	2200.00	" "	Bentley
Schlittenhart, Wm.	"	0.012	2200.00	" "	"
Struble, A. J.	"	0.054	600.00	" " " 96.50	"
Courand, E.	"	0.017	2200.00	" "	"
Eder, Henry (Correction)	"	1.256	614.45	Lump Sum	Benson
Serres, Theo.	"	0.068	500.00	per A.	Bentley
Artisans Life Assn., of Oregon, Correction for Estelle Faye Scott	R/W	0.12	200.00	per A. plus 20.00	"
<u>Barlow-Aurora Section, Pacific Highway</u>					
Lluellyn, Albert L.	R/W	0.10	25.00	Lump Sum	Langille
Miller, George W.	"	0.145	75.00	" "	"
Miller, Andrew G. & E. Alia (correction)	"		1362.00	" "	"
<u>Albany-Tangent Section, Pacific Highway</u>					
Schultz, Anna M.	"	0.09	90.16	" "	Campbell
Maloney, Mary A.	"		300.00	" "	"

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts		Agent
<u>Albany-Tangent Section, Pacific Highway</u> - continued					
Central Land Co. (correction)	R/W	0.17	$350.00	per A. plus $49.00	Campbell
Cathey, Merle S., et al	"	0.264	300.00	" " " 35.00	"
Hudson, Albert D.	"	0.24	450.00	Lump Sum	"
Howard, J. A.	"	0.03	31.00	" "	"
Bronson Lumber Co. (correction)	R/W	0.08	81.85	" "	"
Wood, C. V.	"	0.19	114.05	" "	"
Lindsey, C. W. & H. E. Hugg	"	0.19	1300.00	" "	"
Mitchell, C. E.	"		22.40	" "	"
Richardson, Wilson	"	780 Sq Ft	425.00	" "	"
Marks, Willard (correction)	"		41.21	" "	"
Central Land Co.	"	0.14	350.00	per A. plus $17.68	"
<u>Medford-Central Point, Pacific Highway</u>					
Bussiere, Joseph E.	R/W		300.00	Lump Sum	Gardiner
Cassell, Rosalie	"		48.00	" "	"
Murray, R. S.	"		150.00	" "	"
Ahart, Ray B.	"		185.00	" "	"
Benson, Rafael C.	"	6.76	200.00	per A. plus $558.25	"
Hague, Robt. L.	"	5.71	200.00	" " " 789.45	"
Barnes, Clarence D.	"	0.29	160.00	Lump Sum	"
Pilz, Frank	"		300.00	" "	"
Crance, A. E.	"	0.05	264.00	" "	"
Stephenson, R. O. and Overmeyer, O. L. (Economy Lumber Co.)	"	0.10	562.50	" "	"
Wilson, O. N.	"	0.1	1460.00	" "	"
Kellogg, Noel P.	"	0.1	140.00	" "	"
Carley, R. E.	"	0.30	600.00	per A. plus $178.40	"
Owen Oregon Lumber Co.	"		6402.50	Lump Sum	"
<u>West Side Pacific, Tigard</u>					
Fischer, M. J.	"	0.19	150.00	Lump Sum	Rose
<u>Newberg-McMinnville, West Side Pacific Highway</u>					
Rowley, J. J. & Jess White	"	0.023	25.00	" "	Jones
Zwick, Walter	"	0.065	25.00	" "	"
Whitman, J. N.	"	0.048	25.00	" "	"
Stuart, Agnes	"	0.165	70.25	" "	"
Fogelsong, John M.	"	0.008	10.00	" "	"
Chaffee, Urban & C. D. Norris	"	0.33	150.00	" "	"
Blanchard, Collie	"	0.211	107.65	" "	"

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Holmes Gap Section, West Side Pacific Highway				
Bush, A. N.	R/W	0.66	$193.00 Lump Sum	Gardiner
Benton County Section, West Side Pacific Highway				
Kyle Bros.	Stock Pile	1.48	10.00 per year (5 yr. lease)	DeFrance
Stellmacher, E. C.	R/W	1.13	100.00 per acre	Scott
Miller Creek-Junction City, West Side Pacific				
Mains, Chester L.	"	0.46	150.00 Lump Sum	Campbell
Lynch, Howard, et al	"	0.057	100.00 " "	"
Corvallis-Newport Highway				
Svenson, Martin	"		100.00 " "	Chandler
Rice Hill Section, Pacific Highway				
Campbell Estate, Harry	"	1.77	100.00 per A. plus $49.50	Benson
Wingville Lane-Baker Section, Old Oregon Trail Highway				
Love, George Vernon	"	0.83	100.00 per A. plus $198.52	"
Huntington-Lime Section, Old Oregon Trail Highway				
Binder, Lena	"	4.099	500.00 Lump Sum	"
Oregon Portland Cement Co.	"	2.29	486.45 " "	"
Siuslaw Highway, Mapleton Section				
Hollenbeck, A. A. Estate	Gravel Site		250.00 " "	Devers
Columbia River Highway, Umatilla				
Brownell, D. C., Estate	Gravel Site	2.60	400.00 " " (10 yr.lease)	Williams
Linnton-Scappoose, Columbia River Highway				
Schamoni, Wm. F.	R/W	2.377	950.00 " "	Rose
McMinnville-Tillamook Section, Willamina				
Miller, R. S.	Stock Pile	0.12	18.00 " " (1 yr.lease)	Yocum

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Bay City, Oregon Coast Highway				
Van Nortwick, L. L.	R/W	0.122	$ 30.00 Lump Sum	Gray
Alsea Highway, near Waldport, Lincoln County				
Stonefield, Mary	R/W	1.113	400.00 " "	Collier
Lake County Line-Silver Creek Section, Central Oregon Highway				
Oregon-Western Colonization Co.	Gravel Pit	3.69	92.50 Lump Sum (5 yr.lease)	Lytle
Scottsburg-Reedsport, Umpqua Highway				
Boye, Frankie L.	R/W	0.50	150.00 per acre	
" " "		2.83	5.00 " " plus $66.00	Benson
Douglas County, Umpqua Highway				
Johnson, Homer G.	Gravel Pit	4.71	6500.00 Lump Sum	Devers
Fort Klamath-Crooked Creek Section, Crater Lake Highway				
Law, Hartland	R/W	0.08	63.00 Lump Sum	Gould
Klamath County, The Dalles-California Highway				
Blair, C. M. Supt. Klamath Agency	(5 year lease)			
	Quarry Site	2.26	$5.00 plus 1½¢ per cu. yd.	DeSouza
Blair, C. M. Supt. Klamath Agency	(5 year lease)			
	Quarry Site	3.25	5.00 plus 1½¢ per cu. yd.	"
Albany-Tangent Section, Pacific Highway				
Patten, Sarah M.	R/W		$ 61.20 Lump Sum	Campbell
Linn Securities Company	"		79.38 " "	"
Sherman County, Columbia River Highway				
Oregon-Washington R. R. & N. Co.	R/W	4.35	108.75 " "	Devers

The Secretary reported the receipt of an agreement between the State of Oregon by Julius L. Meier, Governor, and Hal E. Hoss, Secretary of State, and Multnomah County by its Board of County Commissioners, whereby the county agrees to reimburse the state in the sum of $725,000 which said sum was loaned to the county by the Reconstruction Finance Corporation and the repayment of which is secured by deductions from future regular federal

aid allotments to the State of Oregon for highway purposes. The Commission ordered the agreement filed in the records of the department.

The Commission signed an agreement with the Board of County Commissioners of Multnomah County covering the matter of cooperation in the cost of construction of a portion of the Lower Columbia River Highway inside the city limits of Portland at Linnton, whereby the county agrees to contribute the sum of $14,170.00 for this improvement and in addition thereto agrees to provide, at its sole cost and expense, the right of way required, and also provide for the removal of the existing telephone and power lines.

Consideration was given by the Commission to the following requests for extensions of the time limits in which to complete highway construction projects:

Oregon Bridge & Dredging Co., contract No. 1408, construction of concrete pavement on the Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties, requested an extension of time to June 1, 1933, in which to complete this project. The Engineer stated that he ordered the contractor to discontinue paving operations because it appeared that a satisfactory job could not be secured on account of adverse weather conditions and it seemed best in his judgment to delay the work until late spring in order to insure a good pavement job. He recommended that the extension requested be granted and that the contractor be not assessed the engineering costs nor any other penalty inasmuch as the work was closed down upon his orders. Recommendation of the Engineer was approved by the Commission by unanimous vote.

A. G. Enright, contract No. 1401, construction of a bridge over the North Fork of Silver Creek on Silver Falls Secondary Highway No. 163 in Marion County, requested an extension of twenty days' time within which to complete this project. The Engineer stated that the contractor was unable to complete the painting and general clean-up work within the time limit specified in the contract because of inclement weather. Furthermore, travel had not been inconvenienced because of this delay, neither has the state been put to any extra engineering expense thereby. He recommended that the extension requested be granted without penalty. Recommendation approved by unanimous vote of the Commission.

Clyde R. Seitz, to whom O. N. Pierce assigned contract No. 1387 for the furnishing of crushed rock for the Vinson-Nye Section and the Nye-Lazinka Ranch Section of the Oregon-Washington and Pendleton-John Day Highways in Umatilla County, requested an extension of time to March 1, 1933 within which to complete this project. The Engineer stated that the contractor experienced considerable trouble on this job due to inclement weather and some difficulty in securing satisfactory rock. Also, the traveling public has not been inconvenienced by the failure of the contractor to complete the contract on time, nor has the state been put to any extra engineering expense thereby to date. He recommended that the extension requested be granted but that the contractor be charged for the extra engineering expense incurred after January 1, 1933. Recommendation approved by unanimous vote of the Commission.

Portland Sand & Gravel Co., contract No. 1369, for the surfacing of the Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County, requested an extension of time to January 16, 1933 in which to complete this project. The Engineer stated that the specified date of completion was October 31, 1932 but this was previously extended by the Commission to December 31, 1932, without penalty. The contractor would have completed his work within the extended time, he said, but for the fact that a flood occurred and a number of slides developed which delayed his operations. He recommended that the extension requested be granted without penalty. Recommendation approved by unanimous vote of the Commission.

Powell & Gilo, contract No. 1321, grading of the Juntura-Peach Section of the Central Oregon Highway in Malheur County, requested an extension of time from September 30 to December 15, 1932, within which to complete this project. The Engineer stated that the contract provided for an extension of time proportionate to the amount of extra work that would be required in case the limits of the work were extended. Approximately 1.1 miles of additional new work were added to the contract, he said, and the contractor was required to place a gravel topping on approximately three miles of grade constructed by state forces, which accounts for his overrunning the specified time limit. He further stated that the traveling public has not been inconvenienced to any great extent by the failure of the contractor to complete the work on time; also, the additional expense of engineering incurred thereby is negligible. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Dunn & Baker, contract No. 1370, paving Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County, requested an extension of time to November 8, 1932, within which to complete that project. The Engineer stated that all of the contract items were completed by the contractor prior to the completion date specified in the contract and that the overrun in time limit was due to force account work which was not included in the contract. The performance of the extra work, he said, did not inconvenience the traveling public, nor increase the engineering costs, therefore he recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

The Engineer reported that Contractor O. N. Pierce, to whom the Commission awarded contract No. 1389 for the grading and surfacing of the Holdredge Section of Secondary State Highway No. 154 in Yamhill County, completed the work required under his contract before October 31, 1932, the time limit specified in the contract but, because of heavy rains that have occurred since then, considerable repair work will have to be done to the earth shoulders to put them in first-class condition. The contractor, he said, is not responsible for refilling the washed-out sections and should not be required to wait until that work is done to receive full payment for the work covered by the contract. He recommended that final payment be made to the contractor at this time and that he be released from further obligation; also that arrangements be made with the County Court of Yamhill County to build up the shoulders later in the spring when suitable weather will

permit. He added that there are sufficient secondary monies remaining of the amount allocated to this project to pay for this shoulder work. Recommendation approved by the Commission by unanimous vote.

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

Contract No. 1321 with Powell & Gilo, contractor, for grading the Juntura-Peach Section of the Central Oregon Highway in Malheur County, completed December 15, 1932.

Contract No. 1370 with Dunn & Baker, contractor, for paving the Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County, completed November 7, 1932.

Contract No. 1389 with O. N. Pierce, contractor, for grading and surfacing the Holdredge Section of Secondary State Highway No. 154 in Yamhill County, completed November 15, 1932.

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

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

Contract No. 1321, Powell & Gilo, contractor, grading the Juntura-Peach Section of the Central Oregon Highway in Malheur County, completed December 15, 1932;

Contract No. 1370, Dunn & Baker, contractor, paving the Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County, completed November 7, 1932;

Contract No. 1389, O. N. Pierce, contractor, grading and surfacing the Holdredge Section of Secondary Highway No. 154 in Yamhill County, completed November 15, 1932.

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

The Engineer reported briefly the results of an inspection which was recently made by Construction Engineer H. G. Smith of the survey now in

progress for a proposed road extending from the Nevada state line near McDermitt northerly to Follyfarm in Malheur County and a branch road leading therefrom to Rome and Jordan Valley in that county. No action was taken thereon by the Commission.

A resolution was presented from the Clackamas County Pomona Grange stating its opposition to the sale of additional highway bonds and requesting the Highway Commission to cease all highway construction and apply the funds now available to the retirement of the present highway bonded indebtedness. The Secretary was instructed to inform the grange that the funds now available for construction purposes are federal funds which cannot be applied to paying off bonded indebtedness for highways.

A letter was presented from E. L. King, Superintendent of the Southern Pacific Company, stating that the management of the Southern Pacific Company has formally approved the tentative arrangement agreed upon with the State Highway Engineer for the occupation of a portion of the company's right of way at Rice Hill, Douglas County, which portion the Highway Department proposes to use as right of way for the realignment and reconstruction of the Pacific Highway at that point, and further advising that the railroad company has no objection to advertising this project for bids pending the execution of the formal agreement to cover the right of way matter. No action taken by the Commission on this letter.

An option to purchase land required for right of way for the Wolf Creek Highway across the holdings of the Western Timber Company and the Sunset Logging Company in Washington, Columbia and Tillamook Counties was presented to the Commission for disposal. The Commission ordered the option filed in the department records for future reference.

The Commission by unanimous vote approved the transfer of secondary state highway funds as follows in Douglas, Clackamas and Crook Counties from projects to which they were originally allocated to other secondary highway projects:

DOUGLAS COUNTY:

Transfer $886.02 from project #110-GA, grading and surfacing Elkton-Sutherlin Secondary Highway No. 231 to project #110-GC on the same highway.

CLACKAMAS COUNTY:

Transfer $1,324.66 from project #103-GC, grading and surfacing Woodburn-Mt. Hood Loop Secondary Highway #161, to project #103 ML-504, oiling pavement shoulders on Cascade Secondary Highway #160.

CROOK COUNTY:

Transfer $274.00 from project #107 MR-111, bridge maintenance

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O'Neil Secondary Highway #370 to project #107-DA, surfacing Crooked River Secondary Highway #380.

Transfer $120.00 from project #107 MT-111, bridge maintenance Powell Butte Secondary Highway #371, to project #107-DA, surfacing Crooked River Highway #380.

Transfer $140.00 from project #107 ML-111, bridge maintenance Warm Springs Secondary Highway #360, to project #107-DA, surfacing Crooked River Secondary Highway #380.

Transfer $424.50 from project #107 MV-111-A, bridge maintenance, Crooked River Secondary Highway #380, to project #107-DA, surfacing of the same highway.

The Commission adjourned at 12:10 o'clock P. M. to reconvene at 1:30 o'clock P. M. this day in this room.

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

Mr. and Mrs. Rudolph Kissling of Portland appeared before the Commission concerning the construction of the Oregon Coast Highway across their property at Cannon Beach, Clatsop County, on which is located the cannon from which the beach derived its name. They stated that the highway is now being constructed across their property on a high fill or embankment which is very undesirable from their standpoint because it renders valueless as a building site a small knoll on which they had planned to erect a building; also, this embankment divides their property in such a manner that they do not have access from their property on one side of the highway to that on the opposite side which will cause them serious damage. They asked that corrective measures be taken and suggested that the grade line of the highway be lowered to eliminate the fill, otherwise, that the fill be replaced with a bridge structure so that they may drive a car from one part of their property to the other without inconvenience.

The Engineer explained that the contract for the construction of this section of highway has already been awarded and construction operations are now under way, the contractor already having cleared the right of way and installed some of the culverts and it is now too late to make any major changes, such as Mr. Kissling suggests. He further explained that in order to properly surmount Austin Point it was necessary to construct the highway on a 5.8% grade across the Kissling property which resulted in the construction of a fill six to ten feet in height in front of the knoll on which the Kisslings state they plan to erect a building. This grade, he said, is about one-half mile long and cannot be changed because of the proximity of the ocean. After further discussion Chairman Scott informed Mr. and Mrs. Kissling that the Commission regrets it cannot comply with their request because to do so will require the revamping of this contract which would result in a material loss to the state. Further discussion of this matter was deferred until later in the

session when it was expected that the County Court of Clatsop County would be present.

Consideration was given by the Commission to the form of bond to be used in bonding certain department employes. The Secretary explained that the present practice is to require each of these employes to furnish an individual bond for which an annual premium charge of $5.00 per $1,000 is made with a minimum charge of $5.00 which most bonding companies consider as fully earned. He stated that he has received an offer from one of the bonding companies to write a "blanket position bond" at a reduced rate, to cover all of these employes, the use of which, it appears, will not only result in a saving in the annual premium costs but will also eliminate considerable routine work required by the use of individual bonds. After some discussion, Commissioner Washburne moved that the department employes who are required to be bonded, be covered by a blanket bond as suggested by the Secretary. The motion was duly seconded by Commissioner Aldrich and carried by the unanimous vote of the Commission.

At three o'clock P. M. the following awards of contracts for which bids were received at the morning session were announced by the Chairman, the awards previously having been agreed upon by the Commission by unanimous vote:

"Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, 1.2 miles grading. The low bidder is Saxton & Looney, Corvallis, at $67,514.20. The second low bidder is Theodore Arenz, Portland, at $73,005.00. The Commission awards this contract to Saxton & Looney, the low bidder, at his bid price of $67,514.20.

"Redmond-Chemult maintenance materials project on state highways in Deschutes, Crook and Klamath Counties. The low bidder for the construction of the North Unit is Griffiths & Hollenbeck, Bend, at $9,412.50. The next low bidder for the North Unit is Johnson Bros. Co., Klamath Falls, at $9,436.00. The low bid for the South Unit is that submitted by A. S. Wallace, Roseburg, at $8,875.00. The next low bid for the South Unit is that submitted by Johnson Bros. Co., Klamath Falls, at $9,257.50. The low bidder for the construction of both units is Johnson Bros. Co., Klamath Falls, at $18,418.50. The next low bid for the construction of both units is that of Saxton & Looney, Corvallis, at $21,027.50. The Commission awards the contract for the North Unit to Griffiths & Hollenbeck, the low bidders at their bid price of $9,412.50 and awards the contract for the South Unit to A. S. Wallace, the low bidder, at his bid price of $8,875.00.

"Koepke and Hinsdale Slough Sections of the Umpqua Highway in Douglas County, grading and surfacing. The low bidder is F. C. Dillard, Medford, at $22,132.50. The second low bidders are Liesch & Tofte, Marshfield, at $25,712.50. The Commission awards this contract to F. C. Dillard, the low bidder at his bid price of $22,132.50.

"Arlington-Rock Creek Section of John Day Highway and Blalock-Heppner Junction Section of Columbia River Highway in Gilliam County,

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furnishing crushed rock in stock piles. The low bid is that submitted by J. S. Risley, Milwaukie, at $9,655.00. The next low bid is that of A. C. Greenwood & Co., Inc., Portland, at $11,250.00. The Commission awards this contract to the low bidder, J. S. Risley, at his bid price of $9,655.00.

"Drinkwater Pass Section of the Central Oregon Highway in Harney County, 1 mile of grading. The low bidder is J. A. Terteling & Sons, Boise, Idaho, at $26,358.00 based on the use of either concrete or corrugated iron pipe. The next low bid is that submitted by Clifton & Applegate, Spokane, Washington, at $38,902.00, based on the use of corrugated iron pipe, and $39,054.00, based on the use of concrete pipe. The Commission awards this contract to J. A. Terteling & Sons, the low bidder, at its bid price of $26,358.00, using concrete pipe.

"Bear Creek-Ashland Section of the Pacific Highway in Jackson County, grading and concrete paving. The low bid is that submitted by Washburn & Hall, Portland, at $62,130.00 based on the use of corrugated iron pipe and $62,645.00 using concrete pipe. The second low bid is that of Jacobsen-Jensen Co., Portland, at $70,681.00 using corrugated iron pipe and $71,011.00 using concrete pipe. This is a federal aid project and the award of this contract is held pending approval of the U. S. Bureau of Public Roads.

"Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County, grading and surfacing. The low bid is that of Berke Bros., Inc., Portland, at $36,635.00 based on the use of concrete pipe and $35,695.00 using corrugated iron pipe. The next low bid is that of Fisher Bros., Oregon City, at $37,521.00 using concrete pipe and $35,991.00 using corrugated iron pipe. The Commission awards this contract to Berke Bros., Inc., the low bidder, at its bid price of $35,695.00 using corrugated iron pipe.

"Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, grading, paving and shoulder construction. The low bid submitted is that of Saxton & Looney, Corvallis, at $12,449.50. The next low bid is that of the Forest Grove Sand & Gravel Co., Forest Grove, at $12,452.30. The award of this contract is held pending an examination of the source of the material the contractor proposes to use in connection with this work.

"Construction of a bridge over the John Day River on the Columbia River Highway near Astoria in Clatsop County. The low bid submitted is that of F. L. Odom, Salem, at $53,733.00. The next low bid is that of Gilpin Construction Co., Portland, at $55,884.00. This is a federal aid project and the award of the contract will be held pending approval of the Bureau of Public Roads.

"Construction of a bridge at Austin Point and a culvert at Asbury Creek on the Oregon Coast Highway in Clatsop County. The low bid submitted is that of A. G. Enright, Eugene, at $8,546.50 on Alternate "B" using concrete pipe culverts and $9,345.50 on Alternate "A" using concrete box culverts. The second low bid submitted is that of the Enquist Construction Co., Troutdale, at $8,823.00 on Alternate "B" and $9,740.50 on Alternate "A". The award of

this contract will be held pending an investigation with respect to certain features involved in the work.

"Construction of two pile trestle bridges with concrete decks over Bear Creek on the Pacific Highway in Jackson County. The low bidder is Washburn & Hall, Portland, at $15,977.00. The next low bidder is Barham Bros., Salem, at $16,398.00. This is a federal aid project and the award of the contract will be held pending approval of the Bureau of Public Roads."

Mr. B. N. Hafenfeld, Assistant General Manager of the Associated Students, Oregon State College, appeared before the Commission by previous appointment and asked the Commission to reimburse him for loss that he incurred when the Mary's River Bridge at Corvallis collapsed on August 16, 1932 when it was run into by a freight truck. Mr. Hafenfeld stated that he happened to be driving his car across this bridge at the time the Ford truck ran into the end post, causing the bridge to collapse, and that he received personal injuries and in addition his Chrysler car was demolished. It was his thought that the bridge structure was in a weakened condition and not safe for traffic, otherwise, it would not have collapsed from the impact of the Ford truck; also, since it was a state highway bridge, he considered its maintenance to be under the jurisdiction of the State Highway Commission, in which case the state is responsible for his loss. He further stated that he was not asking for any fabulous sum, but would be satisfied with the sum of $1,400.00 as payment in full, including his medical and hospital expenses, loss of his car, and the financial loss because of his inability to perform his duties.

Chairman Scott informed Mr. Hafenfeld that a thorough investigation has been made of this accident and in the Commission's judgment, he (Mr. Hafenfeld) was damaged by no neglect on the part of the State Highway Commission; on the contrary, the fault lies entirely with the driver of the truck which caused the collapse of the bridge. Furthermore, the state was also damaged by the loss of the bridge. There are certain natural hazards, he added, to which a person submits himself when he travels a public highway; sometimes these may be avoided and at other times, as in the present instance, they are unavoidable. The Chairman further informed Mr. Hafenfeld that the Commission regrets the accident and sympathizes with him in his loss, nevertheless, it is necessary to decline his request because the Attorney advises that the state has no liability in the case.

At the request of the Chairman, the Attorney explained the legal aspects involved in the payment of claims for damages against the State Highway Commission. He said that the Oregon statutes will not permit the Commission to pay a claim such as this. If the Commission approved it, he said, and submitted it to the Secretary of State for payment, that official would not pass the claim for payment because of the legal restriction. There is an Oregon statute, he said, which permits the Highway Commission to pay claims up to a maximum of $200.00 for injuries to persons or damage to property where such injuries or damages result from the operation of state-owned equipment or from state highway construction; however, in the present instance, state equipment is not involved, neither was there any

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highway construction work or maintenance work being carried on at that time, therefore, this statute does not apply. If the bridge had been unsafe and the Commission knew it or by the exercise of due diligence did not cause the repair thereof, then the Commission would be held personally liable for the injuries or damages, otherwise not. The only other way to secure reimbursement for the loss and expense, he added, would be through legislative action.

At the request of the Chairman, the Engineer explained that the bridge under discussion was inherited from Benton County. At the time the state accepted the bridge, he said, it was carefully inspected and found capable of safely carrying loads up to the maximum prescribed by law, and in fact, could safely carry loads up to fifteen tons. The findings disclosed by this analysis and inspection, he said, were verified by a competent engineer who was employed especially to make a separate and distinct analysis. He further stated that the examination plainly revealed that the truck, going at a high speed, skidded into the end post of the bridge and lifted it bodily from the pier, resulting in the collapse of the bridge. Highway bridges, he added, are not designed to withstand a side swipe from a truck any more than railroad bridges are designed to withstand the impact of a derailed train.

After further discussion it was suggested to Mr. Hafenfeld that he present his claim for relief to the legislature now in session.

County Commissioner Jay W. Dunn of Lincoln County accompanied by Messrs. F. C. Robison and F. M. Robison, also of that county, were present and requested the Commission to make application to the Secretary of Agriculture for the extension of the Siletz River Forest Road, a distance of two miles up the Siletz River from its present terminus. They stated that this request is made now so that if a surplus of forest road funds should develop from this year's program, such funds can be applied to the construction of this two-mile section, thus connecting the present highway with the rock road leading to Toledo at the place known as Scott's. It was explained to the delegation that the forest funds now available have all been allocated to other projects and it is very unlikely that there will be a surplus. Chairman Scott advised that the Commission will consider the request of the delegation when future forest highway funds are made available by Congress and a joint meeting with the Bureau of Public Roads and the Forest Service is held for the programming of such funds.

The Commission considered the advisability of suspending all secondary highway construction, other than work now under contract, in order to temporarily make available for primary highway construction about $200,000 of secondary funds which have not been as yet disbursed. After some discussion action on this matter was deferred by the Commission until later.

The County Court of Clatsop County, consisting of County Judge Guy Boyington and Commissioners Jas. Elliott and Wm. Larson, appeared before the Commission and reported that they have conferred with Mr. Ole Aspen regarding his complaint concerning the bridge over the John Day River near Astoria, and that Mr. Aspen has agreed to withdraw his complaint upon payment of the sum of $75.00 to cover damages to his boat which amount the County Court, after

an inspection of the boat, deemed fair and just and paid from the county fund. They asked the Commission to reimburse the county for this expense because it appeared to them a just claim against the state, since this is a state highway bridge. After some discussion the Commission, by unanimous vote, agreed to give the county credit for this expenditure on future payments for cooperative construction work performed on the Oregon Coast Highway in Clatsop County.

The attention of the Commission was directed by Judge Boyington to the condition of the rock shoulders along the pavement between Svensen and Clatsop Crest on the Lower Columbia River Highway in Clatsop County. He stated that these shoulders are in bad condition and should be repaired. The matter was referred by the Commission to the Engineer for attention.

The Clatsop County Court then discussed with the Commission matters pertaining to the final estimate on the contract awarded to Gilbert & Goodwin for the construction of the Vesper Section of Nehalem Secondary Highway No. 102 in Clatsop County, being State Highway Contract No. 1330. They stated that on account of numerous slides which have occurred along this section, it would be impossible to re-cross section the work to determine the amount of yardage removed by the contractor, therefore, they asked that the final estimate be prepared without computing the actual yardage moved. The Engineer stated that it is strictly contrary to the policy of the department to follow the procedure suggested and that the figures given in the final estimate representing the yardage of material moved must be supported by actual field measurements. After some discussion the Commission referred this matter to the Engineer to investigate and report so that the final estimate can be prepared at an early date and the books on this subject closed.

Mr. and Mrs. Rudolph Kissling reappeared before the Commission regarding their complaint of the fill across their property at Cannon Beach. The Engineer suggested that they construct a roadway from their building site, around the swamp on their property, to a point where the highway fill is a minimum and there construct approaches to the highway grade, which would give them free access to their property on both sides of the road as well as access to the highway. It was finally agreed that the Engineer would cause this roadway to be staked out on the ground for the benefit of Mr. and Mrs. Kissling so that its location can be definitely determined. Chairman Scott informed Mr. and Mrs. Kissling that he would also make a personal inspection of the premises.

A letter was presented from the County Court of Benton County requesting that the Commission authorize the Engineer to inspect the condition of a bridge over the Willamette River on a county road at Corvallis, and report his findings to the Court. The request was approved and the Engineer was instructed by the Commission to make such inspection at his convenience.

The Commission set the hour of nine o'clock A. M. on Wednesday, March 15, 1933, Portland, as the date and place for the next regular meeting. The Secretary was instructed to arrange to hold this meeting in the Imperial Hotel, if a room sufficiently large is available, otherwise in the Benson or

the Multnomah.

There being no further business to come before the Commission at this time the meeting was adjourned at 5:30 o'clock P. M.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Salem, Oregon, January 30, 1933

The State Highway Commission met at 10:45 o'clock A. M. in Room 325 State Office Building at which meeting there were present:

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

Mr. Saxton of the contracting firm of Saxton & Looney, Corvallis, appeared before the Commission and urged the award to them of the contract for the construction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County on which bids were received by the Commission at the meeting held January 25, 1933, Saxton & Looney being the low bidder. He stated that he understood that there is a possibility that this contract will be awarded to the Forest Grove Sand & Gravel Co., Forest Grove, the next low bidder, therefore, he wished to enter a protest to such action. Mr. Saxton was advised by the Chairman that the Commission has not yet decided upon the award of this contract but that a definite decision will be given this day and he will be notified of the action taken.

The Commission discussed a number of routine matters and then adjourned at 11:15 o'clock A. M. to reconvene at a later hour this day in the same room.

The State Highway Commission reconvened at two o'clock P. M. in Room 325, State Office Building. Present were Leslie M. Scott, Chairman; E. B. Aldrich, Commissioner; R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

Mr. G. M. Green, Business Manager of the Ashland Tidings, Ashland, Oregon, was present and discussed with the Commission matters pertaining to the proposed improvement of the Pacific Highway between Ashland and Bear Creek, bids for which were received by the Commission at the meeting held January 25, 1933.

The Commission discussed the matter of discontinuing all secondary highway construction work, other than contract work, until the adjournment of the legislature which is now in session. The Engineer stated that he did not believe that much good will be accomplished by closing down this work for only a short period of time; furthermore, on account of adverse weather conditions it is not likely that a large amount of secondary funds will be disbursed before July 1, 1933. Therefore, it was his recommendation that all secondary highway work be allowed to proceed without interruption. The recommendation of the Engineer was adopted by the Commission, upon motion of Commissioner Aldrich, duly seconded by Chairman Scott.

The Engineer presented a tabulation showing the cost of operating various types of Highway Department cars, which indicates that light cars are being operated at an average cost of $0.033628 per mile, medium cars at $0.040406, and heavy cars at $0.045759, and that the average for all types of cars is $0.035722; also, the average cost per mile of operating ten light cars of the Ford and Chevrolet class, between April 1 and November 1, 1932, is $0.020106.

The Commission had under consideration the matter of the sale of One Million Five Hundred Thousand and no/100 Dollars ($1,500,000.00) of state highway bonds for the purpose of procuring funds with which to defray the expense incident to highway construction, improvement and maintenance, and after due consideration of said matter, Commissioner Aldrich offered the following resolution with respect thereto and moved its adoption, which motion was seconded and having received the unanimous vote of the Commission was declared carried:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII, 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 for the purpose of procuring funds with which to carry out the provisions of said Chapter; and

WHEREAS, under the provisions of Section 44-807, Oregon Code 1930, the State Highway Commission is authorized to sell highway bonds and fix the date of maturity at not to exceed five years from the date of sale and delivery, which authorization is in addition to the general statutory authority for the sale of state highway bonds, and

WHEREAS, by the terms and provisions of said Act, and amendments thereof, 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 Ten 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 the issuance of such bonds by the State Highway Commission for the purpose of carrying out the provisions of said Act; and

WHEREAS, it is the judgment and decision of this Commission that bonds in the sum of One Million Five Hundred Thousand and no/100 Dollars ($1,500,000.00) should be issued and sold at this time and bear the respective due dates herein set out: Five Hundred Thousand and no/100 Dollars ($500,000.00) due on April 1, 1934, Five Hundred Thousand and no/100 Dollars ($500,000.00) due on April 1, 1935, and Five Hundred Thousand and no/100 Dollars ($500,000.00) due on October 1, 1935, each of which said bonds shall bear upon its face a statement showing the date of maturity thereof, 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 and maintenance requires the issue

of One Million Five Hundred Thousand Dollars ($1,500,000.00) par value of bonds authorized by the said statute,

THEREFORE, BE IT RESOLVED, by the State Highway Commission, in session regularly assembled, with a majority of the Commissioners present:

(a) That of the bonds authorized under said Sections 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930, One Million Five Hundred Thousand Dollars ($1,500,000.00) par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provision of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, and that said bonds be offered for sale and be sold to the bidder bidding the lowest rate of interest for the entire amount.

(b) That sealed bids for such sale be requested and received at the Benson Hotel, Portland, Oregon, at 2:00 o'clock P. M. on the first day of March, 1933, and that said bids shall be opened by the Commission at the said Benson Hotel, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. on the first day of March, 1933.

(c) That notice of such sale be given by the Secretary of this Commission by publication thereof in the following publications: The Bond Buyer, published in New York City, and the Morning Oregonian, and the Oregon Journal, each published in Portland, Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Five Hundred Thousand and no/100 Dollars ($1,500,000.00) gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor, but not greater than six per centum per annum, interest payable April first and October first of each year.

(e) That said issue shall mature as follows: Five Hundred Thousand Dollars ($500,000.00) will be payable on April 1, 1934, Five Hundred Thousand Dollars ($500,000.00) on April 1, 1935, and Five Hundred Thousand Dollars ($500,000.00) on October 1, 1935. That said bonds shall be in denominations of One Thousand Dollars ($1,000.00) each and known and designated as Series No. 3 and shall be numbered 10081 to 11580 both numbers inclusive;

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

(g) That said bonds be dated March 15, 1933, 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 March 15, 1933, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(h) That the full purchase price from the sale of such bonds

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shall be payable upon delivery of said bonds;

(i) 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;

(j) 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.

The Commission, by unanimous vote of the members present, made the following awards of contracts for which bids were received at the meeting held January 25, 1933 but on which awards were held pending at that time for further investigation:

Construction of a bridge at Austin Point and a culvert at Asbury Creek on the Oregon Coast Highway south of Cannon Beach in Clatsop County. The Commission awarded this contract to A. G. Enright, Eugene, the low bidder, at his bid price of $8,546.50 submitted on Alternate "B" involving the use of a heavy gauge corrugated iron pipe culvert.

Forest Grove-Hillsboro Section of the Tualatin Valley Highway, grading, paving and shoulder construction, in Washington County. The Commission awarded this contract to Saxton & Looney, Corvallis, the low bidder, at its bid price of $12,449.50.

Construction of a bridge over the John Day River on the Columbia River Highway about 4 miles east of Astoria in Clatsop County. The Commission confirmed its previous award of this contract on January 27, 1933, to F. L. Odom, Salem, at his bid price of $53,733.00.

A letter was presented from G. R. Carter, County Clerk of Jackson County, enclosing copy of resolution adopted by the Jackson County Court expressing its approval of the reconstruction of the Pacific Highway on the new alignment from Ashland to a point 1.6 miles northerly thereof and opposing the adoption of the survey for the second unit of the proposed realignment north of Ashland, which by-passes the town of Talent. The letter and resolution were ordered filed in the records of the department.

The Engineer reported that an inspection has been made of the Mt. Hood Highway from Hood River to the forest boundary, the Sherman Highway and The Dalles-California Highway to ascertain if the maximum load limits thereon should be reduced. It has been found that there is a possibility that it will be necessary to reduce such limit, he said, on account of the weakened condition of the oiled surface occasioned by frost action. He recommended that the maximum limit on these highways be reduced fifty per cent but that the highways be not so posted until the frost begins to leave the ground and the reduction

in load limit becomes imperative. The recommendation of the Engineer was approved by the Commission and the following resolution with respect thereto was adopted by the Commission by unanimous vote of the members present:

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

MT. HOOD HIGHWAY
SHERMAN HIGHWAY
THE DALLES-CALIFORNIA HIGHWAY

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon any of the within-named roads shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of chapter 360 of the Laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the

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order of the State Highway Commission.

The maximum weights which shall apply to the following highways, to wit:

Mt. Hood Highway between Hood River and Forest Boundary in Hood River County,

Sherman Highway between its junction with the Columbia River Highway and Kent in Sherman County; and

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

shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 24,500 pounds; nor, shall the maximum wheel weight of any vehicle unladen or with load exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of 300 X (L + 40) in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of said highways are located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

A letter was presented from the Secretary of the Gardiner Chamber of Commerce enclosing a copy of the resolution adopted by that chamber, requesting the State Highway Commission to remove the Scotch broom which has been planted along the highway to protect the slopes of embankments and excavations,

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and to substitute therefor native shrubbery, because the Scotch broom on account of its rapid growth is becoming a nuisance. The Secretary was instructed by the Commission to inform the Gardiner Chamber of Commerce that the Commission finds it necessary to decline the request because there are no funds available for this purpose at the present time.

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

Chairman

State Highway Engineer

Commissioner

Secretary

Ashland, Oregon, February 8, 1933

The State Highway Commission met in special session at 11 o'clock A. M. in the Ashland City Hall in accordance with notice given to the City Recorder of Ashland on January 7, 1933, to hear objections or remonstrances to the plans of the Commission to alter the north entrance of the Pacific Highway into that city. Present were:

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

Also present were about eighty local residents, including the following: R. E. Detrick, Secretary of Ashland Chamber of Commerce; I. E. Vining; G. M. Green, Business Manager of Ashland Tidings; F. D. Wagner, Postmaster; Charles Howard; Fred Taylor; Earl H. Fehl, County Judge of Jackson County; G. H. Billings; J. E. Thornton, ex-mayor of Ashland; H. G. Enders and Thornton Wiley, Mayor of Ashland.

Chairman Scott called the meeting to order by stating that its object was to secure the perfunctory approval of the people of Ashland to the Commission's plan to reroute the entrance of the Pacific Highway into their city from the north, in accordance with the provisions of Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws of 1931, and invited all present who reside within the city limits of Ashland to express themselves with respect to this proposed improvement. There was no response to the Chairman's invitation. Thereupon he declared the meeting terminated so far as it concerns this particular subject.

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There followed a general discussion of matters pertaining to the acquisition of right of way for the improvement of the Pacific Highway extending north from Ashland to Bear Creek, a distance of about 1½ miles, for which construction bids were received by the Commission on January 25, 1933. Chairman Scott stated that the property owners, across whose lands the proposed improvement extends, demand the aggregate sum of approximately $60,000 for the right of way required. The two most costly claims, he said, are those of Jackson Hot Springs Company, in the sum of $25,000, and C. J. Perrine, in the sum of $23,500, which are considered by the Commission to be far in excess of the actual value of the property required. He further stated that the Commission does not feel justified in proceeding with this improvement at such a great outlay for right of way. Furthermore, the state does not have funds for such an expenditure during this stringent time of shrunken revenues and, in any event, the people of the state at large would object strenuously to an expenditure of even one-fourth of the amount demanded. He called attention to the fact that there is a strong possibility that the Southern Pacific Company will object to cooperating in the cost of the construction of the new railroad grade separation structure involved in this improvement which, he said, is another obstacle. The State Highway Commission, he added, wishes to proceed with this improvement, if possible, because it is badly needed and will also provide work for some of the unemployed of Jackson County. He pointed out that an early decision in respect to the right of way is imperative because the funds provided for this improvement are emergency federal aid funds which must be expended before July 1, 1933, otherwise they will be lost to the state. The work must be gotten under way at an early date, he said, to insure the completion of the project before that time.

The Chairman explained that the Commission feels disinclined to condemn the required right of way because past experience reveals that juries are prone to assess high damages and, in the present instance, it is felt that the state would not benefit by such procedure. He made the suggestion that, if the right of way cannot be secured for a reasonable consideration, the proposed improvement be deferred until a later date and that the federal funds provided therefor be reallocated to other projects so that the state will not lose them. He invited those interested to express themselves relative to this matter.

Mr. Detrick recalled that it was the original plan of the Commission to use a portion of its available funds for the reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County. The people of Southern Oregon, he said, agreed to the postponement of this project at the request of the Commission at the time its policy was adopted with respect to the deferment of major highway improvements, however, with the understanding that the Ashland-North project would be substituted therefor. He advised that there are about 500 heads of families in Jackson County listed with the unemployment committee who have been waiting since last fall for an opportunity to earn a little money to carry them through the winter season. To expend the funds elsewhere, he said, will create a crisis; therefore, it was his belief that the Commission could well afford to spend state funds for the right of way for this improvement at any cost. In support of his argument, Mr. Detrick read a letter directed to the Board of Directors of the Ashland Chamber of Commerce by the Roads and

Highways Committee of that Chamber, wherein that Committee expressed its opinion that the state should institute condemnation proceedings to acquire this right of way in the event that it cannot be acquired at a reasonable figure by negotiations. This letter, he said, was unanimously endorsed by the members of the Ashland Chamber of Commerce.

In reply to the arguments of Mr. Detrick, Chairman Scott explained that radical changes have taken place since the Commission first agreed to construct the Ashland-North project as a substitute for the Siskiyou project. The present legislature, he said, has issued instructions to the effect that no more state funds shall be expended for new construction projects. The Ashland-North project, he added, is in that category and the cost of right of way therefor, for which the owners demand approximately $60,000, must be paid with state funds. This amount very nearly equals the low bid received for the construction of the project the cost of which will be paid with federal funds. There are only about fourteen acres involved and the Commission considers that $7,500 is ample payment therefor.

Mr. Detrick agreed that $60,000 is an unreasonable amount to pay for the acreage required but reiterated that the state should institute condemnation proceedings to acquire this.

Mr. Vining also agreed that $60,000 is entirely too much to pay for the right of way. He gave as his thought that the only solution of the problem is to institute condemnation proceedings; otherwise, he said, the hands of the Commission are tied and the Commission could not then carry on the improvement. He asked the Commission to realize this and give its best consideration to the problem.

Mr. Wagner suggested that the federal funds now available in the matter be reallocated to the construction of the eight-mile section of the Green Springs Highway, surveys for which he understood were complete. The State Highway Engineer explained that the surveys for the Green Springs Highway improvement reveal that the cost of the construction of this section will average between $30,000 and $40,000 per mile. The funds now available, he said, would not go very far toward the completion of the project; therefore, in his opinion it would not be proper to start such a project knowing that it could not be completed. The former State Highway Commission, he added, deferred this project because of lack of funds and since that time the funds have entirely vanished.

Mr. Green gave as his opinion that it is as reasonable to condemn property for the right of way for the Ashland-North improvement as it was to condemn property for the right of way for the Central Point-Medford Section improvement across the property of Mr. Love. The Engineer replied that the consideration involved in the acquisition of the Love property was much less than that for the Ashland-North project, Mr. Love's original demand being $17,500 which he later reduced to $11,000, only $4,000 more than the state's offer.

Mr. Howard suggested that the $60,000 now available be expended for the improvement of the Green Springs Highway. He said that this highway

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is the heaviest traveled highway in Southern Oregon and he believed its improvement, which is a meritorious project, will meet with the hearty approval of all of the people of the southern part of the state.

In reply to Mr. Howard's suggestion, Chairman Scott stated that the Commission has already gone on record as favoring the postponement of all new major highway projects for the next two years. Monies received from the federal government, he said, should be expended for the maintenance and betterment of existing highways rather than for new projects, and that is what the Commission is trying to do.

Mr. Green suggested that the efforts of all should be exerted to the elimination of the obstacles in the way of the construction of the Ashland-North Section before consideration is given to substitute projects. In reply to the inquiry of Commissioner Washburne whether or not he considered $7,500 a fair price to pay for the fourteen acres required for the Ashland-North project, which will average approximately $535.00 per acre, Mr. Green stated that he was not in position to judge.

Mr. Detrick stated that he believed that $535.00 per acre is a reasonable and fair value for the land; however, he added, there are damages to be considered. It was his opinion that a jury of Jackson County people would be fair in deciding this matter and would not assess damages that are unreasonable. He again urged the Commission to condemn the necessary property.

County Judge Fehl gave as his opinion that inasmuch as the people of Ashland offered no objection to the plans of the Commission to reroute the north entrance of the Pacific Highway into their city, the Commission is committed to the project and should proceed with construction work. He advocated the condemnation of the right of way required and concurred with Mr. Detrick's opinion that a jury of Jackson County residents would be fair in assessing damages therefor. He further stated that in his opinion the state's estimate of $7,500 for the land involved is too low; also, that the demands of the property owners are too high and suggested a compromissary figure of $15,000. He further suggested that if the Commission determine to postpone this project then the Commission should arrange to expend this money on other projects along the Pacific Highway in this vicinity.

Chairman Scott inquired whether or not Jackson County will assume the cost of right of way over and above $7,500 estimated by the state, to which Judge Fehl replied in the negative. He added that he approved the stand taken by the Commission to economize but, since the Commission has displayed a different attitude in the acquisition of right of way for the improvement of the Pacific Highway between Central Point and Medford, it was his thought that the Commission should do likewise at Ashland.

Chairman Scott explained that the right of way at Central Point was acquired before the present legislature convened and gave its instructions relative to postponement of new major highway construction projects. Therefore, the action of the Commission with respect to the Central Point-Medford Section cannot be construed as a precedent to be followed in other instances.

Mr. Billings inquired whether or not consideration has been given to the adoption of a location for this improvement that would not interfere with the properties of the Jackson Hot Springs Company and Mr. Perrine, to which the Chairman replied that a full and complete investigation has been made which reveals that the highway should have been located across these properties in the first place and would have been constructed there at that time had it not been for right of way difficulties. When the highway is constructed there, he added, it will not again be changed and until that can be done the Commission will not expend any of its funds on the Ashland-North Section.

Mr. Thornton stated that he understood when the Commission arranged its original construction program for current funds a considerable portion thereof was allocated for the improvement of the Pacific Highway over the Siskiyou Mountains. Since then, he said, the plans have been changed and the Ashland-North project substituted for the Siskiyou project, but now it appears to him that the Commission is attempting to "side-step" the Ashland-North project so as to make additional funds available for expenditure in other parts of the state, to which he objects. He agreed that $60,000 is an unjust charge to make for the right of way needed for the improvement but gave as his opinion that the land may be acquired for a less sum by condemnation and urged that this be done and construction work be commenced immediately.

Mr. Enders also spoke for the Ashland-North improvement stating that the State Highway Commission should institute condemnation proceedings, if necessary, to acquire the right of way. He also was of the opinion that a fair decision would be given by a jury composed of Jackson County people.

In speaking again for this project, Mr. Billings stated that he understood that the time limit within which the state must spend the federal emergency funds is to be extended by Congress. He was informed by Commissioner Washburne, Chairman Scott concurring, that Congress has not yet changed the present law and, as the law now stands, the Commission must spend these funds before July 1, 1933; otherwise, they will be lost to the state. It is not known whether Congress will amend the law and, under present circumstances, the Commission has no alternative but to proceed under the provisions of the existing law.

Mr. Taylor inquired whether or not the Commission would reallocate the funds set up for this project to other projects in Southern Oregon in event that the Ashland-North project is abandoned. He was informed by Chairman Scott that the Commission cannot pledge itself to spend its monies in this vicinity. There are many other important projects throughout the state, he said, on which these funds can be expended to very good advantage, such as resurfacing the Pacific Highway between Salem and Portland.

Commissioner Washburne called attention to the fact that the amount of emergency funds originally programmed for expenditure in the Southwestern Oregon district amounted to $480,000. With the exception of the Ashland-North project, he said, the Commission has committed itself to within $20,000 of that amount. Furthermore, all of the projects provided for in this program

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are contracted and are now under construction with the exception of the Ashland-North project and the Rice Hill reconstruction project in Douglas County. Commissioner Washburne further stated that the Commission is attempting to secure approval from the state legislature, which is now in session, for an expenditure of $100,000 during the next biennium for acquisition of right of way for highway improvements throughout the state. Money for the purchase of right of way for the Ashland-North project, he added, must come out of that fund if such is provided by the legislature.

Chairman Scott confirmed the remarks of Commissioner Washburne and added that the legislative committee has not yet made allowance for funds for right of way purchases or for new construction. Therefore, the Commission must reduce right of way costs and stay within reasonable limits for the next two years. Necessity will control the highway expenditures, he added, and highway maintenance is paramount. The Chairman further stated that the Commission is trying to use federal monies to lighten the state's burden for highway maintenance during the next two-year period and expects to expend these funds only for the most essential and needy minor improvements which will as well furnish some unemployment relief. With less funds provided by the legislature for highway purposes, he said, highway work for this two-year period will be burdensome. Therefore, there should be no rivalry among the geographical areas of the state during this period for the funds that may be available, and the people of the state must be patient and have forbearance and self-denial with respect to the expenditure of these funds. Concerning the Ashland-North project, he said, a decision relative to right of way must be rendered within one week, otherwise the Commission will be forced positively to abandon this project.

The meeting was adjourned at 12:30 o'clock P. M.

At the request of the Commission the following persons remained to discuss this right of way matter in private session: R. E. Detrick, I. E. Vining, G. M. Green, County Judge Earl H. Fehl and Thornton Wiley, Mayor of Ashland.

During the discussion that followed, Mr. Green asked the Commission to agree to expend $15,000 of state funds for right of way required for the improvement of the Ashland-North Section. Chairman Scott replied that the Commission will consider an expenditure of $12,000 for this purpose but not more than that amount. He gave as his thought that the people of Ashland should work with the state's right of way buyer to acquire the necessary right of way at that figure.

County Judge Fehl offered the services of the County Court of Jackson County to assist in acquiring this right of way. He suggested that the Commission turn this matter over to the Jackson County Court who will work together with the committee from Ashland, who are present at this meeting, and attempt to secure this right of way for a sum not to exceed the maximum set by the Commission. They asked that the services of the state's right of way agent be withdrawn for the time being but that he be ready to assist them in event his help is desired. Judge Fehl further stated that if it is found

that the right of way cannot be acquired for a reasonable figure it would then be satisfactory to them to abandon the project.

County Judge Fehl's suggestion was accepted by the Commission by the unanimous vote of the members present and was also accepted by Mr. Green in behalf of the Ashland committee.

Judge Fehl agreed to proceed at once with negotiations for the acquisition of the right of way and to notify the Commission of the results obtained by not later than February 15, 1933.

The Engineer was instructed by the Commission to provide the delegation with all of the necessary details, such as right of way descriptions, maps, etc., for their immediate use.

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

Roseburg, Oregon, February 8, 1933

The State Highway Commission met in special session at 8:50 o'clock P. M. in the Umpqua Hotel, Roseburg.

Present were: Leslie M. Scott, Chairman; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; and H. B. Glaisyer, Secretary.

Mr. W. C. Harding, Secretary of Roseburg Chamber of Commerce, was also present and discussed with the Commission matters pertaining to the acquisition of right of way required for the realignment and improvement of the Pacific Highway at Rice Hill, Douglas County, which is a matter of controversy between the state and several of the property owners.

Commissioner Washburne informed Mr. Harding that the Commission has previously agreed to offer the maximum sum of $7,500 for all of the right of way required for this improvement except that across the holdings of the Southern Pacific Company, which amount shall include the cost of moving buildings and damages to the owner of the service station, which station is located adjacent to the present highway at this point. If the right of way cannot be secured for this sum, he said, the Commission will then instruct the Attorney to institute condemnation proceedings to acquire it.

After some discussion of this matter it was agreed by all that Mr. Harding should convey this information to Mr. A. C. Marsters who has previously signified his willingness to negotiate this right of way matter for the state. It was further agreed that the state right of way buyer, Mr. Benson, should not join in these negotiations but should be ready to render any assistance that might be required of him. The Engineer was instructed by the Commission to provide Mr. Harding immediately with all of the necessary details, including right of way descriptions and maps.

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The Commission approved the minutes for the meetings held on December 13, 14 and December 27, 1932, also minutes of the meetings held on January 4, and January 23, 1933.

A letter was presented from the Secretary of the Nestucca Highway Improvement District in which the Commission was requested to grant to that district an additional extension of time within which to pay the state's claim of $2,382.16 representing the cost of the survey of the Nestucca Highway in Tillamook and Yamhill Counties. The Engineer explained that a similar request by the district was approved and granted by the Commission in 1932, subject to the condition that the district would pay the claim in full in 1933. He recommended against the granting of the present request, and that the district be required to pay the full amount of the claim in accordance with the previous understanding and agreement. After due consideration, the Commission approved the recommendation of the Engineer by the unanimous vote of the members present.

A letter was presented from Mr. Roy M. Wilson, Ashland, requesting permission to conduct a lunch stand at "Tub Springs" situated adjacent to the Green Springs Highway in Jackson County. The Engineer recommended against the granting of this request, because the park area does not belong to the state, and also because it is contrary to the Commission's established policy with respect to such matters. The Engineer's recommendation was approved by the unanimous vote of the Commission, and the Secretary was instructed to notify Mr. Wilson in conformance therewith.

The Engineer presented a voucher in the sum of $1,221.80 in favor of R. I. Stuart & Sons, Medford, for disposal by the Commission. He explained that this voucher represents the balance due that firm for materials purchased by the state for road construction purposes and is of quite long standing, payment therefor having been withheld to cover the cost of repairs to a certain bridge on a secondary highway in Josephine County which was badly damaged by this firm when moving one of its power shovels thereover. He further stated that the cost of the repairs amounted to $885.50 and that R. I. Stuart & Sons refused to pay the bill but has offered a compromise by allowing the state to deduct from its claim the sum of $336.30 which represents the difference between the two claims, otherwise the firm threatens to sue the state for the full amount of its claim.

The Engineer read aloud a letter from the Commission's Attorney with respect to this matter in which the Attorney advises that the state's claim against R. I. Stuart & Sons is not one which he could urge as a counter-claim in an action by that firm against the state to recover what the state owes it. Therefore, if the state recovers the cost of the bridge repairs it would have to be done either voluntarily on the part of R. I. Stuart & Sons or by separate court action. The Attorney also recommended in his letter the acceptance of the compromissary offer of R. I. Stuart & Sons.

The Engineer further stated that a full investigation has been made of this matter by the engineers of this department, the results of which indicate that there is no question that the bridge was damaged by the actions of

R. I. Stuart & Sons; therefore, it should pay the full cost of the repairs. He recommended against the acceptance of the compromissary offer, and that the firm be held for the payment of the full amount of the state's claim. He further recommended payment in full of the claim of R. I. Stuart & Sons against the state and that suit be instituted to collect the full cost of the bridge repairs from that firm. After some discussion of this matter, the recommendation of the Engineer was approved by the Commission by unanimous vote of the members present, and the Engineer was instructed to confer with the Attorney with respect thereto and to take whatever legal action may be necessary to enforce the payment of the state's claim.

The Engineer reported that there are a large number of claims on file against the contract awarded to C. R. Johnson for surfacing the Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, Contract No. 1305. That on account of these claims he has ordered no further payments to the contractor for the work performed by him in connection therewith. He explained that the contractor completed the project but was financially disabled thereby. Furthermore, the bonding company that wrote the contractor's bond in connection with this project has gone into the hands of the receiver. The total amount of payments which are due and payable to Mr. Johnson, he said, is $10,741.02 against which there are claims on record in the department's office totaling $26,750.51. All payments due or to become due to the contractor, he said, have been assigned to the Bank of California and that bank has demanded payment in accordance with the provisions of the assignment. He asked the Commission for instructions as to whether he should release these payments to the assignee or continue to hold them. The Secretary read several letters with reference to this matter. After some discussion, the Commission deferred definite action thereon until the meeting to be held on March 1. The Engineer was instructed to confer with the Attorney relative thereto and to report fully at that meeting and, in the meantime, to withhold further payments.

A letter was presented from E. L. King, Superintendent of the Southern Pacific Company in which he informed that the management of that company has officially approved the tentative agreements effected by the engineers of that company and the State Highway Department for the acquisition of right of way needed for the reconstruction of the Pacific Highway through the Southern Pacific station grounds at Rice Hill, Douglas County, whereby the state is to pay the railroad company the agreed sum of $4,000 for the right of way, including the value of the material already excavated, which amount is not to be paid in cash but is to be deducted from the first indebtedness of that company to the state in connection with highway and grade crossing separations. The state is also to pay to the company the agreed sum of $3,000, which the company estimates will be the cost of moving its turntable at that point. The state is also to pay the actual cost of shifting the company's industrial spur track and the pole line of the Western Union Telegraph Company. Mr. King also advised in his letter that the railroad company will not object to the state taking immediate possession of the premises and the advertisement of this project for bids pending the execution of the easements and agreements.

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The Commission, by unanimous vote of the members present, approved the arrangement for the acquisition of this right of way subject to the condition that no money shall be paid to the railroad company until the balance of the right of way required for this improvement has either been acquired or satisfactorily arranged for.

A letter was presented from Hon. Robert W. Sawyer, Bend, requesting additional construction work on The Dalles-California Highway north of Bend to provide additional work for unemployment relief in that vicinity. No action was taken by the Commission on this request.

The Engineer requested authority to acquire a number of parcels of real property which are needed in connection with the further improvement of state highways. After some discussion the following resolution relative thereto was offered and adopted by the Commission by unanimous vote of the members present, upon motion of Commissioner Washburne which was duly seconded by Chairman Scott:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Woodburn-Aurora Section of Pacific Highway				
Wilford, A.	R/W	0.046	$500.00 per A. plus $ 37.00	Bentley

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Albany-Tangent Section, Pacific Highway				
Mason, V. W.	Moving Bldgs.		$165.00 Lump Sum	Campbell
Schlosser, Kathryn (correction)	R/W		22.40 for land plus $21.21	"
Albany College	"		26.10 Lump Sum	"
Proud, Edward	"		10.00 " "	"
Polk Co. Line-Corvallis Section, West Side Pacific Highway				
Burge, Geo. H.	R/W	1.23	$100.00 per A. plus $164.00	Chandler
Lefever, Frank M.	"	0.19	100.00 " " " 22.00	"
Blake, E. A.	"	0.30	100.00 " " " 164.00	"
Dolph-Honey Ranch Section, McMinnville-Tillamook Highway				
Barbour, Archie H.	R/W	4.87	25.00 per A.	Benson
The Dalles-California Highway, Redmond-Bend				
Alt, Adelaide L.	R/W	9.58	565.00 Lump Sum	Lytle
Alt, Adelaide L. et al	"	4.32	385.00 " "	"
Old Oregon Trail, Umatilla County				
Van Pelt, Moses	R/W	0.31	69.72 Lump Sum	Williams
John Day Highway, Gilliam County				
Wood, Margaret J.	Quarry Site	5.01	50.00 Lump Sum	Williams
Columbia River Highway, Umatilla County				
Pearson, Enoch	Quarry Site	5.63	500.00 Lump Sum	Benson
Columbia River Highway, Biggs-John Day River				
Ore.-Wash. Railroad & Nav. Co.	R/W	4.33	108.75 Lump Sum	Devers
McKenzie Highway, Lane County				
Josephsen, Louis	Stock Pile		37.50 Lump Sum (5 yr. lease)	Collier
Oregon Coast Highway, Lincoln County				
Lincoln County	Tide and overflow lands		Nominal	Devers

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

1. Construction of approaches to the new bridge now being constructed over the Santiam River at Jefferson in Marion and Linn Counties, estimated to cost approximately $15,000.

2. Construction of a bridge over Crooked Creek on The Dalles-California Highway near Fort Klamath in Klamath County, estimated to cost approximately $2,700.

3. Furnish crushed rock in stock piles for the Ironside-Brogan Section of the John Day Highway in Malheur County, estimated to cost approximately $10,000.

4. Furnish crushed rock in stock piles for the Hot Lake-North Powder Section of the Old Oregon Trail in Union County, estimated to cost approximately $7,500.

The Engineer's request was granted by the Commission upon motion of Commissioner Washburne which was duly seconded by Chairman Scott.

There being no further business to come before the Commission at this time the meeting was adjourned at 11 o'clock P. M.

Leslie M. Scott
Chairman

R. H. Baldock
State Highway Engineer

Carl G. Washburne
Commissioner

H. B. Glaisyer
Secretary

Salem, Oregon, February 16, 1933

The State Highway Commission met in special session at 11 o'clock A. M. in Room 325, State Office Building. Present were:

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

The Commission discussed matters pertaining to the acquisition of right of way required for the improvement of the Pacific Highway north from

Ashland to Bear Creek in Jackson County.

The Engineer reported that he has received information from the Ashland Committee, which was authorized by the Commission at the meeting held at Ashland on February 8 to negotiate for this right of way, to the effect that the committee has prevailed on the property owners to reduce their previous demands from approximately $60,000 to a total between $14,000 and $15,000. He stated that he could not at this time recommend the award of the contract for the construction of this section, even at the reduced cost of right of way, because of the objections of the Southern Pacific Company which is to be called upon to cooperate in the cost of the railroad undergrade crossing that is involved in this improvement. The railroad company's main objection, he said, is to cooperating in the cost of the undercrossing because it feels that it fulfilled its obligation in connection with grade crossing elimination at this point when it contributed to the cost of the construction of the existing undercrossing which it claims is satisfactory and not unduly hazardous. If the Commission awards the grading and paving contract which is now being held, he added, without first coming to an agreement with the railroad company with respect to the construction on its right of way, it would be possible for the company to block the use of the newly constructed highway in which event the state's investment would be lost unless the state assumed the entire cost of the undercrossing. He recommended that a stipulation be secured from the railroad company permitting the construction of the undercrossing with the understanding that it will not relinquish its legal rights to contest the payment of a cooperative share of the cost thereof.

The Assistant Attorney reported that he conferred with Mr. Paul Farrens of legal counsel of the Southern Pacific Company regarding the possibilities of the state securing such stipulation and was informed by Mr. Farrens that he will present the matter to his superiors but will interpose objections to the granting of such stipulation.

Attorney Devers gave as his opinion that the proper procedure to follow would be to secure first an order from the Public Utilities Commissioner authorizing the grade separation and then proceed with construction. He advised that as the law now reads the railroad company is authorized to construct with its own forces grade crossing eliminations where the highway passes beneath the railroad company's tracks. After some discussion of this feature the Commission instructed the Attorney to take the necessary steps to secure an amendment to the present law which will permit the construction of such projects by other than railroad forces.

At this time a delegation consisting of Hon. A. C. Marsters, B. S. Nichols, Douglas County Commissioner, W. C. Harding, Secretary, Roseburg Chamber of Commerce, E. G. Harlan, Secretary, Eugene Chamber of Commerce, and Harris Ellsworth, Editor, Roseburg News-Review, appeared before the Commission regarding the acquisition of the right of way required for the proposed improvement of the Pacific Highway at Rice Hill in Douglas County. Mr. Marsters acted as spokesman. He stated that they have been unsuccessful in their attempts to acquire this right of way for $7,500 which the Highway

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Commission agreed to pay for the same, however, the Douglas County Court has agreed to pay the cost thereof over and above $7,500, provided the state will pay the sum of $7,500 in accordance with previous understanding, also the county will give the state credit for the full amount of the savings that accrue in the event that the right of way costs are less than $7,500. He presented a resolution adopted by the Douglas County Court covering this matter which was read aloud by Chairman Scott.

Chairman Scott stated that he did not believe that the Commission was justified in proceeding with this improvement until the right of way has actually been acquired.

The Assistant Attorney gave as his opinion that if the county court condemns this right of way as a county highway, possession cannot be taken for thirty days; however, if the county court condemned it as a state highway it would not be necessary to wait the thirty-day period, but immediate possession could be taken. Attorney Devers concurred and added that since it appears there is only one main objector the proper thing to do would be for the county to condemn this right of way as a state highway--then the state could proceed immediately with construction. He advised that District Attorney Guy Cordon of Douglas County has signified his willingness to proceed with the matter in any way that the state desires.

The Engineer inquired as to whether or not the county court will agree to pay its share of the cost of this right of way, either in cash or by an assignment to the state of state funds that may hereafter become due the county. Mr. Nichols replied in the affirmative in behalf of the county court.

After further discussion thereof, it was agreed that the Douglas County Court should negotiate further for this right of way and, if unsuccessful, the county should immediately institute condemnation proceedings to acquire it. The Chairman advised that the Commission must know before March 1, 1933 that the right of way has been acquired or satisfactorily arranged for; otherwise, he said, the Commission cannot advertise this project for bids to be received at the meeting which is scheduled to be held on March 15. Motion was then made by Commissioner Washburne that the State Highway Commission accept the offer of the County Court of Douglas County to pay the cost of this right of way in excess of $7,500 and to require the state to pay only the actual cost of the right of way up to a maximum of $7,500. Motion was duly seconded by Commissioner Aldrich and declared by the Chairman to have carried by the unanimous vote of the Commission.

The following resolution adopting the proposed new alignment of the Pacific Highway over Rice Hill and requesting the Douglas County Court to acquire the right of way needed for this improvement was offered by Commissioner Washburne who moved its adoption:

WHEREAS, the existing location of the Pacific Highway over Rice Hill in Douglas County was graded in 1917 and 1918 and was paved during 1919 and 1920; and

WHEREAS, the present route is circuitous and is composed of steep grades and sharp curves, rendering the said route insufficient and inadequate for the demands of present-day traffic, and is a source of inconvenience, danger, and delay; and

WHEREAS, in the interests of public safety and convenience it is and will be advisable, desirable, and necessary to adopt a new location for the Pacific Highway over the said Rice Hill and to construct a new highway on a better and higher standard of alignment and grades; and

WHEREAS, the State Highway Commission heretofore has caused a survey to be made and maps filed in the office of the State Highway Commission covering a revised location having better grades and alignment and more suited to the demands and needs of present-day traffic, which said proposed new alignment has been surveyed and definitely staked upon the ground; and

WHEREAS, the right of way required for the construction of a modern highway upon the said proposed new alignment, having cuts and fills of various width, will vary from eighty to two hundred feet, according to the topography of the terrain and the depths of excavation and heights of embankments required; and

WHEREAS, under the terms of Section 44-131, Oregon Code 1930, Douglas County is and will be required to acquire the right of way for the said proposed new alignment either by donation, purchase, agreement, condemnation, or through the exercise of the power of eminent domain; and

WHEREAS, in connection with the construction of a highway upon the said proposed new alignment it will be necessary to provide a temporary connection with the existing alignment of the Pacific Highway until such time as improvement and revision of the Pacific Highway may be extended farther south from the said Rice Hill;

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present and participating, that the Oregon State Highway Commission do and hereby does adopt as a revised location of the Pacific Highway a center line location extending from a connection with the existing location of the Pacific Highway near the northwest corner of Lot 6 in Section 28, Township 23 South, Range 5 West, W. M., in Douglas County, and running thence in a general southwesterly direction, as staked upon the ground, between the existing Pacific Highway and the railroad of Southern Pacific Company to a point approximately 940 feet east of the quarter corner between Section 32, Township 23 South, Range 5 West, and Section 5, Township 24 South, Range 5 West, W. M., all in Douglas County; and

BE IT FURTHER RESOLVED that the survey, field notes, maps, and other engineering data relative to the location and survey of the said proposed revised alignment 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 that said survey, route and location, subject to such modifications and changes as may be deemed necessary or desirable by the Highway Commission, shall be the survey and location of the said proposed revised alignment; and

BE IT FURTHER RESOLVED that Douglas County be and hereby is requested and called upon to acquire, under the terms of Section 44-131, Oregon Code 1930, the right of way required or desirable for the construction of a highway upon the said proposed revised location and for the temporary connection with the existing location of the Pacific Highway hereinabove referred to, except right of way across the property of Southern Pacific Company which heretofore has been acquired, and that the State Highway Engineer be and hereby is instructed to transmit to the County Court of Douglas County descriptions covering the various parcels of land necessary for said purposes; and

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

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

On motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich and carried by unanimous vote, the Engineer was authorized to advertise the Rice Hill project for bids to be received on March 15, 1933, provided satisfactory arrangements have been made for the acquisition of the right of way.

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

The State Highway Commission reconvened at 1:45 o'clock P. M. in Room 325, State Office Building, with all Commissioners, State Highway Engineer and the Secretary present.

Mr. G. M. Green, Ashland, and Mr. Porter Neff, Medford, appeared before the Commission relative to acquisition of right of way required for the improvement of Ashland-Bear Creek Section of Pacific Highway in Jackson County. Mr. Green stated that the Ashland Committee, which is in charge of acquiring this right of way, has been successful in securing options from the property owners and that these owners have reduced their previous demands to approximately $14,750.

Mr. C. L. Gardiner who negotiated for this right of way in behalf of the state reported that there are eight property owners involved, four of whom are outside of the city limits of Ashland and four within the city limits. The amounts allowed by the Ashland committee, he said, to the owners outside

of the city limits are as follows:

George F. Billings	$3,055
Eugenia Jackson	8,460
C. J. Perrine	2,115
Lena Phillips	470
Total	$14,100

Within the city limits, he said, the allowances made by the committee are as follows:

A. W. and S. P. Herbert $ 200
which includes the value of a 10-foot strip of land, damages for destroying fruit trees, moving fence and shrubbery, and repairing lawn

Ralph Billings No cash consideration
involved, provided the Highway Commission will cause a driveway to be constructed for him extending from the new highway to his house and a rough stone wall to be constructed along the front of his property to a height which, in the discretion of the engineers, would prevent the excavation slopes from sliding.

Emma S. Cox $ 200
for a 30-foot strip of land. It was necessary to secure a 30-foot strip from Mrs. Cox, he said, so as to make it possible to construct the driveway from the highway to the property of Mr. Billings.

The fourth parcel within the city limits, he said, is that owned by Mr. Fred F. Porter. He explained that it was originally intended to secure a 10-foot strip from Mr. Porter's property which fronts on the highway for a distance of approximately 330 feet, but the plans were changed because Mr. Porter demanded too great a consideration therefor, and also because in the opinion of Mr. Martin, locating engineer, this 10-foot strip is not absolutely necessary for the improvement since it is not contemplated to do any grading work beyond the limits of the present right of way line.

The Engineer explained that in the event the Commission wishes to proceed with the improvement and accepts the options, it will then be necessary to secure an order from the Public Utilities Commissioner authorizing the construction of the under-grade crossing of the Southern Pacific tracks at the north city limits of Ashland. He further stated that he could not recommend the award of the contract even then unless a stipulation is received from the railroad company permitting the construction of the undercrossing.

Mr. Green stated that he has the assurance of the Public Utilities Commissioner that he will grant an early hearing of this matter.

The Assistant Attorney stated that he has received information from the legal counsel of the Southern Pacific Company to the effect that the railroad company will not object to the construction of the undercrossing but will object to contributing toward its cost.

The Engineer stated that he wished his position to be made clear in the records. If the Commission accepts the right of way options, he said, and awards the contract for grading without first securing a stipulation from the railroad company permitting construction across its property, there is a possibility that the company will block the improvement unless the state will relieve it from paying a share of the cost, in which event, he added, the state's investment beyond the limits of the railroad right of way would be rendered valueless. He called attention to the uncertainty of the legal rights of the Commission to force a crossing of the railroad right of way without such stipulation. With the exception of the railroad obstacle, he said, and the lack of the approval of the Bureau of Public Roads, everything is in readiness, and construction work can be undertaken at once provided the Commission sees fit to award the contract.

Chairman Scott gave as his opinion that the thing to do would be to stop the work at the edge of the railroad company's property until the stipulation has been received from the company either consenting to the improvement or approving the improvement with the understanding that by so doing it does not give up its legal rights to object to paying a portion of the cost thereof. The stipulation from the railroad company, he said, should be secured at once. If this cannot be secured, he added, then the Commission can stipulate with the contractor to stop his work at the railroad company's property line, and if the contractor accepts the stipulation the construction work can proceed, provided the options for the right of way are legally binding and further provided that the improvement is approved by the Bureau of Public Roads.

At this juncture the Engineer conferred by telephone with W. H. Lynch, District Engineer of Bureau of Public Roads, as to whether or not the government will cooperate in the cost of the construction of the railroad undercrossings in the event that actual construction operations are undertaken by railroad company forces. Mr. Lynch advised, he said, that the government will cooperate in improvements of this kind, provided the work is done on a reasonable unit price basis. If prices appear to be unreasonable, he added, the government will cooperate only on the basis of unit prices that it considers reasonable and the state must pay the difference. Furthermore, if the government cooperates in the cost, the work must be done with due diligence and the government will insist that a nominal sum be withheld by the state from the railroad company until the undercrossing has been constructed to the satisfaction of the government engineers.

After further discussion of this matter, motion was made by Commissioner Washburne that subject to the approval of the Bureau of Public Roads the contract for grading and paving the Ashland-Bear Creek Section of the

Pacific Highway in Jackson County, for which bids were received on January 25, 1933, be awarded to the firm of Washburn & Hall, the low bidder, at its bid price of $62,150.00 based on the use of corrugated iron pipe culverts, and that there be included in the contract a clause by which the Commission retains the option to withhold from construction that portion of the work lying within the right of way of the Southern Pacific Company. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have received the unanimous vote of the Commission.

Motion was thereupon made by Commissioner Washburne that the right of way options secured by the Ashland committee for the right of way for this improvement be accepted and that the Commission authorize the payment of the considerations agreed upon therein as reported by C. L. Gardiner, right of way buyer. The motion was duly seconded by Commissioner Aldrich and carried by the unanimous vote of the Commission.

Motion was then made by Commissioner Washburne that the contract for the construction of two pile trestles with concrete decks over Bear Creek on the Pacific Highway north of Ashland, which is a part of this improvement and for which bids were likewise received on January 25, be awarded to the firm of Washburn & Hall, the low bidder, at its price of $15,977.00, submitted on that date. Motion was duly seconded by Commissioner Aldrich and was declared by Chairman Scott to have received the unanimous vote of the Commission.

The matter of securing the consent of the railroad company to the proposed improvement across its right of way at the northern city limits of Ashland was further discussed and it was agreed that this matter should be referred to the people of Ashland to secure such consent.

A delegation consisting of E. Schwab, M. D. Latourette and W. A. Huntley of Oregon City appeared before the Commission and urged the adoption of the Water Street route as the route of the East Portland-Oregon City Highway through their city which route extends from the newly constructed highway near the north end of Main Street, diagonally to Water Street and along Water Street to Fifth Street, thence along Fifth Street to the present undercrossing of the Southern Pacific railroad where it connects with the Pacific Highway. Travel along this route, they said, will be much safer than along the "Hill Route" which follows along the top of the bluff overlooking the business section of their city because there will be a minimum of cross-traffic to contend with on account of few intersecting streets, whereas the "Hill Route" crosses a number of heavily traveled cross-streets which will increase the traffic hazard enormously. Furthermore, the adoption of the "Hill Route" will draw traffic away from their business center and will have a tendency to shift the business center of town to that locality which is undesirable and will not obtain by the adoption of the "Water Route". Mr. Latourette stated that the Oregon City Chamber of Commerce has gone on record as being unanimously in favor of the Water Street route, also that this route is favored by all people of Oregon City.

The Engineer informed the delegation that the estimated cost of

2/16/33

acquiring right of way and constructing the Water Street route is approximately $480,000 and that for the Hill Route is approximately $300,000, or a difference of approximately $180,000 in favor of the Hill Route.

Chairman Scott advised that the Commission is without funds at the present time to proceed with this improvement on either of the proposed routes and cannot consider this construction unless revenues are provided therefor. He explained the condition of the State Highway Department's finances and called attention to the fact that unless additional funds areprovided, there is a pos- that the department will face a deficit within the next two years of approxi- mately $1,000,000.

Commissioner Washburne stated that it is the policy of the Highway Commission to act in accordance with the instructions received from the legislature and the Commission will proceed with this improvement in the event the legislature so instructs.

Mr. Latourette stated that they are not asking that the highway be constructed at this time, or within the next two years, but simply that the route be definitely located so that actual construction can follow as soon as funds are available. He added that the city of Oregon City will cooperate in the cost of acquiring the necessary right of way.

In conclusion the Chairman stated that it was his thought that the people of Oregon City must take their chances that the State Highway Commission will spend its funds wisely. He admonished the delegation against entering into transactions that would affect their community until such time as a route for the highway has been adopted.

The Engineer reported that the actual expenditures and obligations incurred in connection with the purchase of right of way required to carry on the current emergency construction program have exceeded the amount budgeted for that purpose by about $100,000 and it is necessary to provide additional funds in order to meet the obligations. He suggested that such funds be provided by transferring the amount required from the budgetted allowance for replacement of old bridges and pavements and requested authority to make such transfer. After due consideration the request of the Engineer was approved by the unanimous vote of the Commission upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich.

The Engineer reported that a bill has been presented to the legislature which makes it illegal to purchase a car for state purposes costing more than $700. If this bill becomes a law, he said, the Highway Department would be unable to purchase trucks which cost considerably more than that amount. No action was taken by the Commission on this report.

Dr. Gerald B. Smith and Mr. Ray J. Glatt, Woodburn, appeared before the Commission regarding the city's arch which was removed from the highway at the instance of the State Highway Department in connection with the improvement of the Pacific Highway at Woodburn.

Dr. Smith stated that the city of Woodburn consented to the removal of the arch provided it was moved at the expense of the state and was transported in good condition to another site where they proposed to reerect it. In taking the arch down, he said, one of the supporting cables broke, letting the arch fall to the ground thereby ruining it for future use. The arch cost the city of Woodburn, he said, about $1,800 and, since it was destroyed by no fault of theirs, they thought it no more than fair that the State Highway Commission should contribute an amount toward the building of a new one at the new location. He stated that they would be satisfied with a contribution of $150, which, he said, is the amount that the state agreed to pay the contractor for removing the original arch.

The Engineer explained that competitive bids were received for the removal of this arch and that the low bid was for $150.00 submitted by the contractor who had the contract for the improvement of the highway at that point. He further explained that this contractor is financially unable to pay the city for the damage done to its arch, also, the state cannot legally expend its funds for such purpose. The Assistant Attorney, who was present, advised that if final payment has not yet been made to the contractor for the work performed under his contract, the Commission has legal authority to deduct $150.00 from the contractor's estimate and pay this sum over to the city of Woodburn if it so wishes. After further discussion, the Commission by unanimous vote approved the suggestion of the Assistant Attorney and instructed the Engineer to inform the contractor that a deduction of $150.00 will be made from his next estimate to take care of the claim of the city of Woodburn, in the event investigation reveals the arch to be damaged beyond repair.

The Engineer reported that it appears necessary to condemn a portion of the right of way for the improvement of the Fort Klamath-Crooked Creek Section of The Dalles-California Highway in Klamath County across the lands of a Mr. Henry Grimes. He asked the Commission to authorize the Attorney to institute such condemnation proceedings. The following resolution with respect thereto was offered and adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

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

WHEREAS, the State Highway Commission has heretofore duly considered and adopted a revised location of The Dalles-California Highway, otherwise known as State Highway No. 4, extending between Fort Klamath and Crooked Creek in Klamath County, and has heretofore and does hereby adopt a revised location of said highway over, across, and through the property of Henry Grimes, a portion of which property is required for right of way purposes and is hereinafter more definitely described; and

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highway, and particularly that portion

of State Highway No. 4 in Klamath County hereinabove referred to, it has been found necessary, and the State Highway Commission has and does hereby determine and declare that it is and will be necessary and of advantage to the State of Oregon that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land, being a portion of the following described property: the west one-half ($W\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) and the south one-half ($S\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) and the south one-half ($S\frac{1}{2}$) of the north one-half ($N\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 26, Twp. 33 South, Range $7\frac{1}{2}$ East, W. M., in Klamath County, Oregon; the said parcel being a strip of land 100 feet in width, being 50 feet in width on each side of the center line of The Dalles-California Highway as said highway has been surveyed over and across or adjacent to the foregoing described 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 1865+02.0 to Station 1897+48.5; which portion of center line is described as follows:

Beginning at a point which is Engineer's center line station 1865+02.0, opposite and 50 feet distant from which point the westerly line of the said strip of land intersects the East line of said property; said point being 2099.8 feet south and 1357.0 feet east of the west quarter corner of Section 26, Twp. 33 South, Range $7\frac{1}{2}$ East, W. M.; thence North 19° 43' West a distance of 1931.5 feet to Engineer's Station 1884+33.5; thence on a 1432.5 foot radius curve right (the long chord of which bears North 8° $58\frac{1}{2}$' West) for a distance of 537.1 feet; thence North 1° 46' East a distance of 772.9 feet to Engineer's Station 1897+48.5, opposite and 50 feet distant from which station the easterly line of said strip of land intersects the north line of said property.

The parcel of land to which this description applies contains approximately 7.15 acres, of which 4.28 acres lie within the existing right of way; net new area 2.87 acres,

and

WHEREAS, in the further improvement, construction, and maintenance of said section of State Highway No. 4 hereinabove referred to it has been found necessary and the State Highway Commission has and does hereby determine and declare that it is and will be necessary and of advantage to the State of Oregon that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, an easement for a hauling road from a quarry situated in the northeast quarter of Section 26, Twp. 33 South, Range $7\frac{1}{2}$ East, W. M., in Klamath County to a junction with said The Dalles-California Highway for the period from February 1, 1933, to and including January 14, 1938; a description of the land required for said

easement, in so far as the same is located upon the hereinabove mentioned property of Henry Grimes, is as follows, to-wit:

A parcel of land being a portion of the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) and the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 26, Twp. 33 South, Range $7\frac{1}{2}$ East, W. M., in Klamath County, Oregon, being all of the property of Henry Grimes contained within a strip of land 40 feet in width, said strip being 20 feet on each side of the following described center line:

Beginning at a point on the center line of The Dalles-California Highway at Engineer's Station 1880+20 of the survey of said highway, said point being located 727 feet south and 898 feet east from the west quarter corner of Section 26, Twp. 33 South, Range $7\frac{1}{2}$ East, W. M., said point being further located approximately 150 feet southeasterly from the center of Fort Creek, where said creek is crossed by said The Dalles-California Highway; thence North 56° 54' East for a distance of 516.6 feet to a point on the east line of the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) of said Section 26, which point is further located 21 feet east from an existing fence, extending in a northerly and southerly direction; thence North 1° 00' West for a distance of 883.4 feet along said east line of the northwest quarter ($NW\frac{1}{4}$) of the southwest quarter ($SW\frac{1}{4}$) and along the east line of the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of said Section 26, said course being parallel to said fence; thence North 26° 19' East a distance of 38.7 feet to a termination, opposite which point and 20 feet distant the northwesterly boundary of said parcel of land intersects the east boundary of said southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 26,

and

WHEREAS, in the judgment of the State 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 the parcel of land first hereinabove described be procured for right of way in the building of said highway and that an easement as hereinabove stated be procured for a hauling road for the purposes hereinabove stated; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, Klamath County is obligated to secure the first above described parcel of land for right of way purposes, but said county has failed and neglected so to do;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission shall, and said State Highway Commission does hereby, declare that it is necessary and will be of advantage to the State of Oregon for the State to acquire for right of way for use in connection with the permanent

construction, improvement, and maintenance of the said highway the parcel of land first above described, and that the said Highway Commission does further declare that the said land is needed and necessary for said purposes upon the grounds and for the reasons herein stated and in order to properly maintain and improve said highway; and

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

BE IT FURTHER RESOLVED that the State Highway Commission shall, and said State 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 hauling road purposes for use in connection with the permanent construction, improvement and maintenance of said highway an easement for a hauling road for the period from February 1, 1933, to and including January 14, 1938, over, across, on, and covering the parcel of land second above described, and said Highway Commission does hereby further declare that the said easement is necessary for hauling road purposes upon the grounds and for the reasons herein stated and in order to properly improve and maintain said highway; and

BE IT FURTHER RESOLVED that an effort be made to agree with the owner and with the tenants, if any there be, of the said parcels of land with respect to the compensation and damage to be paid for the taking of the same, and the damage, if any there be, resulting from the taking and/or use thereof, and in the event that no satisfactory agreement can be reached then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action as will be necessary to acquire title to the said premises required for right of way and an easement, as herein stated, covering the premises herein described as necessary for hauling road purposes, and all and any rights in and to either or both of said parcels of land for the purposes herein stated.

Consideration was given by the Commission to the following requests for extensions of time within which to complete the highway construction projects:

Contractor Earl L. McNutt, to whom the Commission awarded state highway contract No. 1327 for the grading of the Paradise Creek-Elkton Section of the Umpqua Highway in Douglas County, requested an extension of time to December 27, 1932 within which to complete this project. The Engineer stated that the completion date specified in the contract was September 30, 1932, but was extended by the Commission to November 30, 1932 without penalty; also, the present request is for a second extension. He further stated that the traveling

public has not been inconvenienced to any great extent by the contractor's delay in completing this project; however, the state has been caused some extra expense on account of the fact that it was necessary to retain an engineering crew on the job until the work was completed. He recommended that the extension requested be granted, but that the contractor be charged with the engineering expense that has accrued since November 30, 1932. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Dennis Construction Company, to whom the Commission awarded state highway contract No. 1411 for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, requested an extension of time of thirty days, to March 2, 1933, within which to complete this project. The Engineer stated that since this highway is not open to the public, traffic has not been inconvenienced by the contractor's failure to complete this project within the time limit specified; also, the state has not been put to any extra engineering expense thereby. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

The Engineer reported that state highway contract No. 1342 for the regrading and resurfacing of the Merrill-Malin Section of The Dalles-California Highway in Klamath County was completed by the contractor, A. S. Wallace, on November 10, 1932 according to the requirements of the contract, or modifications thereof, and that this job is now ready for acceptance. After due consideration the following resolution accepting this project was offered and adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that state highway contract No. 1342 for regrading and resurfacing the Merrill-Malin Section of The Dalles-California Highway in Klamath County was completed by the contractor, A. S. Wallace, on November 10, 1932, according to the terms and provisions of the contract and that said job is now ready for acceptance;

NOW THEREFORE, BE IT RESOLVED that the work covered by said contract for the construction of said section of state highway be declared completed according to the terms of the contract and said job is hereby accepted and final payment hereby is authorized.

The Engineer requested authority to advertise the following projects for bids to be received at the next regular meeting which is to be held on March 15, 1933:

Furnish crushed rock in stock piles for the Ironside-Brogan Section of the John Day Highway in Malheur County, estimated to cost approximately $10,000.

Furnish crushed rock in stock piles for the Hot Lake-North Powder Section of the Old Oregon Trail in Union County, estimated to cost approximately $7,500.

He explained that the immediate production of this material is necessary to secure material for sealing purposes and to have a supply available for future maintenance. After due consideration, the Engineer's request was granted by the Commission by unanimous vote.

The Engineer requested authority to acquire a number of parcels of land which are needed for right of way for state highway improvements. The following resolution with respect thereto was offered and adopted by the unanimous vote of the Commission:

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

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

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

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

Section, Hwy. and Owner	Purpose	Acres	Approximate Amounts		Agent
<u>Crater Lake Highway, Fort Klamath-Crooked Creek</u>					
Engle, Harry	R/W	1500 Sq. Ft.	$ 7.00	Lump Sum	Gould
Wakefield, A. W.	"	12,221 " "	300.00	" "	"
<u>McMinnville-Tillamook Highway, Dolph-Honey Ranch</u>					
Driscoll, Eva F. (Cieloha property)	R/W	2.358	$ 25.00 per acre		Benson
<u>West Side Pacific Highway, Benton County</u>					
Mahoney, M. W.	R/W	1.21	$100.00 per A. plus $422.50		Langille

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts		Agent
<u>Pacific Highway, Jefferson</u>					
Thomas, E. N. Estate	R/W	0.27	$594.00	Lump Sum	Campbell
Smith, C. M. & Jos. G. Fontaine	"	1147 Sq.Ft.	72.34	" "	"
Jones, Harry E.	"	1092 "	" 54.60	for land plus $345.40	"
<u>Columbia River Highway, Columbia County</u>					
Kelley, Esther N. and John M.	R/W	0.279	$175.00	Lump Sum	Rose
Jordon, Harvey H.	"	0.184	150.00	" "	"
<u>Pacific Highway, Aurora-Barlow</u>					
Reed, Lester (for detour)	R/W	0.06	$ 60.00	Lump Sum	Langille
Ottaway, Percy O. (for detour)	"	0.20	200.00	" "	"
<u>Medford-Central Point, Pacific Highway</u>					
Bush, Elinor C.	R/W	0.014	$198.00	Lump Sum	Gardiner
Freeman, W. J.	"	0.026	300.00	" "	"

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:00 o'clock P. M.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Salem, Oregon, February 27, 1933

The State Highway Commission met in special session at 1:30 o'clock P. M. in Room 325, State Office Building. Present were:

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

The Commission discussed in a general way legislative matters affecting the State Highway Department.

The Commission confirmed the award of the contract for grading and paving the Bear Creek-Ashland Section of the Pacific Highway in Jackson County to the low bidder, Washburn & Hall, at its bid price of $62,130 (based on the use of corrugated iron pipe culverts) submitted on January 25, 1933, which award was made by the Commission on February 24, 1933 upon advice from the Engineer that the Bureau of Public Roads has approved this project for federal aid and that the contractor has agreed to terminate construction operations at the north line of the Southern Pacific right of way at the north city limits of Ashland.

The Commission also confirmed the award of the contract for the construction of two pile trestles over Bear Creek on the Bear Creek-Ashland Section of the Pacific Highway in Jackson County to the low bidder, Washburn & Hall, at its bid price of $15,977, submitted on January 25, 1933, which award was likewise made by the Commission on February 24, 1933.

The Engineer reported that on account of the extremely cold weather conditions prevailing in Umatilla County this winter, frost has penetrated the ground to a considerable depth, and he anticipates that serious damage will be done to the Old Oregon Trail Highway between Pendleton and Kamela when the frost leaves the ground, unless precautionary measures are taken to prevent this. He requested authority to post this section of highway for a reduced load limit of fifty per cent of the limits prescribed by law. After due consideration, the following resolution relative thereto was offered by Commissioner Aldrich who moved its adoption:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

OLD OREGON TRAIL HIGHWAY

AND WHEREAS, the said above-named state highway is in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway against such damage

and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highway that the maximum weights permitted and authorized by law be reduced;

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the OLD OREGON TRAIL HIGHWAY between PENDLETON and KAMELA in Umatilla County shall be as follows: The maximum wheel weight of any vehicle unladen or with load shall not exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the products of 300 X (L + 40) in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous

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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 Umatilla and Union Counties, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

Motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

The Secretary presented a real estate option from the City Motor Trucking Company, Inc., Portland, whereby that company agrees to sell to the state certain lands needed for right of way for relocation of a portion of the Lower Columbia River Highway in Multnomah County. He was instructed by the Commission to file the option in the department records for future reference.

The Commission signed a one-year lease agreement with F. L. Chambers, Eugene, for the occupancy of Room 50 in the Hansen Block, 610 Willamette Street, Eugene, for the agreed sum of $6.00 per month, which rent includes heat and water.

The following requests for extensions of time within which to complete highway projects were considered by the Commission:

Portland Sand & Gravel Co., contract No. 1369, surfacing Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County, requested an extension of time to January 31, 1933 within which to complete this project. The Engineer stated that the date of completion specified in the contract was October 31, 1932, but twice previously the Commission has granted extensions without penalty, the last extension granted being to January 16, 1933. He further explained that the public has not been greatly inconvenienced by the contractor's delay in completing this work; however, the state has been caused a small amount of extra engineering expense thereby. He recommended that the extension now requested be granted, but that the contractor be charged with the engineering expense that accrues from January 16, 1933. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Portland Dredging Co., contract No. 1416, construction of a bridge over Columbia Slough on Secondary State Highway No. 120 in Multnomah County, requested an extension of time of ninety days to April 30, 1933, within which to complete this project. The Engineer stated that this road has not been opened to the general public and no inconvenience has been caused by reason of the contractor's delay in completing the project within the time limit specified in the contract; also, the only expense to which the department will be put on account of the delay is the salary of the state's inspector. He recommended that the extension requested be granted, but that the contractor be required to pay the engineering expense which accrues from February 1, 1933 until the completion of the contract. The Engineer's recommendation

was approved by the unanimous vote of the Commission.

The Engineer discussed with the Commission the claim of the state against R. I. Stuart & Sons, Medford, for the cost of repairs to the Murphy bridge over the Applegate River on Secondary State Highway No. 261 in Josephine County, which bridge was damaged by that firm when it moved one of its steam shovels thereover. He stated that the cost of repairs amounts to $898.20, which R. I. Stuart & Sons has refused to pay. He further stated that indications are that the state stands a very good chance to recover the amount expended for repairs by an action in court against R. I. Stuart & Sons and recommended that the Attorney be authorized to institute such action.

After due consideration of this matter, the Commission approved the recommendation of the Engineer by unanimous vote, and authorized suit against this firm to collect the amount of the damages. The Engineer was also instructed by the Commission to withhold from R. I. Stuart & Sons the payment of its claim for furnishing road building materials to the state, which aggregates approximately $1,221.80, if he finds it advisable so to do after further consulting with the Attorney with respect thereto.

There followed a general discussion of matters pertaining to the State Highway Department, after which the Commission adjourned at four o'clock P. M.

Leslie M. Scott
Chairman

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

Carl G. Washburne
Commissioner

Portland, Oregon, March 1, 1933

The State Highway Commission met at 2:00 o'clock P. M. in Room 310, Benson Hotel, in accordance with previously published notice, to receive bids for the purchase of $1,500,000 state highway bonds. Present were:

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

The Commission received no bids for the $1,500,000 state highway bonds which were offered for sale at this time, whereupon, after full consideration, the Commission decided by unanimous vote to readvertise these bonds for sale on March 15, 1933. Commissioner Aldrich offered the following resolution with respect thereto and moved its adoption, which motion was duly seconded and having received the unanimous vote of the Commission was declared carried:

WHEREAS, under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII, 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 for the purpose of procuring funds with which to carry out the provisions of said Chapter; and

WHEREAS, under the provisions of Section 44-807, Oregon Code 1930, the State Highway Commission is authorized to sell highway bonds and fix the date of maturity at not to exceed five years from the date of sale and delivery, which authorization is in addition to the general statutory authority for the sale of state highway bonds, and

WHEREAS, by the terms and provisions of said Act, and amendments thereof, 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 Ten 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 hereby is ratified and adopted; and

WHEREAS, said statute, as above stated, authorizes the issuance of such bonds by the State Highway Commission for the purpose of carrying out the provisions of said Act; and

WHEREAS, it is the judgment and decision of this Commission that bonds in the sum of One Million Five Hundred Thousand and

no/100 Dollars ($1,500,000.00) should be issued and sold at this time and bear the respective due dates herein set out: Three Hundred Thousand and no/100 Dollars ($300,000.00) due on April 1, 1934, Three Hundred Thousand and no/100 Dollars ($300,000.00) due on April 1, 1935, Three Hundred Thousand and no/100 Dollars ($300,000.00) due on April 1, 1936, Three Hundred Thousand and no/100 Dollars ($300,000.00) due on April 1, 1937, and Three Hundred Thousand and no/100 Dollars ($300,000.00) due on April 1, 1938, each of which said bonds shall bear upon its face a statement showing the date of maturity thereof, 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 and maintenance requires the issue of One Million Five Hundred Thousand Dollars ($1,500,000.00) par value of bonds authorized by the said statute,

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

(a) That of the bonds authorized under said Section 44-801 to 44-810, inclusive, being Chapter VIII, Oregon Code 1930, all or any part of One Million Five Hundred Thousand Dollars ($1,500,000.00) par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provision of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, and that said bonds be offered for sale and be sold to the bidder bidding the lowest rate of interest for the entire amount or any part thereof, subject, however, to the right hereinafter reserved to reject any and/or all bids.

(b) That sealed bids for such sale be requested and received at the Multnomah Hotel, Portland, Oregon, at 2:00 o'clock P. M. on the fifteenth day of March, 1933, and that said bids shall be opened by the Commission at the said Multnomah Hotel, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. on the fifteenth day of March, 1933.

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(c) That notice of such sale be given by the Secretary of this Commission by publication thereof in the following publications: The Bond Buyer, published in New York City, and the Morning Oregonian, and the Oregon Journal, each published in Portland, Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of all or any part of One Million Five Hundred Thousand and no/100 Dollars ($1,500,000.00) gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor, but not greater than six per centum per annum, interest payable April first and October first of each year, commencing with October 1, 1933.

(e) That said issue shall mature as follows: Three Hundred Thousand Dollars ($300,000.00) will be payable on April 1, 1934, Three Hundred Thousand Dollars ($300,000.00) on April 1, 1935, Three Hundred Thousand Dollars ($300,000.00) on April 1, 1936, Three Hundred Thousand Dollars ($300,000.00) on April 1, 1937, and Three Hundred Thousand Dollars ($300,000.00) on April 1, 1938. That said bonds shall be in denomination of One Thousand Dollars ($1,000.00) each, known and designated as Series No. 3 and shall be numbered 10081 to 11580 both numbers inclusive, or shall be issued in such denominations as may be desired by the purchaser and designated and numbered accordingly;

(f) That each bidder be required to accompany his bid with a certified check for five per cent of the par value of the amount of bonds for which bid is submitted, and that the advertisement contain information as to such requirement:

(g) That said bonds be dated April 1, 1933, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from April 1, 1933, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(h) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

(i) 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;

(j) That the Commission reserves the right to reject any and/or all bids, or to accept the bid or bids which in the judgment of the Commission will be best for the state of Oregon, 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.

The Commission discussed the matter of making further payments to contractor C. R. Johnson for work performed by him under contract No. 1305, grading Valley Falls-Pike Ranch Section of Lakeview-Burns Highway in Lake County, in view of the fact that there are unpaid claims outstanding against this project and due to the further fact that Union Indemnity Company, which wrote the bond furnished in connection with this work, has gone into receivership.

The Attorney advised that the contractor has completed the project and there is now due and payable to him from the state the sum of $10,741.02, including the final payment. Against this amount, he said, there are claims on file in the office of the Highway Department totalling approximately $27,000.00, besides the claim of the Bank of California, to which bank Mr. Johnson assigned all monies due or to become due him in connection with this work from and after January 10, 1932. He further advised that he could not recommend the release of further payments to either Mr. Johnson or the Bank of California, in view of the outstanding claims, and gave as his thought that the monies now owing to Mr. Johnson should be held by the Commission for a decision from the courts as to whom the monies should be paid.

After due consideration of this matter, the Commission approved the suggestion of the Attorney and instructed the Engineer to withhold further payments in connection with this contract until the disposal of the funds has been determined by the courts.

The Engineer reported that in accordance with authority previously given to him by the Commission, he has posted The Dalles-California Highway between Bend and Klamath Falls for a reduced load limit of fifty per cent of the legal load limit, and that he has also posted the Dairy-Bonanza Highway for a load limit of twenty-five per cent of the legal load limit, in order to protect them from damage during the period that the frost is leaving the ground. He asked the Commission to confirm these postings. The following resolution with respect thereto was offered by Commissioner Aldrich and was adopted by the Commission by unanimous vote:

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

THE DALLES-CALIFORNIA HIGHWAY
DAIRY-BONANZA HIGHWAY

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

each of them, that the maximum weights permitted and authorized by law be reduced;

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon any of the within-named roads shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the Laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the following highway, to-wit:

THE DALLES-CALIFORNIA HIGHWAY between the south city limits of BEND in Deschutes County and the north city limits of KLAMATH FALLS in Klamath County

shall be as follows: The maximum wheel weight of any vehicle unladen or with load shall not exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or withload exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of 300 X (L + 40) in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axle of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact

with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle; and

The maximum weights which shall apply to the following highway, to-wit:

DAIRY-BONANZA HIGHWAY between DAIRY and BONANZA in Klamath County

shall be as follows: The maximum wheel weight of any vehicle unladen or with load shall not exceed 2,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 4,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the product of 150 X (L + 40) in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of one hundred twenty five (125) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of one hundred fifty (150) multiplied by the sum of the tire width of the wheels of such axle.

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of said highways are located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The following resolution authorizing the Engineer to acquire miscellaneous real properties, which are required in connection with state highway improvements, was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

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

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hereinafter more definitely set forth, and

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Ashland-Bear Creek Section of Pacific Highway				
Herbert, A. W.	R/W	798 Sq.Ft.	$200.00 Lump Sum	Ashland Comm.
Billings, Ralph	"	1847 " "	1.00	" "
Billings, G. F.	"	4.26	$3055.00 Lump Sum	" "
Jackson, Eugenia	"	6.77	8460.00 " "	" "
Perrine, C. J.	"	2.10	2115.00 " "	" "
Phillips, Lena	"	1.23	470.00 " "	" "
Cox, Emma S.	"	0.18	1000.00 per A. plus $5.00	Gardiner
Barlow-Aurora Section, Pacific Highway				
Giesy, W. A.	R/W	0.20	300.00 Lump Sum	Langille
Salem-Aurora Section, Pacific Highway				
Bush, A. N.	R/W	0.98	600.00 Lump Sum	Devers
Daws, Gertrude	Easement	0.06	Nominal ($1.00)	Bentley
Patten, H. F. (Lessee)	R/W	0.121	$5.00	"
Lane County, Willamette Highway				
May, T. Clint	Stock Pile Site	0.66	$86.50 for land plus $13.50	Benson
Lane County, Siuslaw Highway				
Duckett, Fred A.	Stock Pile Site	1.1	125.00 per acre	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
McMinnville-Tillamook Highway, Dolph-Honey Ranch				
Sturgis, Emma	R/W	6.956	$20.00 per A. plus $172.50	Benson
Sturgis, Emma	Stock Pile	1.0	20.00 " "	"
Baxter, Geo. T., Peter A.	R/W	3.01	750.00 for land plus $325.00	"
Jefferson Section, Pacific Highway				
Green, Sarah M.	R/W	6520 Sq.Ft.	$.06 per Sq. Ft. plus $275.80	Campbell
Goin, J. B.	"	1525 " "	.05 " " " plus $425.72	"
Banks, Minnie Watkins	"	2514 " "	$625.00 for moving bldgs., etc.	"
Smith, W. E. & Fontaine, Jos. G.	"	2665 " "	225.00 Lump Sum	"
Douglas County, Umpqua Highway				
Morningstar, Jennie	R/W	0.79 A.	$35.00 Lump Sum	Benson
Page Lumber and Fuel Co.	"	3.00	50.00 per acre	"
Rufus Section, Columbia River Highway				
Mathieson, John (Correction)	R/W	708 Sq.Ft.	$25.00 for land plus $150.00	Langille
Union - North Powder Section, Old Oregon Trail Highway				
Huffman, Leonard	Quarry Site & Stock Pile	5.97 A.	$190.00 Lump Sum (1 yr. lease for quarry site, 5 yr. lease for stock pile)	Williams

The Engineer reported that it appears necessary to resort to condemnation proceedings in order to acquire the right of way required for the improvement of The Dalles-California Highway across the land of Alice E. Van Tyne, et al, in Klamath County. Therefore, he requested authority for the Attorney to institute such proceedings if, after further negotiating with the owner of the property, he finds that is necessary. The Commission approved the request of the Engineer and adopted the following resolution with respect thereto by unanimous vote, upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Washburne:

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. 22 in Klamath County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land, being a portion of the following described property: the East one-half (E½) of the West one-half (W½) of the Southwest quarter (SW¼) of the Northeast quarter (NE¼), and the East one-half (E½) of the Southwest quarter (SW¼) of the Northeast quarter (NE¼) of Section 22, Township 33 South, Range 7½ East, W. M., in Klamath County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land 100 feet in width, being 50 feet on each side of the center line of the Crater Lake Highway as said highway has been surveyed over and across or adjacent to the foregoing described 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 501+08.0 to Station 512+27.0; which portion of center line is described as follows:

Beginning at a point which is Engineer's center line station 501+08.0, opposite and 50 feet distant from which point the northeasterly line of the said strip of land intersects the west line of said property; said point being 864 feet north and 2309 feet west of the east quarter corner of Section 22, Twp. 33 South, Range 7½ East, W. M.; thence South 64° 28' East a distance of 1119.0 feet to engineer's station 512+27.0, opposite and 50 feet distant from which station the southwesterly line of the said strip intersects the east line of the said property.

The parcel of land to which this description applies contains approximately 2.46 acres, of which 1.48 acres lie within the existing right of way; net new area 0.98 acres.

and

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

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code, 1930, as amended, Klamath County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

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

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

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

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Roy L. Houck, contract No. 1405, grading First Hughes Section of Cape Blanco Secondary Highway No. 250 in Curry County, requested an extension of time to July 15, 1933 within which to complete this project. The Engineer stated that the date of completion specified in the contract was November 30, 1932, but on account of the condition of the road he authorized the contractor to close the work for three months because it appeared that a continuance of grading operations during the rainy season would render the road impassable to traffic without the application of considerably more gravel than the contract calls for. The failure of the contractor to complete the project within the time limit specified, he said, will cause the state some extra expense for engineering. He, therefore, recommended that the extension requested be granted, but that the contractor be charged with the engineering expense that accrues in connection with this contract subsequent to February 1, 1933. Recommendation of the Engineer was adopted by the unanimous vote of the Commission.

Enquist Construction Company, contract No. 1432, construction of a truck shed at La Grande, Union County, requested an extension of time of sixty days to February 28, 1933 within which to complete this project. The

Engineer stated that the date of completion specified in the contract is December 31, 1932 and that the contract provides that $25.00 per day damage will be charged the contractor for each day that he overruns this time limit. The contractor's delay, he added, was caused by adverse weather conditions which were beyond his control, but the public has not been inconvenienced thereby; neither has the delay caused the state any extra engineering expense. It was his recommendation that the extension of time requested be granted without penalty, either for engineering expense or for the damages specified in the contract. The Engineer's recommendation was adopted by the Commission by unanimous vote.

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

Contract No. 1381, R. H. Jones, contractor, construction of a bridge over O.-W. R. R. & N. Company's tracks on the Columbia River Highway at Umatilla in Umatilla County, completed February 15, 1933;

Contract No. 1399, Tom Lillebo, contractor, construction of a bridge over the South Fork of the Coquille River on Powers Secondary Highway No. 242 in Coos County, completed December 31, 1932.

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

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

Contract No. 1381, R. H. Jones, contractor, construction of a bridge over O.-W. R. R. & N. Company's tracks on the Columbia River Highway at Umatilla in Umatilla County, completed February 15, 1933;

Contract No. 1399, Tom Lillebo, contractor, construction of a bridge over the South Fork of the Coquille River on Powers Secondary Highway No. 242 in Coos County, completed December 31, 1932;

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

Consideration was given by the Commission to the request of the County Court of Sherman County that the Commission approve an additional expenditure of $6,400.00 from secondary state highway funds for the grading of Section 3, Unit "B", Sherar's Bridge Secondary Highway No. 290 in Sherman County. The Engineer explained that the 1932 allotment of secondary state highway funds to Sherman County, amounting to $12,415.47, has been disbursed. He further explained that the secondary highway agreement entered into between the Commission and Sherman County on May 11, 1932 called for a total expenditure in 1932 of $21,776.03 for the construction of this secondary highway, of which amount $12,415.47 was to be paid by the state with secondary highway funds and the balance by the county with county funds. It now appears, he said, that the county has not lived up to the terms of the agreement relative to the expenditure of county funds, but is instead calling upon the state for additional funds for this purpose. He, therefore, recommended that the request be denied. After some discussion of this matter, the Commission decided that it would be proper to require the county to comply with the terms of the agreement; therefore, the request of the County Court was denied by unanimous vote of the Commission.

A letter was presented from the Fifteenth Street Auto Laundry, Portland, requesting permission to place a number of advertising benches along state highways adjacent to Portland for the accommodation and convenience of the public. The Commission denied the request because it is strictly contrary to its established policy with regard to the placement of advertising matter on state highway rights of way. The Secretary was instructed so to inform the Fifteenth Street Auto Laundry.

A letter was presented from the Stimson Lumber Company of Gaston, requesting permission to transport a "Shay" locomotive, weighing approximately 36 tons, over the Tualatin Valley Highway from Dilley to Scoggins Valley Road in Washington County. The Engineer recommended that the request be denied because of the unstable condition of the highway foundation at this time of year, and that the Stimson Lumber Company be required to dismantle its locomotive so that its weight will come within the load limits specified by law. The recommendation of the Engineer was adopted by the unanimous vote of the Commission, and the Secretary was instructed so to inform the Stimson Lumber Company.

The Engineer requested authority to advertise the following projects for bids to be received at the next meeting:

1. Reconstruction of a short section of the Coos Bay-Roseburg Highway near Remote in Coos County, estimated to cost $2,500.

He explained that the highway at this point follows very closely the bank of the Middle Fork of the Coquille River and that the highway has heretofore been protected from river erosion by means of a retaining wall. The action of the river, he added, has undermined the retaining wall

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and it will either have to be replaced or the highway reconstructed farther away from the river bank. It will be cheaper to widen the highway grade, he said, than to rebuild the wall; therefore, he recommended that this be done.

2. Furnish crushed rock in stock piles for use in maintenance and reoiling operations on the Coos Bay-Roseburg Highway between its junction with the Pacific Highway and Camas Valley in Douglas County, estimated to cost $10,000.

3. Furnish crushed rock in stock piles for the maintenance of state highways in the vicinity of Klamath Falls, Klamath County, estimated to cost $5,000.

After due consideration, the authority requested by the Engineer was granted by the unanimous vote of the Commission upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

A letter was presented by the Chairman from Senator William F. Woodward concerning the department's specifications for concrete pipe used in connection with state highway construction, in which it was intimated that these specifications have been altered recently so that it is now impossible for manufacturers of concrete pipe to compete with manufacturers of other types of pipe used in state highway work. The Engineer advised that the Oregon specifications have not been changed for a number of years with respect to pipe culverts and the specifications are so written as to show no favoritism to any manufacturer, nor to any type of pipe. Furthermore, in calling for bids on construction work involving pipe installations, it is usually the practice of the department to ask for alternate bids on both types. Mr. Woodward's letter was referred to the Engineer with instructions to reply thereto in detail.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:00 o'clock P. M.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
Commissioner

MAR 1 1933

Portland, Oregon, March 15, 1933

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Assembly Room, Multnomah Hotel. Present were:

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

The following bids for grading, surfacing, paving and bridge projects were opened and read by the Secretary in accordance with previously published notice:

PACIFIC HIGHWAY
RICE HILL SECTION - ROADBED WIDENING

S. H. Newell & Co.	$30,250.00
Barham Bros.	32,982.00
Fred H. Slate	34,320.00
Theodore Arenz	35,918.00
Fisher Bros.	38,793.80
Jacobsen-Jensen Co.	39,406.00
Portland Sand & Gravel Co.	41,354.50
Dunn & Baker	43,973.00
Washburn & Hall	44,385.00
Meyers Contract Co.	44,395.00
Johnson Bros. Co.	45,237.00
Earl L. McNutt	50,711.00
H. G. Johnson	51,759.50
Guthrie-McDougall Co.	52,067.50
Myers & Goulter	58,875.00
P. L. Crooks & Co.	63,769.00
General Construction Co.	66,103.00

PACIFIC HIGHWAY
APPROACHES TO SANTIAM RIVER BRIDGE - GRADING AND PAVING

Lindstrom & Feigenson	$14,355.50
Washburn & Hall	14,438.50
Liesch & Tofte	15,646.50
La Pointe Construction Co.	15,750.00
Logan Construction Co.	15,938.00
Jacobsen-Jensen Co.	16,389.00
Barham Bros.	16,743.50
West Contract Co.	16,845.50
Saxton & Looney	17,549.00
Theodore Arenz	17,787.00
Slate Construction Co.	17,877.50
The United Contracting Co.	19,842.50

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JOHN DAY HIGHWAY
IRONSIDE-BROGAN SECTION - FURNISHING CRUSHED ROCK

Schmeer & Williams	$ 9,850.00
Portland Sand & Gravel Co.	10,075.00
March Construction Co.	10,560.00
A. S. Wallace	10,762.50
Hart Construction Co.	11,042.50
Edwin C. Gerber	11,950.00

OLD OREGON TRAIL
HOT LAKE-NORTH POWDER SECTION-FURNISHING CRUSHED ROCK

Edwin C. Gerber	$ 7,550.00
Hart Construction Co.	8,175.00
A. S. Wallace	10,140.00

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE OVER CROOKED CREEK

J. F. Johnston	$ 2,690.00
Barham Bros.	2,761.00
Dunn & Baker	2,944.00

Chairman Scott announced that the awards of contracts would be made at 1:30 o'clock this day in the same room, after which the Commission gave consideration to routine matters of the Highway Department.

The Commission approved the minutes of the meetings held on January 25 and 30, February 8, 16 and 27, and March 1, 1933.

The Engineer reported that the cost of constructing certain secondary highway projects in several of the counties has been less than the amounts provided for such work and as a result unobligated balances remain which are available for transfer to other secondary highway projects in those counties. He requested authority to make the following transfers of such balances:

County	Transfer from	Transfer to	Amount
Coos	106 LC	106 MT	$ 43.54
Coos	106 MT-507	106 MV	50.00
Crook	107 MR	107 DA	40.60
"	107 ML	107 DA	77.57
"	107 MV-111 A	107 DA	23.10
"	107 MT	107 DA	51.24
"	107 MV	107 DA	30.48
Deschutes	109 VA	Gen. County	901.93
Douglas	110 ML	" "	6.40
Harney	113 MV-118	" "	200.00
Lincoln	121 MV	121 GB	149.41
Linn	122 MV	122 MV-504	40.00

County	Transfer from	Transfer to	Amount
Linn	122 MV-504 A	122 MT	$206.89
Polk	127 BB	127 MR	169.92
"	127 BB	127 ME	135.91
Washington	134 DC	Gen. County	633.57
Wheeler	135 ME	135 GA	400.00
Yamhill	136 MK	136 GC-1	377.12
"	136 MG	136 KB-1	158.90
"	136 MK	Gen. County	551.00
"	136 MK-111 A	136 KB-1	0.04

After some discussion the request of the Engineer was granted by the Commission by unanimous vote.

A communication was presented from the County Court of Wasco County requesting the Commission to approve the designation as a market road, the county road which extends up Fifteen Mile Creek from the Emerson-Roberts Market Road at Petersburg to the Columbia Schoolhouse; thence to a junction with the Emerson-Roberts Market Road at Company Hollow, a distance of approximately 14 miles. The Engineer stated that this road passes through a very productive wheat district which is quite thickly populated and is considered by the County Court of Wasco County as one of the county's most important roads. It was his recommendation that the request of the County Court be granted. Recommendation of the Engineer was approved and adopted by the Commission by unanimous vote.

A communication was presented from the County Court of Wasco County in which the Commission was requested to grant that county an extension of time of sixty days to May 31, 1933, within which to complete the grading of the first unit of the Tygh Valley-Sherar's Bridge Secondary State Highway No. 290. The Engineer stated that there are sufficient secondary highway funds remaining from Wasco County's share of the 1932 apportionment to complete this project; therefore, it was his recommendation that the extension of time requested be granted. The Engineer's recommendation was approved by the unanimous vote of the Commission.

A communication was presented from the County Court of Marion County requesting the Commission to grant that county an extension of time to September 30, 1933 in which to complete grading and surfacing Projects No. 124-GB and No. 124-GC on Secondary State Highway No. 163 in that county. The Engineer stated that the grading work in connection with Project No. 124-GB has been completed but the county still has some surfacing work to do; also, the county has some grading work and all of the surfacing work yet to do in connection with Project No. 124-GC. He further stated that secondary state highway funds from the 1932 apportionment are available and sufficient to complete these projects, and recommended that the County Court's request be granted. The Commission approved the recommendation of the Engineer by unanimous vote.

Upon recommendation of the Engineer the Commission signed an agreement with the County Court of Crook County providing for an expenditure of

$4,154.91 of secondary state highway funds for the construction of the Camp Creek-Paulina Section of Crooked River Secondary State Highway No. 380 in Crook County. The Engineer explained that the original amount set up for this project was $1,773.42, which sum proved to be inadequate to complete the work; therefore, it has been necessary from time to time to increase the allotment by transfer of funds from savings on other projects. The total amount so transferred, he said, is $2,381.49 which is more than the amount originally allotted to this work; therefore, it was his thought that the project should be covered by an entirely new agreement to cover the total expenditure.

A communication was presented from the County Court of Grant County requesting the designation as a secondary state highway of the Monument-Kimberly Section of Market Road No. 12-W-1 in that county.

The Engineer recommended that the request be denied; also that the secondary state highway mileage of the state be not increased at this time because of the shortage of revenues. The recommendation of the Engineer was approved and adopted by the Commission by unanimous vote.

The Commission signed an agreement with Mountain States Power Company extending the life of the existing contract with that company to January 26, 1934 for the furnishing of electrical energy for lighting and operating the draw span of the bridge over Siletz River on the Oregon Coast Highway in Lincoln County. The Engineer explained that the existing contract is satisfactory and that its renewal is required in order to protect the Commission against any rise in rates.

The attention of the Commission was called to the record of its meeting held March 4, 1932, selecting the accounting firm of Price, Waterhouse & Company to make an audit of the Highway Department's accounts and finances for the calendar year of 1932. The Engineer inquired as to whether or not the Commission wished to have such an audit made at this time notwithstanding the fact that the Secretary of State is now making his annual audit of these accounts as required by statute. He recommended against the taking of such an audit for the year 1932 on account of scarcity of funds. The Commission, by unanimous vote, approved the recommendation of the Engineer, and also voted unanimously to rescind the action taken at the meeting of March 4, 1932 with respect to this matter.

The Commission by unanimous vote approved the arrangement effected by Chairman Scott on March 8, 1933 with the O.-W. R. R. & N. Co. for the installation of a bell signal for the protection of traffic on the Wallula Cut-off Section of the Columbia River Highway at Sand Station in Umatilla County where this highway crosses the tracks of the railroad company whereby it was agreed that the state will install such bell signal one year after April 1, 1933 and will not seek exemption from such installation from the Oregon Public Utilities Commissioner, provided the railroad company will immediately proceed to remove and replace its spur track which now serves the Jones-Scott sand pit near this point in accordance with the terms of the agreement dated August 11, 1932 by and between O.-W. R. R. & N. Co. and Oregon State Highway Commission.

The Engineer reported that the Pacific Highway through the town of Drain in Douglas County makes a right angle turn at the intersection of First and "B" Streets, the main intersection in that town, which is hazardous to traffic because of the narrowness of the streets. It would be desirable to improve this situation, he said; therefore, he has negotiated with the owner of the property at the northwest corner of the intersection for the acquisition of a small triangular parcel of land to make it possible to round off the corner. The owner of this property, he added, is Mr. N. E. Glass, Drain, who refuses to sell for less than $300.00, claiming that he does not wish to sell at all, but prefers that the state return to him the portion of his property that is now being used as a highway without his consent so he can erect a building thereon. He added further that the area of the parcel desired is 98 square feet, being a triangular-shaped tract, having a frontage of 14 feet on each street, and he considered that $300.00 is an exorbitant price to pay for such a small area. He requested instructions from the Commission as to whether he should pay Mr. Glass the amount demanded or acquire the area by condemnation. After some discussion, this matter was referred by the Commission to Chairman Scott for investigation with power to act in accordance with his best judgment.

The Engineer reported that an investigation has been made of the application of Mr. A. G. Montes, Tigard, for permission to install and operate two gasoline pumps on a small parcel of state-owned land lying between the old and new rights of way of the West Side Pacific Highway at a point about one-half mile north of Tigard in Washington County where this highway has been reconstructed to eliminate a curve in the original alignment. He explained that this investigation reveals that Mr. Montes now operates a filling station on his property on the west side of the old highway which station has become isolated by the reconstruction of the highway at this point, and Mr. Montes claims that his business will be ruined unless he is given authority to move his gasoline pumps to a new location adjacent to the new highway. He further explained that the area Mr. Montes wishes to lease is about ten feet wide and thirty feet long, lying between the old and new rights of way, but does not encroach on either. He inquired as to whether or not the Commission is willing to lease that property to Mr. Montes and suggested that the Commission view the premises on the ground before rendering a decision. After some discussion the Commission referred the matter to Chairman Scott for inspection, with power to act as he deemed advisable.

Consideration was given by the Commission to the claim of George Duncan, Corvallis, for reimbursement in the sum of approximately $1,200 for logs he alleges were lost by him during a period of high water in the Mary's River at Corvallis on January 2, 1933, when his log boom broke because of the failure of the bridge falsework being used by the bridge contractor in the construction of the new state highway bridge at this point. The Engineer stated that the only theory upon which Mr. Duncan can claim compensation for his loss would be that the Highway Department employes carelessly and negligently propelled drift through the highway detour bridge, allowing this drift to pile up against the contractor's falsework which eventually gave way under the strain. However, he added, no such theory could be supported by facts. He recommended that Mr. Duncan's claim be denied.

Recommendation of the Engineer was approved and adopted by the Commission by unanimous vote.

A letter was presented from Edward M. Cousin, Portland, in which complaint was made that his property located on the Pacific Highway about one mile north of Oswego is being severely damaged by water which is drained onto his property from the highway because of inadequate highway drainage facilities; also in which he demands relief from this situation. The Engineer reported that an investigation had been made of Mr. Cousin's complaint and that the highway drainage facilities at this point have been found ample and that there appears to be no basis to Mr. Cousin's allegations. He further reported that the investigation shows that Mr. Cousin's troubles are due primarily to a certain eight-inch drainage pipe he has installed across his property to connect with the twelve-inch drainage pipe which crosses the highway. After some discussion it was decided that Chairman Scott and the Engineer would make a personal inspection of Mr. Cousin's premises before a decision is rendered.

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

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts		Agent
Salem-Aurora Section, Pacific Highway					
Landon, George A.	R/W	0.005	$ 2.50	Lump Sum	Bentley
School District #15	"	0.023	5.75	" "	"
Pacific Highway near Tangent					
Rabbitt, J. H.	R/W	0.52	65.00	" "	De France
Pacific Highway, Medford-Central Point					
Kee, W. S.	R/W	.20	400.00 per A. plus $80.00		Gardiner
West Side Pacific Highway, Rickreall Junction					
Fuller, George A.	R/W	0.054	250.00	Lump Sum	Benson
Umpqua Highway, Douglas County					
Weatherly, Fred	R/W	(1.92	100.00 plus $29.50		Benson
		(0.34	75.00 " 10.00		"
Coos Bay-Roseburg Highway, Coos County					
Jacobsen, J. N.	Stock Pile	0.35	100.00	Lump Sum	Benson
Gilmore, J. Garfield	" "	0.30	100.00 per Acre		"
Lower Columbia River Highway, Astoria-Svensen					
Gjovik, Jacob M.	R/W	0.315	75.00	Lump Sum	Broadwell
Siuslaw Highway, Cheshire-Prairie Road					
Purkerson, W. E.	Quarry	4.48	3¢ per cu. yd.	10 yr. lease	Collier
Purkerson, W. E.	Stock Pile	1.34	Nominal $1.00	10 yr. lease	"
Old Oregon Trail, Baker					
Pollman Estate, Wm.	Gravel Pit		3¢ per cu. yd.	10 yr. lease	Williams
Corvallis-Newport Highway, Pioneer Mountain-Toledo					
Svenson, Martin (Correction)	R/W	2.55	$100.00 for land plus $95.00		Benson
Oregon Coast Highway, Clatsop Co. Line-Mohler					
Tubbesing, H. H.	Stock Pile	0.177	25.00	Lump Sum 5 yr. lease	Chandler

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The Engineer reported that indications are that it will be necessary to institute condemnation proceedings to acquire rights of way for the improvement of the West Side Pacific Highway across the properties of Ross Chilcotte in Section 15, T. 4 S., R. 4 W., W. M.; Esther Moore in Section 10, T. 4 S., R. 4 W., W. M.; Hattie P. Pebley in the NE¼ of the NW¼ of Section 7, T. 4 S., R. 3 W., W. M.; George Arthur Zwick in SE¼ of Section 3, T. 4 S., R. 3 W., W. M.; and Walter Zwick and Margaret Zwick in SE¼ of Section 3, T. 4 S., R. 3 W., W. M., and SW¼ of the SE¼ of Section 3, T. 4 S., R. 3 W., W. M.; all north of McMinnville in Yamhill County, Oregon. He requested authority for the Attorney to institute such proceedings in the event that this is found necessary after further negotiating with the property owners. The Engineer's request was granted by the Commission and the following resolutions with respect thereto were offered and adopted by the unanimous vote of the Commission:

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

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 3 in Yamhill 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 R. L. Pebley and Hattie P. Pebley

A parcel of land in the northeast quarter (NE¼) of the northwest quarter (NW¼) of Section 7, Twp. 4 South, Range 3 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Hattie P. Pebley as recorded in Book 51 at Page 330, Deed Records of Yamhill County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the west line of said Pebley property and the 1932 relocated center line of the West Side Pacific Highway, at Engineer's Station 233+85.2, said intersection being north 665.8 feet and west 909.8 feet from the southwest corner of the John Bird D. L. C. No. 40; thence North 0° 08' East along said west property line a distance of 40.8 feet to a point which is 40.0 feet northerly from (and measured at right angles to) said relocated highway center line; thence South 78° 17' East parallel to said center line a distance of 128.8 feet to the east line of said property; thence South 0° 08' West along said east property line a distance of 78.5 feet to the center line of the West Side Pacific Highway as constructed in 1921; thence North

72° 35' West along said 1921 center line a distance of 132.1 feet to the west line of said property; thence North 0° 08' East a distance of 24.3 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel of land described above contains 0.208 acres, of which 0.091 acres lie within the present public right of way, and the additional land to be acquired is 0.117 acres.

Parcel No. 2, owned by Ross L. and Myrtle E. Chilcott

A parcel of land in the Madison Malone D. L. C. No. 49, and in the northwest quarter (NW¼) of Section 15, Twp. 4 South, Range 4 West, W. M., said parcel being a portion of that certain piece of property described in a deed to Ross L. and Myrtle E. Chilcott as recorded in Volume 102 at Page 571, Deed Records of Yamhill County, Oregon; said parcel being more particularly described as follows:

Beginning at a point on the east line of said Malone D. L. C. at its intersection with the center line of the present paved West Side Pacific Highway, said point being 4314.6 feet north of the southeast corner of said D. L. C.; thence South 0° 15' East along the east line of said D. L. C. No. 49 a distance of 30.0 feet to a point which is 40.0 feet southeasterly from (when measured at right angles to) the 1932 relocated center line of the West Side Pacific Highway, at Engineer's Station 58+25.7; thence in a general southwesterly direction parallel to said relocated highway center line as follows: on a 2825.0 foot radius curve left (the long chord of which bears South 52° 40' 45" West) a distance of 1477.6 feet; thence South 37° 41' West a distance of 326.1 feet; thence South 37° 19' West a distance of 141.0 feet to the south line of said Chilcott property; thence South 89° 26' West along said south line a distance of 50.2 feet to the center line of the old or present paved West Side Pacific Highway, at Engineer's Station 58+27.9; thence in a general northeasterly direction along said old highway center line as follows: North 37° 19' East a distance of 172.1 feet; thence North 37° 41' East a distance of 806.5 feet to a point which is 40.0 feet northwesterly from (when measured at right angles to) the 1932 relocated center line of said highway, at Engineer's Station 48+02.1; thence parallel to said relocated highway center line on a 2905.0 foot radius curve right (the long chord of which bears North 56° 29' 21" East) a distance of 927.8 feet to the north line of said Chilcott property, being on the center line of the old West Side Pacific Highway; thence North 89° 35' East along said north line a distance of 127.7 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel of land described above contains 2.57 acres, of which 0.83 acres lie within the present highway right of way, and the additional land to be acquired is 1.74 acres.

Parcel No. 3, owned by Esther Moore

A parcel of land in the Joseph R. Young D. L. C. No. 68 and in the southeast quarter (SE¼) of Section 10, Twp. 4 South, Range 4 West, W. M., said parcel being a portion of those certain pieces of property described in a deed to Esther Moore as recorded in Book 106 at Page 149, and in a deed to Ira H. and Esther Moore as recorded in Book 80 at Page 334, Deed Records of Yamhill County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the southwest corner of Lot No. 1 of Yamhill County Survey No. 2757, said point being North 0° 15' West measured along the east line of the Madison Malone D. L. C. No. 49 a distance of 4344.6 feet and North 89° 35' East measured along the north right of way line of the old or present paved West Side Pacific Highway a distance of 56.1 feet from the southeast corner of said Malone D. L. C. No. 49; thence North along the west line of said Lot 1 of County Survey No. 2757 a distance of 44.6 feet to a point which is 40.0 feet northwesterly from (when measured at right angles to) the 1932 relocated center line of the West Side Pacific Highway, at Engineer's Station 59+17.2; thence in a general northeasterly direction parallel to said relocated highway center line as follows: on a 2905.0 foot radius curve right (the long chord of which bears North 71° 11' 08" East) a distance of 170.5 feet; thence North 72° 52' East a distance of 193.9 feet; thence on a 2825.0 foot radius curve left (the long chord of which bears North 65° 22' East) a distance of 739.5 feet; thence North 57° 52' East a distance of 300 feet, more or less, to the center of the North Yamhill River; thence South 32° 08' East along the center of said river a distance of 80.0 feet to a point which is 40.0 feet southeasterly from (when measured at right angles to) the 1932 relocated center line of the West Side Pacific Highway; thence in a general southwesterly direction parallel to said center line as follows: South 57° 52' West a distance of 300 feet, more or less, to a point opposite Engineer's Station 70+29.2 P. T.; thence on a 2905.0 foot radius curve right (the long chord of which bears South 65° 22' West) a distance of 760.5 feet; thence South 72° 52' West a distance of 193.9 feet; thence on a 2825.0 foot radius curve left (the long chord of which bears South 72° 07' 47" West) a distance of 72.7 feet to the south line of Lot No. 1 of said County Survey No. 2757, and being on the north line of the right of way of the old West Side Pacific Highway; thence South 89° 35' West along the south line of said Lot No. 1 a distance of 115.7 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel of land described above contains 2.71 acres, of which 0.78 acres lie within the present public right of way, and the additional land to be acquired is 1.93 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary

and will be of advantage to the state upon the grounds and for the reasons herein stated that title to said parcels of land be procured for right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code, 1930, as amended, Yamhill 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.

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. 3 in Yamhill 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 George Arthur Zwick

A parcel of land, being a portion of the following described property: the southeast quarter (SE¼) of Section 3, Twp. 4 South, Range 3 West, W. M., Yamhill County, Oregon; said parcel being a portion of that tract of land which was conveyed to George Arthur Zwick, recorded in Book 84, Page 226, of Yamhill County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the west line of said Zwick tract, said point being South 0° 22' East a distance of 454.0 feet from the southeast corner of Lot 6 of said Section 3, and also being on the center line of the West Side Pacific Highway, as now located and constructed at approximately Engineer's Station 256+56.2; thence along said existing center line North 56° 17' East a distance of 90.5 feet to Engineer's Station 255+65.7 = Station 253+59.0 point of tangent, of the relocated center line, and thence along the relocated center line of said highway on a 5730 foot radius curve left (the long chord of which bears North 55° 21' 45" East) a distance of 184.2 feet to theeasterly line of a one acre tract of land reserved for School District #23 in said Zwick deed; thence North 0° 22' East along said easterly school property line a distance of 49.04 feet to a point which is 40.0 feet northwesterly from (and measured at right angles to) said relocated center line approximately at Engineer's Station 251+46.5; thence parallel to said relocated center line as follows: along a 5690 foot radius curve left (the long chord of which bears North 53° 19' 45" East) a distance of 164.6 feet to point of curve, and thence North 52° 30' East a distance of 780.7 feet to a point 40 feet opposite Engineer's Station 242+00 of said center line; thence North 49° 38' East a distance of 200.25 feet to a point which is 50.0 feet northwesterly from (and measured at right angles to) said relocated center line at Engineer's Station 240+00; thence North 52° 30' East, parallel to said center line a distance of 159.12 feet to the easterly line of said Zwick property, at a point which is approximately South 14° 36' East a distance of 111.7 feet from the northeast corner of said property; thence South 14° 36' East along said easterly property line a distance of 108.56 feet to a point which is 50.0 feet southeasterly from (and measured at right angles to) said relocated center line at Engineer's Station 238+83.1; thence South 52° 30' West, parallel to said relocated center line a distance of 116.88 feet to a point 50 feet opposite Engineer's Station 240+00; thence South 55° 22' West a distance of 200.25 feet to a point which is 40.0 feet southeasterly from (and measured at right angles to) said center line, at Engineer's Station 242+00; thence South 52° 30' West, parallel to said relocated center line a distance of 748.73 feet to the intersection of the center line of the said

existing West Side Pacific Highway as now located and constructed; thence along said existing center line as follows: South 67° 12' West a distance of 43.04 feet to Engineer's Station 251+94.0 P. C.; thence along a 955 foot radius curve left (the long chord of which bears South 61° 43' 30" West a distance of 182.5 feet to Station 253+76.5 P. T. and thence South 56° 15' West = South 56° 17' West a distance of 279.7 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel described above contains 2.42 acres, of which 0.20 acres lie within the present highway right of way; new land to be acquired containing 2.22 acres.

Parcel No. 2, owned by Walter Zwick and Margaret Zwick

A parcel of land in the southeast quarter (SE¼) of Section 3, Twp. 4 South, Range 3 West, W. M., said parcel being a portion of Lot No. 2 as described in a deed to Walter and Margaret Zwick as recorded in Book 107 at Page 260, Deed Records of Yamhill County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the west line of said Zwick property and the 1932 relocated center line of the West Side Pacific Highway, at Engineer's Station 238+62.0, said intersection being South 14° 36' East measured along the west property line a distance of 165.8 feet from the northwest corner of said property, said point also being South 815 feet and West 1385 feet from the east quarter corner of Section 3; thence North 14° 36' West along said west property line a distance of 54.3 feet to a point which is 50.0 feet northwesterly from (and measured at right angles to) said relocated highway center line; thence North 52° 30' East parallel to said center line a distance of 177.3 feet to the north line of said property; thence east along said north property line a distance of 162.9 feet to a point 50.0 feet southeasterly from (and measured at right angles to) said 1932 relocated center line; thence parallel to said highway center line as follows: along a 2915 foot radius curve right (the long chord of which bears South 51° 49' West) a distance of 69.4 feet; thence South 52° 30' West a distance of 279.4 feet to the west line of said property; thence North 14° 36' West along said west property line a distance of 54.3 feet to the point of beginning; containing 0.60 acres, more or less.

Parcel No. 3, owned by Walter Zwick and Margaret Zwick

A parcel of land in the southwest quarter (SW¼) of the southeast quarter (SE¼) of Section 3, Twp. 4 South, Range 3 West, W. M., said parcel being a portion of Lot No. 4 as described in a deed to Walter and Margaret Zwick as recorded in Book 107 at Page 260, Deed Records of Yamhill County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the west line of said Zwick property and the 1932 relocated center line of the West Side Pacific Highway, at Engineer's Station 256+56.2, said intersection being South 1766.3 feet and

West 2656.0 feet from the east quarter corner of Section 3; thence South 11° 06' East along said west property line a distance of 43.3 feet to a point which is 40.0 feet southeasterly from (and measured at right angles to) said relocated highway center line; thence parallel to said center line as follows: North 56° 17' East a distance of 107.2 feet; thence along a 5770 foot radius curve left (the long chord of which bears North 54° 23½' East) a distance of 380.9 feet; thence North 52° 30' East a distance of 31.2 feet to the existing center line of the West Side Pacific Highway as now constructed, at Engineer's Station 251+51.9; thence along the center line of said existing highway as follows: South 67° 14' West a distance of 42.1 feet, thence along a 955.0 foot radius curve left (the long chord of which bears South 61° 45½' West) a distance of 182.5 feet; thence South 56° 17' West a distance of 279.7 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel of land described above contains 0.378 acres, of which 0.313 acres lie within the present public right of way, and the additional land to be acquired is 0.065 acres.

and

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

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Yamhill 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.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

A. G. Enright, contract No. 1415, for the construction of a bridge over Miller Creek near Monroe on the West Side Pacific Highway in Benton County, requested an extension of time to June 15, 1933, within which to complete this project. The Engineer explained that Mr. Enright has completed the construction of this bridge with the exception of the handrail on one side of the structure which will take approximately ten days to finish. He further stated that the contract calls for the removal of the existing structure at this point but this cannot be done until such time as the approach fills for the new structure are in place. It was his thought that the fills would not be completed until the latter part of May or the first of June. Travel over this section of highway, he said, has not been inconvenienced on account of the contractor's delay; however, there is no valid reason why the contractor should not have completed this bridge within the time limit specified in the contract, January 31, 1933. He recommended that the extension requested be granted but that the contractor pay the extra engineering expense incurred by the state subsequent to January 31, 1933, except such engineering expense as may be necessary in the supervision of the removal of the old bridge. Engineer's recommendation was approved and adopted by the Commission by unanimous vote.

Odom & Du Rette, contract No. 1428, construction of two pile trestle bridges on Woodburn-Mt. Hood Loop Secondary Highway No. 161 in Clackamas County, requested an extension of time to March 15, 1933 within which to complete this project. The Engineer stated that the contractors made every effort to complete the construction of this project within the specified time limit, but did not succeed in doing so because they were handicapped by extremely bad weather and by almost impossible hauling conditions over the new grade adjacent to this bridge. Further, this bridge is on a new section of highway which will not be open to travel until sometime this coming summer when the grading is complete; therefore, the public has not been inconvenienced by the delay. The state, he said has incurred only very little extra engineering cost by reason of this overrun in time limit. He recommended that the extension requested by the contractor be granted, but that the contractor be charged with the extra engineering expense incurred subsequent to the date of completion specified in the contract. Recommendation approved by the unanimous vote of the Commission.

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Lindstrom & Feigenson, contract No. 1404, construction of bridge over Mary's River on the West Side Pacific Highway at Corvallis in Benton County, requested an extension of time of 75 days to March 15, 1933 in which to complete this project. The Engineer stated that the contractors' delay was caused largely by the fact that they were required to perform a large amount of extra work, which work was omitted from the contract because of the emergency that existed necessitating the advertising of the project on short notice; also some time was lost because of delay in securing approval by the Bureau of Public Roads of certain bridge details. Traffic has not been seriously inconvenienced in any way, he said, and the state has been put to only very little extra engineering expense because the engineer in charge of the work handled other work at the same time. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote. (See minutes of July 31, 1933, pages 4247-4248)

R. H. Jones, contract No. 1381, construction of bridge over O.-W. R. R. & N. Co. tracks at Umatilla on the Columbia River Highway in Umatilla County, requested an extension of time of ninety days to March 31, 1933 within which to complete this project. The Engineer stated that the contractor's operations were delayed approximately two months while the railroad company was lowering its tracks for this improvement, and for this reason a considerable portion of his work had to be done during the winter season under adverse weather conditions. He explained that the bridge is on an uncompleted section of road; therefore, the general public has not been inconvenienced by the delay, also, the extra expense incurred by the state for engineering has been very small because the engineer in charge supervised other work at the same time. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote.

Tom Lillebo, contract No. 1391, construction of bridge over Juniper Canyon on the Columbia River Highway in Umatilla County, requested an extension of time to March 31, 1933 in which to complete this project. The Engineer stated that the contractor was delayed approximately two months in starting construction operations because of delays encountered in securing approval of the plans by the Bureau of Public Roads. On account of this, construction operations extended into the inclement weather of the past winter which resulted in slowing down the work to a very large extent. He further stated that the general public has not been inconvenienced by the contractor's delay because the bridge is on a new section of road and has not been open to traffic; also the state has been put to very little extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

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

Contract No. 1369, Portland Sand & Gravel Company, contractor, surfacing Scottsburg-Paradise Creek Section of Umpqua

Highway in Douglas County, completed January 24, 1933.

Contract No. 1387, furnishing crushed rock for the Vinson-Nye and Nye-Lazinka Ranch Sections of the Oregon-Washington and Pendleton-John Day Highways in Umatilla County, awarded to O. N. Pierce and later assigned to Clyde R. Seitz, completed on February 28, 1933.

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

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

Contract No. 1369, Portland Sand & Gravel Company, contractor, surfacing Scottsburg-Paradise Creek Section of Umpqua Highway in Douglas County, completed January 24, 1933.

Contract No. 1387, O. N. Pierce, contractor, assigned to Clyde R. Seitz, furnishing crushed rock for the Vinson-Nye and Nye-Lazinka Ranch Sections of the Oregon-Washington and Pendleton-John Day Highways in Umatilla County, completed February 28, 1933.

THEREFORE, BE IT RESOLVED that the work covered by said State Highway Commission contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs hereby are accepted and final payment hereby is authorized.

The Engineer reported that in conformance with authority previously granted him by the Commission he has posted the John Day Highway between Prairie City and the junction with the Baker-Unity Highway for a reduced load limit of 50% of the statutory load limit in order to preserve the road surface from damage during the time that the frost is leaving the ground. The Commission confirmed the action taken by the Engineer and by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

JOHN DAY HIGHWAY

AND WHEREAS, the said above-named state highway is in the judgment of the State Highway Commission being subjected

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the JOHN DAY HIGHWAY, between PRAIRIE CITY in Grant County and the JUNCTION WITH THE BAKER-UNITY HIGHWAY in Baker County shall be as follows: The maximum wheel weight of any vehicle unladen or with load shall not exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; nor shall the combined weight of any vehicle and load or the combined weight of any combination of vehicles and loads exceed in pounds the products of 300 X (L+40) in which L represents the distance in feet between the front and last axle of any vehicle or the first and last axles of any combination of vehicles; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of 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 this order be furnished the Superintendent of the Department of State Police for his information.

A letter was presented from Willamette Hauling Company, Portland, requesting permission to transport a Shay logging locomotive, weighing approximately 36 tons, on a combination truck and trailer over the Tualatin Valley Highway from Dilley to the Scoggins Valley Road in Washington County, a distance of approximately 1½ miles. The Engineer recommended that the request be denied because of the weak condition of the road foundation at this time of year. The Engineer's recommendation was approved by the Commission by unanimous vote.

Consideration was given by the Commission to the application of The Pacific Telephone & Telegraph Company for permission to construct its telephone pole line along the right of way of the Siuslaw Highway between Cushman and Florence in Lane County. The Secretary explained that the Florence-Mapleton Independent Telephone Company also desires permission to construct its telephone pole line along the highway between Florence and Mapleton, having filed its application for such permit on January 22, 1931. This application was denied at that time, he said, because the grading of this section of highway was not completed; however, the company was informed that its application would be given priority over others of similar nature which might be filed with the Commission later. Investigation reveals, he said, that this company does not have at the present time a pole line in this vicinity. On the other hand, such an investigation shows that The Pacific Telephone & Telegraph Company has operated its pole line on the old county road between Eugene and Florence for a number of years. He requested instructions as to which of these companies the permit should be granted. After some discussion of this matter, it was the decision of the Commission that such permit for the construction and operation of a telephone pole line on this highway between Florence and Cushman should be granted to The Pacific Telephone & Telegraph Company, subject to the condition that that company will allow the Florence-Mapleton Independent Telephone Company the joint use of the poles to be erected; also, that the permit for the construction and operation of a telephone pole line on this highway between Cushman and Mapleton should be granted to the Florence-Mapleton Independent Telephone Company subject to the condition that it will allow The Pacific Telephone & Telegraph Company joint use of the poles.

The Secretary reported that a request has been received from The Pacific Telephone & Telegraph Company that it be permitted to use split cedar poles in the construction of its pole line on this highway in order to reduce

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construction costs. After some discussion the Commission denied the request because it was thought that split cedar poles would present an unsightly appearance on this highway; therefore, only round poles should be used.

A delegation consisting of County Judge Henry Crenshaw and County Commissioners E. H. Lindsey and F. L. Owens of Tillamook County, Elmer Scheese, President of Nestucca Highway Improvement District, and Donald Mace, Blaine, Oregon, was present and urged the Commission to grant the Nestucca Highway Improvement District an additional extension of one year's time within which to pay its account with the state for the cost of surveying its district highway, amounting to $2,505.70. They stated that the District is hard-pressed for funds on account of delinquent tax payments and that a serious hardship will be created in the event the Commission demands the payment of this account when due. They further requested that the District be permitted to expend funds it now has on hand, amounting to approximately $500.00, for the construction of an additional section of this highway which will not only provide a much needed improvement, but will also furnish work for some of the idle men in their community.

After considerable discussion of this matter Chairman Scott stated that the Commission is willing to defer the payment of one-half of the state's claim against the district for a period of one year, provided that Tillamook County, by its County Court, will guarantee the payment of the other half this year, at its due date, out of the first monies received by the county from the Secretary of State from automobile license fee collections. He further stated that this matter should be covered either by agreement between the county and the state whereby the county assigns such funds to the State Highway Commission, or by letter to the Secretary of State from the County Court stating that the county pledges itself to make such payment. The Tillamook County Court was rather reluctant to accept the proposition of the Commission, therefore, no definite arrangement was effected with respect thereto.

The Tillamook County Court discussed with the Commission the construction of several bridges on the Little Nestucca Secondary State Highway No. 130. Three of these bridges, they stated, are of the trestle type, estimated to cost about $1,000 each, and one is a span over the Little Nestucca River, estimated to cost about $6,000. They further stated that it is imperative that these bridges be constructed for the utilization of the new highway grade which is now under construction. Therefore, they requested the Commission to appropriate funds for the purpose, and further requested that the county be permitted to build the bridges with county forces.

The Engineer confirmed the statements of the County Court with respect to the necessity of the bridges, and added that there are no funds available for their construction, unless a portion of the unexpended balance of 1932 secondary highway funds (amounting to about $20,000), which were allocated to the grading of this highway, is transferred for the purpose. In answer to the Engineer's inquiry as to whether or not Tillamook County will agree to pay the combined cost of grading and bridges if such cost

exceeds the amount of state funds available, County Commissioner Owens replied in the affirmative. Thereupon, the Engineer recommended that such portion of the unexpended balance of the 1932 secondary funds, allocated to the grading, be transferred, as is necessary, to the construction of the trestle bridges, and that the county be permitted to construct them with its own forces. He further recommended that the decision with respect to the construction of a span over the Little Nestucca River be deferred. After due consideration of this matter, the recommendation of the Engineer was approved and adopted by the Commission by unanimous vote.

Mr. Russell J. Hubbard, Reedsport, Manager of the Winchester Bay Lumber Company appeared before the Commission in behalf of Baldridge Bros. of that city regarding the hauling of logs over the Oregon Coast Highway between Winchester Bay and Reedsport, the length of which, combined with the length of the hauling equipment exceeds the statutory limits. He stated that Baldridge Bros. have been apprehended by the State Police for hauling extra long logs over this highway and have been ruled off the road pending receipt of authority from the State Highway Commission to resume operations. He further stated that the logs in question are owned by Winchester Bay Lumber Company which has orders to fill that require logs of excessive length, and urged the Commission to allow Baldridge Bros. to transport such logs over the highway notwithstanding the fact that they exceed the statutory limits, so they can complete these orders. He gave as his thought that it would take about thirty days to complete the hauling of the overlength logs. The Engineer recommended that Baldridge Bros. be granted a conditional permit, expiring May 1, 1933, for hauling long log timbers which have been already fallen and bucked, with the understanding that such hauling shall be discontinued immediately upon receipt of notice from the Commission that damage is being done to the highway. After some discussion, the Engineer's recommendation was approved and adopted by the unanimous vote of the Commission, subject to the condition that Mr. Hubbard would immediately issue orders to his men to discontinue the bucking of logs in such lengths that, when hauled over the highway, will cause a violation of the length limits prescribed by statute. Mr. Hubbard agreed to this condition and advised that he would issue such orders at once.

Consideration was given by the Commission to the request of the Acting Regional Engineer of the U. S. Forest Service that the state contribute the sum of $100.00 in cooperation with the Forest Service toward the cost of moving three Forest Service buildings situated adjacent to the Columbia River Highway at Herman Creek Ranger Station in Hood River County. The Engineer stated that the buildings are a traffic hazard and, in order to improve sight distance, it would be desirable to have them moved as soon as the highway has been reconstructed on its proper alignment; however, it is not planned to do such reconstruction work in the near future. After some discussion, the request of the Forest Service was declined by the Commission. The Engineer was instructed to so inform the Acting Regional Engineer and to state further that the Commission regrets it does not have funds at the present time to cooperate in the moving of these buildings; nevertheless, it is hoped that the Forest Service will relocate the buildings with due regard to the interests of the general public and to the problem of future highway alignment.

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A telegram was presented from the Honorable Robert W. Sawyer, Bend, requesting the Commission to award an additional contract for highway improvement on The Dalles-California Highway north of Bend in order to provide much-needed unemployment relief in that vicinity. The Secretary was instructed by the Commission to inform Mr. Sawyer that the Commission regrets its inability to comply with his request inasmuch as all funds available have been allocated to other projects.

A letter was presented from the Pure Iron Culvert & Manufacturing Co., Portland, with reference to the use of corrugated iron pipe in the construction of highway culverts as compared with concrete pipe. No action was taken by the Commission in this matter.

Letters were presented from the Grant County Stock Growers Association, Dayville; Honorable W. E. Stockdale, Mt. Vernon, and the Mitchell Commercial Club, Mitchell, in which the Commission was urged to allocate funds for the improvement of the John Day Highway between the towns of Mt. Vernon and Dayville in Grant County. The Secretary was instructed to reply to these communications that the Commission regrets it is necessary to decline their requests, being obliged to do so through lack of funds.

A communication was presented from the County Court of Harney County stating that Mr. M. V. Dodge, the newly elected County Surveyor of that county, has been appointed by the County Court as County Engineer and requesting the Commission's approval of such appointment. Upon recommendation of the Engineer, the appointment of Mr. Dodge as County Engineer of Harney County was approved by the Commission by unanimous vote.

A letter was presented from the City Council of Gladstone, Oregon, protesting the construction of a solid fill at the north end of the bridge now being constructed over the Clackamas River on the East Portland-Oregon City Highway at Gladstone, because such fill, in their estimation, would be a menace to health and safety. The Engineer explained that the highway improvement at this point is being constructed with due regard to water conditions and that the people of Gladstone need have no fear that such construction will act as a detriment to their city. He was instructed by the Commission to convey this information to the City Council of Gladstone.

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

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

Chairman Scott announced the following awards of contracts for state highway construction projects for which bids were opened at the morning session, the Commission having previously approved the awards by unanimous vote:

"Rice Hill Section of the Pacific Highway in Douglas County, 1.5

miles roadbed widening. The low bid is that submitted by S. H. Newell & Co., Portland, at $30,250.00. The next low bid is that submitted by Barham Bros., Salem, at $32,982.00. The Commission awards this contract to S. H. Newell & Co., the low bidder, at its bid price of $30,250.00.

"Grading and paving the approaches to the Santiam River Bridge on the Pacific Highway at Jefferson in Linn County. The low bid is that submitted by Lindstrom & Feigenson, Portland, at $14,355.50. The next low bid is that of Washburn & Hall, Portland, at $14,438.50. The Commission awards this contract to Lindstrom & Feigenson, the low bidder, at its bid price of $14,355.50.

"Ironside-Brogan Section of the John Day Highway in Malheur County, furnishing crushed rock in stock piles. The low bid is that submitted by Schmeer & Williams, Portland, at $9,850.00. The second low bid is that submitted by Portland Sand & Gravel Co., Portland, at $10,075.00. The Commission awards this contract to the low bidder, Schmeer & Williams, at the bid price of $9,850.00.

"Hot Lake-North Powder Section of the Old Oregon Trail in Union County, furnishing crushed rock in stock piles. The low bid is that of Edwin C. Gerber, Oregon City, at $7,530.00. The second low bid is that of Hart Construction Company, La Grande, at $8,175.00. The contract is awarded to the low bidder, Edwin C. Gerber, at his bid price of $7,530.00.

"Bridge over Crooked Creek on The Dalles-California Highway near Chiloquin in Klamath County. The low bid is that of J. F. Johnston, Newberg, at $2,690.00. The second low bid is that of Barham Bros., Salem, at $2,761.00. The Commission awards this contract to the low bidder, J. F. Johnston, at his bid price of $2,690.00."

At 2:00 o'clock P. M. the Commission announced that it was ready to receive bids for the $1,500,000 Oregon State Highway Bonds which were previously advertised by the Commission for sale at this time.

No bids were received for all or any part of the bonds offered for sale, whereupon, after due consideration the following resolution was offered by Commissioner Washburne who moved its adoption, which motion was seconded by Commissioner Aldrich and, having received the unanimous vote of the Commissioners, was, by the Chairman, declared carried:

WHEREAS, the Oregon State Highway Commission has heretofore, to wit: on the 9th day of February, 1933 by publication thereof, invited bids for the purchase of the entire amount of $1,500,000 Oregon State Highway Gold Bonds, which said bids were to be received on March 1, 1933, in connection with which said call for bids the bidder was required to fix the interest rate at not to exceed six per cent (6%) per annum, interest to be paid semi-annually on April 1 and October 1 of each year, commencing with April 1, 1933 and said proceedings provided further that the principal should be paid $500,000 on April 1, 1934, $500,000 on April 1, 1935 and $500,000 on October 1, 1935, and

WHEREAS, no bids were received for all or any part of said $1,500,000 Oregon State Highway Gold Bonds, and

WHEREAS, the said Commission thereafter, to wit: on the 8th day of March, 1933 by publication thereof invited bids for the purchase of all or any part of said $1,500,000 Oregon State Highway Gold Bonds, which said bids were to be received on March 15, 1933, in connection with which said call for bids the bidder was required to fix the interest rate at not to exceed six per cent (6%) per annum, interest to be paid semi-annually on April 1 and October 1 of each year, commencing with October 1, 1933, and said proceedings provided further that the principal should be paid $300,000 on April 1, 1934 and $300,000 on April 1 of each year thereafter until the entire amount thereof has been paid, and

WHEREAS, no bids were received at said time and place for all or any part of said bonds, and

WHEREAS, it is imperative that funds be procured from the sale of bonds, which funds are necessary and are needed to pay bonded indebtedness which will mature April 1, 1933, and

WHEREAS, in the judgment of the Highway Commission, the circumstances are such as to warrant the offer of said bonds at private sale;

NOW, THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and affirmatively participating, that on the 23rd day of March, 1933 at the hour of 11:00 o'clock A. M. in Room 707 in the Benson Hotel in Portland, Oregon, there be offered for sale to private purchaser or purchasers the said $1,500,000 Oregon State Highway Gold Bonds, the purchaser to fix the rate of interest, but not to exceed six per cent (6%) per annum, said bonds to be paid $300,000 on April 1, 1934 and $300,000 on April 1 of each year thereafter until the entire amount thereof has been paid.

BE IT FURTHER RESOLVED, that the rate of interest paid on any of said bonds so sold shall not exceed the rate of six per cent (6%) per annum, and

BE IT FURTHER RESOLVED, that said bonds be in denomination of $1,000 each or in such other denomination as the purchaser may demand and that the interest thereon shall be payable semi-annually on the 1st day of April and the 1st day of October of each year commencing with October 1, 1933.

At this time there appeared before the Commission Hon. Rufus C. Holman, State Treasurer, Fred H. Paulus, Deputy State Treasurer, and fifteen men representing various banking institutions and bond houses in Portland, to discuss matters pertaining to the $1,500,000 Oregon Highway Bonds offered for sale by the Commission on this day, and other matters pertaining to the State's

finances. Concerning the sale of the state highway bonds, it was the consensus of opinion of those present that negotiations should be carried on to determine the possibility of selling these bonds privately. If, within the next few days, such investigation reveals that private sale cannot be effected, then the bonds should be readvertised for public sale on a date which would insure the delivery of the bonds on April 1.

Mr. J. B. Laber, Portland, appeared before the Commission regarding the proposed improvement of the Columbia River Highway through the town of Cascade Locks in Hood River County, which involves the relocation of the highway to eliminate a number of curves in front of his property. He suggested certain changes in the Engineer's plans for this improvement which changes, in the opinion of the Commission, would involve the abandonment of six or seven hundred feet of existing pavement. After some discussion of this matter it was agreed that Chairman Scott and the Engineer will make a personal inspection of the premises within the next week following which a decision will be rendered.

The Engineer reported that a controversy exists with Mrs. Lena A. Phillips regarding the matter of right of way across her property required for the improvement of the Pacific Highway north of Ashland, Jackson County. It appears, he said, that County Judge Fehl and the Ashland Committee authorized by the state to negotiate for the right of way on this section offered Mrs. Phillips the sum of $470.00 for 1.31 acres which it was thought was the area of the tract required from her. Subsequent investigation of the county records, he said, reveals that the property was incorrectly described and that Mrs. Phillips owns but a very small fraction of said 1.31 acres parcel; notwithstanding this, Mrs. Phillips demands payment of the full amount of the offer. The Engineer said he considers $470.00 an exorbitant amount to pay for the property to be acquired from Mrs. Phillips, in view of the fact that it is greatly out of proportion to the amounts being paid for the other properties required for this improvement. He requested instructions as to whether he should pay to Mrs. Phillips the amount she demands or condemn the property. After some discussion the Commission decided that condemnation proceedings should be instituted to acquire this right of way in the event no reasonable or amicable settlement is reached. The following resolution with respect thereto was adopted by the Commission by unanimous vote:

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

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 1 in Jackson County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the state that the state acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land lying in Lot 7 of Section 31, Twp. 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land of variable widths on each side of center line of the Pacific Highway as said highway has been relocated over and across or adjacent to the said property; the location of the said strip of land (in so far as it encroaches upon said property) being determined by the said center line from Station 82+40.3 to Station 86+15.4; which portion of center line is described as follows:

Beginning at a point which is Engineer's Center Line Station 82+40.3 opposite and 40 feet distant from which point the westerly line of said strip of land intersects the easterly line of said property; said beginning point also being approximately 1046 feet south and 705 feet west of the quarter section corner on the North boundary of Section 31; thence North 52° 46' West a distance of 375.1 feet to Station 86+15.4, opposite and 40 feet distant from which point the westerly line of said strip of land intersects the northerly 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 East side of center line	Width on West side of center line
82+40.3	83+00	100	60	40
83+00	86+15.4	80	40	40

The parcel of land to which this description applies contains in addition to the present right of way of the Pacific Highway approximately 0.08 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code, 1930, as amended, Jackson County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

THEREFORE, BE IT RESOLVED that the State Highway Commission shall, and the said Highway Commission does hereby, declare that it is necessary and that it will be of advantage to the State of Oregon for the State to acquire for right of way purposes for use in connection with the permanent construction, improvement, and maintenance of the said highway the land above described, and said Highway Commission does hereby further declare

that the said land is needed and necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve said highway.

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

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

The Commission discussed matters pertaining to the new secondary state highway law enacted by the 1933 legislature. The Attorney advised that this law does not become effective until ninety days after it has been signed by the Governor; however, he gave as his thought, notwithstanding this fact, that the State should take over the maintenance of the secondary highways as of January 1, 1933.

The Engineer agreed with the Attorney that the State should assume the maintenance of secondary highways as soon as possible in order to relieve the counties of this expense and reduce maintenance costs. He suggested that the several counties be advised of the provisions of the new secondary highway law and of the Commission's wishes with respect thereto; further, that each county court be contacted to determine the exact time that such maintenance work shall be turned over to the State. If the counties object to the transfer of maintenance of these highways to the State, he said, it will of course be necessary for the Commission to wait until the ninety-day period has elapsed before assuming control. The suggestion of the Engineer was approved by the unanimous vote of the Commission, and the Engineer was instructed to so inform the several county courts, requesting an opportunity to discuss this matter with each.

The Commission by unanimous vote authorized the Engineer to advertise the following projects for bids to be received at the next meeting:

PACIFIC HIGHWAY:	Estimated Cost
Canby-Aurora-Brooks Section, 15 miles of bituminous pavement	$270,000

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COLUMBIA RIVER HIGHWAY:

Biggs-John Day River Section, 11 miles bituminous macadam	$52,000

COOS BAY-ROSEBURG HIGHWAY:

Coos Bay Junction-Camas Valley Section, furnish crushed rock	7,500
Coquille River Section, grade widening and resurfacing	3,000

MOUNT HOOD HIGHWAY:

Sandy-Twin Bridges Section, furnish crushed rock	15,000

OLD OREGON TRAIL:

Emigrant Hill-Meacham Section, furnish crushed rock	12,000

THE DALLES-CALIFORNIA HIGHWAY:

Klamath Falls Section, furnish crushed rock	10,000

In connection with the call for bids for the Canby-Aurora-Brooks paving project, the Engineer requested authority to include as an alternate type of construction the patented paving known as Amiesite. After some discussion, the Engineer's request was granted by unanimous vote of the Commission.

The Commission reconsidered the action taken at the meeting held on January 25, 1933 with respect to the purchase of a blanket position bond to cover all highway department employes whose duties require them to be bonded. The Secretary reported that inquiry reveals that "conference" or "board" companies are not allowed under the conference rulings to write blanket position bonds to cover public officials; furthermore, all of such companies are required to charge an annual premium at the rate of $5.00 per thousand, with a minimum charge of $5.00, which minimum is considered fully earned by Towner's Rating Bureau. No saving in the cost of bonds would accrue to the State, he added, if bonds are written by any of the conference companies. With reference to non-conference companies, he stated that he has secured quotations which would indicate that the State can reduce its bond premium expenses $2.20 for each $1,000 bond required. He inquired as to the wishes of the Commission with respect to this matter. The Commission decided, in view of the fact that highway construction work will be curtailed in the next two years which will reduce the number of employes required to be bonded, that the present practice of requiring employes to furnish individual bonds should be continued.

The Commission set the hour of 9:00 o'clock A. M., Wednesday, April 19, 1933, Portland, as the date and place for the next general meeting for the receiving of bids for construction projects. The Secretary was instructed

to arrange to hold this meeting in the Imperial Hotel, if possible, otherwise in either the Benson or the Multnomah Hotel.

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

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, March 23, 1933

The State Highway Commission met in regular session at 11:00 o'clock A. M. in Room 707, Benson Hotel, at which meeting there were present:

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

The Commission had under consideration the matter of the offer of the Security Savings and Trust Company, Trustee for The First National Bank of Portland, Oregon, United States National Bank, Portland, Oregon, American National Bank, Portland, Oregon, and Canadian Bank of Commerce, Portland, Oregon, for the purchase of $1,500,000 Oregon State Highway Gold Bonds pursuant to the resolution adopted by the Commission at its regular meeting held on March 15, 1933. After due consideration of said offer the following resolution was offered, and the adoption of the same moved by Commissioner Aldrich, which motion was seconded by Commissioner Washburne and having received the unanimous vote of the three members of the Commission was by the Chairman declared carried:

WHEREAS, at a meeting of the State Highway Commission held January 30, 1933, a resolution was regularly adopted, by which it was directed that bids be invited for the purchase of the entire amount of $1,500,000 par value of the bonds authorized under the provisions of Sections 44-801 to 44-810, inclusive, being Chapter VIII of Title XLIV, Oregon Code 1930, and

WHEREAS, said resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received in the Benson Hotel, Portland, Oregon, at 2:00 o'clock P. M. of the first day of March, 1933, and further directed that said bids should be opened by the Commission in the Benson Hotel, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. of the first day of March, 1933; 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, towit: The Morning Oregonian and the Oregon Journal, each published in Portland, Oregon, and The Bond Buyer, published in New York City; and

WHEREAS, said resolution required each bid to be accompanied by a certified check for five per centum of the par value of the bonds, and further required that said bonds be dated March 15, 1933, bearing interest from said date at the lowest rate of interest bid therefor, but not greater than six (6%) per centum per annum and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 15th day of March, 1933, until the date the purchase price is paid, and that the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof, and further providing that the Commission may reserve the right to reject any and all bids, and requiring further that said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and further providing that bids be received for the entire amount of the $1,500,000 par value of said bonds; and

WHEREAS, notice of such sale was duly given by the Secretary of the State Highway Commission, as required by said resolution, by publication thereof in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered; and

WHEREAS, no bids were received by the State Highway Commission at said time and place for all or any part of said $1,500,000 Oregon State Highway Bonds, and

WHEREAS, thereafter, to-wit: on the first day of March, 1933, by resolution duly and regularly adopted the State Highway Commission directed that bids be invited and received for the purchase of all or any part of the said $1,500,000 Oregon State Highway Gold Bonds, which said sealed bids were to be received at the Multnomah Hotel, Portland, Oregon, at the hour of 2:00 o'clock P. M. of March 15, 1933, and said resolution further provided that bids received pursuant to said invitation would be opened publicly by the Commission at said time and place, 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 Morning Oregonian and the Oregon Journal, each published in Portland, Oregon, and The Bond Buyer, published in New York City; and

WHEREAS, said resolution required each bid to be accompanied by a certified check for five per centum of the par value of the bonds for which the bid was submitted, and further required that said bonds be dated April 1, 1933, bearing interest from said date at the lowest rate of interest bid therefor, but not greater than six (6%) per centum per annum and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the first day of April, 1933 until the date the purchase price is paid, and that the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof, and further providing that the Commission may reserve the right to reject any and all bids, and requiring further that said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and further providing that bids be received for all or any part of the $1,500,000 par value of said bonds; and

WHEREAS, notice of such sale was duly given by the Secretary of the State Highway Commission, as required by said resolution, by publication thereof in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered; and

WHEREAS, no bids were offered or received at said time and place for all or any part of said $1,500,000 Oregon State Highway Gold Bonds, and

WHEREAS, the Security Savings and Trust Company, Trustee for The First National Bank of Portland, Oregon, United States National Bank, Portland, Oregon, American National Bank, Portland, Oregon, and Canadian Bank of Commerce, Portland, Oregon, on this the 23rd day of March, 1933, has submitted to the Oregon State Highway Commission a bid and offer for the purchase of said $1,500,000 Oregon State Highway Gold Bonds, which said bid and offer is in words and figures, to-wit:

"Portland, Oregon
March 23, 1933

"Oregon State Highway Commission
Portland, Oregon

"Attention: H. B. Glaisyer, Secretary

"Dear Sirs:

"Referring to $1,500,000. STATE OF OREGON HIGHWAY bonds maturing

$300,000. on April first in each of the years 1934 to 1938 inclusive, in denomination of $1,000. each, interest payable semi-annually on April first and October first of each year, both principal and interest payable in gold coin of the United States at the office of the treasurer of the State of Oregon in Salem, Oregon, or at the fiscal agent of the State of Oregon in New York City at the option of the holder:

"FOR $300,000. FACE VALUE OF SAID BONDS MATURING ON APRIL 1, 1934 BEARING INTEREST AT THE RATE OF SIX PER CENT PER ANNUM AND FOR $300,000. FACE VALUE OF SAID BONDS MATURING ON APRIL 1, 1935 AND BEARING INTEREST AT THE RATE OF SIX PER CENT WE WILL PAY 100 AND ACCRUED INTEREST FROM DATE OF ISSUE TO DATE OF DELIVERY TO US IN PORTLAND, OREGON;

"FOR $300,000. FACE VALUE OF SAID BONDS MATURING ON APRIL 1, 1936 AND BEARING INTEREST AT THE RATE OF FOUR AND THREE QUARTERS PER CENT PER ANNUM WE WILL PAY AT THE RATE OF $966.14255 FOR EACH $1,000. FACE VALUE THEREOF, AND ACCRUED INTEREST FROM DATE OF ISSUE TO DATE OF DELIVERY TO US IN PORTLAND, OREGON;

"FOR $300,000. FACE VALUE OF SAID BONDS MATURING ON APRIL 1, 1937 AND BEARING INTEREST AT THE RATE OF FOUR AND THREE QUARTERS PER CENT PER ANNUM WE WILL PAY AT THE RATE OF $956.12692 FOR EACH $1,000. FACE VALUE THEREOF, AND ACCRUED INTEREST FROM DATE OF ISSUE TO DATE OF DELIVERY TO US IN PORTLAND, OREGON;

"FOR $300,000. FACE VALUE OF SAID BONDS MATURING ON APRIL 1, 1938 AND BEARING INTEREST AT THE RATE OF FOUR AND THREE QUARTERS PER CENT PER ANNUM WE WILL PAY AT THE RATE OF $946.68623 FOR EACH $1,000. FACE VALUE THEREOF, AND ACCRUED INTEREST FROM DATE OF ISSUE TO DATE OF DELIVERY TO US IN PORTLAND, OREGON.

"As evidence of good faith we attach hereto certified check for $75,000. This bid is made with the understanding that the legality of the issue has been passed upon by Storey, Thorndike, Palmer and Dodge, attorneys, of Boston, Mass. and that their written approving opinion will be furnished.

"Respectfully submitted

"SECURITY SAVINGS AND TRUST COMPANY, Trustee
for
"The First National Bank of Portland, Oregon
United States National Bank, Portland, Oregon
American National Bank, Portland, Oregon
Canadian Bank of Commerce, Portland, Oregon

(Signed) By Blaine B. Coles
Vice-President of Security Savings and
Trust Company"

and

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WHEREAS, said bid and offer conforms to the requirements and provisions of Sections 44-801 to 44-810, inclusive, the same being Chapter VIII, of Title XLIV Oregon Code 1930, and

WHEREAS, in the judgment of the Highway Commission it will be for the best interests of the State of Oregon to accept said bid and offer and to sell to the said bidder the said $1,500,000 Oregon State Highway Gold Bonds for the price bid therefor;

NOW THEREFORE, BE IT RESOLVED that the said bid of Security Savings and Trust Company, Trustee for The First National Bank of Portland, Oregon, United States National Bank, Portland, Oregon, American National Bank, Portland, Oregon, and Canadian Bank of Commerce, Portland, Oregon, be and it hereby is accepted for the entire amount of $1,500,000 face value Oregon State Highway Gold Bonds authorized under said Sections 44-801 to 44-810 inclusive, being Chapter VIII, Title XLIV, Oregon Code 1930, and

BE IT FURTHER RESOLVED, that the Secretary of the State Highway Commission be and he hereby is authorized, empowered and directed to cause to be lithographed and printed one thousand five hundred (1,500) bonds of the denomination of $1,000 each, of which 300 bonds, numbered 10,081 to 10,380, both numbers inclusive, shall be due April 1, 1934, and shall bear interest at the rate of 6 per centum per annum; and 300 bonds, numbered 10,381 to 10,680, both numbers inclusive, shall be due April 1, 1935 and shall bear interest at the rate of 6 per centum per annum; and 300 bonds, numbered 10,681 to 10,980, both numbers inclusive, shall be due April 1, 1936 and shall bear interest at the rate of 4 3/4% per annum; and 300 bonds, numbered 10,981 to 11,280, both numbers inclusive, shall be due April 1, 1937, and shall bear interest at the rate of 4 3/4% per annum; and 300 bonds, numbered 11,281 to 11,580, both numbers inclusive, shall be due April 1, 1938 and shall bear interest at the rate of 4 3/4% per annum; and that each and all of said bonds be dated April 1, 1933, and bear interest at the respective rates hereinabove specified, payable semi-annually each April 1 and October 1, commencing with October 1, 1933, and that each of said bonds have attached thereto interest coupons due and payable on each interest bearing date, said bonds to be designated as Series No. 3 and numbered 10,081 to 11,580 both numbers inclusive; that the form of said bonds shall be the form of bond approved by the Attorney General on October 24, 1931, and by resolution of this Commission accepted and adopted; and

BE IT FURTHER RESOLVED, that the purchaser of said bonds be required to pay in addition to his bid the interest accrued on all of the said bonds from April 1, 1933 until the purchase price therefor has been paid; and

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

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BE IT FURTHER RESOLVED that the Secretary of this Commission be and he hereby is instructed to request Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this state.

BE IT FURTHER RESOLVED that the principal and interest coupon of each of said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City at the option of the holder thereof.

BE IT FURTHER RESOLVED that said bonds be in a form heretofore approved by the Attorney General of the State of Oregon and adopted by the State Highway Commission and that they be non-registered bonds.

A delegation, consisting of Hon. John A. Thornburgh, George Bauman, T. H. Blair, and Even Rust of Forest Grove, appeared before the Commission and urged that the Willamette Hauling Company, Portland, be granted a permit to transport a Shay logging locomotive weighing approximately thirty-six tons over the Tualatin Valley Highway from its junction with the county road leading to Seghers Station to the junction with the county road leading to Scoggins Valley, in Washington County. This locomotive, they stated, is to be used by the Stimson Lumber Co. in connection with its logging operations in Scoggins Valley, and as soon as it is delivered to the mill site the company will give employment to a large number of Washington County men. They further stated that they were not appearing in behalf of the Stimson Lumber Company but in the interests of these men who are badly in need of work. They offered to furnish and lay plank on the highway over which to transport the locomotive and agreed to comply with any other requirements that the Commission, or its Engineer may deem necessary to protect the highway from damage.

Chairman Scott stated that the Commission did not wish to appear arbitrary in this matter but must do what in its opinion is best for the general public interests, notwithstanding the personal reactions of the members. He explained that this particular section of highway is one of the oldest in the state and was not constructed to withstand heavy traffic such as is now proposed. The pavement surface, he said, is thin and the foundation weak, and it is very likely that serious damage will occur to the pavement if this locomotive is transported over it, especially at this time of the year when the subgrade is saturated with moisture. He advised that the Commission will consider the granting of the permit to the Willamette Hauling Company provided the locomotive is dismantled to reduce the weight to a minimum; also provided that a suitable bond in the sum of $2,500 is furnished to the state

to indemnify the state against any damage to the state highway. The delegation requested time to consider this proposition.

Thereupon, the Commission adjourned at 12:30 o'clock P. M. to reconvene at 1:30 o'clock P. M. in this room.

The State Highway Commission reconvened at 2:00 o'clock P. M. with all members, the State Highway Engineer, the Attorney and the Secretary present.

Also present was the delegation which appeared before the Commission at the morning session and Mr. M. E. Van Horn representing the Willamette Hauling Company. The discussion relative to the movement of the Shay locomotive over a section of the Tualatin Valley Highway was resumed. Mr. Van Horn stated that all of his hauling equipment is insured and bonded in an amount much greater than that required by the state in this instance, and that his bond will indemnify the state against any injury or damage to the highway. Mr. Van Horn's statement was verified by the agent of the bonding company, who was present and exhibited a copy of the bond. The statement was also confirmed by the Commission's Attorney who previously examined this bond.

After further discussion the Commission agreed to grant the permit requested, subject to conditions to be imposed by the Engineer to safeguard the highway from damage; also, subject to the condition that the home office of the surety on the Willamette Hauling Company's bond will acknowledge liability for highway damage or injury that might result from this movement. The Attorney was instructed by the Commission to prepare the papers required to effect this arrangement.

A letter was presented from Mr. M. H. Catterlin, Justice of the Peace, Gardiner, requesting in behalf of Mr. A. B. Scarlett of that city permission to haul logs over the Oregon Coast Highway from a point opposite Cleawox Lake to Gardiner, in Douglas County, the combination length of logs and hauling equipment being in excess of the statutory limits. The Engineer recommended that such permit be granted, subject to the same conditions imposed in the permit issued to Baldridge Bros. at the meeting held March 15, 1933. The recommendation of the Engineer was approved and adopted by the unanimous vote of the Commission.

A letter was presented from Hon. A. G. Beals, Tillamook, requesting that a definite decision be made with respect to the location of the westerly end of the Wilson River Highway so as to permit Tillamook County to put some of its unemployed to work clearing right of way. After some discussion it was decided that Chairman Scott, Commissioner Washburne and the Engineer will make a personal inspection of this road some time during the coming week.

A resolution was presented from the County Court of Josephine County in which the Commission was requested to take over and designate as a section of the Redwood Highway that certain county road known as the Fairgrounds Road, which connects with the Pacific Highway just north of the

railroad crossing near the southerly city limits of Grants Pass and extends southwesterly a distance of approximately 0.75 mile to a connection with the present Redwood Highway.

The Engineer explained that Josephine County constructed this road in 1929 and surfaced it with bituminous macadam 3½ inches thick and 20 feet wide, also acquired a right of way eighty feet wide. He further explained that adoption of the road as a part of the Redwood Highway will eliminate two railroad grade crossings of the California & Oregon Coast Railway and is a desirable improvement. He recommended that the request of the Josephine County Court be accepted, provided the county will take over and maintain as a county road that portion of the existing Redwood Highway which will be abandoned by this adoption; provided, further, that such change is approved by the United States Bureau of Public Roads. After due consideration, the recommendation of the Engineer was adopted by the Commission by unanimous vote. The Engineer was instructed to prepare an agreement to cover the matter.

A letter was presented from County Judge George D. Grizzle, Klamath County, in which the Commission was urged to adopt a definite location for the proposed highway extending from Klamath Falls, southwesterly to the California state line, commonly known as the Klamath Falls-Weed Highway, and to construct this road at an early date. The Engineer was instructed to inform Judge Grizzle that the Commission has planned to designate this section as a primary state highway at some future date; also that the finances of the Highway Department are so depleted at the present time as to preclude its construction in the near future.

The Commission discussed the matter of the removal of snow on the Crater Lake Highway. The Engineer stated that he has been informed that the east or Klamath Falls entrance of this highway into Crater Lake Park will be opened to travel about April 1; also, that the people of Medford are very anxious that the west or Medford entrance be opened at the same time. He further stated that the Medford entrance was opened on May 7 in 1932 under working arrangements with Jackson County whereby the county paid the entire cost of the work, including labor, gasoline, oil, etc., and the state furnished the equipment, the rental of which amounted to about $1,200. He inquired as to whether the Commission wishes to accede to the requests to open the road early this year, and if so under what arrangements. After some discussion the Commission unanimously voted to grant the request of the people of Medford, provided Jackson County will agree to pay the entire cost thereof at the rate of $6.00 per hour for rental of snow plow, including labor, gasoline, oil, grease, etc. and will make such payments weekly upon being billed therefor by the Commission, the state to pay the expense of transporting the equipment to the project and its return to headquarters.

The Engineer was instructed to convey this information to the County Court of Jackson County and to have the matter covered by the proper resolution in the event the offer is accepted by the county.

A letter was presented from E. H. Lamport, Medford, requesting

permission to construct a private power transmission pole line across the state park known as Casey's, adjacent to the Crater Lake Highway in Jackson County, to provide light and power for use in his cottage at this location. The Engineer stated he could see no objection to the granting of this permit, provided Mr. Lamport will assume all liability and responsibility for accidents or injury to persons or property that might result therefrom. Thereupon the Commission approved the issuance of the permit, subject to the Engineer's suggestions.

Consideration was given by the Commission to Senate Bill 90, passed by the 1933 legislature, which directs the State Highway Commission to pay to the Salmon River-Grand Ronde Highway Improvement District certain sums of money in cooperation and as a contribution towards the construction of the Salmon River Cut-off Highway between Valley Junction in Polk County and Otis in Lincoln County. The Engineer stated that according to this Act, the Highway Commission was supposed to have paid to the District, on March 15, 1933, the sum of $3,150.29 so that the District can meet its bond payment due on April 1, 1933. He further stated that the constitutionality of the Act has been questioned. After some discussion the Commission voted unanimously to defer payments to the Salmon River-Grand Ronde Highway Improvement District until a decision as to the constitutionality of the law has been rendered by the Supreme Court. The Attorney was instructed to so notify the officials of the District and to request the institution of a friendly suit for such determination.

A letter was presented from Timothy P. Welp, Secretary of the Yachats Boosters Club in which the Commission was requested to make certain improvements in the state park at Yachats, including the construction of rest rooms, bath houses, drinking fountains, benches, etc., for the accommodation of the general public; also, in which it was stated that the Yachats Boosters Club will perform all labor in connection with these improvements provided the state will furnish the materials. The Commission declined the request, there being no funds available at the present time to make improvements of this nature in this park, or any other park in the state. The Secretary was instructed to so inform the Yachats Boosters Club.

Consideration was given by the Commission to the request of Liesch & Tofte, Marshfield, for an extension of time of thirty days in which to complete the contract awarded them by the Commission for the construction of the Gregg Ranch Section of the Pacific Highway near Cottage Grove in Lane County. The Engineer stated that the contractors were handicapped because of the character of the materials which they were obliged to move, a large portion of which consisted of boulders imbedded in clay which was extremely hard to work during the rainy weather. Traffic on the Pacific Highway, he said, has been using the existing pavement at all times without undue inconvenience and the state has been put to but very little extra engineering expense on account of the delay since the resident engineer in charge has handled other work in addition to this project. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

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

Contract No. 1404, Lindstrom & Feigenson, contractors, construction of a bridge over Mary's River on the West Side Pacific Highway at Corvallis, Benton County, completed March 11, 1933;

Contract No. 1428, Odom & DuRette, contractors, construction of two pile trestles over Rock Creek on the Woodburn-Molalla Secondary Highway No. 161 in Clackamas County, completed March 15, 1933.

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

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

Contract No. 1404, Lindstrom & Feigenson, contractors, construction of a bridge over Mary's River on the West Side Pacific Highway at Corvallis, Benton County, completed March 11, 1933;

Contract No. 1428, Odom & DuRette, contractors, construction of two pile trestles over Rock Creek on the Woodburn-Molalla Secondary Highway No. 161 in Clackamas County, completed March 15, 1933.

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

A letter was presented from the Oregon City Chamber of Commerce in which the State Highway Commission was requested to name the bridge now under construction over the Clackamas River on the East Portland-Oregon City Highway at Gladstone the "McLoughlin Bridge" in honor of Dr. John McLoughlin, a distinguished pioneer of this state. Motion was made by Commissioner Washburne that the request be granted. It was duly seconded by Commissioner Aldrich and declared by the Chairman to have received the unanimous vote of the Commission.

The Engineer reported that in conformance with authority previously granted him by the Commission he has posted the Wapinitia Highway from its junction with the Mount Hood Highway in Clackamas County to the junction with The Dalles-California Highway in Wasco County for a reduced load limit of 50%

of the maximum prescribed by law in order to prevent its deterioration when the frost is leaving the ground; also, for similar reasons he has posted the Green Springs Highway from its junction with the Pacific Highway in Jackson County to Keno in Klamath County for a like reduced load limit. The Commission confirmed the action taken by the Engineer, and by unanimous vote adopted the following resolution relating thereto:

WHEREAS, the following roads or highways have been duly designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

WAPINITIA HIGHWAY
GREEN SPRINGS HIGHWAY

AND WHEREAS, the said above-named state highways are in the judgment of the State Highway Commission being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways 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 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 maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interest of the said state highways that the maximum total weight of load and vehicle which shall be permitted upon each of said roads shall be reduced so as to conform to the requirements fixed in this order.

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named roads shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the

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provisions of Chapter 360 of the laws of Oregon for 1931, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the following highways, to-wit:

WAPINITIA HIGHWAY

between its junction with the Mt. Hood Highway in Clackamas County and its junction with the The Dalles-California Highway in Wasco County, and

GREEN SPRINGS HIGHWAY

between its junction with the Pacific Highway in Jackson County and Keno in Klamath County

shall be as follows: The maximum wheel weight of any vehicle unladen or with load shall not exceed 4,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 8,000 pounds; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of two hundred fifty (250) multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred (300) multiplied by the sum of the tire width of the wheels of such axle.

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which each of said highways is located and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The Engineer reported that The Dalles-California Highway between its junction with the Columbia River Highway and Bend, and the Sherman Highway between its junction with the Columbia River Highway and Kent, are now dry and stable, and that he has ordered the removal of the reduced load limit signs. He asked the Commission to confirm such action and to revoke the reduced load limit orders heretofore issued with respect to these highways. The following

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resolution regarding this matter was offered and adopted by the unanimous vote of the Commission:

WHEREAS, on the 30th day of January, 1933, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limits on the Mt. Hood Highway, Sherman Highway, and The Dalles-California Highway, and particularly that portion of the Sherman Highway between its junction with the Columbia River Highway and Kent in Sherman County, and that portion of The Dalles-California Highway between its junction with the Columbia River Highway in Wasco County and Bend in Deschutes County; and

WHEREAS, subsequent to the time of the passage of said resolution conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limits set out in said resolution on the portion of the Sherman Highway hereinabove particularly referred to and on the portion of The Dalles-California Highway hereinabove referred to;

NOW, THEREFORE, BE IT RESOLVED that the said action of the State Highway Commission on the 30th day of January, 1933, reducing the maximum permissible load limits on the portion of the Sherman Highway between its junction with the Columbia River Highway and Kent in Sherman County and the portion of The Dalles-California Highway between its junction with the Columbia River Highway in Wasco County and Bend in Deschutes County be and the same hereby is rescinded and cancelled as of this date, and the maximum load limits permissible on the said portions of the said highways hereafter shall be the maximum load limits provided by law, and

IT IS HEREBY ORDERED that a certified copy of this resolution be furnished to the County Clerk of each county in which any portions of the said Sherman Highway and The Dalles-California Highway, as hereinabove stated, are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

A petition signed by citizens and laborers of the community of Jefferson, Marion County, was presented in which the Commission was asked to use its influence and cooperation to the end that people of the Jefferson community will be given a greater amount of employment on highway projects in that vicinity. The Secretary was instructed to inform the petitioners of the plan adopted by the Commission relative to the apportionment of labor on highway construction projects and to include in his reply a copy of the letter concerning this matter which was sent to the several county courts.

The following resolution adopting a revised location for the Pacific Highway through the town of Canemah in Clackamas County was offered and adopted by the Commission by unanimous vote:

MAR 23 1933

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

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 1 in Clackamas County, Oregon, otherwise known as the Pacific Highway, it is and has been found necessary, and the State Highway Commission does hereby determine and declare that it is and will be necessary, to adopt a revised location of the said highway on each side of and through the town of Canemah in Clackamas County; and

WHEREAS, the State Highway Commission has and does hereby adopt as a revised location of the said Pacific Highway on each side of and through the said town of Canemah a survey line, the center line of which said adopted revised location is briefly described as follows:

Beginning at the intersection of Jerome Street and Main Street in the town of Canemah, Clackamas County, Oregon; thence North 72° 56½' East along the center of said Main Street a distance of 299.2 feet to a point which is 2.8 feet south of the north line of Miller Street, and which point is the point of tangency of a 2546.67 foot radius curve left; thence on said curve left, crossing Main Street, and Blocks 20 and 21 of Canemah a distance of 690 feet, more or less, to a point approximately 105 feet North 44° 28½' West from the intersection of Main Street, as shown on the original plat of Canemah and the southerly line of Canemah Park.

and

WHEREAS, it has been found necessary, and the State Highway Commission has and does hereby determine and declare that it is and will be necessary and of advantage to the State, that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, a right of way for said revised location, which said right of way shall be of a width of eighty feet, being forty feet on each side of the center line of the said revised adopted location, or of such greater width on either or both sides as may be necessary for the construction of the highway; and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State, upon the grounds and for the reasons herein stated, that title to said right of way be procured for right of way purposes in the building of said revised location; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code, 1930, as amended, Clackamas County is obligated to secure the said right of way, but said county has failed and neglected to acquire the said right of way, although requested so to do by the State Highway Commission;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission shall, and the said Highway Commission does hereby, declare that it is necessary

and that it will be of advantage to the State of Oregon for the State to acquire for use in connection with the permanent construction, improvement, and maintenance of the said revised adopted location of the Pacific Highway a right of way for the same as hereinabove referred to, and the said Commission does hereby further declare that the said right of way is needed and necessary for the purposes and upon the grounds and for the reasons herein stated and in order to properly maintain and improve said revised adopted location of the said Pacific Highway, and

BE IT FURTHER RESOLVED that the boundaries and limits of the above referred to right of way be and the same are hereby adopted, and that the said right of way be and hereby is declared to be part of and included within the right of way of the said Pacific Highway, and

BE IT FURTHER RESOLVED that an effort be made to agree with the owners and with the tenants, if any there be, of any and all of the parcels of land required for said right of way with respect to the compensation to be paid for the taking of the same and the damage, if any there be, by reason of the taking thereof, and in the event that no satisfactory agreement or agreements can be reached as to any or all of the parcels of land affected by said right of way, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suits or actions as will or may be necessary and appropriate in order to acquire title to any or all of the properties required for right of way purposes, as hereinabove stated, and all rights therein for the purposes and uses herein stated.

The Engineer reported that the existing contracts for the furnishing of ferry service across the Alsea River at Waldport and across Yaquina Bay at Newport on the Oregon Coast Highway in Lincoln County, expire on May 31, 1933. He requested authority to advertise for bids to be received at the next meeting for the continuation of this service and recommended that the contract for such service across the Alsea River be for a period of one year and that across Yaquina Bay be for a period of two years. The Commission approved the recommendation of the Engineer and accordingly granted him authority to advertise for bids.

The Engineer discussed with the Commission the matter of a salary schedule for employes of the State Highway Department and submitted several schedules for their consideration. He called attention to the fact that the reduced salary schedule provided in the bill passed by the 1933 legislature conforms almost exactly with the salary reduction effected by the Commission in April, 1932, which reduced salaries are now being paid. In view thereof he recommended that no changes be made at this time, and that he be authorized to confer with the Board of Control to secure its approval of the salary and wage schedule now in effect. After due consideration, the

Commission by unanimous vote approved and adopted the recommendation of the Engineer, with the understanding that if economic conditions change adversely this salary schedule shall be revised to fit the then prevailing conditions. The Commission instructed the Secretary to address the following letter to the Board of Control:

"Under the provisions of Chapter 451, Oregon Laws 1933, the State Highway Commission is required to submit a schedule of the salaries prevailing in the Department to the Board of Control, which schedule of salaries is delivered to you herewith.

"For your information, there is attached to this schedule of salaries a summary which shows in gross total the 'Salaries as of December, 1930', 'Salaries as Reduced by Chapter 451', and 'Recommended Salaries'. It will be noted that the totals for the 'Salaries as of December, 1930' amount to $133,156.00 per month, or $1,597,872.00 per year. The totals for the 'Recommended Salaries' amount to $116,302.00 per month, or $1,395,624.00 per year. The totals for the 'Salaries as Reduced by Chapter 451' amount to $117,385.00 per month, or $1,408,620.00 per year.

"From these figures it may be seen that the total payrolls under 'Recommended Salaries', which are the salaries paid at present to the employees of the State Highway Department, are $1,083.00 per month, or a total of $12,996.00 per year, less than the total of the salaries which would prevail if the salary structure under 'Salaries as Reduced by Chapter 451' were to be adopted. The comparisons which have been made have been based upon the payrolls for the month of February, 1933. The number of men employed by the Department is augmented greatly during the summer, due to seasonal activities, and it is very probable that the savings to the State Highway Department by the approval of the 'Recommended Salaries', which are the salaries paid at present by the Department rather than the adoption of the 'Salaries as Reduced by Chapter 451', would amount to not less than $20,000.00 per year.

"The State Highway Commission recognized the economic situation and the need and desirability of salary reductions one year ago this month and instructed the State Highway Engineer to make a reduction in salary and wage rates effective as of April 1, 1932. Comparison has shown that the reductions which were put into effect at that time conform very closely to the percentage of deduction imposed by Section 1 of Chapter 451. The Highway Commission at that time made a very detailed study of the individual salaries paid to the various employees of the Department and in working out a revised salary schedule took into consideration the special fitness, experience, ability, and dependability of the various individual employees.

"As stated above, the State Highway Commission took cognizance of prevailing economic conditions a year ago, which was

some ten months before the legislature met, and at that time put into effect salary reductions commensurate with such conditions. Should further changes in the cost of living and commodity costs take place or should other factors enter into the situation, making further reductions advisable, the State Highway Commission will expect to recommend such additional reductions as may be appropriate.

"In view of these circumstances, the State Highway Commission is of the opinion that its present salary schedule embodies reductions from the basic salary rates of December, 1930, which are in very close accord with the deductions provided by Chapter 451, and the Commission respectfully requests your honorable body to approve the individual salary and wage rates set out in the attached schedules under 'Recommended Salaries', which classification covers the present salary and wage structure of the State Highway Department."

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:00 o'clock P. M.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

PART 1

OF

VOLUME XVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1933

T O

OCTOBER 3, 1933

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OREGON STATE HIGHWAY COMMISSION

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

- - -

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

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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4041	April 19	Proposals received for following projects: Sandy-Twin Bridges Section, furnishing crushed rock; Mystic Creek-Winston Section, furnishing crushed rock; Trail-Prospect Section, furnishing crushed rock; Klamath Falls Rock Production Project, furnishing crushed rock;
4042		Emigrant Hill-Meacham Section, furnishing crushed rock; Ferry service across Alsea Bay; Ferry service across Yaquina Bay. Grant County. John Day Highway; Valades Ranch-Mt. Vernon Section, request for improvements including oiling.
4043		Oregon Coast Highway Association. Construction of five bridges urged; R. F. C. funds proposed; detailed surveys authorized. R. F. C. self-liquidating toll road projects requested by delegation: South Santiam Highway; Willamette Highway; North Umpqua Highway.
4044		Klamath Falls-Weed Highway.
4045		Linn County. County cooperation offered in construction of bridge over Santiam River to replace Sanderson Bridge; advertisement authorized. Clackamas County. Complaint re drainage water between Tryon Creek and Multnomah County line. Clatsop County. Deed presented to state for park site known as Tongue Point Park.
4046		Deschutes County. Designation requested of following county roads as secondary state highways: Tumalo-Cline Falls; Redmond-Lower Bridge; Extension of Century Drive. Secondary highway funds. Legal opinion requested re authority to spend unexpended balances during following year. Jefferson County. County to spend county funds on Warm Springs Secondary Highway; agreement re payment of engineering from secondary highway funds for 1933.
4047		Minutes of March 15 and March 23, 1933 approved. Clackamas County. Sellwood-Milwaukie Section; use of R.F.C. funds proposed by Relief Committee; engineer's report. Concrete and concrete pipe industries, report of conference with Engineer.
4048		Douglas County. Report re Winston Bridge; recommendations approved. Announcement of awards: Sandy-Twin Bridges Section, crushed rock; Mystic Creek-Winston Section, crushed rock; Trail-Prospect Section, crushed rock;
4049		Klamath Falls Rock Production Project, crushed gravel;

Page	Date 1933	Subject
4049	April 19	Announcement of awards, cont'd Emigrant Hill-Meacham Section, crushed rock; Ferry service across Alsea Bay; Ferry Service across Yaquina Bay.
		Oregon Coast Highway Association. Improvement of ferry service requested. Suggesting amendments to R. F. C. law for use of R. F. C. funds on toll bridge and road projects.
4050		Douglas County. Improvement of Umpqua ferry channel; agreement ordered prepared.
		Wolf Creek and Wilson River Highways. Delegation present re R. F. C. loan.
4052		Green Springs Highway. Report on condition.
		Hood River County. Line changes in Cascade Locks; improvement to be made in accordance with original plans.
		Umatilla County. Request for secondary highway from Stanfield to Pendleton-Cold Springs Highway denied.
		Multnomah County. Request for grading and paving portion of North Portland Secondary Highway denied.
4053		R. F. C. Committee present for informal discussion.
		Jackson County. Claim of J. G. Love, Central Point, re right of way between Central Point and Medford; condemnation proceedings necessary.
4054		Coblantz, Jack. Demotion discussed.
		Secondary highway work. List of counties waiving right to perform such work and authorizing Commission to perform it.
4055		Lane County. Attorney to prepare agreement covering work on Linslaw-Swisshome Section of secondary highway.
		Benton County. Petition for improvements on Alsea-Deadwood Secondary Highway No. 201 denied.
		Washington County. Extension of Secondary State Highway No. 102 designated.
		Klamath County. Reimbursement authorized from secondary highway funds for improvement of Klamath Falls-Weed Secondary Highway.
4056		Hood River County. Unexpended balance of secondary highway funds; Engineer authorized to assure First National Bank of Hood River that county will be reimbursed.
		Gilliam County. Unexpended balance of secondary highway funds to be spent on other projects.
		Klamath County; request for payment for part of maintenance materials stored along Chiloquin Secondary Highway denied.
		Umatilla County. Inquiry re reimbursement for county expenditures on secondary highways in 1932 from 1933 secondary funds not required for maintenance.
4057		Jackson County. Request for oiling Sams Valley Secondary Highway denied.
		Timber strips along highways, clearing and improving possible under federal reforestation plan.
		Newport park site; application for acquisition approved by government.

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4057	April 19	Lane County. Sea Lion Caves; Oregon Coast Highway Ass'n to be contacted with reference to erection of buildings suitable to surroundings.
		Lincoln County. Park site on Oregon Coast Highway near Yaquina City presented to state.
4058		Clatsop County. Request of J. M. Ohl for use of state park south of Cannon Beach for commercial purposes denied.
		Jackson County. Agreement with E. H. Lamport for 3-year lease of one acre in Casey Park approved.
		Douglas County. Discussion of matter of acquiring small parcel of land in Drain to make easier turn for Pacific Highway.
		Lane County. Exchange of property for right of way of West Side Pacific Highway north of Junction City; quitclaim deed to C. L. Mains signed.
		Wasco County. Request from Mrs. Bertha Sparling for use of portion of Mark A. Mayer Park for residential purposes denied.
		Jackson County. Agreement with S. P. Co. for right of way between Central Point and Medford.
		Clatsop County. Request of Angora Club for use of house in state park at Ecola Beach.
4059		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4061		Award of contracts for ferry service at Waldport and Newport to be deferred; low bidder present.
4062		Projects ordered advertised: Glenada-Gardiner Section, oiling; Port Orford-Euchre Creek Section, oiling; Dillon-Biggs-John Day River Section, bituminous macadam; Clear Lake-Bear Springs Section, oil or bituminous macadam; Merrill-Malin Section, bituminous macadam; Doyle Hill-Nimrod Section, oiling Grand Ronde-Boyer Section, bituminous macadam. Aurora-Brooks Section.
4063		Secondary highway projects--advertisement authorized: Bridge over South Slough; Sanderson Bridge over Santiam River; 4 trestles, Siletz River Secondary Highway; Owyhee River bridge at Adrian; Mill Creek in Polk County; Rhea Creek bridge in Morrow County; 2 timber trestles Yamhill-Newberg Secondary Highway.
		Washington County. Farmington Bridge closed to traffic.
		Trucks. Authority to purchase ten and trade in ten.
		Asphalt heaters. Authority to purchase six.
		Western Association of State Highway Officials; payment of dues for 1932 and 1933 authorized.
4064		Traffic count authorized. Special count at Wapinitia Junction on Mt. Hood Highway authorized.

Page	Date 1933	Subject
4064	April 19	Clackamas County. Right of way in Canemah; offer of Jos. E. Hedges accepted; negotiation with S. P. Co. authorized. Reconsideration of foregoing.
		Woodburn Chamber of Commerce. Reimbursement for damage to Woodburn Arch authorized.
		Load limit orders revoked:
4065		Silver Creek Falls Road;
		Dallas-Coast Highway;
		Siletz River Road;
		The Dalles-California Highway between Bend and Klamath Falls;
		Dairy-Bonanza Highway;
		Mt. Hood Highway between Hood River and Forest Boundary.
		Resolution covering foregoing.
4066		Load limit restrictions removed:
		Hunt Creek bridge, Columbia River Highway;
		Trestle span on McKenzie Highway;
		Wilson River bridge, Oregon Coast Highway.
		Resolution revoking order of July 1, 1932 as it applies to foregoing.
4067		Clatsop County. Request for removal of reduced load limit between Hamlet Junction and Mohler denied.
		Permits to haul overlength piling:
		Wessela & Sons, Umpqua Highway between M.P. 23.5 and Scottsburg;
		City Transfer Company, Oregon Coast Highway between Two Mile Creek and Bandon.
4068		Road oils and asphalts for 1933, tabulation of bids; awards made.
		Santiam River bridge at Jefferson; report requested from committee appointed to recommend name.
4070		Clackamas County. Change in lighting system on Oregon City bridge approved.
		Wallowa County. Request for maintenance on road around Wallowa Lake denied.
		California Division of Highways; request for gravel from bar owned by State of Oregon approved.
		Wallowa County. Alignment changes in Enterprise requested; action deferred.
4071		Clackamas County. Petition for reopening section between Canemah and Oregon City denied until construction further advanced.
		Marion County. Petition for alleviation of dust nuisance on detour at Aurora denied.
		Clatsop County. Information requested as to time of paving Franklin Avenue extension in Astoria.
		Curry County. New bond furnished by Roy L. Houck in connection with contract for First Hughes Section.
		Lane County. J. W. & J. R. Hillstrom released from payment of penalty on Doyle Hill-Nimrod Section.
4072		Multnomah County. Request of Portland Dredging Company for remission of penalty on Columbia Slough bridge denied.
		Claim of O. C. Burbott for damage to car caused by snow removal denied.

Page	Date 1933	Subject
4072	April 19	Lane County. Lease of filling station site on Siuslaw Highway to K. N. Lucas, Rainrock.
		Joint letters to The Forester and Chief of Bureau signed:
		Reducing length of Crater Lake Highway;
		Revised program for expenditure of emergency forest highway funds.
4073		Multnomah County. Five-year lease agreement for parking space at Oneonta Gorge signed with O.-W. R. & N. Co.
		Extensions of time:
		J. W. & J. R. Hillstrom, Doyle Hill-Nimrod Section;
		Oregon Bridge & Dredging Co., Milwaukie-Oregon City Section;
4074		Joplin & Eldon, Necanicum-North Fork Section;
		P. L. Crooks & Co., Hug Point-Arch Cape Section;
		Logan Construction Co., Albany-Tangent Section;
		J. A. Lyons, Newberg-McMinnville Section;
4075		Odom & DuRette, three bridges on Newberg-McMinnville Section;
		Oregon Bridge & Dredging Co., Miller Creek-Junction City Section;
		C. J. Montag, bridge over Klamath Straits;
		C. J. Montag, five pile trestles on Monroe-Junction City Section.
4076		Contracts completed and re[illegible]r acceptance:
		Paradise Creek-Elkton Section, Earl L. McNutt;
		Doyle Hill-Nimrod Section, J. W. & J. R. Hillstrom;
		Juniper Canyon bridge, Tom Lillebo;
		Woodburn-Brooks Section, Meyers Contract Co.;
		Three bridges on Newberg-McMinnville Section, Odom & DuRette.
4077		Amiesite pavement to be included in specifications for Aurora-Brooks Section.
		Right of way matters presented:
		Riley J. Andrews, Umpqua Highway at Scottsburg, purchase approved;
		Zwick properties, West Side Pacific Highway, Yamhill County, settlement agreed upon and condemnation proceedings dropped;
4078		Jos. E. Hedges, Canemah, decision reaffirmed;
		Canemah, encroachment of existing sidewalks upon right of way.
		R. H. Baldock reappointed as State Highway Engineer.
		J. M. Devers reappointed as Attorney.
		H. B. Glaisyer reappointed as Secretary.
		Attorney. Matter of sending to Washington in interests of highway legislation discussed
4079	May 1	Wilson River and Wolf Creek Highways. Discussed with Messrs. Graham and Thornburgh as possible self-liquidating toll roads.
4080		Jackson County. Extension of Bear Creek-Ashland Section into Ashland requested; city cooperation offered, state cooperation requested. Agreement ordered prepared.
4081		Talent. Information requested re alternate route of Pacific Highway.
		Pull-type graders, purchase of six authorized.

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4081	May 1	Josephine County. Resolution designating Fairgrounds Road as sector of Redwood Highway
4083		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4084		Lincoln County. Request of Mr. and Mrs. H. G. Barclay for use of land beneath ends of Yachats River bridge denied.
		Agreement with J. J. Killip for furnishing water to operator of Siletz River bridge.
4085		Forest Grove. Garden Club requests permission to beautify tract between old and new Tualatin Valley Highway at east entrance into town.
		Load limit reductions revoked:
		Oregon Coast Highway between Hamlet Junction and Mohler;
		Oregon Coast Highway between Siletz River and Newport;
		Corvallis-Newport Highway between Newport and Toledo;
		Santiam Highway between Albany and Foster;
		Green Springs Highway between Pacific Highway and Keno.
4086		Albany. Request for repairs on streets used for state highways denied.
		Extensions of time:
		S. H. Newell & Company, Sand Station-Washington State Line Sec.;
4087		Dunn & Baker, Wingville Lane-Baker Section;
		Dennis Construction Co., Jennings Lodge Section;
		R. H. Jones, three bridges over Burnt River;
4088		La Dee Logging Co., Humbug Mountain-Ranger Station Section;
		Dennis Construction Co., approaches to North Portland overcrossing;
		Hauser Construction Co., Redmond-Bend Section;
		Oscar Storaasli, bridge over South Fork of Silver Creek.
4089		Contracts completed and accepted:
		Approaches to North Portland Overcrossing, Dennis Construction Co.
		Redmond-Bend Section, Hauser Construction Co.
4090		Lincoln County. Contracts awarded for ferry service at Yaquina Bay and Alsea Bay.
		Salem Radio Station. Commission requested to write recommendation to Federal Radio Commission.
		Election of chairman, state highway engineer, attorney and secretary discussed.
4091		Oregon Coast Highway oiling projects discussed; advertisement to be deferred pending advice from Bureau of Public Roads.
		Douglas County and Lane County. Glenada-Gardiner oiling project ordered advertised.
		Next meeting May 17, 1933.
		Survey parties to be retained to make surveys for Pendleton-Cold Springs Highway and other projects desirable for early construction.
4092		Oregon Coast Highway bridges; Edward W. Miller present re construction as self-liquidating toll projects under R.F.C. Act.
		Clackamas County. D. A. R. given permission to erect bronze marker overlooking Willamette Falls.
4092	May 1	Raymond B. Wilcox. Discussion of matters pertaining to bridges and highways proposed for construction as self-liquidating toll projects.
4093		Attorney to go to Washington, D. C. in interests of state in formation of public works program.
4094		Lake and Harney Counties. Valley Falls-Okerman Ranch Section; Attorney reports controversy between stockholders of contracting firm.
		Marion County. Claim of P. B. and Ella Welsh for right of way damages at "Duck Inn" on Pacific Highway; denied.
		R. F. C. loans; necessary plans and reports ordered prepared and submitted to Advisory Committee for approval.
4095	May 18	Public Works Funds; conference re allocation.
		Tentative budgets submitted by Engineer;
4096		list of projects.
4097		Oregon Coast Highway bridges; attempt to be made to obtain federal funds for construction as self-liquidating toll projects under R. F. C.; formal application ordered; application for War Department permit authorized.
4098		Douglas County. North Umpqua Highway, survey requested from Steamboat Creek to Diamond Lake; action deferred.
4099		Surveys authorized:
		Jefferson-Murder Creek Section;
		Albany-Halsey Section;
		Canby Section;
		Multnomah County Line-Middleton Section;
		Portland-Milwaukie Section;
		Cascade Locks Section;
		Troutdale-Multnomah Falls Section;
		Algoma-Terminal City Section;
		Blue Mountain Summit Section;
		Drewsey-Stinkingwater Mountain Section;
		Neahkahnie Mountain-Short Sand Beach Section;
		Valley Junction-Otis Section;
4100		Upper Soda-East Section;
		Lakeview-North Section;
		Pacific Highway Junction-Keene Creek Section;
		Lost Creek-Lostine Section;
		Dayville-Mt. Vernon Section;
		Clear Lake-Bear Springs Section;
		Pioneer Mountain-Toledo Section.
	May 19	Forest Service and Bureau of Public Roads officials present.
		Douglas County. North Umpqua Highway, request for survey
4101		renewed. Survey to be made by Bureau, paid for by District.
4102		Linn County. Santiam Highway; construction of additional ten-mile section requested; survey of balance requested.
		Extension of survey six miles authorized.
		Umatilla County. List of projects submitted for consideration of Commission in program for prospective federal aid.

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4103	May 19	Union County. Weston-Elgin Secondary Highway, completion requested.
		Jackson County. Ashland, improvement of Pacific Highway through town requested.
		Jefferson County. Warm Springs Highway; allocation of Public
4104		Works funds requested; bridge over Deschutes River requested.
		Crook County. Ochoco Highway, surfacing repairs requested; widening and reducing curvature, Commission asked to see if this work can be done by reforestation workers.
		Multnomah County. Special traffic count on roads leading to proposed Tualatin Tunnel authorized.
4105		Clatsop County. List of projects presented by County Court for consideration in proposed federal aid program.
		Policy of Commission re allocation of Public Works funds approved by County Court.
		Lincoln County. Pioneer Mountain-Toledo Section; provision in federal aid program for reconstruction requested.
		Siletz River Secondary Highway; inclusion of two-mile section in federal aid program requested.
		Temporary permit granted A. B. Osborne Co. to haul long piling from Gaston to Portland.
4106		Columbia County. Survey authorized to make possible proper location of building to be constructed by J. J. Kocarnik on property adjacent to Columbia River Highway north of Linnton.
		Multnomah County. Inquiry by County Roadmaster re provision in federal aid program for Multnomah County highway projects.
		Wilson River and Wolf Creek Highways; brief presented by Forest Grove Chamber of Commerce.
		Washington County. Inquiry re improvement between Hillsboro and Forest Grove.
		Deschutes County. Tumalo-Cline Falls and Tumalo-Deschutes Roads designated secondary highways; request for designation of Redmond-Lower Bridge Road denied.
4107		Marion County. Aurora, request for construction of four-lane pavement denied; extra graveling authorized.
		Truck transportation representatives request suspension of section of road law involving formula 600x(1+40); request declined.
4108		
4109		West Side Pacific Highway Association requesting portion of Public Works funds. Inquiry re attitude of Ass'n toward Monroe and Rex Hill improvements.
4110		Grant County. John Day Highway, reconstruction between John Day and Prairie City and oiling between Mt. Vernon and Dayville requested. Judge Retrum endorsing Mitchell-Antelope project.
		Antelope-Mitchell Highway requested by delegation representing John Day Valley Development Association.
4111		Grant County. Kimberly-Monument road designated secondary highway; request for secondary highway designation from Ritter to Susanville declined.

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4111	May 19	Washington County. One-mile section of Secondary Highway No. 102 north of Buxton requested.
4112		Marion County. North Santiam Highway, discussion of location in vicinity of Detroit.
		Portland Chamber of Commerce; committee present re allocation of public works funds
4113		J. C. Ainsworth; discussion of acquisition of beauty spots, particularly timber between Prospect and Crater National Forest boundary.
4114		Secondary highway work; list of counties electing to perform work with own forces between certain dates.
4115		Counties waiving right to perform secondary highway work with county forces.
		Curry County. Squaw Creek Road, designation as secondary highway requested.
		Lane County. Reconnaissance survey ordered on secondary highway between Eugene and Swisshome.
4116		Hood River County. Ore.-Wash. Bridge Co. requests construction of secondary highway connection between Columbia River Highway and end of Columbia River bridge at Hood River.
		Sherman County. Minutes of March 1, 1933 re agreement on Sherars Bridge Secondary Highway corrected.
		Josephine County. Williams Secondary Highway designation extended to connect with Pacific Highway.
		Secondary highway funds, 1932 balances, transfers approved.
4117		Multnomah County. North Portland Overcrossing approaches, final payment to Dennis Construction Co. released.
		Columbia Slough bridge. Portland Dredging Co. relieved of one-half of penalty previously imposed.
4118		Coos County. Cape Arago Park; offer of Edward Scanlon to purchase some spruce timber; matter referred to State Park Commission.
		Jackson County. Timber preservation between Prospect and Crater National Forest discussed; cruise authorized.
		Curry County. State requested to surface road from Coast Highway at Port Orford to "The Heads".
4119		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4121		Load limit reductions revoked:
		Oregon Coast Highway between Lincoln Co. line and Berry Creek;
		Alsea Highway between Waldport and Alsea River bridge;
		Nehalem Highway between Mist and point 5 mi. east of Jewell;
		Wapinitia Highway;
		Green Springs Highway between Pacific Highway and Keno.
4122		Load limit orders on bridges changed from five to seven tons:
		Calapooia River, Halsey-Sweet Home Secondary Highway;
		Mill Creek, Dallas-Coast Secondary Highway.
4123		Gresham-Sandy Section, Mt. Hood Highway. Inquiry of West Coast Telephone Co. re probable date of widening.

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4123	May 19	Wallowa County. Projects presented for consideration in allocation of funds under Public Works Bill.
4124		Sherman County. Request by E. W. Snell for improvement of connection between Columbia River Highway and Maryhill ferry.
		Santiam Highway. Letters urging Commission to provide funds for completion.
		Jackson County. Letters urging Commission to provide funds for reconstruction of Pacific Highway over Siskiyou Mountains.
		Clatsop County. Cannon Beach; Commission to contribute $100 toward cost of oiling.
		Reedsport Chamber of Commerce. Endorsement of plan for construction of toll bridges on Oregon Coast Highway.
4125		Mt. Hood and McKenzie Highways. Snow removal authorized.
		Automobiles. Ten to be traded in on purchase of ten new cars.
		Loadometers. Commission to contribute $200 toward purchase of one new set.
4126		Marion County. Surveys for reconstruction of Pacific Highway over Jackson Hill authorized.
		Santiam River bridge at Jefferson named "Jacob Conser Bridge".
		Lincoln County. Request of Newport Chamber of Commerce for permission to erect sign at South Beach denied.
		Coos County. North Bend; city cooperation offered in replacing bridge over Pony Slough.
4127		Clackamas County. Report of erection of bronze marker on bluff overlooking Willamette Falls.
		Extensions of time:
		Jacobsen-Jensen Co., Central Point-Medford Section;
		E. C. Peck & Co., Flowers Gulch-Long Creek Section;
		Tom Lillebo, Dean Creek bridge, culverts over Keopke and Hinsdale Sloughs;
4128		Union Engineering Co., Valley Falls-Okerman Ranch Section.
		Salmon River Highway Improvement District. Decision of Circuit Court to be appealed to Supreme Court.
		Clackamas County. Clackamas River-Canemah Section, pavement to be replaced instead of repaired where damaged by contractor.
4129		Public Works Funds. Tentative allotments to four divisions. Individual projects discussed.
		Jackson County. Neal Creek Section to be included in Public Works program.
4130	June 13	Forest highway program (NIRA), conference held and recommendations made.
4131		Santiam Highway and North Santiam Highway allocation.
4132		Additional program to be recommended if additional funds appropriated.
		Diamond Lake Forest Highway discussed; left off program.
		Program for additional funds recommended.
4133		Washington County. Construction of "Base Line" highway urged.
		Minutes of April 18, 19 and May 1, 1933 approved.
		Mitchell-Antelope Highway. Report of reconnaissance survey.
4133	June 13	Deschutes County. Previous action designating and denying designation of certain roads as secondary highways confirmed.
4134		Washington County. Forest Grove; agreement authorized to cover repair of city streets with federal funds.
		Nehalem Secondary Highway north of Buxton, report of inspection approved and adopted.
		Linn County. Federal funds requested for road from Sodaville to connection with Santiam Highway.
		Clatsop County. Oiling in Cannon Beach authorized.
4135		Maryhill Free Bridge Association, request for bridge across Columbia River between Biggs and Maryhill.
		Jefferson County. Requests for allocation of federal funds for Warm Springs Highway denied.
		Benton County. Engineer authorized to prepare plans, specifications and advertise for bids for bridge to connect Kiger Island with mainland.
		Douglas County. Funds for Smith River road requested from public works appropriation or forest funds.
4136		Lane County. Commission requested to turn over to County Court secondary highway funds for use on Eugene-Swisshome secondary highway.
		Douglas County. Consideration of Tiller-Trail Highway asked in formation of Public Works construction program.
		Tillamook County. Nestucca Highway; consideration in allocation of unemployment relief funds requested.
		Clackamas County. Completion of widening between Oswego and West Linn requested.
		Siskiyou reconstruction; funds requested.
		Jackson County. Ashland undercrossing; discussion and recommendation.
4137		Coos County. Request of L. J. Simpson for improvement of private road denied.
		Lake County. Commission invited to attend celebration for opening of Three Flags Highway.
		Hood River County. Request for secondary highway connection to toll bridge at Hood River denied.
		Douglas County. North Umpqua Highway, state to make survey. Agreement with Improvement District covering reconnaissance survey.
4138		Crook and Wheeler Counties. Funds for reconstruction of Ochoco Highway requested.
		Columbia County. Continuation of improvement of Columbia River Highway asked to provide employment.
		Jackson County. Replacement of bridge over Bear Creek east of Central Point requested.
		Secondary highway funds, transfer of balances approved:
4139		Benton County, Clackamas County, Umatilla County, Washington County.

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4139	June 13	Lake County. Valley Falls-Pike Ranch Section; letter from Ancillary Receiver for bonding company; engineer to withhold payments pending adjustment of claims.
		Extensions of time:
		Yunker-Wiecks & Co., Lobster Mountain Section;
		F. J. Kernan, Paradise Creek-Red Bridge Section;
4140		Dunn & Baker, Green Creek-Jackson County Line Section;
		Kern & Kibbe, Odell Lake-Walker Mountain Section;
		Fred H. Slate, Manzanita Section;
		M. L. O'Neil & Son, White River bridge approaches;
4141		Starr & McCall, three bridges on Odell Lake-Walker Mountain Section;
		Julius Johnson, raise and widen bridge over overflow channel of Pudding River;
		Northwest Roads Company, Wingville Lane-Baker Section;
4142		F. C. Feldschau & Son, Jack Horner Creek-Mohler Section;
		A. Milne, Cheshire-Prairie Road Section;
		F. C. Dillard, Koepke and Hinsdale Slough Sections.
		Contracts completed and accepted:
		Lime-Huntington Section, Clifton & Applegate;
		Bridge over Canyon Creek, O. N. Pierce;
		Trestle over Palmer Creek, O. N. Pierce;
		Bridge over Columbia Slough, Portland Dredging Company;
4143		Three bridges over Burnt River, R. H. Jones;
		Bridge over Klamath Straits, C. J. Montag;
		Valley Falls-Okerman Ranch Section, Union Engineering Company;
		Central Point-Medford Section, Jacobsen-Jensen Company.
4144		Load limit reductions -- removal authorized:
		Cape Arago Secondary Highway;
		John Day Highway between Prairie City and Unity.
4145		Marion and Clackamas Counties, Willamette River ferry; agreements for furnishing electrical energy for lighting approaches.
		Lane County. Survey for revision of Pacific Highway between Junction City and Goshen authorized.
		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4147		Right of way width to be left to discretion of Engineer.
		Grants Pass Chamber of Commerce; authority to erect redwood log in wye at intersection of Pacific and Redwood Highways denied.
		Tillamook County. Petition requesting allocation of funds for further improvement of Dolph-Hebo Section.
		Resolution authorizing deposit with State Treasurer of $75,000 emergency revolving fund.
4149		Portland Traction Company. Relief from payment of tolls on street cars on Interstate Bridge requested.
		Deeds conveying small parcels of state-owned land as part consideration in acquisition of right of way for state highways.
		Next meeting June 28, 1933.
		Advertisement of secondary highway bridges authorized; postponed from May 17 meeting.

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4150	June 27	State Parks Commission, conference with Highway Commission.
4153		Douglas County. North Umpqua Highway, request for construction in vicinity of Steamboat Creek with National Industrial highway funds.
4154		Minutes of May 18 approved.
		Clatsop County. Oiling in Cannon Beach authorized.
		Lane County. Request of Dexter Sparks for permission to haul logs on McKenzie Highway denied.
		Portland Traction Company. Discussion of application for relief from payment of tolls on street cars on Interstate
4155		Bridge. Conference to be held with Washington officials.
		Coos County. Discussion of sale of timber in Cape Arago Park.
		Lincoln County. Complaint re insanitary conditions in Devil's Punch Bowl State Park.
		Park site at Yaquina City deeded to State by Ben E. Smith.
4156		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4157		Agreements approved and executed:
		Port of Umpqua, improvement of ferry channel;
4158		County Court of Jefferson County, construction of section of Warm Springs Highway;
		County Court of Lane County, approving county expenditures for clearing right of way on Eugene-Swisshome Sec. Highway;
		Frank W. Pennington, elimination of cattle pass on John Day Highway.
		Equipment, purchase authorized:
		Ten light snow plows;
		Ten light trucks;
		Ten light touring cars.
		Bend Fourth of July Committee requests permission to conduct marathon foot race on highways in vicinity of Bend.
4159		Rockaway Better Business Club requests permission to conduct motorcycle stunts on ocean beach on Fourth of July.
		Newport. Application of David F. Langmack for permission to use portion of beach as landing field during Fourth of July week-end denied.
	June 28	Proposals received for following projects:
		Aurora-Brooks and Canby Sections, asphaltic concrete pavement;
4160		Bridge over South Fork of Santiam River, (Sanderson Bridge);
		Bridge over Mill Creek, Dallas-Coast Secondary Highway.
		Jackson County. Delegation urging allocation of federal funds for reconstruction of Siskiyou Section.
4161		Ashland. Improvement of Pacific Highway through city asked.
		Lane County. Relocation between Eugene and Creswell opposed by delegation.
		Crook County. Ochoco Highway, funds requested for resurfacing between Jones Mill and summit near Mitchell.
		Crooked River Highway, removal of rocky points requested.
4162		Klamath Falls-Weed Highway, discussion of entrance to Klamath Falls.

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4163	June 28	Clatsop and Tillamook Counties. Federal funds requested for remainder of Cannon Beach-Neahkahnie Mountain Section; right of way arrangements made.
4164		Tillamook County. Oregon Coast Highway, oiling between Wheeler Overhead structure and Nehalem River bridge requested.
		Umatilla County. National Industrial highway funds requested for secondary highway from Cold Springs through Hermiston to Lexington.
4165		Morrow County. Request for federal funds to complete construction between Hardman and Chapin Creek.
		Yamhill County. Delegation present re improvement between Middleton and Newberg.
		John Day Highway. Delegation asking funds for improvement between Service Creek and Spray and between Fossil and Rock Creek Junction.
4166		Gilliam County. Tentative allocation for construction of bridges on Wasco-Heppner Secondary Highway.
		John Day Highway. Certain work authorized between Service Creek and Spray.
		Multnomah County. Request for major portion of federal relief funds allotted to Oregon; projects suggested.
4167		Wage scale for federal aid projects proposed by representatives of labor organizations.
4168		Wasco and Wheeler Counties. Mitchell-Antelope Highway, designation and construction urged; survey requested.
4169		Clackamas and Marion Counties. Aurora-Brooks and Canby Sections; low bidders appeared with reference to their bids.
4170		Rejection of bids and readvertisement agreed upon.
		Announcement of awards:
		Aurora-Brooks and Canby Sections, asphaltic concrete pavement;
4171		Bridge over South Fork of Santiam River (Sanderson Bridge);
		Bridge over Mill Creek, Dallas-Coast Secondary Highway.
		Lincoln County. Funds requested for Pioneer Mountain-Toledo Section and for gap on Siletz River Secondary Highway.
		Umatilla County. Projects requested: Cold Springs Highway; Weston-Elgin Secondary Highway; Cold Springs-Hermiston Secondary Highway; Pendleton-Bingham Springs Secondary Highway.
		Marion County. NRS funds requested for construction on North Santiam Highway between Mill City and Niagara.
4172		Linn County. Appropriation for construction of approaches to Sanderson Bridge requested.
		Wolf Creek Highway. Additional unit requested by A. M. Churchill.
		Clackamas County. Delegation requesting reconstruction between Oswego and West Linn.
4173		Tualatin Tunnel and connecting road discussed.
		Curry County. Engineer's report re inspection of proposed additions to secondary system adopted.
		Hood River County. Request for secondary highway to south end of interstate bridge at Hood River denied.
4173	June 28	Benton County. Alsea-Deadwood Secondary Highway, Lobster Mountain Section, surfacing ordered advertised.
4174		Josephine County. Approval of resolution requesting extension of Williams Secondary Highway to Pacific Highway.
		Secondary highway funds; reallocation of balances approved.
4175		Clatsop County. Floyd Lindberg, reimbursement for expense incurred in towing log rafts under John Day River bridge.
		Marion County. Letter from W. H. Lynch re Marion County cooperation on North Santiam project; approved by Commission.
4176		Clackamas County. Petition urging adoption of route through Oregon City and commencement of construction.
		Harney County. Completion of Central Oregon Highway between Juntura and Burns requested.
4177		Yamhill County. Continuation of reconstruction of West Side Pacific Highway between McMinnville and Portland requested.
		Yamhill County. Improvement through Sheridan authorized.
		Douglas County. Petition for hearing re designation as forest highway of Smith River road.
		Lane County. Protests against rerouting of Pacific Highway between Junction City and Eugene. Continuation of surveys between Junction City and Creswell requested. Survey ordered discontinued.
		Tillamook County. Suggestion that S. P. grade down Salmonberry River be used instead of Wilson River Highway.
4178		Wolf Creek Highway. Allocation for additional construction between Sunset Camp and Humbug Mountain urged.
		Multnomah County. Survey for proposed tunnel through hills west of Portland on extension of Burnside Street requested.
		I. O. N. Highway. Designation on state and federal systems and allocation of funds requested.
		Washington County. Short section of Nehalem Secondary Highway north of Buxton; construction with National Industrial highway funds approved.
		Josephine County. Request of Redwood Empire Ass'n for reconstruction of Hayes Hill and O'Brien sectors denied.
4179		Lane and Douglas Counties. Objection by Grange to construction of toll bridges on Coast Highway.
		Harney County. Allocation of funds to continue construction on Central Oregon Highway urged.
		Clatsop and Tillamook Counties. Completion of Nehalem-Cannon Beach Section requested.
		Klamath County. Petition urging reconstruction of Crater Lake Highway between Fort Klamath and park boundary.
		Multnomah County. Bertha-Beaverton Highway, complaint of Inez DeLashmutt re drainage condition in front of her property.
		Clackamas County. Right of way condemnation authorized; property of Sam Amundson north of Canby.
4181		Five Oregon Coast Highway bridges. Formal resolution covering construction and application for loan and grant.

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4185	June 28	Extensions of time:
		Liesch & Tofte, Gregg Ranch Section;
		Theodore Arenz, Molalla River-Aurora Section;
		Theodore Arenz, Aurora-Woodburn Section;
		J. F. Johnston, bridge over Crooked Creek;
4186		Tom Lillebo, half-viaduct near Umatilla;
		R. H. Jones, three trestles on Long Creek-Flowers Gulch Sec.
		Berke Bros., Honey Ranch-Dolph Section;
		West Contract Company, New Era-Canby Section;
4187		Oregon Bridge & Dredging Company, Miller Creek-Junction City Section;
		Dennis Construction Company, Jennings Lodge Section;
		Oregon Bridge & Dredging Company, Milwaukie-Oregon City Section;
		C. A. Mills & Company, Beaver Creek Section;
4188		Newport Construction Company, Umatilla-Washington State Line Section.
		Contracts completed and accepted:
		Wingville Lane-Baker Section, Dunn & Baker;
		Jennings Lodge Section, Dennis Construction Company;
		Green Creek-Jackson County Line Section, Dunn & Baker;
		Aurora-Woodburn Section, Theodore Arenz;
		Dean Creek bridge, Koepke and Hinsdale Slough culverts, Tom Lillebo;
		Five trestles on Monroe-Junction City Section, C. J. Montag;
4189		White River bridge approaches, M. L. O'Neil & Son;
		Raise and widen bridge over Pudding River overflow channel, Julius Johnson;
		Bridges on Rufus-John Day River Section, Western Bridge Construction Company;
		North Unit, Redmond Chemult Section, Griffiths & Hollenbeck;
		Crooked Creek bridge, J. F. Johnston.
4190		National Industrial Recovery Act funds; allocation discussed with Bureau representatives.
4191	June 29	Tentative program agreed upon.
4201		Preliminary statement directed to Secretary of Agriculture.
		Wage scales under National Industrial Recovery Act discussed.
4202		Associated General Contractors, letter re negotiations as to code.
		Amiesite pavement not to be included in specifications.
		Wheeler County. Surfacing between Service Creek and Spray authorized.
4203	July 10	Union Pacific Company. Elimination of 38 grade crossings asked under National Industrial Recovery Act.
		Amiesite pavement; reconsideration of previous action requested.
4204	July 11	Proposals received for following projects:
		Aurora-Brooks and Canby Sections, pavement.
		Coos County. Consideration of certain projects asked in programming National Industrial highway funds.
4205	July 11	Coos County. Pony Slough bridge, reconstruction requested.
		Coast Highway bridges. Concrete and steel construction satisfactory to people of Coos County.
		Multnomah County. Third Street, Portland; allocation of federal funds requested.
		Douglas County. North Umpqua Highway, location survey authorized at expense of improvement district; agreement ordered prepared.
4206		Marion County. Salem, North Capitol Street, widening and bridge requested. Conference to be held re survey.
		Sherman County. Completion of Sherman Highway requested with federal funds.
		Clackamas County. Woodburn-Mt. Hood Secondary Highway, funds for completion of surveys and construction requested.
		Multnomah County. National Industrial highway funds for further improvement between Linnton and county line requested.
4207		Wallowa County. Oiling requested between Joseph and Enterprise. Extension of Wallowa Lake Highway to head of Wallowa Lake requested.
		Josephine County. Federal funds requested for improvement of Pacific Highway route from Rogue River bridge to business district in Grants Pass.
		Lincoln County. Waldport, rest rooms at southerly ferry landing requested.
		Deschutes County. Formal resolution presented requesting designation as secondary highways of Tumalo-Cline Falls and Tumalo-Deschutes Roads.
		Curry County. Resolution requesting designation as secondary highway of road from Port Orford to The Heads.
4208		Secondary highway funds. Approval of transfers to other secondary projects.
		Wage rates discussed.
		Klamath Falls-Weed Highway entrance to Klamath Falls; communications presented; route adopted.
4209		Clackamas County. Field office building at Clackamas River bridge sold.
		Bureau of Public Roads requests information re preliminary statement of work to be performed under Title II of NIRA.
4210		Clackamas County. Oregon City; route through city discussed with delegation.
4211		Bus stops at grade crossings where trains no longer operate; discussion of order to relieve buses from stopping.
		Multnomah County. Connection of Lombard Street with Columbia Boulevard requested.
4212		Ferry service for oil trucks discussed.
		Polk County. West Salem; widening and straightening of Salem-Dallas Highway requested.
4213		Benton County. Improvement of Lobster Mountain Section of Alsea-Deadwood Secondary Highway requested.

Page	Date 1933	Subject
4213	July 11	Oregon Coast Highway bridges; use of timber urged by lumber organizations represented by J. E. Mackie.
4215		Delegation representing coast communities supporting use of concrete and steel.
4217		Umpqua River bridge. Protest against construction below property of Umpqua Mills & Timber Co.
		Unemployment Relief Committees of Portland and Multnomah Co. requesting greater portion of National Industrial Highway funds in vicinity of Portland.
		Announcement of awards:
		Aurora-Brooks and Canby Sections, pavement.
4218		Columbia County. Request for improvement of road from Scappoose to Pisgah Mountain Home.
		R. W. MaxMeyer granted permit to haul 48-foot logs over Lower Columbia River Highway.
		Umatilla County. Request for surfacing of driveways in Round-up Park denied.
		Platform scales; installation approved at four locations.
4219		Washington County. Forest Grove; project in city requested to be included in national recovery program; Pacific Avenue, repair requested.
		Oiling of rock shoulders between Hillsboro and Forest Grove requested.
		Marion County. North Santiam Highway, location through Turner requested.
		Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways.
4221		Lincoln County. Engineer's report re disposal of garbage in state park at Devil's Punch Bowl.
4222		Extensions of time:
		von der Hellen & Pierson, McCallister Section;
		S. H. Newell & Co., Sand Station-Washington State Line Section;
		A. S Wallace, South Unit, Redmond-Chemult Section;
4223		J. A. Terteling & Sons, Drinkwater Pass Section;
		Portland Dredging Company, bridge over Columbia Slough;
		General Construction Company, Drinkwater Pass-Chimney Creek Section;
		Oscar Storaasli, bridge over S. Fork of Silver Creek;
		Tom Lillebo, bridge over Dean Creek and culverts over Koepke and Hinsdale Sloughs.
4224		Contracts completed and accepted:
		Arlington-Rock Creek and Blalock-Heppner Sections, J. S. Risley;
4225		Bridge over S. Fork of Silver Creek, Oscar Storaasli.
4236	July 20	Public Works Funds. Tentative allocation adopted.
4237		Forest highway funds under NIRA; tentative program agreed upon.
		Wage scales. Engineer's report on other states.
		Douglas County. Preliminary oil treatment through town of Gardiner approved.
		Sale of discarded Liberty trucks to county approved.

Page	Date 1933	Subject
4238	July 20	Douglas County. North Umpqua Highway; agreement for location survey signed; check received from Improvement District.
		Scrap metal at Salem shops; advertisement for sale authorized.
		Log hauling on Saturday afternoons, Sundays and holidays; adoption of policy discussed.
		Forest Highway Contingent Fund; joint letter recommending allocations of remaining portion.
4239		Multnomah County. Resolution of City Council requesting allocation of federal funds for projects in city; certified copy presented.
		Oregon Coast Highway bridges; use of timber requested by granges.
		Umatilla County. Old Oregon Trail, relocation between Pendleton and Wallula Cut-off requested.
		Multnomah County. Requests for traffic stripes in county and city.
4240		Commission's car; replacement authorized.
		Washington Highway Department. Location southerly from Asotin; reconsideration requested.
		Marion County. North Santiam Highway; abandonment of railroad to be requested.
4241		Public lands highway funds under NIRA, allocation approved.
		American Association of State Highway Officials. Engineer and one commissioner authorized to attend meeting at Milwaukee.
		Lake County. Fremont Highway; controversy over relocation just north of Lakeview; difficulty in securing right of way.
		Multnomah County. Engineer's report re proposed settlement with Miss Inez DeLashmutt; alleged damages from slides.
4242		Clackamas County. Route through Oregon City discussed; project contingent upon city securing right of way.
		National Industrial highway funds. Enterprise and Ontario to be included in program for municipalities.
		Extension of time:
		F. C. Dillard, Koepke and Hinsdale Slough Sections.
		Contracts completed and accepted:
		Biggs-John Day River Section, Clifton & Applegate;
		First Hughes Section, Roy L. Houck;
4243		Gregg Ranch Section, Liesch & Tofte;
		Manzanita Section, Fred H. Slate;
		Drinkwater Pass-Chimney Creek Section, General Construction Company;
		New Era-Canby Section, West Contract Company
		Honey Ranch-Dolph Section, Berke Bros., Inc.;
		Forest Grove-Hillsboro Section, Saxton & Looney;
		Hot Lake-North Powder Section, Edwin C. Gerber.
4244		Award of contract for Canby and Aurora-Brooks Sections confirmed.
4245		Tillamook County. Permission to use ocean beach at Manzanita as landing field on August 6 denied.

Page	Date 1933	Subject
4245	July 31	Wage scale; adoption urged by labor representatives;
4246		minimum wage adopted.
		Douglas County. A. C. Marsters and Guy Cordon; discussion of North Umpqua Highway and Smith River Road.
		Multnomah County. Portland city officials request 60% of National Industrial highway funds for Portland district.
4247		National Industrial Recovery Act funds, allocation.
		Multnomah County. Inquiry as to plans for improvement on Columbia River Highway opposite Rocky Point quarry.
		Transportation law, 1933. Discussion of injunction suit now pending.
		Minutes of June 13, 1933 approved.
		Benton County. Minute entry of March 15 re extension of time for Mary's River bridge contract amended at request of W. H. Lynch.
4248		National Industrial highway projects; advertisment authorized.
4249		Counties and cities required to furnish certified check covering estimated cost of projects to be performed for them by highway department.
		Maple burls; no log hauling permit required.
		Acquisition of property for right of way, quarry sites, etc.,
4251		resolution covering various highways.
		Yamhill County. West Side Pacific Highway, extra right of way across property of R. R. and S. May Dodge; condemnation
4253		authorized.
		Wolf Creek Highway. Request by Portland Chamber of Commerce for increase in allotment of federal funds.
		Petitions requesting immediate construction between Elsie
4254		and Sunset Camp.
		Douglas County. Complaint by Thos. Giffen that Greyhound night coaches exceed limit allowed on Winston bridge.
		Santiam Highway (North and South), petitions requesting allocation of all possible funds.
		Oregon Coast Highway bridges; use of timber requested by granges.
4255		Jackson County. Gold Hill; widening through city requested.
		Clatsop County. Nehalem Secondary Highway, completion of surfacing between Sager Creek and Columbia County line requested.
		Lane County. Willamette Highway, forest highway funds requested.
		Polk County. Salem-Dallas Highway; complaint of R. W. Hogg re damage to property because of realignment of highway.
		Mt. Hood Highway, snow removal; easements to be obtained from property owners.
		Clackamas County. Small tract of land near Aurora sold to
4256		Henry V. Bauer.
		Lane County. C. J. Montag contract for trestles on Monroe-Junction City Section; modification of order re penalty for overrunning time limit.
		Extensions of time:
		Clifton & Applegate, Biggs-John Day River Section;

Page	Date 1933	Subject
4256	July 31	Extensions of time - continued
		Odom & DuRette, clean and paint Interstate Bridge;
4257		F. L. Odom, John Day River bridge;
		Saxton & Looney & Co., Clackamas River-Canemah Section;
		Dunn & Baker, Klamath Falls Rock Production Project;
4258		Dunn & Baker, Wingville Lane-Baker Section;
		Washburn & Hall, two bridges over Bear Creek.
		Contracts completed and accepted:
		Wingville Lane-Baker Section, Northwest Roads Co.;
		Mystic Creek-Winston Section, A. S. Wallace;
		Emigrant Hill-Meacham Section, Quinn-Robbins Co., Inc.
4259		Leslie M. Scott reelected Chairman.
		Next meeting August 24 and 25.
4260	August 8	Forest highway funds (additional), conference re program.
		Linn County. Santiam Highway, forest funds requested.
4261		Marion County. North Santiam Highway, forest funds requested.
4262		Douglas County. North Umpqua Highway, forest funds requested.
4263		Baker County. Forest funds requested by Cornucopia Mines Company for road from Carson to Cornucopia.
4264		Marion County. Salem; North Capitol Street improvement discussed with delegation.
		Grade separation structure requested at north city limits of Salem.
		Josephine County. National Industrial municipal highway funds requested for route of Pacific Highway through Grants Pass.
		James B. Jones denied permission to transport logging locomotive on truck and trailer from Eugene to Dexter.
4265		Forest highway program, joint letter signed.
4266		Buick car for Commission use, purchase authorized.
		Benton County. Alsea-Deadwood Secondary Highway; objection to proposed route between Ben Wren place and Bardorff place.
		Linn County. Report on request for funds for construction of road from Sodaville to Santiam Highway through Sodaville State Park.
		Douglas County. Gardiner, pavement widening to be included in surfacing contract.
		Oregon Coast Highway bridges; use of timber requested by granges.
4267		Wolf Creek Highway. Petitions urging completion of gap between Elsie and Sunset Camp.
		Gilliam County. Arlington; allocation of National Industrial Recovery funds requested for Main Street.
		Multnomah County. Request for allocation of National Recovery Municipal funds for improvements in Portland.
		CCC work in state parks; establishment of auxiliary camps asked.
		Multnomah County. Park near Horsetail Falls presented by Mr. and Mrs. J. C. Ainsworth.
		Contracts completed and accepted:
4268		Cheshire-Prairie Road Section, A. Milne;
		S. Unit, Redmond-Chemult Section, A. S. Wallace;

Page	Date 1933	Subject
4268	August 8	Contracts completed and accepted - continued Drinkwater Pass Section, J. A. Terteling & Sons; Bear Creek-Ashland Section, Washburn & Hall; Ironside-Brogan Section, Schmeer & Williams.
4269		M. L. O'Neil suit against Portland Sand & Gravel Co. covering alleged infringement of patent, Scottsburg-Paradise Creek Section; attorney authorized to participate in defense. Oregon State Motor Association, discussion of various matters: Speed limits between ferries; slips to be furnished drivers; Center stripe on highways. Stripe painting machine, purchase authorized.
4270		Meyers Contract Co., claim in connection with contract for Woodburn-Brooks Section; Engineer and Attorney authorized to arrange settlement. Theodore Arenz, claim in connection with contract for Aurora-Woodburn Section; Engineer and Attorney authorized to arrange settlement.
4271	August 24	Proposals received on following projects: Dixie-Lime Section, grading;
4272		Bummer Creek-Lobster Mountain Section, grading; Youngs Bay Bridge, reconstruction of approaches; North Fork-Humbug Mountain Section, grading; Terminal City-Klamath Falls Section, pavement; Odell Lake Section, grading;
4273		Doyle Hill-Nimrod Section, bituminous macadam; Columbia Blvd.-S. P. & S. Undercrossing Section, regrading; Biggs-John Day River and Dillon Sections, bituminous macadam; Reshingle two buildings at Salem shops; Scrap metal, tires and batteries.
4275		National Reemployment Service. Successful bidders asked to contact. Spreading of chips by hand labor methods; announcement made. Lincoln County. Waldport Telephone Company pole line, permission requested to construct on westerly side of Oregon Coast Highway.
4276		Josephine County. Improvement of Pacific Highway route through Grants Pass requested. Benton and Lane Counties. Secondary funds requested for road from Blachly to connection with Alsea-Deadwood Secondary Highway. Harney County. Request for designation as secondary highway of county road connecting Drewsey with Central Oregon Highway.
4277		State requested to advance funds to meet government requirements for loan to construct two county bridges. Jefferson County. Warm Springs Highway; county has funds and asks that state funds be used also.
4278		Nestucca Highway Improvement District. Funds requested for construction between Meadow Lake and Bear Creek. Douglas County. Winston bridge, temporary timber bracing requested by Allied Truck Owners Association.
4279		The Dalles, proposed toll bridge across Columbia River; state asked to assist in securing loan from government.
4280	August 24	Portland Traction Company, request for relief from payment of tolls on street cars crossing Interstate Bridge; conference with Washington highway officials; toll charge reduced.
4281		L. V. Murrow, Director of Highways, Washington, conference: Traffic stripes, Interstate Bridge; Proposed toll bridge across Columbia River at The Dalles; Road from Asotin to state line north of Flora. Clatsop County. Inquiry re paving of Franklin Avenue in Astoria and plans for additional work on Cannon Beach-Neahkahnie Mountain Road. Last half of 1932 payment on Cannon Beach-Neahkahnie Mountain Road presented.
4282		Wolf Creek Highway, extension of improvement two miles easterly requested. State to maintain road from highway across property of R. Kissling at Cannon Beach. Announcement of awards: Dixie-Lime Section, grading;
4283		Bummer Creek-Lobster Mountain Section, grading and surfacing; Youngs Bay bridge approaches; North Fork-Humbug Mountain Section, grading; Terminal City-Klamath Falls Section, pavement; Odell Lake Section, grading; Doyle Hill-Nimrod Section, bituminous macadam wearing surface; Columbia Boulevard-S. P. & S. Undercrossing Section, regrading and paving;
4284		Biggs-John Day River and Dillon Sections, bituminous macadam; Reshingling two buildings at Salem shops; Sale of scrap metal and tires.
4285		National Reemployment Service. Successful bidders asked to contact immediately. Washington County. Valkyrie Memorial Park; definite location of Wolf Creek Highway requested in order to proceed with development work. Minutes of June 27, 28 and 29, July 10 and 11, July 20, July 31 and August 8 approved. Public Lands Highway funds, conference with W. H. Lynch; allocation recommended.
4286		Silver Falls State Park, permission granted for establishment of Boy Scout Camp. Columbia County. Grange offers to deed tract of land to state if state will purchase timber from private owners. Clackamas County. Suggestion that State purchase grove adjacent to East Portland-Oregon City Highway. East Portland-Oregon City Highway, Oregon City cannot purchase right of way. Letter from Bureau of Public Roads re situation at Oregon City; Bureau requested to permit transfer of funds to some other project.

Page	Date 1933	Subject
4287	August 24	Multnomah County. Fourth Street; city asks to be relieved from acquiring full width of right of way opposite Jewish Shelter Home.
		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4289		Marion County. Parcel of land in town of Aurora conveyed to Jonas M. Will as partial payment for right of way.
		Jackson County. Parcel of land in Berryvale Addition to city of Medford conveyed to R. S. Murray in exchange for right of way.
		Josephine and Curry Counties. Requests from granges for investigation of feasibility of highway down Rogue River from Grants Pass to Gold Beach.
4290		Lane County. Petition from Lorane Grange asking for construction of 4½-mile section at south end of old Territorial Road.
		Wallowa County. Petition requesting Commission to avoid change which would route highway past school grounds in Wallowa.
		Petition requesting no change in present route through Wallowa; supplement pledging support to revised route.
		Clatsop County. Wolf Creek Highway; Portland organizations request additional funds for Elsie-Sunset Camp Section.
		Portland Chamber of Commerce not satisfied with allocation of funds for Wolf Creek Highway.
		Douglas County Pomona Grange; resolution favoring use of lumber for bridges and other public structures.
		Sherman County. Moro Commercial Club asks to meet Commission at
4291		Biggs to inspect connection with Maryhill ferry.
		Douglas County. Sutherlin, three municipal highway projects requested.
		Josephine County. Redwood Empire Association, request for reconstruction of Hayes Hill and O'Brien sectors.
		Multnomah County. Portland City Commission requested to declare E. 17th a through street.
		Fourth Street and Linnton projects to be included in next letting, if possible.
		Jackson County. Ashland undercrossing, railroad company refuses
4292		to cooperate in cost; Engineer's report discussed.
		Expense allowance; Engineer authorized to ask Board of Control to raise limit.
		Lane County. Control of traffic at intersection of Pacific and
4293		West Side Pacific Highways north of Junction City.
		Extensions of time:
		Lindstrom & Feigenson, Clackamas River bridge;
		Tom Lillebo, half-viaduct near Umatilla;
		Logan Construction Co., Albany-Tangent Section;
		C. T. Malcom and S. H. Newell & Co., Fort Klamath-Crooked Creek
4294		Section;
		C. J. Montag, five pile trestles Monroe-Junction City Section;
		J. A. Terteling & Sons, Drinkwater Section.

Page	Date 1933	Subject
4294	August 24	Baker County. R. H. Jones, three bridges over Burnt River, engineering penalty modified.
		Contracts completed and accepted:
4295		Cleaning and painting Interstate Bridge, Odom & DuRette;
		Flowers Gulch-Long Creek Section, E. C. Peck & Co.;
		Albany-Tangent Section, Logan Construction Company;
		McCallister Section, von der Hellen & Pierson;
		Three trestles, Long Creek-Flowers Gulch Section, R. H. Jones;
		Clackamas River-Canemah Section, Saxton & Looney & Co.;
		Koepke and Hinsdale Slough Sections, F. C. Dillard;
		Trail-Prospect Section, E. R. Metzger;
		Klamath Falls Rock Production Project.
4297	August 25	Proposals received as follows:
		Durkee-Gales and Lime-Huntington Sections, bituminous macadam wearing surface;
		Dixie-Lime Section, culvert and bridges over Burnt River;
		Bridge over Necanicum River;
4298		Middle Fork-Flowers Gulch Section, grading;
		Fort Klamath-Crooked Creek Section, oil mat surface treatment;
		Neskowin-Siletz River Section, bituminous macadam wearing surface;
		Mills Bridge-Deadman Creek Section, grading.
		Clatsop County. Necanicum River bridge ordered readvertised.
		Clackamas County. Surfacing 2.8-mile section north from Wilsonville ferry requested.
		Lincoln County. Improvement of two-mile section of Siletz
4299		Secondary Highway requested.
		Tillamook County. Additional work on Wilson River Highway requested. Repair work on Nehalem River bridge requested.
		Southern Oregon and Portland delegation urging allocation of
4300		funds for Siskiyou Section.
		Douglas County. Winston Bridge; report of Allied Truck Owners re cooperation in cost of truss work to strengthen bridge.
		Pendleton and La Grande grade crossing eliminations; surveys
4301		authorized.
		Benton County. Designation of secondary highway from Monroe to connection with Alsea-Deadwood Secondary Highway 1½ miles south of Alsea requested.
		County requests old Miller Creek bridge for use on market road.
4302		Multnomah County. Third Street, Portland, request for National Recovery Municipal funds.
		Columbia Blvd.-S. P. & S. Undercrossing Section; low bid based on use of California cement; bidder agrees to use Oregon cement.
		Washington County. Inquiries re Hillsboro-Beaverton Section;
4303		Nehalem Secondary Highway; Farmington Bridge.
		Lincoln County. Smelt sand; use in Waldport bridge, decision deferred.

Page	Date 1933	Subject
4303	August 25	Mt. Hood Highway. Snow removal; additional removal to provide parking space not to be done until easements have been secured from adjacent property owners.
4304		Additional parking space authorized.
		Right of way for widening east of Government Camp, condemnation of strip across property of Mrs. Mary Lazelle authorized.
		Saving in department expense, Engineer's report.
		Marion County. Pacific Highway, reconsideration of decision re payment of damages to Welsh property (Duck Inn) requested.
4305		Lake County. Resolution authorizing condemnation of right of way for Fremont Highway across lands of Matilda Sewell, J. A. Hart and Herman O. Mattke.
4308		Awards of contracts announced:
		Durkee-Gales and Lime Huntington Sections, bituminous macadam;
		Culvert and bridges over Burnt River;
		Middle Fork-Flowers Gulch Section, grading;
		Fort Klamath-Crooked Creek Section, oil mat surface treatment;
		Neskowin-Siletz River Section, bituminous macadam;
		Mills Bridge-Deadman Creek Section, grading.
		Next meeting September 16; following meeting October 4.
4309		Jackson County. Decision requested as to whether Ashland grade separation structure shall be federal aid or state project.
		Oregon Coast Highway bridges. Conference with C. C. Hockley re loan and grant of N. R. A. funds.
		Resolution modifying original application for N. R. A. funds.
4321	Sept. 15	Tillamook County. Neahkahnie Mountain Section; award to be held pending inspection of location by representatives of Highway Dept., B. P. R. and Parks Commission.
4322		Malheur County. I. O. N. Highway, Engineer's report of surveys; Resolution designating public lands highway. Resolution designating secondary highway.
4324		Multnomah County. Fourth Street, full width right of way and removal of Jewish Shelter Home required.
4325		Wallowa County. Enterprise, tract donated by city for section headquarters.
		Acquisition of real property for right of way, gravel sites, etc., resolution covering various highways.
4327		Baker County. Elimination of two narrow turns on Baker-Homestead Highway requested; investigation to be made.
4328		Lake and Klamath Counties. Designation of forest highway from Paisley to Bly requested.
		Union County. Request for sidewalk on bridge at Elgin denied.
		Douglas County. Umpqua Highway, survey between Scottsburg and Reedsport requested; District offers to advance payment.
		Wolf Creek Highway. Letters from L. M. Lepper urging construction between Elsie and Sunset Camp and suggesting daily transportation of labor from Portland by railroad.
		Josephine County. Request for investigation of route from Grants Pass to Gold Beach.

Page	Date 1933	Subject
4328	Sept. 15	Wallowa County. Highway from Flora to state line, request for construction denied; Engineer authorized to make survey.
4329		Request for secondary highway designation from end of construction on Enterprise-Flora Highway to state line.
		Geo. P. Winslow. Letter opposing diversion of state highway funds.
		Jay H. Upton. Letter opposing diversion of funds from Dalles-California Highway to other sections of state.
		Super-Safe Form Tile. Resolution by Portland City Council asking use of at least one mile in city of Portland.
		State Police Department granted permission to erect memorial tablet on Pacific Highway in honor of Officer B. M. Baucom.
4330		Claim against D. S. Miller for damage to pavement from burning truck; cancellation authorized.
		Trucks; replacement and purchase authorized.
		Graders and snow plows; purchase authorized.
		Signs, route markers and sign posts; purchase authorized.
4331		Snow plow (obsolete); sale to Union County approved.
		Benton County. Old Miller Creek bridge to be turned over to County Court.
		Smelt sand; permission to use same in construction of Alsea Bay bridge.
		Wolf Creek Highway. Ranger Station-Elsie Section, estimate of cost submitted.
		Estimate of cost to construct across Valkyrie Memorial Park and Pointer cemetery. Relocation to avoid Pointer cemetery and condemnation proceedings to acquire right of way across Valkyrie Memorial Park authorized.
		Grant County. Resolution covering designation as secondary highway of road from Kimberly to Monument.
4332		Jackson County. Ashland undercrossing, decision as to method of financing.
		Clackamas County. Milwaukie undercrossing, decision as to method of financing.
		Lake County. Fremont Highway at north city limits of Lakeview, objection to adopted survey by Dr. H. E. Kelty.
		Wallowa County. Hearings re proposed route changes to be held in Enterprise and Wallowa.
		Jackson County; Engineer's report re placer mining operations being carried on under city streets of Jacksonville.
4333		Confirmation of awards:
		Columbia Blvd.-S. P. & S. Undercrossing Section, regrading and paving;
		Fort Klamath-Crooked Creek Section, oil mat surface.
		Extensions of time:
4334		Theodore Arenz, Molalla River-Aurora Section;
		S. H. Newell & Co., Rice Hill Section;
		Lindstrom & Feigenson, Santiam River bridge approaches.

Page	Date 1933	Subject
4334	Sept. 15	Contracts completed and accepted: Milwaukie-Oregon City Section, Oregon Bridge & Dredging Co.; Umatilla-Washington State Line Section, Newport Const. Co.; Newberg-McMinnville Section, J. A. Lyons; Bear Creek bridges, Washburn & Hall; Santiam River bridge approaches, Lindstrom & Feigenson.
4335		Meetings scheduled for October 5, October 25, November 15, December 7, December 28, 1933 and January 18, 1934.
4336	Sept. 16	Multnomah County Line-Linnton Section, opportunity given to withdraw bids. Proposals opened and read: Bridge over Necanicum River; Unit No. 3, Redmond-Bend Section, grading; Middle Fork-Forest Boundary Section, grading;
4337		Neil Creek-Barron Creek Section, grading; Terminal City-Klamath Falls Section, paving; White Rock-Lakeview Section, grading and surfacing; Soda Fork Section, grading;
4338		Multnomah County Line-Linnton Section, paving; Kilchis River-Tillamook Section, paving; Neahkahnie Mountain Section, grading; Scrap metal, tires, batteries, etc.
4340		Multnomah County. Portland committee requesting reallocation of National Recovery Act funds. Delegation representing 26 counties in opposition to above-mentioned committee.
4346		Announcement of Commission re petition for reallocation of National Recovery Act funds. Crook County. Ochoco Highway, completion of six-mile section requested. Clatsop County. Log hauling on Oregon Coast Highway, discussion with Senator Franciscovich.
4347		Lake County. Fremont Highway, location adopted just north of Lakeview acceptable to county court. Klamath Falls-Lakeview Highway, funds for improvement in Drews Valley requested. Fremont Highway, surfacing of Silver Lake-Horse Ranch Section requested. Hood River County. Columbia River Highway improvement through Cascade Locks requested. Tillamook County. Wilson River Highway, improvement of 1½-mile section west of Mills Bridge requested.
4348		Little Nestucca Secondary Highway, additional construction asked. Nehalem River bridge, repairs requested.
4349		Wilson River Highway. Improvement requested. Estimates of cost. Lincoln County. Indebtedness on Siletz River Forest Highway; County's offer accepted and agreement ordered prepared. Douglas County. Umpqua Highway, Scottsburg-Reedsport survey requested.
4350	Sept. 16	Gilliam County. Reimbursement for portion of expenditures by county on Rock Creek Secondary Highway; request denied. Multnomah. Request for improvement of West Side Pacific Highway through business section. Survey ordered.
4351		Clackamas County. Improvement of Boones Ferry Road north from Wilsonville Ferry requested. Announcement of awards: Necanicum River bridge; Unit No. 3, Redmond-Bend Section, grading; Middle Fork-Forest Boundary Section, grading; Neil Creek-Barron Creek Section, grading; Terminal City-Klamath Falls Section, pavement;
4352		White Rock-Lakeview Section, grading and surfacing; Soda Fork Section, grading; Multnomah County Line-Linnton Section, paving; Kilchis River-Tillamook Section, paving; Neahkahnie Mountain Section, grading; Scrap metal and tires.
4354		Umatilla County. Cold Springs Highway oiling project, doubt as to federal approval, county asks reallocation of funds to relieve unemployment. Portland. Agreement re maintenance of Columbia River from Linnton to north city limits.

Portland, Oregon, April 19, 1933

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Assembly Room, Multnomah Hotel. Present were:

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

Bids as follows for rock production projects and for the furnishing of ferry service were opened and read in accordance with previously published notice:

MT. HOOD HIGHWAY
SANDY-TWIN BRIDGES SECTION - FURNISHING CRUSHED ROCK

Logan Construction Co.	$14,241.50
O. N. Pierce	16,264.00
Fisher Bros.	16,450.00
Joplin & Eldon	16,629.50
Theodore Arenz	16,816.00
Arthur Gentemann	17,853.00
J. W. & J. R. Hillstrom	17,490.00
H. G. Johnson	18,015.00
The United Contracting Co.	20,936.50

COOS BAY-ROSEBURG HIGHWAY
MYSTIC CREEK-WINSTON SECTION - FURNISHING CRUSHED ROCK

A. S. Wallace	$ 5,700.00
E. R. Metzger	6,250.00
Saxton & Looney	7,100.00

CRATER LAKE HIGHWAY
TRAIL-PROSPECT SECTION - FURNISHING CRUSHED ROCK

E. R. Metzger	$ 4,695.00
Saxton & Looney	5,220.00
Dunn & Baker	7,980.00
Arthur Gentemann	8,260.00
R. I. Stuart & Son	8,720.00
H. G. Johnson	9,410.00

THE DALLES-CALIFORNIA, GREEN SPRINGS AND KLAMATH FALLS-LAKEVIEW HIGHWAYS
KLAMATH FALLS ROCK PRODUCTION PROJECT - FURNISHING CRUSHED ROCK

Dunn & Baker	$14,625.00

OLD OREGON TRAIL
EMIGRANT HILL-MEACHAM SECTION - FURNISHING CRUSHED ROCK

Quinn-Robbins Co., Inc.	$ 9,730.00
Arthur Gentemann	11,120.00
H. G. Johnson	12,200.00
Hart Construction Co.	12,300.00
Dunn & Baker	12,850.00

OREGON COAST HIGHWAY
FURNISH FERRY SERVICE ACROSS ALSEA BAY
June 1, 1933 - May 31, 1934

	Alternate "A"	Alternate "B"
Roosevelt Highway Ferry Company	$23,212.50	$36,475.00

OREGON COAST HIGHWAY
FURNISH FERRY SERVICE ACROSS YAQUINA BAY
June 1, 1933 - May 31, 1935

	Alternate "A"	Alternate "B"
Roosevelt Highway Ferry Company	$28,530.00	$21,360.00

Chairman Scott announced that the award of the contracts would be made at two o'clock P. M. this day in the same room.

A delegation consisting of Earl B. Moore, John Day, County Judge P. A. Retrum of Grant County, J. Paulus, Al Lucas and Ross Maloney, John Day, appeared before the Commission and requested certain improvements to the John Day Highway between Valades Ranch and Mount Vernon, including oiling; also, that federal aid funds be allocated for this purpose.

The Engineer advised that the foundation of this section of highway is inadequate and the highway will have to be resurfaced to put it in condition for an oil treatment. The estimated cost of the resurfacing, he said, is about $150,000, which amount the Commission does not have available for this purpose at the present time. Chairman Scott explained that the Commission is making no promises with respect to prospective federal aid funds; neither is it making new engagements for highway construction anywhere in the state with state funds for which reason it is necessary to decline their request. Mr. Moore stated that they will submit a written statement of their desires with respect to this proposed improvement for future information of the Commission.

A delegation, consisting of Merle Chessman, Astoria, Hon. Earl H. Hill, Cushman, Henry G. Kern, North Bend, and Ed. W. Miller, Marshfield, representing the Oregon Coast Highway Association, appeared before the Commission in the interests of the construction of bridges across the five unbridged waterways on the Oregon Coast Highway at Newport, Waldport, Florence, Reedsport and North Bend. Mr. Chessman acted as spokesman for the group.

He advised that the Oregon Coast Highway Association is anxious for the construction of these bridges as self-liquidating toll projects with funds to be secured from the federal Reconstruction Finance Corporation and is ready to proceed with this matter at the earliest possible date. He asked the Commission to approve the project and lend its active cooperation by furnishing the necessary legal and engineering service. Mr. Miller stated that the object of their appearance is not to get the Highway Commission to commit itself with reference to these projects, but rather to bring the matter officially to the attention of the Commission for its consideration and to secure, if possible, the assistance of its legal department to investigate the feasibility of the projects within the limitations of the law and its engineering department to complete the surveys and assist in working out the preliminary requirements.

Chairman Scott stated that the Commission cannot pledge the State's credit or its revenues to guarantee these projects. He gave as his thought that the matter first should be presented to the state committee appointed by Governor Julius L. Meier whose function is to pass on matters pertaining to the Reconstruction Finance Corporation.

The Engineer stated that detailed surveys have already been made for two of the proposed bridge structures and to complete those for the remaining structures will cost only a nominal sum. He recommended their completion now so that they will be ready in the event the projects are approved later and it is decided to make application for a loan from the Reconstruction Finance Corporation to finance their construction. After further discussion of this matter, motion was made by Commissioner Washburne that the Engineer be authorized to complete the detailed surveys for the bridges under discussion. Motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by the unanimous vote of the Commission with the understanding that the authority thus granted is to cover surveys only at the present time.

A delegation consisting of B. L. Eddy, Roseburg, S. M. Garland, Lebanon, A. C. Marsters and W. C. Harding, Roseburg, S. M. P. Dolan and Frank Groves, Corvallis, Ed. Turnbull, E. G. Harlan and Howard Merriam, Eugene, and County Judge D. O. Woodworth, Albany, appeared before the Commission and urged the approval of the following highways for construction as self-liquidating toll road projects under the provisions of the Reconstruction Finance Corporation Act:

South Santiam Highway, Albany to Sisters;
Willamette Highway, Eugene to Crescent;
North Umpqua Highway, from Pacific Highway to Diamond Lake.

Senator Eddy acted as spokesman for the group. He stated that it was their purpose to attempt to secure funds from the federal Government through the Reconstruction Finance Corporation to construct these highways as toll roads and to give them to the Government as security for such loan. So far as the State is concerned, he said, there is no legal obstacle to

this procedure; however, from the Government's standpoint the R. F. C. Act will have to be amended to include a provision for the loan of funds for toll road construction before such loan can be legally made. This matter, he said, is now having the attention of the Oregon delegation in Congress and it is hoped that an amendment effecting this will be approved.

Senator Eddy further stated that they are not asking the Commission to commit the State in any way, except that it is their desire that the Construction be carried on under the supervision of the State Highway Commission. According to the Oregon statutes, he said, the State is without authority to construct toll roads; however, in order to overcome that obstacle they propose to effect a corporation for the construction of these three roads and appoint a trust committee of five to handle funds, et cetera. It would be their desire, he added, that the three members of the State Highway Commission serve on that committee.

Chairman Scott called attention to the fact that there are now eight state highways which cross the Cascade Mountains, some of which are unfinished. He questioned the advisability of adding the North Umpqua Highway to this list because of the severe criticism prevailing throughout the state that there are now too many roads crossing these mountains. Senator Eddy agreed that the designation of additional highways across the Cascade Mountains would be too great a burden for the State of Oregon to shoulder alone, but it was his thought that if federal money can be secured for their construction such designations would be fully justified. There are large strips of timber on the North Umpqua Highway, he said, which are now overripe and should be marketed, and an expenditure of money to provide an outlet for this timber would be well worth while.

Senator Garland gave as his opinion that the criticism offered against the construction of roads across the Cascade Mountains would vanish in the event that the public is given to understand that money for their construction is being provided by the Government, and would furnish employment for many men.

Mr. Ted Gillingwater, Klamath Falls, asked that the Klamath Falls-Wood Highway be included in the consideration of these toll road projects. He advised that as soon as this highway has been taken care of, Klamath County forces will be organized to join with those of the other counties in carrying out the proposition outlined by Senator Eddy.

Senator Eddy filed with the Commission a resolution adopted by members of his delegation, representing Linn, Benton, Lane and Douglas Counties, in which it was proposed that a representative or representatives be sent to Washington, D. C., as soon as possible to look after the interests of the State of Oregon with respect to highway legislation and to assist in securing amendments to the present Reconstruction Finance Corporation laws which would legalize the loan of Reconstruction Finance Corporation funds for the construction of toll roads. He explained that their presentation of today is not to ask the Commission for any commitments but simply to ask for its sympathetic support.

The County Court of Linn County, consisting of D. O. Woodworth, County Judge, H. A. Renninger and H. F. Warren, County Commissioners, appeared before the Commission and asked the Commission to approve as a secondary highway project the construction of a bridge over the Santiam River on the Albany-Lyons Secondary State Highway No. 211 to replace the old bridge, known as the Sanderson Bridge, which was washed away in the flood of 1931. They offered county funds in the sum of $23,000 as cooperation in the cost thereof and asked the Commission to contribute the balance, estimated to be about $12,000, from secondary highway funds. The Engineer stated that there are sufficient secondary highway funds available to pay the State's cooperative share and recommended that the offer of Linn County Court be accepted. The recommendation of the Engineer was approved and adopted by the Commission by unanimous vote, and he was authorized to advertise the project for bids to be received at the May meeting of the Commission.

A delegation, consisting of E. M. Cousin, T. H. Sherrard, L. M. Bernstein and Mrs. Mary L. Davison, Portland, appeared before the Commission regarding a drainage matter which they alleged exists on the Pacific Highway between Multnomah County Line and Tryon Creek. They complained that drainage water from the highway is being conducted onto their property located at that point which is causing them serious damage and asked that necessary steps be taken to remedy this situation. The Engineer reported that an investigation has been made of the conditions complained of by the delegation and it has been found that the drainage pipes are satisfactory, but that the fault lies with the disposal of the water after it crosses the highway. The water, he said, has to be carried across the highway in the natural channels as near as possible, and its disposal, after crossing the highway, is not a responsibility of the State. He suggested that the matter be referred to the Attorney for an opinion as to the legal responsibility of the Commission. If the Commission is legally responsible for this condition, he added, then it will be taken care of by the State. If the Commission is not legally responsible, then it is a matter for the Commission to decide whether or not it wishes to spend state funds for the benefit of private property. Chairman Scott gave as his thought that people affected should form a drainage district to take care of the matter. After further discussion, the Commission referred the matter to the Attorney for his opinion as to its legal responsibility as recommended by the Engineer.

County Judge Guy Boyington of Clatsop County was present and presented to the Commission a deed to the following described parcel of land, which, he stated, Clatsop County Court wishes to convey to the State as a gift for public park purposes:

> All that portion of Lot 3, Section 2, Township 8 North, Range 9 West of Willamette Meridian, lying south of the south boundary of S. P. & S. R. R. right of way and west of Tongue Point Naval Base Road as now established and improved;

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Also all that portion of Lots 4 and 5 in Section 2, Township 8 North, Range 9 West of Willamette Meridian, lying west of Tongue Point Naval Base Road and north and west of the Columbia River Highway as now established and improved, all containing forty acres of land, more or less.

This tract, he said, lies just outside of the city limits of Astoria between the state highway and Youngs Bay and is commonly known as Tongue Point Park. The Attorney advised that there is no legal restriction to the Commission's acceptance of the gift in behalf of the State. Thereupon, with the assurance of Judge Boyington that the State assumes no obligation for improvements in the park now or at any time in the future, the Commission, by unanimous vote, accepted the deed.

County Judge H. H. DeArmond appeared before the Commission and requested that the following county roads be designated as secondary state highways:

1. County road which extends in a northeasterly direction from Tumalo to Cline Falls;

2. County road which extends in a northwesterly direction from Redmond to Lower Bridge; and

3. An extension of Secondary State Highway No. 372, known as Century Drive.

The Engineer advised that the secondary highway funds allocated to Deschutes County are sufficient to maintain the county's present secondary highway system and a small additional mileage, but not all of the roads mentioned by Judge DeArmond. Judge DeArmond stated that if the Commission cannot see its way clear to designate all three of the roads as secondary highways, their preference would be the designation of the Tumalo-Cline Falls and the Redmond-Lower Bridge roads as such rather than Century Drive. After some discussion it was decided to defer action on this matter until the Commission has made a personal inspection of these roads on the ground, which it will try to do the first of the following week. The legal authority of the Commission to spend unexpended balances of secondary highway funds allocated in one year for construction of secondary state highways during the year immediately following such allocation was then discussed. The Commission instructed the Attorney to render an opinion with respect thereto.

County Judge J. M. King of Jefferson County was present and stated that the county has a small amount of county funds available which it wishes to expend for the improvement of a 1.5 mile section of the Warm Springs Secondary Highway. They would like to use all of this money for construction, he said, and would want the Commission to pay the engineering costs from the unobligated balance of the secondary highway funds which were apportioned to Jefferson County in 1933. The Engineer advised that the unobligated balance of Jefferson County's share of the 1933 apportionment amounts to $510. He estimated that the engineering costs in connection with the construction

proposed by Jefferson County would not exceed $200 and recommended that the request of Judge King be granted. The recommendation of the Engineer was approved and adopted by the Commission by unanimous vote and the Attorney was instructed to prepare a form of agreement in conformance therewith.

The Commission, by unanimous vote, approved the minutes of the meetings held on March 15 and March 23, 1933.

The Engineer reported on the proposal of the Clackamas County Relief Committee appointed by Governor Meier which involves the use of federal Reconstruction Finance Corporation funds for the payment of labor and state funds for engineering, truck hire, tools, etc., in the improvement of the Sellwood-Milwaukie Section of the East Portland-Oregon City Highway. He stated that investigation shows that the improvement proposed by the Committee will not lend itself agreeably to hand labor methods and little advantage would be gained by using Reconstruction Finance Corporation funds for this purpose. He suggested that a better project on which hand-labor methods could be used more advantageously would be the construction of the approaches to the railroad undercrossing which is included in the plans for this improvement. The decision with respect to this matter was deferred by the Commission until later pending the appearance of the delegation which wishes to be heard relative thereto.

The Engineer reported the results of a conference held in his office on April 11, 1933 with representatives of the concrete and concrete pipe industries pertaining to the use of concrete pipe in highway construction work. He said that the concrete pipe representatives proposed four major changes, as follows:

1. That bids be received for each size of pipe to be used, specifying for each size the type (concrete or steel) upon which bids are based;

2. That items of elliptical reinforced concrete pipe be included under the joint specification;

3. That 18" and 24" pipe which is placed in shallow fills up to 10 feet in depth be plain concrete;

4. That consideration be given to the greater carrying capacity of concrete pipe as compared to metal pipe.

The Engineer said that he accepted the first of these proposals because he felt that the State would benefit thereby by reduced costs. In reference to the second proposal he advised that he was not convinced of the merits of elliptically reinforced pipe but agreed to try out some of it for a limited period. The remaining proposals, he stated, were not granted but it was agreed that they would be given further study although in all likelihood they would be denied. The report of the Engineer was approved by the Commission unanimously.

Consideration was given by the Commission to the report of the Engineer with respect to the condition of the bridge over the Umpqua River on the Pacific Highway at Winston in Douglas County. The Engineer explained that the existing bridge at this place is now posted for a maximum load limit of 11 tons and is the only bridge on the Pacific Highway on which the load limit is restricted. He further explained that he has been importuned many times by truck and bus operators to increase this maximum limit to 12½ tons to allow heavier loads to be taken over the bridge, but he has not consented because of the unsafe condition of this bridge. To make the bridge safe for loads of 12½ tons, he said, would necessitate the repair of the entire bridge floor system which he thought would cost approximately $3,000 as a temporary expedient. An entirely new bridge, he added, would cost approximately $165,000, including approaches, and would have to be paid entirely with state funds if constructed now because federal funds are not available at the present time. He recommended that the bridge be repaired to permit the movement of vehicles weighing 12½ tons thereover, and that the speed limit for all classes of vehicles be limited to 12 miles per hour; also, that large signs be placed at each end of the bridge calling attention to the reduced limit as to weight and speed and further giving notice that trucks or buses will not be permitted to pass on the bridge structure. After considerable discussion of this matter, the recommendation of the Engineer was approved by the Commission by unanimous vote upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The Commission adjourned at 12:45 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in the Assembly Room of the Multnomah Hotel with all members, the State Highway Engineer, the Attorney and the Secretary present.

Chairman Scott made the following announcement of awards of contracts for which bids were received at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, produce and stock pile crushed rock. The low bid submitted is that of Logan Construction Co., Arlington, at $14,241.50; the next low bid is that of O. N. Pierce, Portland, at $16,264.00. The Commission awards this contract to the low bidder, Logan Construction Co., at its bid price of $14,241.50.

"Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County, produce and stock pile crushed rock. The low bid is that of A. S. Wallace, Roseburg, at $5,700.00; the next low bid is that of E. R. Metzger, Roseburg, at $6,250.00. The Commission awards this contract to the low bidder, A. S. Wallace, at his bid price of $5,700.00.

"Trail-Prospect Section of the Crater Lake Highway in Jackson County, produce and stock pile crushed rock. The low bid is that submitted by E. R. Metzger, Roseburg, at $4,695.00; the next low bid is that submitted by Saxton & Looney, Corvallis, at $5,220.00. The contract is awarded to the low bidder,

E. R. Metzger, at his bid price of $4,695.00.

"Klamath Falls Rock Production Project in Klamath County, produce and stock pile crushed gravel. The bid of Dunn & Baker, Klamath Falls, at $14,625.00 is the only bid received for this project. This bid being satisfactory to the Commission, the contract is awarded to Dunn & Baker at their bid price of $14,625.00.

"Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County, produce and stock pile crushed rock. The low bid is that submitted by Quinn-Robbins Co., Inc., Boise, Idaho, at $9,730.00; the next low bid is that submitted by Arthur Gentemann, Grants Pass, at $11,120.00. The Commission awards this contract to the low bidder, Quinn-Robbins Co., Inc., at its bid price of $9,730.00.

"Furnish ferry service across the Alsea River at Waldport in Lincoln County. The only bid received for this service is that of Roosevelt Highway Ferry Company, Newport, at $23,212.50 per year on Alternate 'A', and $36,475.00 per year on Alternate 'B'. The award of the contract will be announced by the Commission at five o'clock P. M. this day in this room.

"Furnish ferry service across Yaquina Bay at Newport in Lincoln County. The only bid received for this service is that of Roosevelt Highway Ferry Company, Newport, at $28,530.00 per year on Alternate 'A' and $21,360.00 per year on Alternate 'B'. The award of this contract will be announced by the Commission at five o'clock P. M. this day in this room."

A committee representing the Oregon Coast Highway Association, consisting of Senator Ed. W. Miller, Secretary and Manager, Marshfield, Mr. E. A. Woodman, Chairman of the committee, Hon. Earl H. Hill, President, and Mr. Ed Krieger, Marshfield, appeared before the Commission and asked for improvement of ferry service on the unbridged gaps of the Oregon Coast Highway. Senator Miller acted as spokesman for the group. He stated that the present ferry service is good but is inadequate to take care of the traffic which the ferries serve. He urged the Commission to give full consideration to the bids received at the morning session for ferry service and recommended that such service be enlarged to provide for 18-car ferries. He further recommended that sanitary and shelter facilities be provided at each ferry landing and that all ferries operate continuously at 15-minute intervals from six o'clock in the morning until one o'clock after midnight, except at Coos Bay where the 20-minute interval operation is satisfactory. Mr. Miller called attention to the ferry channel condition at the mouth of the Umpqua River where the ferry operates between Reedsport and Gardiner. This channel, he said, should be deepened to provide at least 30-minute round trip service. He also spoke of the waiting time consumed by the ferries which, he said, is now all confined to one landing. It was his thought that this should be divided 50% to each landing with a maximum of perhaps three minutes at each.

At the request of the Chairman, the Engineer explained that bids

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were received today for both regular service and increased service; also, a quotation was received from the present ferry operators at Reedsport which would indicate that the total cost of increasing the ferry service at Newport, Waldport and Reedsport would amount to more than $50,000 per year.

Chairman Scott explained that the budget allowance for ferry service as approved by the legislature was in a definite amount which would not permit the increased service suggested by Mr. Miller. The Commission must proceed very carefully with the expenditure of funds, he added, because the revenues are now barely enough to maintain the present highway system.

Senator Miller advised the Commission that their association is appealing to the Governor's Reconstruction Advisory Committee to provide means with which to send a representative to Washington, D. C. to assist in securing the passage of amendments to the Reconstruction Finance Corporation law which will legalize the loan of Reconstruction Finance Corporation monies for the construction of toll bridge and road projects in the state of Oregon. The matters presented by Mr. Miller were taken under advisement by the Commission.

Concerning the improvement to the ferry channel across the Umpqua River at Reedsport, the Engineer called attention to the fact that about a year ago the Commission approved an expenditure of not to exceed $500, in cooperation with the Port of Umpqua for the betterment of this channel condition. The work contemplated was not done at that time, he said, because the Port of Umpqua was unable to finance its share of the cost due to delinquent tax payments. Therefore, the State was not called upon to pay its agreed amount. The Port of Umpqua now estimates, he said, that it will cost approximately $1,500 to put this channel in satisfactory condition and the Port has signified that it can cooperate to the extent of $500, but asks the State to pay the balance which is just the reverse of the cooperation agreed upon last year. He further stated that the ferry channel needs improvement and recommended that the Commission's previous offer be renewed. After some discussion of this matter, the recommendation of the Engineer was adopted by the Commission by unanimous vote with the understanding that the Port of Umpqua shall make a proper showing to the Commission that the State's contribution of $500 is fully justified. The Attorney was instructed to prepare an appropriate form of agreement to cover the matter.

A delegation from Clatsop, Tillamook, Washington and Multnomah Counties, consisting of Hon. Loyal M. Graham, and Arthur M. S. Stook, Secretary, Chamber of Commerce, Forest Grove; Oscar Effenberger, President, and John W. Schroeder, Secretary, Tillamook Chamber of Commerce; W. G. Ide, E. L. Johnson and Lester Ireland, Hillsboro, and S. W. Lawrence, representing the East Side Commercial Club, Portland, appeared before the Commission in the interests of the Wolf Creek and Wilson River Highways. Mr. Graham acted as spokesman for the group.

Mr. Graham stated that a meeting of the people interested in these highways was held in the State Highway Commission Attorney's office in Salem on April 4, at which time the matter of securing federal funds through the

Reconstruction Finance Corporation for the construction of these roads as self-liquidating toll road projects was discussed. Due to the fact that the Oregon law does not permit the State to construct toll roads, he said, it was decided to remove that obstacle by incorporating, and a committee was thereupon appointed to prepare articles of incorporation. The corporation to be formed, he said, is to be a non-profit organization for the sole purpose of constructing the Wilson River and Wolf Creek Highways. He added that the articles of incorporation are to contain a provision for the appointment of a trust committee of five to handle its affairs, and it is their desire that the three members of the State Highway Commission be on this committee. At this meeting, he said, it was discovered that provision was not made in the Reconstruction Finance Corporation Act for the construction of toll roads; therefore, steps were taken to secure an amendment thereto which would legalize a loan for that purpose. Action was also taken, he said, to secure amendments to that Act which would permit the financing of the projects without local contribution and would extend the time for the repayment of the loans. Mr. Graham gave as their opinion that it is essential that early action be taken to secure a loan from the Reconstruction Finance Corporation before other states do likewise. He called attention to the fact that both of the projects under consideration have been approved by the State and by the federal Government and that surveys have been completed so that construction can be undertaken immediately. Concerning right of way Mr. Graham stated that he has been assured by the timber interests that they will withdraw their objections to the construction of a road across their properties in order to assist in securing the approval of these projects. He further stated that they believed that the State should assume the cost of maintenance and quoted Mr. J. C. Ainsworth, President of Board of Directors of United States National Bank, Portland, as saying that the gross receipts from tolls collected for the use of these highways should be applied to the liquidation of the loan. Mr. Graham explained that their plea today is simply to ask the support and cooperation of the State Highway Commission without which, he said, they cannot proceed with their organization.

Chairman Scott stated that the Commission feels that it should not take the initiative in this matter in view of the fact that Governor Meier has appointed a committee which is the directing head in the selection of projects throughout the state for construction with monies secured from the Reconstruction Finance Corporation. It was his thought that this committee should pass upon the merits of the proposed projects before they are presented to the State Highway Commission for approval. The Commission will be pleased to consider the recommendations of this committee, he said. He assured the delegation that the Highway Commission will loan its legal and engineering staffs to assist in the accomplishment of these projects so long as it does not pledge the State's credit or revenues because the state revenues are otherwise pledged for the next two years.

Commissioner Washburne concurred in the statements made by the Chairman, and added that it was his thought that an attempt should be made to pay the cost of maintenance of these highways out of the first tolls received instead of using state money for that purpose. Commissioner

Aldrich also concurred in the statements of the Chairman. He called attention to the action taken by the last legislature by which the Commission was instructed not to incur additional indebtedness nor to contract new major construction work. It was his thought that the State Highway Commission should not show too much activity in this matter at this time.

Mr. Effenberger also spoke in behalf of the projects and gave as his opinion that someone should be sent to Washington, D. C. to assist in securing the necessary amendments to the Reconstruction Finance Corporation law. After further discussion the delegation retired with the idea in mind of meeting with the Governor's Advisory Committee at the earliest possible date and reappearing before the State Highway Commission in the event that they are given assurance of cooperation by that committee.

The Engineer reported on the condition of the Green Springs Highway concerning which complaints have been received from Medford and Ashland. He stated that each year the highways are damaged to a certain extent by the winter's ravages but corrective measures are taken as soon as possible the following spring. He further stated that spring maintenance work is now under way on the Green Springs Highway, and he anticipates that the cause of the complaints will be removed within the next six or eight weeks.

Consideration was given by the Commission to the request of Mr. J. B. Laber, Portland, that certain line changes be made in the Columbia River Highway through the town of Cascade Locks. The Engineer reported that he investigated this matter in company with Chairman Scott and they decided that the changes proposed by Mr. Laber were not proper but that the improvement should be made in accordance with the original plans. He advised that Mr. Laber has been officially informed to that effect. The Engineer's report was approved by the Commission's unanimous vote.

Consideration was given by the Commission to the application of the Stanfield Community Club and the County Court of Umatilla County for the designation as a secondary state highway of the county road that connects the town of Stanfield with the Pendleton-Cold Springs Highway at a point about four miles north of Pendleton, action on which was deferred by the Commission on December 13, 1932. The Engineer advised that the Commission has already designated the maximum mileage of secondary highways in Umatilla County that it is possible to maintain with the funds available; therefore, he recommended that the request be denied. Recommendation was approved by the unanimous vote of the Commission.

Consideration was given by the Commission to the request of the Board of County Commissioners of Multnomah County that a contract be awarded for the grading and paving of a portion of the North Portland Secondary State Highway between Engineer's Stations 97+92.7 and 102+06.75, which matter was also deferred on December 13, 1932. The Engineer recommended that the request be not granted for the reason that there is a possibility that a much better alignment for this highway can be secured in which event it would be wasteful to make improvements on the present alignment; furthermore, it was his thought that the money could be used to better advantage elsewhere. The Commission

adopted the recommendation of the Engineer by unanimous vote.

The following members of the Committee appointed by Governor Julius L. Meier to supervise county unemployment relief matters throughout the state and to act as a directing head for the disbursement of funds secured from the Reconstruction Finance Corporation appeared before the Commission at this time: Mr. Raymond B. Wilcox, Vice-Chairman, Portland; Mr. Robert W. Sawyer, Bend; Mr. H. L. Edmunds, Eugene; Mr. H. S. Rogers, Corvallis; and Mr. J. P. Newell, Portland.

Matters pertaining to the Reconstruction Finance Corporation Act and its administration in the state of Oregon were discussed informally, but no definite action was taken with respect thereto. Mr. Wilcox stated that their committee is not yet fully organized and they can make no definite statements until that is done. It was his thought that one of the first things they would do would be to canvass the entire state and select those projects which might be eligible and desirable to construct with Reconstruction Finance Corporation funds. On highway matters, he said, the committee feels subservient to the Highway Commission, but would be glad to give the Commission any assistance that it could. He asked the cooperation of the State Highway Commission in this matter.

Chairman Scott advised the committee that the Commission will assist in this matter to the extent of furnishing legal and engineering help within reasonable limitations. He further advised that it would be the policy of the Commission to take no action on any prospective project until it has been passed upon by the committee and to refer the proponents of such projects to the committee for a recommendation. The Engineer stated that plans for a number of state highway projects have already been prepared and construction can proceed at any time that funds are provided.

Mr. J. G. Love, Central Point, appeared before the Commission regarding his claim against the Highway Commission for right of way acquired from him for the improvement of the Pacific Highway between Central Point and Medford in Jackson County. Accompanying Mr. Love were Mr. A. E. Reames, his attorney, Medford, Fred H. Hopkins, J. O. Isaacson, and Elmer Feldenheimer, all of Central Point.

Mr. Reames stated that the offer made by the Commission to Mr. Love for his land is not acceptable because full consideration has not been given to the pear trees which have been destroyed. He submitted a schedule showing Mr. Love's estimated damages, totaling $14,001.50, and called attention to the fact that the Commission has tendered Mr. Love the sum of $6,000 in the condemnation suit that has been filed. This schedule, he explained, is based on what the orchards have produced during the ten-year period, 1923-1932 inclusive, capitalized at 8%. Mr. Reames asked the Commission to reconsider its offer and allow Mr. Love for his property a sum more in conformance with this schedule. He added that Mr. Love prefers a compromised agreement rather than to go to Court over the matter.

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Mr. C. L. Gardiner, right of way buyer for the Commission, advised that he offered Mr. Love $7,000 for his property which was refused. Mr. Love's final offer to him, he said, was $11,875, which he considered too much in view of the appraisals and reports which he has secured from various sources.

Chairman Scott advised that the Commission is of the unanimous opinion that it cannot pay more than $7,000 for this property; therefore, it will be necessary to proceed with the condemnation proceedings notwithstanding the fact that the Commissioners regret such necessity.

The matter of the demotion of Jack Coblantz, section man at Heppner, from the position of section man to section man's helper was discussed by the Commission. The Engineer reported that Mr. Coblantz has been under observation for two years, during which time he has been found guilty of many infractions of the rules and regulations of the State Highway Department. On account of these infractions and to uphold the Department's regulations it was deemed advisable, he said, to replace Mr. Coblantz with a man of equal ability and who has seniority over him in point of service. He further reported that because of Mr. Coblantz' ability to do efficient work it was thought best to demote him to the position of section man's helper rather than to dispense entirely with his services. The action of the Engineer in this matter was approved by the Commission by unanimous vote. He was instructed by the Commission to so inform Mr. William T. Campbell, County Judge of Morrow County, and to state that Mr. Coblantz will be discharged upon receipt of the next notice that he is guilty of infringement of the Department's rules.

Resolutions were presented from the following counties whereby, pursuant to the secondary state highway laws amended by the 1933 legislature, those counties waive their rights to perform secondary highway work and authorize the State Highway Commission to perform such work starting on certain specified dates:

County	Date Effective 1933	County	Date Effective 1933
Benton	April 1	Klamath	April 20
Clackamas	April 1	Lake	April 7
Clatsop	April 1	Lane	April 15
Columbia	April 1	Linn	April 1
Coos	April 15	Lincoln	April 1
Crook	April 12	Marion	April 1
Curry	April 15	Polk	April 1
Deschutes	April 20	Sherman	April 20
Douglas	April 15	Tillamook	April 1
Gilliam	April 17	Umatilla	April 10
Hood River	April 20	Wasco	April 20
Jackson	April 15	Washington	April 1
Jefferson	April 20	Wheeler	April 10
Josephine	April 15	Yamhill	April 1

After due consideration the Commission, by unanimous vote, accepted and approved the resolutions and instructed the Engineer to proceed with the maintenance of the secondary state highways in conformance therewith.

The Engineer reported that information has been received from the County Court of Lane County that it has now under way clearing and grubbing work on the Linslaw-Swisshome Section of the Eugene-Swisshome Secondary Highway No. 220, the labor for which work is being paid partly with funds secured from the Reconstruction Finance Corporation and partly with county funds. It was his thought that the work should be covered by special agreement between the State and the County in order to make it clear that the State will not be called upon later to reimburse the County for such expense. After some discussion, the Commission approved and adopted the suggestion of the Engineer. The Attorney was instructed to prepare an agreement in conformance therewith and to provide in such agreement that the work shall be performed under the supervision of the State Highway Department according to plans approved by the State and further to provide that the State shall not be called upon to assume any part of the expense thereof.

A communication was presented to the Commission from Mr. W. H. Steeprow, Alsea, in which the Commission was requested to make certain improvements on the Alsea-Deadwood Secondary Highway No. 201 in Benton County. A petition signed by residents of that vicinity requesting such improvement was also presented to the Commission. The Engineer advised that there will be no secondary funds available for the next two years for the improvement of this road and recommended that the request be denied. Recommendation of the Engineer was adopted by the unanimous vote of the Commission.

The Engineer reported that Secondary State Highway No. 102 in Washington County which extends southerly from the Columbia County line to Buxton at present terminates about one mile north of the junction with the located line of the proposed Wolf Creek Highway. It would be convenient, he said, to extend this designation to a junction with the Wolf Creek Highway location in order to provide for the proper maintenance of this highway. He recommended that the Commission designate this one-mile section as a secondary state highway provided this designation meets with the approval of the County Court of Washington County. The recommendation of the Engineer was adopted by the unanimous vote of the Commission upon motion of Commissioner Washburne, which was duly seconded by Commissioner Aldrich.

The Engineer reported that Klamath County has expended county funds in the sum of approximately $5,700 for the improvement of the Klamath Falls-Weed Secondary State Highway and has asked the State to reimburse the County for such expenditure from secondary highway funds remaining unexpended from the 1932 apportionment. He stated that this matter was previously presented to the Commission, but action was denied because it was then thought that the unexpended balance of the 1932 apportionment of secondary highway funds to Klamath County was insufficient to pay this cost.

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However, it now develops that these funds are ample; therefore, he recommended that the request of Klamath County Court be approved. The recommendation of the Engineer was adopted by the unanimous vote of the Commission.

The Engineer reported that there remains an unexpended balance of about $5,100 of the secondary highway funds which were apportioned to Hood River County in 1932 and it is the desire of the County Court to use this money this year for the construction of some of the uncompleted projects that were in its 1932 program. Because of the condition of the County's finances, he explained, it has been necessary for the Court to arrange with the First National Bank of Hood River to pay the warrants that the County may issue in connection with such work when they are presented. The bank has consented to do this, he added, provided it is assured that the State will reimburse the County later. After due consideration, the Commission authorized the Engineer to write such letter to the bank.

The Engineer reported that the County Court of Gilliam County has county funds which it wishes to expend for certain construction work on Secondary State Highway No. 300 in that county and have requested authority to do this work with county forces under the supervision of their county engineer, the County to pay the construction costs and the State to pay the costs of engineering work. He recommended that the request be granted subject to the condition that all work shall be done to the satisfaction of the Commission. After some discussion, the recommendation of the Engineer was approved by the Commission by unanimous vote.

The Engineer reported that in connection with the improvement of the Chiloquin Secondary State Highway No. 421 in Klamath County, the Klamath County Court has produced and stored adjacent to this highway about 4,000 cu. yds. of crushed surfacing material. This material, he stated, was produced by the County for maintaining this highway when it was on the market road system and the County considers that it owns a portion of it due to the fact that market road funds were used for its production, one-half of which were raised by the County under the old market road law. Furthermore, the County feels that, since this road is now on the secondary highway system which the State maintains, the State should pay the County for this material at least for the portion that may be used to maintain this highway. It was the opinion of the Commission that, since the maintenance of secondary highways has been turned over to the State, materials produced for their maintenance when they were in the status of market roads should also be turned over to the State; therefore, the request of the County Court was denied.

The Engineer reported that he has received an inquiry from the County Court of Umatilla County as to whether or not secondary highway funds in excess of those required for maintenance of secondary highway work in 1935 will be paid by the State to the County as reimbursement for county expenditures on these highways in 1932. After some discussion the matter was referred by the Commission to the Engineer and the Attorney for further information as to legal and other features involved.

A letter was presented from L. M. Sweet, Chairman, Sams Valley Grange Legislative Committee, Sams Valley, in which request was made that the Sams Valley Secondary State Highway in Jackson County be oiled this season. The Engineer reported that there are insufficient funds available to perform the work requested by Mr. Sweet, all secondary highway funds being otherwise allocated. Thereupon, the request of Mr. Sweet was denied by the Commission and instructions were given that Mr. Sweet be so notified.

Parks Engineer S. H. Boardman, who was present, reported that he has been informed that under the reforestation plan approved by President Franklin D. Roosevelt, it will be possible to secure the clearing up and improving of timber strips owned by the State lying adjacent to state highways. This work, he said, will not have to be confined to national forests alone, but will also include other forest areas and it is thought that it will be done in accordance with the desires of the State Highway Commission. No action was taken by the Commission on this matter.

Mr. Boardman also reported that he has received information from the federal Government that the State's application for the acquisition of a park site at Newport has been approved and that the Department of Commerce will introduce a bill in Congress to effect its transfer to the State.

Commissioner Washburne reported that the owner of Sea Lion Caves, which lies near the Oregon Coast Highway in Lane County, has constructed some buildings on his property adjacent to the highway at this point and plans to construct additional buildings which, in his opinion, will detract greatly from the scenic beauties of this locality. This point, he said, is one of the most attractive points along the highway and should not be thus marred. It was his thought that the owner should be contacted and an attempt made to prevail upon him to erect buildings which would fit in better with the natural surroundings. After some discussion, it was decided that the matter should be referred to the Oregon Coast Highway Association for a solution. The Parks Engineer was authorized by the Commission to contact that association with respect thereto.

The Parks Engineer presented a deed from the County Court of Lincoln County conveying to the State as a gift for park purposes the following described tract of land which lies adjacent to the Oregon Coast Highway about six miles south of Newport in Lincoln County:

All of Lots 6 and 8, Block 1, and Lots 5, 6, 7 and 8, Block 2, Coast View Addition to Yaquina City.

He stated that this tract is being conveyed to the State free of all incumbrances and without obligation as to its development, or otherwise, and recommended that it be accepted. The Commission, by unanimous vote, accepted the gift of Lincoln County Court with thanks.

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A letter was presented from J. M. Ohl, Astoria, requesting free use of one of the state parks south of Cannon Beach for commercial purposes for which privilege he agreed to improve the area by clearing out underbrush, etc., and acting as caretaker. The Commission denied Mr. Ohl's request, it being contrary to the policy of the Commission with respect to state park matters.

The Secretary presented an agreement with E. H. Lamport for a three-year lease of one acre of land situated in Casey Park which lies adjacent to the Crater Lake Highway in Jackson County. The Commission by unanimous vote approved the form of lease and instructed the Secretary to secure Mr. Lamport's signature thereto.

The Commission discussed the matter of acquiring a small parcel of land at the northwest corner of the intersection of First and "B" Streets, Drain, Oregon, to provide an easier turn for the route of the Pacific Highway through that town. No action was taken by the Commission with respect thereto.

The Commission signed a quitclaim deed conveying to Mr. Chester L. Mains, Junction City, a small parcel of state property situated adjacent to the right of way of the West Side Pacific Highway north of Junction City in Lane County in exchange for which Mr. Mains has given to the State a deed for right of way for the improvement of this highway at that point.

A letter was presented from Mrs. Bertha Sparling, The Dalles, requesting permission to use a portion of Mark A. Mayer Park, situated adjacent to the Columbia River Highway in Wasco County, for residential purposes. The request was denied by the Commission it being contrary to the established policy with respect to the use of state parks.

The Commission signed an agreement with the Southern Pacific Company relative to acquiring right of way for the improvement of the Pacific Highway in Jackson County between the towns of Central Point and Medford, whereby the State is to pay to the railroad company the sum of $1,140 for encroaching on its property.

A letter was presented from the Angora Club, Astoria, requesting permission to use the house located on the state park at Ecola Beach, Clatsop County, in connection with the activities of their organization. Letters from several other outdoor organizations endorsing the request of the Angora Club were also considered. The Parks Engineer reported that the building is badly in need of repair and should be put in condition before it is occupied for any purpose. He estimated that the repairs would cost between $1,500 and $2,000, and suggested, if the Commission approves the leasing of this property to the Angora Club, that it be required to repair the building at its sole expense and to the satisfaction of the Commission. Mr. Boardman also stated that he interviewed Mr. Rodney L. Glisan, one of the former owners of the property, with respect to the leasing of this building to the Angora Club and Mr. Glisan offered no objections other than that the property should be well taken care of.

After some discussion concerning this matter, it was referred by the

Commission to the Parks Engineer to contact the Angora Club and ascertain whether they wish to lease the property under the condition that they make and pay for the necessary repairs.

The Engineer requested authority to purchase certain parcels of real property which are needed for various highway improvements throughout the state. The Commission granted the Engineer's request and by unanimous vote adopted the following resolution with respect thereto:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
<u>Canemah Section, Pacific Highway</u>				
Carothers, Mary F.	R/W	914.76	Sq.Ft. $250.00 Lump Sum	Langille
Harvey, Wm. G.	"	500	" " 550.00 " "	"
Large, Walter A.(leasehold)	"	871.2	" " 65.00 " "	Rose
Swift, Thomas & Claribel Jermstad	"	217.80	" " at 10¢ plus $300.00 Lump Sum	Langille
Bolton, H. A.	"	261.36	" " at 10¢ plus $150.00 Lump Sum	"
Howard, W. H.	"	500	" " at 10¢ plus $343.00 Lump Sum	"

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Canemah-New Era Section, Pacific Highway				
Hess, Frank	R/W	1.3	$100.00 per A. plus $30.00	Gardiner
McArthur, David	"	0.75	100.00 per A. plus $55.00	"
Dustin, Wyman G.	"	0.75	100.00 per A. plus $35.00	"
Salem-Aurora Section, Pacific Highway				
Union Oil Company	R/W	0.051	75.00 for land plus $25.00	Bentley
Wilbur-Douglas County Line Section, Pacific Highway				
Short, George W.	Stock Pile	0.21	$30.00 Lump Sum 2 yr. lease	Benson
Medford-Central Point Section, Pacific Highway				
J. C. Barnes	R/W	0.92	$645.00 Lump Sum	Gardiner
Polk County Section, West Side Pacific Highway				
Baker, E. L.	R/W	0.69	$100.00 per A. plus $68.50	Benson
Tigard Section, West Side Pacific Highway				
Frewing, B. S. & Florence	R/W		$160.00 Lump Sum	Rose
Frewing, B. S. & Florence	"		50.00 " "	"
Miller Creek-Junction City, West Side Pacific Highway				
Lingo, B. W.	R/W	0.13	$15.00 Lump Sum	Campbell
Clatsop County, Oregon Coast Highway				
Clatsop Co. School Dist. #2	R/W	0.50	$75.00 Lump Sum	Gray
Tillamook Section, Oregon Coast Highway				
Wallace, G. W.	Stock Pile	0.52	$30.00 Lump Sum 2 yr. lease	"
Hebo-Neskowin Section, Oregon Coast Highway				
Dick, Kenneth D.	R/W	1.66	$150.00 per A.	"
China Creek (Lane Co.), Oregon Coast Highway				
Larson, Viola B.	Stock Pile	0.69	$125.00 Lump Sum	Benson
Coos County Section, Oregon Coast Highway				
Collier, Joseph	Stock Pile	0.37	$50.00 Lump Sum 2 yr. lease	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Multnomah County Section, Lower Columbia River Highway				
United Railways Co.	R/W	14.33	$800.00 Lump Sum	Rose
John Day Bridge Section, Lower Columbia River Highway				
Graham, Frances K.	R/W	0.667	200.00 Lump Sum	Gray
Linnton-Burlington Section, Lower Columbia River Highway				
Ambrose, H. F.	R/W		$150.00 Lump Sum	Rose
Wasco County Section, Columbia River Highway				
Leninger, L. H.	Stock Pile	2.0	$50.00 Lump Sum 3 yr. lease	Langille
Sherman County Section, Columbia River Highway				
Pyburn, Mrs. Clara	R/W	0.48	$107.47 Lump Sum	Langille
Lime-Huntington Section, Old Oregon Trail Highway				
Columbia Cement Co.	R/W	3.74	$20.00 Lump Sum	Benson
Arlington-Condon Section, John Day Highway				
Smythe Bros., Inc.	Stock Pile	0.82	$10.00 Lump Sum 5 yr. lease	Williams
Bend South, The Dalles-California Highway				
Shevlin-Hixon Co.	Gravel Pit		$125.00 Lump Sum	Lytle
Redmond-Chemult Section, The Dalles-California Highway				
Hummel, H. C.	Gravel Pit	3.00	$90.00 Lump Sum	Lytle
Reedsport-Scottsburg Section, Umpqua Highway				
Andrews, Riley J.	R/W	6.69	2.5 A. $250.00 4.19 A. 120.00 plus $127.50	Collier

At five o'clock P. M., Mr. M. H. Abbey, Newport, representing the Roosevelt Highway Ferry Company which submitted the low bids at the morning session for the furnishing of ferry service across the Alsea River at Waldport and across Yaquina Bay at Newport, appeared before the Commission with respect thereto. He was informed by Chairman Scott that the Commission has decided to defer the award of the contracts pending further consideration.

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The Engineer requested authority to advertise the following projects for bids to be received at the next meeting:

	Miles	Kind of Work	Est. Cost
OREGON COAST HIGHWAY			
Lane and Douglas Counties			
Glenada-Gardiner Sec.	18.3	Oiling	$39,000
Curry County			
Port Orford-Euchre Creek Sec.	19.5	Oiling	42,000
COLUMBIA RIVER HIGHWAY			
Wasco and Sherman Counties			
Dillon-Biggs-John Day River Sec.	10.0	Bituminous macadam	54,000
WAPINITIA HIGHWAY			
Clackamas County			
Clear Lake-Bear Springs Sec.	12.0	Oil or bituminous macadam	57,000
THE DALLES-CALIFORNIA HIGHWAY			
Klamath County			
Merrill-Malin Section	10.0	Bituminous macadam	25,000
McKENZIE HIGHWAY			
Lane County			
Doyle Hill-Nimrod Section	14.24	Oiling	45,000
SALMON RIVER HIGHWAY			
Polk County			
Grand Ronde-Boyer Section	4.54	Bituminous macadam	27,000

The Engineer also requested authority to advertise for bids for the construction of the Aurora-Brooks Section of the Pacific Highway just as soon as word has been received from Washington, D. C., to the effect that emergency funds originally set up for this purpose have been restored to their original status. The authority requested by the Engineer with respect to the above projects was granted by the unanimous vote of the Commission.

The Engineer also requested authority to advertise the following secondary highway projects, bids to be received at the next meeting, secondary highway funds for which, he reported, are available and sufficient to pay the cost of each:

Secondary State Highway No. 240 in Coos County, construction of a bridge over South Slough	$4,000
Secondary State Highway No. 211 in Linn County, construction of Sanderson Bridge over Santiam River	12,500 (State) 23,500 (County)
Siletz River Secondary State Highway No. 181 in Lincoln County, construction of 4 trestles	$ 2,000
Secondary State Highway No. 450 in Malheur County, construction of Adrian Bridge over Owyhee River (Includes grading and surfacing of approaches)	10,500
Secondary State Highway No. 192 in Polk County, construction of bridge over Mill Creek (Includes approach fills and surfacing)	8,500
Secondary State Highway No. 300 in Morrow County, construction of bridge over Rhea Creek	3,200
Yamhill-Newberg Secondary State Highway No. 151 in Yamhill County, construction of two small timber trestles	1,700

The request of the Engineer was granted by the unanimous vote of the Commission.

The Engineer reported that the bridge known as the Farmington Bridge on Farmington Secondary State Highway No. 142 in Washington County is badly in need of repairs, it being posted at the present time for a maximum load of 2 tons. There are no secondary funds available to rebuild this bridge, he said, and it will be unreasonable to reduce further the maximum load limit. On account of the fact that there are other roads available in the vicinity to take care of traffic without inconvenience, he recommended that this bridge be closed to traffic altogether until funds for its reconstruction become available; also, that appropriate signs be posted calling attention to the fact that traffic will not be allowed to use this bridge. Recommendation of the Engineer was adopted by the unanimous vote of the Commission.

The Engineer reported that the Equipment Department is badly in need of some new trucks to replace old trucks that are beyond repair. He requested authority to purchase ten light trucks of similar type and to trade in an equal number of the worn-out trucks as part payment. He estimated that the total cash outlay by the State would be approximately $6,500. After due consideration, the Engineer's request was granted by the Commission by unanimous vote.

The Engineer also requested authority to purchase six additional asphalt heaters, at an estimated cost of $4,000, to be used by section men in the maintenance of oiled roads. The authority requested was granted by the unanimous vote of the Commission. The Engineer was instructed to make these purchases through the State Purchasing Agent in accordance with the usual practice.

The Engineer reported that he has been billed by the Western Association of State Highway Officials for two years' membership dues in that

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association, costing $25.00 annually. He requested authority to pay this account which represents dues for the years 1932 and 1933. Upon advice of the Attorney that the Commission has legal authority to make such payments, the Engineer's request was granted by the Commission by unanimous vote.

Consideration was given by the Commission to the matter of taking the annual traffic count on highways throughout the state. The Engineer recommended that four counts of sixteen hours each be taken on the following dates: Friday, June 16, 1933, Saturday, July 15, 1933, Sunday, August 13, 1933, and Monday, September 11, 1933. After due consideration the recommendation of the Engineer was adopted by the unanimous vote of the Commission. The Engineer was also authorized by the Commission to take a special traffic count at the junction of the Wapinitia and Mount Hood Highways, starting immediately and continuing until the snow on these highways has disappeared.

Consideration was given by the Commission to the purchase of certain business property in the town of Canemah, Clackamas County, from Jos. E. Hedges, Oregon City, which is needed for the improvement of the Pacific Highway through that town. It was reported that Mr. Hedges will not sell the ten-foot strip along the front of his property, but requires the State to purchase all of the property which consists of two lots including the buildings standing thereon and demands the sum of $3,750 therefor. The Attorney advised that Mr. Hedges' property has been valued by appraisers of Oregon City at less than the amount for which Mr. Hedges is willing to sell; however, he recommended that Mr. Hedges' offer be accepted in view of the fact that the contractor is ready to enter upon the property and also because, in his opinion, it is the proper thing to do from a business standpoint. After some discussion of this matter the Commission, by unanimous vote, adopted the recommendation of the Attorney and authorized him to negotiate with the Southern Pacific Company for the purchase of an additional tract at the back of these lots which may be needed when the building is moved back from its present location.

This matter was reconsidered by the Commission later in the session at which time the purchase of property from Mr. Hedges at $3,750 was confirmed; however, it was then decided not to purchase additional land from the Southern Pacific Company, but rather to cut off and reconstruct the back part of the building to fit the lots acquired from Mr. Hedges.

The Commission discussed the claim of the Woodburn Chamber of Commerce for reimbursement for damage which occurred to the "Woodburn Arch" when it was removed from the right of way of the Pacific Highway at Woodburn. After due consideration the Commission rescinded the action taken at the meeting held on February 16, 1933, and authorized the Engineer to pay to the Woodburn Chamber of Commerce the sum of $100 to cover such damage.

The Engineer reported that the following highways which have been posted for a reduced load limit during the winter season are now dried out sufficiently to enable them to withstand the maximum load limits prescribed by law and therefore recommended that the Commission revoke the reduced load limit orders previously given with respect to them:

SILVER CREEK FALLS ROAD (Secondary State Highway No. 163) between the west boundary of Sam Matheny's Ranch and South Silver Creek in Marion County;

DALLAS-COAST HIGHWAY (Secondary State Highway No. 192) between the town of Dallas and Salt Creek School in Polk County;

SILETZ RIVER ROAD (Secondary State Highway No. 181) between the town of Siletz and Mowerys in Lincoln County;

THE DALLES-CALIFORNIA HIGHWAY between the south city limits of Bend in Deschutes County and the north city limits of Klamath Falls in Klamath County, and the DAIRY-BONANZA HIGHWAY between Dairy and Bonanza in Klamath County;

MT. HOOD HIGHWAY between Hood River and Forest Boundary in Hood River County.

The recommendation of the Engineer was approved by the Commission and the following resolution with respect thereto was adopted by unanimous vote:

WHEREAS, on the 29th day of November, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on SILVER CREEK FALLS ROAD (Secondary State Highway No. 163) between the west boundary of Sam Matheny's Ranch and South Silver Creek in Marion County; and

WHEREAS, on the 13th day of December, 1932, the Commission, by similar action, passed and adopted a resolution reducing the load limit on SILETZ RIVER ROAD (Secondary State Highway No. 181) between the town of Siletz and Mowerys in Lincoln County; and

WHEREAS, on the 4th day of January, 1933, the Commission, by similar action, passed and adopted a resolution reducing the load limit on DALLAS-COAST HIGHWAY (Secondary State Highway No. 192) between the town of Dallas and Salt Creek School in Polk County; and

WHEREAS, on the 30th day of January, 1933, the Commission, by similar action, passed and adopted a resolution reducing the load limit on MT. HOOD HIGHWAY between Hood River and Forest Boundary in Hood River County; and

WHEREAS, on the 1st day of March, 1933, the Commission, by similar action, passed and adopted a resolution reducing the load limits on THE DALLES-CALIFORNIA HIGHWAY between the south city limits of Bend in Deschutes County and the north city limits of Klamath Falls in Klamath County, and the DAIRY-BONANZA HIGHWAY between Dairy and Bonanza in Klamath County; and

WHEREAS, subsequent to the time of the passage of said resolutions conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limits set out in said resolutions on the portions of the highways hereinabove particularly referred to;

NOW, THEREFORE, BE IT RESOLVED that the several actions of the State Highway Commission reducing the maximum permissible load limits on the portions of the above-described highways be and the same are hereby rescinded and cancelled as of this date, and the maximum load limits permissible on the said portions of the said highways hereafter shall be the maximum load limits provided by law, and it is hereby ordered that a certified copy of this resolution be furnished to the County Clerk of each county in which any portions of the hereinabove described highways are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

The Engineer reported that restricted load limits heretofore ordered by the Commission on July 1, 1932, limiting the maximum loads which may be transported over the following named bridge structures, are no longer required because these structures have either been repaired or replaced:

2B-80.97 Hunt Creek Bridge on the Columbia River Highway in Clatsop County

15-39.9 Trestle span on McKenzie Highway in Lane County

9-76.1 Wilson River Bridge on Oregon Coast Highway in Tillamook County

He recommended the revocation of the Commission's said order of July 1, 1932 so far as that order applies to the above-described bridge structures. The Engineer's recommendation was approved by the Commission and the following resolution with respect thereto was adopted by the Commission by unanimous vote:

WHEREAS, on the first day of July, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of maximum load limits on certain state highway bridges, including the following bridges, to-wit:

2B-80.97 Hunt Creek Bridge on the Lower Columbia River Highway in Clatsop County;

15-39.9 Trestle span on the McKenzie Highway in Lane County;

9-76.1 Wilson River Bridge on the Oregon Coast Highway in Tillamook County.

WHEREAS, subsequent to the time of the passage of said resolution conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limits set out in said resolution on the above described Hunt Creek Bridge, Trestle Span and Wilson River Bridge;

NOW, THEREFORE, the premises being in part as above stated, It Hereby Is Ordered, that the said action of the State Highway Commission on the first day of July, 1932, reducing the maximum permissible load limits on the following state highway bridges:

LOWER COLUMBIA RIVER HIGHWAY
2B-80.97 Hunt Creek Bridge

McKENZIE HIGHWAY
15-39.9 Trestle Span

OREGON COAST HIGHWAY
9-76.1 Wilson River Bridge

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limits permissible on the above-described state highway bridges shall hereafter be the maximum load limits provided by law; however, said resolution of July 1, 1932, shall remain in full force and effect with respect to the balance of the bridges listed therein.

It is further ordered that a certified copy of this resolution be furnished to the county clerks of Clatsop, Lane and Tillamook counties, and the Superintendent of the Department of State Police for his information.

A resolution was presented from the Clatsop County Relief Committee requesting the removal of the reduced load limit now in effect on the Oregon Coast Highway between Hamlet Junction in Clatsop County and Mohler in Tillamook County to accommodate log hauling traffic on this highway. The Engineer advised that an inspection of this section of highway reveals that it has not yet recovered from the ravages of the extremely severe weather conditions of the past winter. He recommended that the request of the Clatsop County Committee be denied for the time being. The recommendation of the Engineer was adopted by the affirmative vote of all Commissioners.

A letter was presented from the Reedsport Towboat Company requesting permission in behalf of Wessela & Sons, Scottsburg, to haul several hundred piling, the length of which exceeds the statutory limits, over the Umpqua Highway between Mile Post 23.5 of that highway and Scottsburg. A request was also received from the City Transfer Company of Bandon for permission to transport piling, 40' to 80' in length, over the Oregon Coast Highway between Two Mile Creek and Bandon. After some discussion of this matter, the Commission approved the granting of permits to the above applicants, subject to conditions similar to those contained in the permits previously granted to other parties for the same privilege.

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The Engineer presented to the Commission the following tabulation of bids received by the State on January 23, 1933 covering the Highway Department's requirements for road oils and asphalts for the year 1933:

Grade of Mat'l	Character of Delivery	Delivery Point	Quantity	Associated Oil Co. Price	Associated Oil Co. Amount	Bit.Asph. Price	Sales Co. Amount
#1 Road Oil	Tank Cars	Bay District	2,000 bbl.	$ .89	$1,780.00	$	$
#1 Road Oil	Tank Cars	Portland	2,000 bbl.	1.00	2,000.00		
#3 Road Oil	Tank Cars	Bay District	5,000 ton	9.00	45,000.00		
#3 Road Oil	Steel Drums	Bay District	100 ton	16.50	1,650.00		
#3 Road Oil	Steel Drums	Portland	100 ton	22.00	2,200.00		
"E" Asphalt	Tank Cars	Bay District	1,500 ton	10.00	15,000.00		
"E" Asphalt	S.W.B.Headed	Bay District	400 ton	17.10	6,840.00		
"E" Asphalt	S.W.B.Single Head	Bay District	300 ton	16.00	4,800.00		
"E" Asphalt	S.W.B.Headed	Portland	500 ton	22.20	11,100.00		
"E" Asphalt	S.W.B.Single Head	Portland	125 ton	21.10	2,637.50		
"D" Asphalt	S.W.B.Single Head	Bay District	250 ton	16.00	4,000.00		
"D" Asphalt	S.W.B.Single Head	Portland	500 ton	21.10	10,550.00		
L. Cut Back	Tank Cars	Bay District	150 ton	10.50	1,575.00		
L. Cut Back	Tank Cars	Portland	600 ton	13.00	7,800.00		
L. Cut Back	Steel Drums	Bay District	100 ton	18.00	1,800.00		
L. Cut Back	Steel Drums	Portland	100 ton	23.50	2,350.00		
H. Cut Back	Tank Cars	Bay District	100 ton	10.50	1,050.00		
H. Cut Back	Tank Cars	Portland	100 ton	14.00	1,400.00		
H. Cut Back	Steel Drums	Bay District	100 ton	18.00	1,800.00		
H. Cut Back	Steel Drums	Portland	100 ton	24.50	2,450.00		
Emul. Asphalt	Tank Cars	Bay District	300 ton			13.80	4,140.00
Emul. Asphalt	Tank Cars	Portland	500 ton			17.00	8,500.00
Emul. Asphalt	Steel Drums	Bay District	100 ton			28.20	2,820.00
Emul. Asphalt	Steel Drums	Portland	100 ton			31.40	3,140.00
Emul. Asphalt	Bulk	Crescent City	200 ton			21.60	4,320.00
Emul. Asphalt	Steel Drums	Crescent City	200 ton			33.20	6,640.00
					$127,782.50		$29,560.00

Gilmore Oil Co. Price	Gilmore Oil Co. Amount	Shell Oil Co. Price	Shell Oil Co. Amount	Standard Oil Co. Price	Standard Oil Co. Amount	Union Oil Co. Price	Union Oil Co. Amount	Richfield Oil Co. Price	Richfield Oil Co. Amount
$ .89	$1,780.00	$ .89	$1,780.00	$ .89	$1,780.00	$ .89	$1,780.00	$ .89	$1,780.00
1.00	2,000.00	1.00	2,000.00	1.00	2,000.00	1.00	2,000.00	1.00	2,000.00
9.00	45,000.00	9.00	45,000.00	9.00	45,000.00	9.00	45,000.00		
16.50	1,650.00	16.50	1,650.00	16.50	1,650.00	16.50	1,650.00		
22.00	2,200.00	22.00	2,200.00	22.00	2,200.00	22.00	2,200.00		
10.00	15,000.00	10.00	15,000.00	10.00	15,000.00	10.00	15,000.00		
17.10	6,840.00	17.10	6,840.00	17.10	6,840.00	17.10	6,840.00		
16.00	4,800.00	16.00	4,800.00	16.00	4,800.00	16.00	4,800.00		
22.20	11,100.00	22.20	11,100.00	22.20	11,100.00	22.20	11,100.00		
21.10	2,637.50	21.10	2,637.50	21.10	2,637.50	21.10	2,637.50		
16.00	4,000.00	16.00	4,000.00	16.00	4,000.00	16.00	4,000.00		
21.10	10,550.00	21.10	10,550.00	21.10	10,550.00	21.10	10,550.00		
10.50	1,575.00	10.50	1,575.00	10.50	1,575.00	10.50	1,575.00		
13.00	7,800.00	13.00	7,800.00	13.00	7,800.00	13.00	7,800.00		
18.00	1,800.00	18.00	1,800.00	18.00	1,800.00	18.00	1,800.00		
23.50	2,350.00	23.50	2,350.00	23.50	2,350.00	23.50	2,350.00		
10.50	1,050.00	10.50	1,050.00	10.50	1,050.00	10.50	1,050.00		
14.00	1,400.00	14.00	1,400.00	14.00	1,400.00	14.00	1,400.00		
18.00	1,800.00	18.00	1,800.00	18.00	1,800.00	18.00	1,800.00		
24.50	2,450.00	24.50	2,450.00	24.50	2,450.00	24.50	2,450.00		
		13.80	4,140.00			13.80	4,140.00		
		17.00	8,500.00			17.00	8,500.00		
		28.20	2,820.00			28.20	2,820.00		
		31.40	3,140.00			31.40	3,140.00		
		33.20	6,640.00			33.20	6,640.00		
	$127,782.50		$153,022.50		$127,782.50		$153,022.50		$3,780.00

He called attention to the fact that the bid prices quoted on each item by the several companies are exactly the same. It was his recommendation that each of the bidding companies be awarded its proportionate share of each item for which bids were submitted with the understanding that the Commission reserves the right to order material from the Gilmore Oil Company only when the additional time required to obtain delivery will not delay highway improvements. After due consideration of these bids, the Commission by unanimous vote adopted the recommendation of the Engineer with respect thereto.

The Secretary advised that a report has not yet been received from the committee appointed by the Commission which was to recommend a name for the new bridge now under construction on the Pacific Highway across the Santiam River at Jefferson, although two members of the committee have signified

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their approval of the name of "Jacob Conser Bridge" in honor of a pioneer of that district. After some discussion, the Commission instructed the Secretary to write Hon. Willard L. Marks, Albany, who is chairman of this committee, for a report.

A letter was presented from J. L. Franzen, City Manager of Oregon City, and Ralph S. Miller, Chairman of Finance Committee, City of West Linn, Clackamas County, in which the Commission was requested to give its approval to a contemplated change in the lighting system on the bridge over the Willamette River between Oregon City and West Linn in order to modernize the lighting system and to reduce the cost of operation. The Engineer advised that the change proposed by the two cities will not alter the general appearance of the structure and will not be objectionable from the standpoint of the State. Furthermore, a saving in the cost of lighting this structure will accrue to both cities. He recommended that the request be granted. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

A letter was presented from the Joseph Commercial Club, Joseph, requesting the Commission to authorize certain maintenance work during the coming season on the county road around Wallowa Lake in Wallowa County. The Engineer advised that this is a very heavily traveled road during the summer months and is constructed with pit-run gravel and talus surfacing. He estimated that it would cost approximately $900 to maintain this road during the summer months, or about $2,700 for all-around year maintenance, not including snow removal. He further advised that this road has not been designated either as a primary or secondary highway; therefore, state funds cannot be expended legally thereon. He recommended that the request be denied because of that reason, also because of lack of funds for the purpose. The recommendation of the Engineer was approved by the Commission by unanimous vote.

A letter was presented from H. S. Comly, District Engineer of the California State Highway Department, advising that the California Division of Highways plans to award a contract for the surfacing of a portion of the Redwood Highway from the Oregon state line south for a distance of approximately four miles and inquiring as to whether or not it will be possible for their contractor to obtain gravel from a gravel bar owned by the state of Oregon at Rough and Ready Creek adjacent to this highway in Oregon. The Attorney advised that the gravel pit in question was acquired by the state of Oregon from the federal Government for road construction purposes. He further advised that there is no legal impediment in granting the request of the California Highway Department, but is a matter which involves the question of the policy of the Commission as to whether or not it should permit the state of California to appropriate materials from Oregon to be used in the construction of roads in the state of California. After due deliberation, the Commission approved Mr. Comly's request, and instructed the Attorney to prepare a form of agreement with the state of California covering the matter in the event their contractor selects this site from which to procure his materials.

A letter was presented from the Mayor of the City of Enterprise, in which the Commission was requested to make certain changes in the alignment of the Wallowa Lake Highway through that city. After some discussion it was

decided to defer action on this matter until the Commission has had an opportunity to view the proposed changes on the ground which, it is expected, the Commission will do on its inspection trip into that vicinity during the early part of next week.

A petition of residents of the town of Canemah, Clackamas County, for the reopening of the section of the Pacific Highway between that town and Oregon City, which section has been closed on account of construction operations, was presented to the Commission. The Engineer recommended that the request be denied until such time as the contractor's operations at this point are advanced sufficiently to permit travel without undue hazard. He estimated this would take three or four days. The recommendation of the Engineer was approved by the Commission.

A petition of people residing adjacent to the detour around the highway construction operations in the town of Aurora, Marion County, was presented, which requested the Commission to undertake the alleviation of the dust nuisance created by travel on this detour. The request was denied by the Commission by unanimous vote.

A letter was presented from George Garrett, City Manager of Astoria, requesting information as to when the Commission expects to pave the Franklin Avenue extension of the Columbia River Highway in that city, the grading of which was done by the State in the winter of 1931-1932 as an unemployment relief project. The Engineer advised that the agreement with the City and the State regarding this improvement provides that the City shall furnish the right of way and the State shall pay the entire cost of construction, including a pavement 20 feet in width. He further advised that there are no funds with which to pave this street at this time and it is likely that none will become available unless a direct grant of funds is received from the federal Government. The Commission instructed the Engineer to convey this information to Mr. Garrett.

The Commission approved the new bond furnished by contractor Roy L. Houck in connection with the contract awarded to him by the State Highway Commission for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County. The Attorney explained that Union Indemnity Company which wrote the original contract bond has gone into receivership, which necessitates the furnishing of a new bond by Mr. Houck. He recommended that the new bond be approved by the Commission. The recommendation of the Attorney was approved by the Commission by unanimous vote.

Reconsideration was given by the Commission to the action taken on January 4, 1933 penalizing contractors J. W. and J. R. Hillstrom for overrunning the time limit specified in their contract for the construction of the Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, being State Highway Contract No. 1328. The Engineer stated that the contractor worked almost continuously throughout the entire winter months, providing labor during that period, notwithstanding that he was handicapped by severe cold weather and snow. Furthermore, the contract was not awarded for twenty days after the bids were opened which delayed the contractors in

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commencing their construction operations. On account of these facts, and for the further reason that a very good job has been secured, he recommended that the Commission rescind its previous action and release the contractors from the payment of a penalty. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

A communication was presented from the Portland Dredging Company in which the Commission was asked to reconsider its decision, rendered on February 27, 1933, to penalize this company for overrunning the time limit specified in its contract for the construction of a bridge over Columbia Slough on Swift Secondary Highway No. 120 in Multnomah County, being State Highway Contract No. 1416. The Engineer recommended that the request be denied. The recommendation was adopted by the Commission by unanimous vote.

Consideration was given by the Commission to the claim of O. C. Burbott, Portland, for reimbursement, in the sum of $3.38, for the cost of repairs to his car which Mr. Burbott alleges was damaged by snow removal operations of the State Highway Department on the Mount Hood Highway on February 18, 1933. The Engineer recommended that the request be denied in view of the precedent which would be established by the payment of the claim. Recommendation of the Engineer was approved by unanimous vote; however, the Commission instructed the Engineer to see that signs are placed along this highway warning the public and calling to its attention the fact that the State will not be responsible and liable for injury or damage that might occur by reason of snow removal operations.

At the recommendation of the Attorney, the Commission signed an agreement with K. N. Lucas, Rainrock, Oregon, whereby the State leases to Mr. Lucas, for the sum of $125, 0.38 acre of real property situated on the right of way of the Siuslaw Highway in the southwest quarter of Section 23, Township 17 South, Range 10 West of the Willamette Meridian, Lane County, for a period of five years, to permit Mr. Lucas to continue his filling station business at that point. The Attorney explained that Mr. Lucas conducted his filling station on this site prior to the time that it was acquired by the State for right of way purposes and negotiated with the Southern Pacific Company for its purchase before the State made any attempt to secure it; furthermore, the property is not needed by the State for right of way at this time.

The Commission signed a joint letter with W. H. Lynch, District Engineer of Bureau of Public Roads, and Fred Ames, Acting Regional Forester, directed to The Forester, Chief of Bureau, Washington, D. C., reducing the length of the Crater Lake Highway, (Oregon Forest Highway Road No. 18) 2.439 miles in conformance with the revised south boundary of Crater Lake National Park, which was approved by Act of Congress on May 14, 1932.

The Commission also signed a joint letter with W. H. Lynch, District Engineer of Bureau of Public Roads, and F. H. Brundage, Acting Regional Forester, directed to The Forester, Chief of Bureau, Washington, D. C., recommending the following revised program for expenditure of emergency forest highway funds which substitutes emergency forest highway funds for regular forest highway funds on projects where greater expenditures can be made up to June 30, 1933:

Project No.	Project	Lgth.	Present Authorization Coop.	Present Authorization F.H.Funds Regular	Present Authorization Emer. F.H.Funds	Proposed Program Coop.	Proposed Program F.H.Funds Regular	Proposed Program Emer. F.H.Funds
E-4-A1,B	Siletz	3.0	$ 5,000	$ 55,000	$ 30,000	$ 5,000	$ 35,000	$ 50,000
E-5-D2, E1,F1,J	Ore.Coast	13.0	35,000	62,500	50,000	35,000	11,500	101,000
E-6-D3,E5	Alsea	6.4	25,000	13,000	20,000	25,000	23,000	10,000
E-21-C, D2	Willamette	9.0	25,000	3,000	38,000	25,000	1,000	40,000
E-23-G1	Santiam	6.1	-	111,000	90,000	-	161,000	40,000
E-24-C2, D1,D2,E	No.Santiam	6.6	100,000	60,000	55,000	100,000	90,000	25,000
E-32-A2, C1,D2	Heppner-Spray	9.6	-	40,000	20,000	-	35,000	25,000
E-35-E1, H1, I1	Canyon City-Burns	10.2	-	24,000	25,500	-	6,000	43,500
E-35-I	Canyon City-Burns	2.4	-	10,000	20,000	-	7,000	23,000
E-37-B	Weston-Elgin	13.0	-	5,000	5,000	-	2,500	7,500
E-43-B1, C2,C1	Diamond Lake	18.2	-	91,000	100,000	-	102,500	88,500
			$190,000	$474,500	$453,500	$190,000	$474,500	$453,500

The Commission signed a lease agreement with O.-W. R. R. & N. Co. for automobile parking space at Oneonta Gorge adjacent to the Columbia River Highway in Multnomah County. The lease is for a period of five years, ending December 31, 1937, and no consideration is involved.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

J. W. and J. R. Hillstrom, Contract No. 1328, surfacing Doyle Hill-Nimrod Section of McKenzie Highway in Lane County, requested an extension of time until April 1, 1933, within which to complete this project. The Engineer recommended that the extension requested be granted without penalty in conformance with recommendation given by him earlier at this meeting. Recommendation of the Engineer was approved by the Commission by unanimous vote.

Oregon Bridge & Dredging Co., Contract No. 1395, paving Milwaukie-Oregon City Section of East Portland-Oregon City Highway in Clackamas County, requested an extension of time to July 15, 1933 in which to complete this project. The Engineer stated that the subgrade on this section is not in condition at the present time to receive a concrete pavement, and it is his thought that the job would be materially benefited by waiting until weather conditions improve. Such delay, he added, will not permit the contractor

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to complete the work within the time limit specified in the contract; therefore he recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by unanimous vote of the Commission.

Joplin & Eldon, Contract No. 1417, grading Necanicum-North Fork Section of Wolf Creek Highway in Clatsop County, requested an extension of time to December 31, 1933 within which to complete this work, giving as their reason for such request the unprecedented fall of snow which interfered materially with their construction operations. The Engineer recommended that the time limit in this contract be extended to October 15, 1933 rather than December 31, 1933, and that the contractors be not penalized for failure to complete the contract within the time limit specified in the contract. Recommendation of the Engineer was approved by the Commission by unanimous vote.

P. L. Crooks & Co., Contract No. 1418, grading Hug Point-Arch Cape Section of Oregon Coast Highway in Clatsop County, requested an extension of time to October 15, 1933 within which to complete this work, giving as their reason for such request unfavorable weather conditions. The Engineer advised that the contractors were handicapped in their work by the nature of the materials which they had to handle, it being practically impossible to construct fills with this material during the heavy rains which prevailed throughout the winter. However, he thought that the contractors should complete their work not later than September 30, 1933. He recommended that the time limit of this contract be extended to September 30, 1933 without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Logan Construction Co., Contract No. 1424, grade widening Albany-Tangent Section of Pacific Highway in Linn County, requested an extension of time to April 30, 1933 within which to complete this project. The Engineer advised that it was practically impossible for the contractor to complete the finishing work required due to the exceedingly wet condition and soggy nature of the soil. The State has not been inconvenienced by the contractor's delay, he added, because the public has had the use of the existing highway at all times; also, the State has not been put to any extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

J. A. Lyons, Contract No. 1438, regrading Newberg-McMinnville Section of West Side Pacific Highway in Yamhill County, requested an extension of time to September 30, 1933 within which to complete this project. The Engineer explained that on account of bad weather conditions he allowed the contractor to close down his work in the early part of February because it was found that very little work could be accomplished under the then prevailing weather conditions. It was his thought that the contractor should complete the work by August 31, 1933. He further advised that the public has not been greatly inconvenienced by reason of the contractor's delay since the existing pavement has been available for its use at all times; also, the State has not been put to any extra engineering expense. He recommended that the contract time limit be extended to August 31, 1933 without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Odom & DuRette, Contract No. 1439, construction of three bridges on Newberg-McMinnville Section of West Side Pacific Highway in Yamhill County, requested an extension of time to April 15, 1933 within which to complete this project. The Engineer stated that the public has not been inconvenienced whatever because of the contractors' delay in completing this work within the specified time limit due to the fact that the structures are not on the present traveled highway. He further stated that the additional expense that has accrued to the State for engineering will not amount to more than one day's time for the resident engineer. He recommended that the contractors' request be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Oregon Bridge & Dredging Co., Contract No. 1442, grading and paving Miller Creek-Junction City Section of West Side Pacific Highway in Benton and Lane Counties, requested an extension of time to July 15, 1933 within which to complete this work. The Engineer stated that the subgrade on this section of highway is not in condition to receive concrete pavement and the project will be greatly benefited by waiting until the weather conditions are right for proper work. He further stated that the State has been put to no extra expense because of the contractor's delay, neither has the public been inconvenienced thereby. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

C. J. Montag, Contract No. 1429, construction of bridge over Klamath Straits on Midland Secondary State Highway No. 420 in Klamath County, requested an extension of sixty days to April 30, 1933 within which to complete this project, giving as his reason that weather conditions were not suitable for construction operations. The Engineer advised that he ordered the contractor to discontinue work on this project on January 19, 1933 on account of extremely cold weather then prevailing. The contractor, he said, returned to the job immediately after being notified to do so and now has completed construction. He further advised that the public has not been inconvenienced by the contractor's delay, nor has the State been put to any additional engineering expense. He called attention to the fact that the contract provides for a penalty of $25 per day for any overrun beyond the contract date, but recommended that this penalty be waived in view of the conditions making necessary the overrun, and that the extension requested be granted without penalty of any kind. Recommendation approved by the unanimous vote of the Commission.

C. J. Montag, Contract No. 1443, construction of five pile trestles on Monroe-Junction City Section of West Side Pacific Highway in Lane County, requested an extension of time of sixty days to April 30, 1933 within which to complete this project. The Engineer advised that subsequent to the award of this contract he changed one of the bridges from three to five spans, thus increasing the size of the project which would entitle the contractor to some extension of time, but not the amount requested by him. He called attention to the fact that the contract provides for a penalty of $25 per day for overrun in specified time limit, but recommended that this penalty be waived in view of the fact that the public has not been inconvenienced by

the delay. He further recommended that the extension of time requested by the contractor be granted, subject only to the payment of additional engineering expense incurred by the State. Recommendation approved by the unanimous vote of the Commission.

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

Contract No. 1327, Earl L. McNutt, Contractor, grading Paradise Creek-Elkton Section of Umpqua Highway in Douglas County, completed December 27, 1932;

Contract No. 1328, J. W. & J. R. Hillstrom, Contractors, surfacing Doyle Hill-Nimrod Section of McKenzie Highway in Lane County, completed March 21, 1933;

Contract No. 1391, Tom Lillebo, Contractor, construction of bridge over Juniper Canyon on Columbia River Highway in Umatilla County, completed March 21, 1933;

Contract No. 1396, Meyers Contract Co., Contractor, grade widening and shoulder construction on Woodburn-Brooks Section of Pacific Highway in Marion County, completed February 28, 1933;

Contract No. 1439, Odom & DuRette, Contractors, construction of three bridges on Newberg-McMinnville Section of West Side Pacific Highway in Yamhill County, completed April 15, 1933.

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

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

Contract No. 1327, Earl L. McNutt, Contractor, grading Paradise Creek-Elkton Section of Umpqua Highway in Douglas County, completed December 27, 1932;

Contract No. 1328, J. W. & J. R. Hillstrom, Contractors, surfacing Doyle Hill-Nimrod Section of McKenzie Highway in Lane County, completed March 21, 1933;

Contract No. 1391, Tom Lillebo, Contractor, construction of bridge over Juniper Canyon on Columbia River Highway in Umatilla County, completed March 21, 1933;

Contract No. 1396, Meyers Contract Co., Contractor, grade widening and shoulder construction on Woodburn-Brooks Section of Pacific Highway in Marion County, completed February 28, 1933;

Contract No. 1439, Odom & DuRette, Contractors, construction of three bridges on Newberg-McMinnville Section of West Side Pacific Highway in Yamhill County, completed April 15, 1933.

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

The Engineer requested authority to include the patented pavement known as "Amiesite" as an alternate type of construction in the specifications for the contemplated improvement of the Pacific Highway between Brooks and Aurora in Marion County. After due consideration of the matter, the Engineer's request was granted by the Commission provided the specifications for "Amiesite" can be included on the same basis as other types of pavement without showing any favoritism.

The Commission adjourned at 6:45 o'clock P. M. to reconvene at 8:00 o'clock this evening in the Benson Hotel.

The State Highway Commission reconvened at 8:00 o'clock P. M. in Room 306, Benson Hotel, with all members, State Highway Engineer, Assistant Attorney and Secretary present.

The Assistant Attorney presented the following right of way matters for the consideration of the Commission:

1. Purchase of right of way from Riley J. Andrews for the improvement of the Umpqua Highway immediately west of the bridge over the Umpqua River at Scottsburg in Douglas County. The Commission approved the purchase of this property for the sum of $370 on the basis of the option taken by Division Engineer E. A. Collier on April 14, 1933.

2. Purchase of right of way for the improvement of the West Side Pacific Highway across the properties of George Arthur Zwick and Walter Zwick in Yamhill County. The Assistant Attorney advised that upon certain representations made by the owners of the property in question options were taken by the State for the purchase of their property at certain prices. It developed later, he said, that these prices were not in conformity with those being paid for other similar properties and attempts were made to get the owners to reconsider but such attempts were to no avail and condemnation proceedings were then instituted. In the meantime, he added, the State's contractor entered upon the property thereby rendering untenable the position and desire of the State to disaffirm the options. For this reason he

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recommended settlement with the property owners upon the basis of the option prices rather than to continue with the condemnation proceedings. After due consideration, the recommendation of the Assistant Attorney was approved and adopted by the Commission by unanimous vote.

3. Purchase of right of way from Jos. E. Hedges, Oregon City, for the improvement of the Pacific Highway at Canemah, Clackamas County. The Commission reaffirmed its decision to pay Mr. Hedges the sum of $3,750 for his property; also, it was decided not to purchase additional property from the Southern Pacific Company because it was thought best to reconstruct the building so that when it is moved back from its present location it will not project beyond the limits of the property which is being acquired from Mr. Hedges.

4. Matter of encroachment of existing sidewalks upon the 60-foot right of way of the Pacific Highway through Canemah. The Assistant Attorney explained that investigation of the county records reveals that the County acquired a 60-foot right of way for the original county road through this town which is now the established route for the state highway; also, inspection of the premises shows that the existing sidewalks are constructed on this 60-foot right of way. He requested instructions as to whether or not the property owners should be required to move the sidewalks back from their present location to give the State free and unrestricted use of the full width right of way. The Engineer advised that the needs of the Highway Department will not require the use of the full 60-foot right of way for a period of possibly five years where the center line of the highway is coincident with the center line of the existing street. After some discussion, the Commission decided that it will exercise its dominion over the full 60-foot street, and that the abutting property owners should be so advised. However, in the negotiations with the property owners it should be stated that in the event the sidewalk is suffered to remain in its present location, the State will allow the owners full cash allowance therefor; otherwise, the State will reconstruct the sidewalk in kind at state expense upon the adjoining property of the respective owners if they will provide the land for this purpose.

Consideration was given by the Commission to the appointment of a State Highway Engineer, Attorney and Secretary for the ensuing year. Upon motion of Commissioner Washburne, which was duly seconded by Chairman Scott and by him declared carried, Mr. R. H. Baldock was reappointed as State Highway Engineer, Mr. J. M. Devers as Attorney, and Mr. H. B. Glaisyer as Secretary of the Commission for a period of one year from March 1, 1933 at the salaries which they are now receiving. Due to the fact that Commissioner Aldrich was not present when this matter was discussed, it was decided to confirm these appointments at the next meeting when all of the Commissioners are present and participating.

The Commission discussed the matter of sending the Attorney to Washington, D. C. in the interests of legislation affecting highway improvements as requested by the several delegations which appeared before the Commission at this meeting. Definite decision with regard to this matter was deferred by the Commission until later.

The Commission deferred setting a date for the next regular meeting pending the receipt of information from the federal Government as to whether or not the emergency highway funds now held up are to be released to the states for additional contract work.

There being no further business to come before the Commission at this time, the Commission adjourned at 10:30 o'clock P. M.

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
Commissioner

Portland, Oregon, May 1, 1933

The State Highway Commission met in Room 1204, Benson Hotel, at 10:00 o'clock A. M. Present were:

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

Hon. Loyal M. Graham and John A. Thornburgh, Forest Grove, were also present and discussed with the Commission matters pertaining to the Wilson River and Wolf Creek Highways which have heretofore been proposed by interested parties as projects that might be constructed as self-liquidating toll road projects under the provisions of the federal Reconstruction Finance Corporation Act. Mr. Graham gave as his thought that the volume of traffic to the coast from Portland will be greatly increased by the construction of these roads, and that the State's revenues derived from increased gasoline consumption will be benefited proportionately. It was his opinion that the State should pay the cost of maintaining the roads and also the cost of collecting the tolls. These expenditures, he said, would be fully justified by the increase in revenues which would accrue to the State. He offered the suggestion that the cost of collecting the tolls might be reduced to a minimum by the sale of concessions at each of the toll points, making the concessionnaire responsible for the collection of the tolls.

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At the request of Chairman Scott, the Engineer advised that the estimated cost of maintaining the Wolf Creek Highway is approximately $62,000 per annum and for the Wilson River Highway about $52,000 per annum, which is at the rate of about $1,000 per mile per year. After the fourth year, he said, the maintenance cost would be materially reduced. He further stated that the additional expense of operating these toll roads would amount to possibly $51,000 per year for the Wolf Creek Highway, and $48,000 per year for the Wilson River Highway which amounts represent, in addition to the cost of collecting the tolls, administration expense, cost of liability insurance, burglary insurance, bonds for the employes, and taxes on the toll road property. His estimate for the cost of right of way for Wolf Creek Highway was about $230,000, and for the Wilson River Highway about $180,000. Additional statistics were given by the Engineer from his report to the Commission on this subject.

Mr. Thornburgh, in speaking of the taxes on the toll road property, stated that he was certain that if the State will remit its taxes the Counties will do likewise. He was informed by the Attorney that the state taxes cannot be remitted without authority granted by the legislature.

Chairman Scott declared that the Commission is in no position to pledge the State's credit for a loan from the Reconstruction Finance Corporation for the construction of these highways until the matter of taxes has been settled. The subject was further discussed from various angles, but no action was taken thereon by the Commission.

Mr. G. M. Green, Manager of Ashland Tidings, and Mr. G. V. McClure, City Attorney of Ashland, appeared before the Commission and asked that the contract now under way for the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County be extended to include certain grading work and pavement widening within the city limits of Ashland, estimated by Mr. Green to cost about $4,000. Mr. Green requested the Commission to cooperate in this improvement to the extent of 50% of the cost. He advised that the City of Ashland has funds on hand to pay its cooperative share and asked the Commission to give an expression as to whether or not the State would assume the balance.

Chairman Scott called attention to the fact that there are many calls for the State's money from all parts of the state, for which reason the Commission hesitates to commit its funds for improvements of this kind which might be termed "purely local." He added that in the event the Commission should decide to cooperate in this improvement it would be with the understanding that the City would pay its share of the cost in advance.

The Engineer advised that the estimate of cost of this proposed improvement has not been received. He suggested that the matter be held in abeyance until the next meeting of the Commission when details will be available as to the engineering and legal features involved.

Inquiry was made by Mr. Green as to whether or not the State will permit the City to do the grading work with its own forces in lieu of the

cash payment by the City. Chairman Scott replied that the method appeared satisfactory to him; however, that is a matter which cannot be decided definitely until an estimate of cost has been made.

Mr. McClure advised that the City of Ashland has claims against about 200 of its residents and will be unable to collect these accounts unless the men are permitted to work out their indebtedness on some such project as this. He further advised that the City has received offers from some of the property owners to donate additional right of way strips from eight to ten feet in width, as may be required for this improvement. These offers, he said, do not run indefinitely, for which reason the City desires an answer from the Commission as soon as possible, so that advantage can be taken of these offers in the event the project is approved.

After further discussion Chairman Scott announced, Commissioners Washburne and Aldrich concurring, that the State will undertake to expend not more than $2,000 in cooperation with the City of Ashland for this improvement, provided the City of Ashland will perform an equivalent amount of work based upon the State's figures of cost or upon current contract prices, but not upon local figures or upon contract figures that are now obsolete. Both Mr. Green and Mr. McClure signified their approval of this proposition. Thereupon the Commission instructed the Attorney to prepare a form of agreement in conformance therewith for consideration at the next meeting.

Mr. Green informed the Commission that the people of the town of Talent, Jackson County, are very much concerned regarding the plans of the Commission with respect to the improvement of the Pacific Highway north from Bear Creek. The most recent surveys, he said, do not pass through the town of Talent and the people of that town are fearful that when the highway is reconstructed their town will be left aside. He asked the Commission to authorize an additional survey to provide information concerning an alternate route which will pass through the town of Talent.

The Engineer informed Mr. Green that surveys have already been made along the line suggested by him and that all of the data necessary are now on file in the office of the State Highway Department.

The Engineer reported that the Maintenance Department is badly in need of additional pull-type graders to maintain properly the secondary highways which have been added to the state highway system. He requested authority to purchase six of these graders at an estimated cost of $6,000. The Engineer's request was granted by the Commission by unanimous vote.

The Engineer reported the receipt of a letter from the Bureau of Public Roads approving the rerouting of the Redwood Highway just south of Grants Pass over the county road known as "Fairgrounds Road". Thereupon, the Commission by unanimous vote, adopted the following resolution designating the Fairgrounds Road as a sector of the Redwood Highway with the understanding that Josephine County will take over and maintain as a county road that portion of the existing Redwood Highway which will be abandoned:

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WHEREAS, the Highway Commission at this time has under consideration the permanent location of the section of the Redwood Highway which is immediately south of the city limits of Grants Pass, and

WHEREAS, it appears that said section of said highway has been temporarily routed over a county road, said segment so temporarily routed being the segment lying between the point where said county road crosses the tracks of the California & Oregon Coast Railway approximately one and one-fourth miles south and west of the bridge over the Rogue River and runs thence in an easterly direction to where it joins County Road No.17W1, and thence northerly to a junction with the Pacific Highway at a point approximately 2,000 feet south of said Rogue River Bridge, and

WHEREAS, that certain county road known as the Fair Grounds Road has been definitely located and improved by Josephine County and the County Court of said County has by resolution duly and regularly adopted and transferred to the State of Oregon said County Road and the right of way of the same as a permanent route and location for said Redwood Highway, and

WHEREAS, it is the judgment of the Highway Commission that a better alignment of said highway will be made available, dangerous curves will be eliminated, and a more convenient and satisfactory approach to the Pacific Highway afforded by the relocation and realignment of said highway over said Fair Grounds Road as proposed and offered by Josephine County.

THEREFORE, be it resolved by the Highway Commission, all members being present and participating, that that section or segment of the Redwood Highway beginning at a point approximately one and one-fourth miles southwesterly from the City of Grants Pass at a point where the said highway as presently located crosses the tracks of the California & Oregon Coast Railway and extending thence easterly to a junction with the County Road No. 17W1, thence northerly along said County Road to a junction with the Pacific Highway at a point approximately 2,000 feet south of the bridge over the Rogue River be and the said location of said portion of highway hereby is changed and relocated and said highway from said beginning point hereby is definitely located and routed over the County Road known and designated as the Fair Grounds Road, which begins at a point approximately one and one-fourth miles southwesterly of the City of Grants Pass at the point where the present highway approaches the tracks of the California & Oregon Coast Railway from the west and running thence northeasterly along and parallel to the tracks of said railway company and along the route of said Fair Grounds Road to a junction with the Pacific Highway at a point approximately 1,500 feet south of the bridge over the Rogue River in the City of Grants Pass, the center line of which said new route is described as follows:

Beginning at center line Sta. 2267+71.7 which point is approximately 1339 feet South and 213 feet West of the west quarter corner of Section 19, T. 36 S., R. 5 W., W. M.; thence on a 2,865 foot radius curve left a distance of 704.2 feet; thence North 76° 18' East a distance of 3630.2 feet; thence on a 102.3 foot radius curve left a distance of 132.5 feet to Sta. 2312+88.6, which point is on the center line of the Pacific Highway, approximately 1,500 feet South of the south end of the Rogue River bridge.

BE IT FURTHER RESOLVED, that the said above described location and route be and the same hereby is designated, adopted and declared to be the route and location of the Redwood Highway between the above mentioned termini.

BE IT FURTHER RESOLVED, that the Engineer of the State Highway Commission be and he hereby is instructed to properly designate and mark upon the ground the boundary lines of the right of way of said new location.

BE IT FURTHER RESOLVED, that the Secretary of the Commission be and he hereby is instructed to record in the minutes and records of this Commission this resolution and transmit to the County Court of Josephine County a certified copy of the same.

The following resolution authorizing the acquisition of real property for various uses in connection with highway improvements was adopted by the Commission by unanimous vote:

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is, instructed to complete the acquisition

of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Canemah Section, Pacific Highway				
Hedges, W. A.	R/W	10,000 Sq.Ft.	$3750.00 Lump Sum	Langille
Brooks-Hubbard Section, Pacific Highway				
Strubhar, S. N.	R/W	0.057	$ 60.00 Lump Sum	Bentley
Central Point Section, Pacific Highway				
Southern Pacific Co.	R/W	1.27	$1140.00 Lump Sum	Devers
Ashland-Bear Creek Section, Pacific Highway				
Pollard, Sam K.	R/W	0.075	$ 50.00 Lump Sum	Gardiner
Canby-Aurora Section, Pacific Highway				
Vance, Herbert T.	R/W	0.045	Nominal $1.00	Langille
Coos Bay-Roseburg Section, Douglas County				
Jones, General M.	Stock Pile	0.51	$ 30.00 Lump Sum	Benson
Nichols, Ada & Lily Davlin	"	0.55	100.00 per A. plus $17.25	"
Pratt, Charles H.	"	0.40	50.00 " " " 25.00	"

A letter was presented from George E. Frost, Yachats, Oregon, in which the Commission was requested to grant to Mr. and Mrs. H. G. Barclay, Yachats, the exclusive right to the use of the land situated beneath the ends of the bridge which spans the Yachats River on the Oregon Coast Highway at Yachats, in connection with their tourist auto camp. The Engineer recommended that the request be denied, it being contrary to the established policy of the Commission. The Engineer's recommendation was approved by the Commission by unanimous vote.

There was presented to the Commission for approval and execution a form of agreement with J. J. Killip, Astoria, for the furnishing of water to the operator of the drawbridge which crosses the Siletz River on the Oregon Coast Highway in Lincoln County for three years commencing April 1, 1933 at $12.00 per year. The Engineer explained that there is no water available in the vicinity for domestic purposes other than that owned by Mr. Killip and that the furnishing of water to the bridge operator is considered as part payment for his services in tending this bridge. He recommended that the agreement be approved. After some discussion, the Engineer's recommendation was approved by the Commission by unanimous vote upon motion of Commissioner

Washburne which was duly seconded by Commissioner Aldrich. The Commission thereupon signed the agreement.

A letter was presented from Hon. Loyal M. Graham, Forest Grove, requesting, in behalf of the Garden Club of that city, permission to beautify the triangular tract of land which lies between the rights of way of the old and new highways at the east entrance of the Tualatin Valley Highway into that town. It developed during the discussion of this matter that the area in question was not acquired by the State; therefore, the State has no jurisdiction over it. Mr. Graham, who was present, was advised by Chairman Scott that in view of the fact that the State does not own this property the Commission will offer no objection to the landscaping of the area by the residents of Forest Grove.

The Engineer reported that the following highways on which reduced load limit orders have been in effect during the past winter are now sufficiently dried out to carry the maximum loads permitted by law:

Oregon Coast Highway between Hamlet Junction and Mohler in Clatsop and Tillamook Counties;

Oregon Coast Highway between Siletz River and Newport in Lincoln County;

Corvallis-Newport Highway between Newport and Toledo in Lincoln County;

Santiam Highway between Albany and Foster in Linn County;

Green Springs Highway, between its junction with the Pacific Highway in Jackson County and Keno in Klamath County, except between Keene Creek and White Star Inn.

He recommended the revocation of the reduced limits previously ordered by the Commission for these highways. The recommendation of the Engineer was approved, and the following resolution relative thereto was adopted by the Commission by unanimous vote:

WHEREAS, on the 1st day of November, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on OREGON COAST HIGHWAY between Siletz River and Newport in Lincoln County, and the CORVALLIS-NEWPORT HIGHWAY between Newport and Toledo in Lincoln County; and

WHEREAS, on the 18th day of November, 1932, the Commission, by similar action, passed and adopted a resolution reducing the load limit on OREGON COAST HIGHWAY between Hamlet Junction and Mohler in Clatsop and Tillamook Counties; and

WHEREAS, on the 29th day of November, 1932, the Commission, by similar action, passed and adopted a resolution reducing the load limit on SANTIAM HIGHWAY between Albany and Foster in Linn County; and

WHEREAS, on the 23rd day of March, 1933, the Commission, by similar action, passed and adopted a resolution reducing the load limit on the GREEN SPRINGS HIGHWAY between its junction with the Pacific Highway in Jackson County and Keno in Klamath County; and

WHEREAS, subsequent to the time of the passage of said resolutions conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limits set out in said resolutions on the portions of the highways hereinabove particularly referred to, except on the GREEN SPRINGS HIGHWAY between Keene Creek and White Star Inn;

NOW, THEREFORE, BE IT RESOLVED that the several actions of the State Highway Commission reducing the maximum permissible load limits on the portions of the above-described highways, except on the GREEN SPRINGS HIGHWAY between Keene Creek and White Star Inn, be and the same are hereby rescinded and cancelled as of this date, and the maximum load limits permissible on the said portions of the said highways hereafter shall be the maximum load limits provided by law, and it is hereby ordered that a certified copy of this resolution be furnished to the County Clerk of each county in which any portions of the hereinabove described highways are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

A letter was presented from the Street Superintendent of the City of Albany stating that the city streets in Albany which are being used as state highway routes are badly in need of repairs and requesting the Commission to provide means to do such repair work with state funds. The Engineer stated that there are many cities and towns in the state, the streets of which are similarly in need of repairs, and that the granting of this request to the City of Albany would establish a precedent which might be embarrassing to the Commission later. He recommended that the request be denied. After due consideration of this matter by the Commission, motion was made, duly seconded and carried unanimously, that the request of the City of Albany be denied for the reason that there is no provision in the budget for this purpose, and further because it would involve heavy expenditures in many cities of the state which the Commission is unprepared to meet at the present time.

The following requests for extensions of time within which to complete construction projects were received by the Commission:

S. H. Newell & Company, Contract No. 1364, grading Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, requested an extension of time to May 31, 1933, in which to complete this project. The Engineer stated that the contractor was required to

construct a concrete half-viaduct in connection with this project which was not contemplated when the contract was awarded. The extra time to complete this work, he said, will not inconvenience the public because the road has not yet been opened to travel; also the extra expense incurred by the State by reason of this overrun in time limit is inconsequential. He, therefore, recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission by unanimous vote.

Dunn & Baker, Contract No. 1409, regrading and surfacing of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, requested an extension of thirty days' time to April 30, 1933, in which to complete this project. The Engineer stated that the contract, with the exception of a small amount of 1¼-3/4" maintenance materials, was completed by the contractors last December; also, that the contractors were unable to secure these materials from the pit designated for that purpose, so it was necessary to secure them from another quarry which could not be worked until weather conditions had improved, thereby necessitating an overrun in time limit. The traveling public has not been inconvenienced in any way, he said, neither has the State been put to any extra engineering cost because no engineering party was required during the time the work was not in progress. He recommended that the extension of time requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Dennis Construction Co., Contract No. 1411, grading Jennings Lodge Section of East Portland-Oregon City Highway in Clackamas County, requested an extension of time to May 1, 1933, within which to complete this project. The Engineer stated that the date of completion specified in the contract was January 31, 1933, but this was extended by the Commission to March 2, 1933 without penalty for the reason that weather conditions were such that it was impossible to secure a satisfactory job. Weather conditions permitting, he said, the contractor should complete the project by May 1, 1933. Therefore, he recommended that the additional extension of time requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

R. H. Jones, Contract No. 1419, construction of three bridges over Burnt River on the Old Oregon Trail in Baker County, requested an extension of time of ninety days to April 30, 1933, within which to complete this project. The Engineer advised that the contractor's delay was caused partly by virtue of certain changes in the plans which were insisted upon by the Bureau of Public Roads and partly because he did not prosecute the work at a satisfactory rate of progress, although he was repeatedly requested to increase the size of his crews. He further advised that the traveling public has not been inconvenienced by the delay because the bridges are on an incompleted section of highway; however, the contractor who is performing the grading work adjacent to the bridges has been considerably inconvenienced because he has been forced to haul materials across a detour bridge entailing extra hauling expense for which he may seek reimbursement from the State. He recommended that the extension requested be granted with the understanding that the contractor be not

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penalized for the first twenty days of the overrun, but that he be charged for all engineering expense that accrues subsequent to the expiration of the twenty-days' period; also, that he be required to reimburse the State for any extra compensation which the State may allow the grading contractor by reason of the fact that the bridges were not completed within the specified time limit. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

La Dee Logging Co., Contract No. 1420, grading Humbug Mountain-Ranger Station Section of Wolf Creek Highway in Clatsop County, requested an extension of time to September 15, 1933, within which to complete this project. The Engineer stated that weather conditions have been very unfavorable since this contract was awarded and the contractor has had very little opportunity to do grading work up to the present time; in fact, it was necessary for him to close down his operations between January 1 and March 16, 1933 because of the excessive snowfall. He further stated that this project is on an isolated section of road; therefore, the traveling public has not been inconvenienced by the delay, neither has the State been put to any additional engineering expense by reason thereof. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Dennis Construction Co., Contract No. 1425, grading approaches to North Portland Overcrossing on Secondary State Highway No. 120 in Multnomah County, requested an extension of time to May 1, 1933 in which to complete this work. The Engineer advised that weather conditions have been such that the contractor could not complete this work within the time limit specified in the contract. He further advised that the public has not been inconvenienced by the contractor's delay, neither has the State been put to any extra engineering expense. For this reason he recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Hauser Construction Co., Contract No. 1434, grading Redmond-Bend Section of The Dalles-California Highway in Deschutes County, requested an extension of time to April 12, 1933, in which to complete this project. The Engineer stated that the specified date of completion was March 31, 1933, but that the contractor was retarded twelve days in completing his work on account of unfavorable weather conditions which delayed the pouring of concrete for siphons and head walls. He recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

Oscar Storaasli, State Highway Contract No. 1435, construction of a bridge over South Fork of Silver Creek on Silver Creek Falls Secondary State Highway No. 163 in Marion County, requested an extension of time to May 31, 1933, in which to complete this structure. The Engineer advised that the road upon which this bridge is located has been blocked practically all winter on account of the unsurfaced grade in the vicinity of the bridge. Therefore, the public has not been inconvenienced by not having this bridge available for its use. He further advised that the extra engineering charges

in connection with this work to date have been very small because practically no work has been done and it has not been necessary to have an engineer on the job. He called attention to the fact that the contract calls for a penalty of $25 a day for each day that the contractor overruns the time limit specified in the contract. To exact such penalty, he said, during all of the time that the job has lain dormant would amount to a deduction of nearly 50% of the total contract price. He recommended that the extension requested be granted and that the $25 per day penalty be waived, but that Mr. Storaasli be charged for all extra engineering expense incurred to date and any future engineering expense over and above that which would ordinarily be incurred under the number of working days included in this contract. The Engineer's recommendation was approved by the Commission by unanimous vote.

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

Contract No. 1425, Dennis Construction Co., Contractor, grading approaches to North Portland Overcrossing on Secondary State Highway No. 120 in Multnomah County, completed April 12, 1933;

Contract No. 1434, Hauser Construction Co., Contractor, grading of Redmond-Bend Section of The Dalles-California Highway in Deschutes County, completed April 12, 1933.

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

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

Contract No. 1425, Dennis Construction Co., Contractor, grading approaches to North Portland Overcrossing on Secondary State Highway No. 120 in Multnomah County, completed April 12, 1933;

Contract No. 1434, Hauser Construction Co., Contractor, grading of Redmond-Bend Section of The Dalles-California Highway in Deschutes County, completed April 12, 1933;

NOW THEREFORE, BE IT RESOLVED that the work covered by said state highway contracts for the construction of said sections of highways be declared completed according to the terms of the respective contracts, and said jobs are hereby

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accepted and final payment is hereby authorized, except that the warrant covering final payment to Dennis Construction Co. shall not be paid until satisfactory arrangements have been perfected by the contractor and his surety for the settlement of outstanding claims against that project.

Consideration was given by the Commission to the award of the contracts providing ferry service across Yaquina Bay and Alsea Bay in Lincoln County, bids for which were received by the Commission at the meeting held April 19, 1933. In this connection the Engineer presented a letter from the Roosevelt Highway Ferry Company in which they agreed to

(1) Provide an auxiliary boat service of twelve-car capacity instead of six-car capacity across Yaquina Bay and reduce their bid to $1,300 per month for this service

(2) Provide a principal ferry boat of sixteen or eighteen-car capacity instead of ten at Alsea Bay at no increase in cost to the State.

He recommended that the offer of the Roosevelt Highway Ferry Company be accepted and that the contracts for the ferry service at both of these points be awarded to this company in conformance therewith. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

The Engineer stated that he has been requested by the Salem Radio Station to write a letter to the Federal Radio Commission recommending that a license be granted to the Salem corporation to operate a broadcasting station in Salem. He hesitated to do this, he said, because it is not a highway matter; however, he wished to ascertain the opinion of the Commission because the station might be used for broadcasting highway information at some future time. The Commission considered this a local matter in which it is not interested.

Consideration was given by the Commission to the matter of the election of a chairman, state highway engineer, attorney and secretary for the ensuing year, which matter was discussed by the Commission at the meeting held on April 19. It was decided that the election of chairman was not in order at the present time because a year has not elapsed since the reelection of Mr. Scott to this office on August 5, 1932.

Chairman Scott and Commissioner Washburne confirmed the action taken by them at the April 19 meeting, reappointing Mr. R. H. Baldock as State Highway Engineer and Mr. H. B. Glaisyer as Secretary of the Commission for the period of one year commencing March 1, 1933 at the same salary that they are now receiving. Commissioner Aldrich signified his approval of these appointments, thereby making the appointments unanimous.

Concerning the reappointment of Mr. J. M. Devers as Attorney for the Commission, it was decided that such reappointment was not necessary at this time because his original appointment was for an indefinite period to

terminate at the pleasure of the Commission.

The Commission discussed certain oiling projects on the Oregon Coast Highway. The Engineer stated that he has been cautioned by W. H. Lynch, District Engineer of Bureau of Public Roads, about advertising any of these projects if the Commission expects them to be financed with federal funds because the Bureau cannot obligate federal money for any project until such funds are authorized. He recommended the postponement of all projects on which it is proposed to request federal aid, with the exception of the Glenada-Gardiner Section of the Oregon Coast Highway in Lane and Douglas Counties, until further advice has been received from the Bureau of Public Roads. He advised that the Glenada-Gardiner Section has been surfaced by the Bureau of Public Roads and is now being watered and maintained by that Bureau preparatory to oiling by the State. If the oiling is not done now, the Bureau will discontinue its maintenance and it would then be the responsibility of the State to recondition this section later for oiling, which would cost a considerable sum. In order to relieve the State of this expense, he said, it would be well to advertise this oiling project, which is estimated to cost approximately $35,000, for bids to be received at the next meeting. The recommendations of the Engineer with respect to these projects were approved and adopted by the unanimous vote of the Commission.

The Commission at this time set 9 o'clock A. M., Wednesday, May 17, 1933, Portland, as the date of the next regular meeting for receiving bids on construction projects.

The Engineer presented a list of projects totaling approximately $29,000,000 which, he stated, could be advantageously constructed during the next two years if funds are provided. He explained that surveys and plans have been completed for about one-half of the projects, but none are available for the balance although many of them are in desirable locations and are meritorious. He explained that it would require the services of three or four engineering parties at a cost of about $200,000 to complete these surveys. He further explained that there are two parties now on location who will complete their work within a short time and asked if the Commission wished their services continued and the additional surveys made at this time or the projects deferred until the definite appropriation of funds is made by the federal Government. He suggested that the two parties now in the field be continued so that plans for some of the more meritorious projects will be immediately available when needed, and mentioned particularly the Pendleton-Cold Springs Highway, Santiam Highway, Willamette Highway and Pacific Highway between Salem and Eugene.

Chairman Scott gave as his opinion that the two location parties now working should be retained; however, he wished it clearly understood, before authorizing this, that an expenditure for this purpose will create a greater shortage of highway funds and a deficit will be shown in the accounts. Commissioner Aldrich gave as his thought that the Commission should not be hampered by being required to wait for surveys.

After due consideration of this matter the Commission, by unanimous

vote, authorized the Engineer to retain the services of the two location engineering parties now in the field, to make surveys for the Pendleton-Cold Springs Highway and such other projects as may be desirable for early construction.

Edward W. Miller, Manager of the Oregon Coast Highway Association, appeared before the Commission at this time regarding the five bridges on the Oregon Coast Highway which have been proposed for construction as self-liquidating toll projects under the provisions of the Reconstruction Finance Corporation Act. He inquired as to the policy of the Commission with reference to the utilization of Reconstruction Finance Corporation funds and offered in behalf of the people that he represented full cooperation in securing government funds for this project. The Engineer presented a report on this matter which was explained in detail by the Assistant State Highway Engineer. Chairman Scott advised Mr. Miller that the Commission has not yet adopted a policy regarding this matter but will give due consideration to his remarks when the subject comes up for discussion.

Chairman Scott reported that he has received a letter from Mrs. Bernice P. Bronaugh, Regent of Multnomah Chapter, Daughters of American Revolution, stating that the Chapter desires permission to erect a bronze marker on one of the boulders on the highway right of way overlooking the Willamette Falls at Oregon City to commemorate the explosion of the Steamer "Gazelle" which occurred on the Willamette River opposite that point. After some discussion the Commission, by unanimous vote, approved the request of Mrs. Bronaugh subject to the condition that the marker shall be placed at a location to be selected by the Engineer so that it will not interfere with future highway maintenance or reconstruction. The Secretary was instructed by the Commission to so notify Mrs. Bronaugh.

The Commission adjourned at 12:15 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the same room.

The State Highway Commission reconvened in Room 1204, Benson Hotel, Portland, with all Commissioners, State Highway Engineer, Attorney and the Secretary present.

Also present was Mr. Raymond B. Wilcox, Portland, Vice-Chairman of the Reconstruction Advisory Committee appointed by the Governor to select projects for construction with federal funds. He discussed with the Commission matters pertaining to the bridges and highways in Oregon which have been proposed for construction as self-liquidating toll projects. In opening the discussion, Chairman Scott called attention to the two ways of financing the construction of the toll bridges either by the State, pledging state funds, or by a private corporation, which would not involve the State's credit. He also pointed out that the present Reconstruction Finance Corporation Act must be amended in order to make it possible to construct toll roads thereunder. The Commission is undecided, he said, as to whether or not it should recommend the construction of either the bridges or roads as toll projects, or whether further time should be taken to secure additional information before a recommendation is given. Further, if the Commission should decide

to recommend any of the roads for construction as toll roads which of the proposed roads should be recommended? He advised Mr. Wilcox that the Commission will be pleased to receive advice and guidance from the Governor's Advisory Committee regarding these matters. Mr. Wilcox replied that the Reconstruction Advisory Committee has not yet discussed this matter so he is not in position to speak for that body; however, the decision to construct on a toll or appropriation basis should not be made without careful study. He called attention to the possibility that the present Congress will provide for a very large public works program and gave as his thought that if this materializes, the proponents of self-liquidating projects might weaken their position by pressing their pleas for such projects, not knowing the form of public works program or whether reimbursement will be required thereunder. It is reasonable to expect, he said, a government bond issue of several million dollars, and the State of Oregon as a member of the Union will be entitled to a certain share of that money. He gave as his further opinion that it would be wiser, perhaps, to take the position that the State desires a reasonable appropriation in this program for highway construction purposes, and let the question of liquidation arise from the other end.

Chairman Scott asked Mr. Wilcox whether or not he would advise the Commission to undertake at this time a project of tolls while there was a possibility of a free grant later, to which Mr. Wilcox replied that he was not undertaking to advise, but simply was expressing his own opinion. He further stated that there is a possibility that the Government will make direct federal grants to the States without obligation; again, it may be that the Government will include in its requirements that provision be made for the liquidation of those projects that are susceptible of liquidation.

Mr. Edward W. Miller, Manager of the Oregon Coast Highway Association, stated in answer to an inquiry of Mr. Scott that he thought that Mr. Wilcox' advice would meet with approbation of the people along the coast, provided they would not have to wait too long for free bridges. He further stated that in the event it develops that sufficient money cannot be secured to construct all of the bridges as toll projects then he believed his people would appeal under the toll provisions for the construction of those bridges that are most necessary and would then appeal for funds from the public works program for the construction of those remaining.

The Commission discussed the question of sending someone to Washington, D. C., in the interests of the State of Oregon in the formation of the public works program. Mr. Wilcox gave as his opinion that someone should be sent East to represent the State and mentioned Mr. Devers, the Commission's attorney, as being particularly fitted for that purpose.

Mr. Loyal M. Graham and Mr. John A. Thornburgh, Forest Grove, also spoke concerning this matter.

After further discussion, Chairman Scott stated that he favored sending Mr. Devers to Washington, D. C. to look after the interests of the State of Oregon and to keep the Commission informed as to developments;

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however, he believed that the Commission needs full information before acting officially. Commissioners Aldrich and Washburne concurred in the opinion of the Chairman, whereupon the Attorney was instructed to make preparations to go to Washington, D. C. as soon as possible at the expense of the State.

The Attorney reported that a controversy exists between the stockholders representing the Union Engineering Co., with respect to the payments for surfacing the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, Contract No. 1437. He advised that the contractor is without sufficient funds to finance the project properly and that numerous claims are outstanding. He recommended that the Commission instruct the Engineer to investigate the situation surrounding this contract and if he finds that there will be numerous unpaid claims when the job is completed and the funds dissipated before the claims are paid, that steps be taken to protect the claimants. He further suggested that no further payments be made to the contractor pending this investigation. The Engineer approved the Attorney's recommendation and advised that he would make a report in the matter at the next meeting if the Commission so desires. After some discussion, the Commission referred this matter to the Engineer and the Attorney to work out a solution that would be for the interests of the State and the claimants.

The Attorney reported on the matter of the claim of P. B. and Ella Welsh for damages which they allege were sustained by them by reason of the reconstruction of the Pacific Highway in front of their property known as "Duck Inn" located near Gervais, Marion County. He stated that his investigation reveals that Mr. and Mrs. Welsh are tenants on property owned by Marion County, a portion of which was required by the State for widening of the highway at this point, and that they had accepted the State's offer of $389.50 for their interest in this portion, provided the State would promptly reconstruct the roadway so that they could reinstate their business. Because of unforeseen difficulties, he said, the State did not perform its part of the agreement, wherefore the Welches now claim damages for loss of business sustained. He gave as his opinion that the Welches are entitled to extra compensation and recommended that they be allowed an additional sum of $125 in settlement, which is less than the amount that they probably would have received had the land been condemned. Commissioner Washburne gave as his opinion that the payment of this claim would establish a dangerous precedent that would be difficult to avoid in the settlement of future, similar claims. Chairman Scott concurred in the opinion of Mr. Washburne. After further discussion, the Commission decided by unanimous vote to deny the claim.

The Commissioners discussed further among themselves matters pertaining to the toll bridge and road projects which have been proposed for construction as self-liquidating projects under the provisions of the Reconstruction Finance Corporation Act. It was decided by unanimous vote that the State should assume the cost of maintaining these bridges and roads with state funds in the event that their construction materializes. It was further decided that the cost of collecting the tolls should be a charge against the toll revenues received, and that the balance of the revenues shall be applied to the liquidation of the loans. The Engineer was instructed

by the Commission to prepare on that basis plans and reports necessary to secure loans from the Reconstruction Finance Corporation and submit them to the Reconstruction Advisory Committee for approval in order that they may be ready for presentation to the corporation without unnecessary delay.

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

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, May 18, 1933

The State Highway Commission met in regular session in the Rose Room, Benson Hotel, at eight o'clock P. M., the meeting of May 17 for receiving bids on construction projects having been indefinitely postponed. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

The Commission discussed privately in the Tyrolean Room matters pertaining to the allocation of federal funds, estimated at present to be $5,768,000, which may be received from the federal Government under the provisions of the Administration's Public Works Bill. Also present at this conference were the State Highway Engineer, the Secretary, and W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads.

The Engineer submitted for consideration lists of tentative budgets based on appropriations ranging from $3,000,000 to $15,000,000 and on the allocation of funds to the four divisions of the state in the following ratios:

Division No. 1, Northwest Oregon	49%
Division No. 2, Southern Oregon	20%
Division No. 3, Central Oregon	13%
Division No. 4, Eastern Oregon	18%

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He asked the Commission to determine the proper ratio of funds that should be allocated to each of these divisions and to select those projects which it wishes to construct first so that he can prepare plans and specifications to the end that these projects will be ready to advertise for bids immediately upon receipt of Government approval. The Commission considered the lists of projects but arrived at no definite decision as to the percentage of funds which should be allocated to the respective divisions; however, the Commission decided by unanimous vote that the projects first to be constructed under this program should be selected from the following taken from the $5,000,000 budget submitted by the Engineer:

PACIFIC HIGHWAY:	
Douglas County	
Bridge over Umpqua River at Winston, bridge and grading	$160,000
Lane County	
Gregg Ranch Section, 0.3 mile bituminous macadam	2,500
Marion County	
Brooks-Aurora-Canby Sections, 17 miles paving	265,000
Jackson County	
Siskiyou Project, Neal Creek-Cougar Gulch Section, 3.0 miles grading	295,000
OREGON COAST HIGHWAY:	
Clatsop County	
West Lake Section, 1 mile paving	15,000
Tillamook and Lincoln Counties	
Neskowin-Siletz River Section, 12.3 miles bituminous macadam	100,000
Tillamook County	
Tillamook-Kilchis River Section, 0.47 mile paving	13,000
Clatsop County	
Youngs Bay Bridge approaches, structure	85,000
Lane County	
Lincoln County Line-Berry Creek Section, 13.0 miles oiled macadam	28,000
Lane and Douglas Counties	
Glenada-Gardiner Section, 19.4 miles oiled macadam	32,000
Curry County	
Port Orford-Euchre Creek Section, 19.4 miles oiled macadam	43,000
COLUMBIA RIVER HIGHWAY:	
Clatsop County	
Franklin Avenue extension, Astoria, 0.6 mile paving	17,000
Sherman County	
Biggs-John Day River Section, 10.5 miles bituminous macadam	47,000
Wasco County	
Dillon Section, 1.4 miles bituminous macadam	8,000
EAST PORTLAND-OREGON CITY HIGHWAY:	
Clackamas County	
Milwaukie undercrossing structure	50,000

WEST SIDE PACIFIC HIGHWAY	
Washington County	
Multnomah County Line-Middleton Section, 6.5 miles bituminous paving	$ 90,000
OLD OREGON TRAIL:	
Baker County	
Durkee-Gales Section, 6.3 miles bituminous macadam	45,000
Lime-Huntington Section, 5.7 miles bituminous macadam	35,000
Dixie-Lime Section, 5.0 miles grading and topping	140,000
FREMONT HIGHWAY:	
Lake County	
Horse Ranch-Silver Lake Section, 12.3 miles surfacing	12,000
Lakeview-North Section, 11 miles grading and surfacing	75,000
PENDLETON-JOHN DAY HIGHWAY:	
Grant County	
Flowers Gulch-Middle Fork Section, 5.1 miles grading	181,000
Middle Fork-Forest Boundary Section, 4.3 miles grading	80,000
Bridge over Middle Fork of John Day River, structure	30,000
McKENZIE HIGHWAY:	
Lane County	
Doyle Hill-Nimrod Section, 14 miles bituminous macadam	40,000
Mill Creek Bridge	3,000
UMPQUA HIGHWAY:	
Douglas County	
Scottsburg-Red Bridge Section, 23.7 miles bituminous macadam	175,000
THE DALLES-CALIFORNIA HIGHWAY	
Klamath County	
Merrill-Malin Section, 10.0 miles bituminous macadam	30,000
TUALATIN VALLEY HIGHWAY:	
Washington County	
Hillsboro-Canyon Road Section, 9.0 miles paving, resurfacing	150,000
SALMON RIVER HIGHWAY:	
Polk County	
Grand Ronde-Boyer Section, 4.5 miles bituminous macadam	25,000
CRATER LAKE HIGHWAY:	
Jackson County	
Little Butte Creek-Trail Section, 13.5 miles bituminous macadam	25,000

The Commission also considered the matter of constructing bridges across the five unbridged waterways on the Oregon Coast Highway at the following points: Yaquina Bay at Newport, Lincoln County; Alsea Bay at Waldport,

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Lincoln County; Siuslaw River at Florence, Lane County; Umpqua River at Reedsport, Douglas County; Coos Bay at North Bend, Coos County.

After some discussion the Commission voted unanimously to attempt to obtain federal funds with which to finance the construction of these bridges as self-liquidating toll projects under the provisions of the Reconstruction Finance Corporation Act. The Engineer was instructed by the Commission to prepare all necessary data required for this purpose and submit them to the Governor's Reconstruction Advisory Board for its approval, also to make formal application to the Reconstruction Finance Corporation to obtain such funds.

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The Engineer was also authorized in behalf of the Commission to secure the consent of the War Department to the construction of these bridges.

At nine o'clock P. M. a delegation consisting of Hon. B. L. Eddy, A. C. Marsters and W. C. Harding, Roseburg, appeared before the Commission in the Rose Room and requested the Commission to authorize the survey of the North Umpqua Highway from Steamboat Creek easterly to Diamond Lake so that this project will be ready for construction in the event federal funds are made available for that purpose.

Mr. Eddy acted as spokesman for the group. He stated that the North Umpqua project is not entirely new, it having been under consideration since 1923; furthermore, the road is now on the state forest highway system, except that portion between Roseburg and Hoaglin which has been constructed by the County. He explained that a road is now available for traffic from Hoaglin easterly to Steamboat Creek, also from Diamond Lake westerly to Big Camas, but there is no road between Steamboat Creek and Big Camas, a distance of about twenty-two miles. The North Umpqua project, he added, has lain dormant more or less during the past several years because the Government has reserved certain areas along the route of the proposed road for power site purposes and until recently there was a question as to the relative rights of power development and highway construction throughout that part of the road between Rock Creek and Toketee Falls, however, on April 12, 1933, the Federal Power Commission made an order fixing the relative locations of power development and highway construction on that part of the road above the mouth of Steamboat Creek, thereby removing the obstacles in the way of the immediate survey of that portion. No modification of the original order of the Federal Power Commission has been made concerning power developments below Steamboat Creek, he added; but that matter is still pending before the Federal Power Commission.

Mr. Eddy advised that the district in which this road is situated has been organized as a highway improvement district under the Oregon laws and that the district has levied a tax to accumulate a fund to be used for the survey and construction of the road, which fund now amounts to about $20,000. It is their desire, he said, that this money be expended for the survey at this time and that such survey be made either by engineers of the State Highway Department or by the U. S. Forest Service. He gave as his thought that it will require the joint approval of the State Highway Commission, Bureau of Public Roads and the Forest Service to secure the authorization

for this survey. After some discussion of this matter, it was decided to defer action thereon until the following day when the Commission will invite the representatives of the Bureau of Public Roads and Forest Service to be present.

The Engineer reported that engineering data are not complete for a number of the projects which have been considered for construction under the proposed federal aid program. He recommended that surveys of the following projects be made at this time so that plans will be ready at the time federal funds become available for construction:

PACIFIC HIGHWAY:

Linn County, Jefferson-Murder Creek Section
Linn County, Albany-Halsey Section
Clackamas County, Canby Section

WEST SIDE PACIFIC HIGHWAY:

Washington County, Multnomah County Line-Middleton Section

EAST PORTLAND-OREGON CITY HIGHWAY

Clackamas County, Portland-Milwaukie Section

COLUMBIA RIVER HIGHWAY:

Hood River County, Cascade Locks Section
Multnomah County, Troutdale-Multnomah Falls Section

THE DALLES-CALIFORNIA HIGHWAY:

Klamath County, Algoma-Terminal City Section

OLD OREGON TRAIL:

Umatilla County, Blue Mountain Summit Section

CENTRAL OREGON HIGHWAY:

Harney County, Drewsey-Stinkingwater Mountain Section
(Oddie-Colton Project)

OREGON COAST HIGHWAY:

Clatsop and Tillamook Counties, Neahkahnie Mountain-Short Sand Beach Section

SALMON RIVER HIGHWAY:

Polk, Tillamook and Lincoln Counties, Valley Junction-Otis Section
(Bituminous Macadam Project)

SANTIAM HIGHWAY:

Linn County, Upper Soda-East Section

FREMONT HIGHWAY:

Lake County, Lakeview North Section

GREEN SPRINGS HIGHWAY:

Jackson County, Pacific Highway Junction-Keene Creek Section

WALLOWA LAKE HIGHWAY:

Wallowa County, Lost Creek-Lostine Section

JOHN DAY HIGHWAY:

Grant County, Dayville-Mt. Vernon Section

WAPINITIA HIGHWAY:

Wasco County, Clear Lake-Bear Springs Section
(Bituminous Macadam Project)

CORVALLIS-NEWPORT HIGHWAY:

Lincoln County, Pioneer Mountain-Toledo Section

After due consideration of this matter the Commission, by unanimous vote, adopted the Engineer's recommendation and authorized him to proceed in accordance therewith.

The Commission adjourned at 10:30 o'clock P. M. to reconvene in the same room at 9:00 o'clock A. M. the following day.

Portland, Oregon, May 19, 1933

The State Highway Commission reconvened at 9:00 o'clock A. M. in the Rose Room, Benson Hotel, with all members, State Highway Engineer, Assistant Attorney and the Secretary present. Also present at the invitation of the Commission were C. J. Buck, Regional Forester, and James Frankland, Engineer, representing the U. S. Forest Service, W. H. Lynch, District Engineer, and T. M. Davis, representing the U. S. Bureau of Public Roads.

The delegation from Roseburg which appeared before the Commission on the previous evening reappeared at this time and renewed its request for a survey of the North Umpqua Highway between Steamboat Creek and Diamond Lake.

Mr. Eddy reiterated the statements made by him the previous evening, following which Chairman Scott asked Mr. Buck and Mr. Lynch to express their

views with respect to this highway. He inquired whether or not in their estimation this project is urgent and more desirable for the application of federal funds coming through their hands than other projects. Mr. Buck replied that there are other forest road projects previously agreed upon by the State, U. S. Forest Service and U. S. Bureau of Public Roads on which construction work has already been started, but which are incompleted due to lack of funds. The general federal plan, he said, is to complete those projects already commenced before starting new ones. He advised that all federal funds previously appropriated and not yet obligated by contract have been withdrawn for this year, and so far as is now known Congress has made no provision for additional forest highway funds for next year although it is still in session and may do so before adjournment. He advised that the North Umpqua Highway has been approved by the State, Forest Service and Bureau of Public Roads as a part of the Oregon Forest Highway System and its construction is simply a matter of priority.

Chairman Scott questioned the advisability of expending the district's money for surveys at this time while there is a possibility that funds for construction purposes will not be available for a number of years; however, he added, the Commission might be willing to do so provided it would lead to a practical outcome. He wished it clearly understood that the Commission cannot pledge state funds for the construction of this road which would delay the completion of other projects that are equally or more desirable.

Mr. Lynch advised that inasmuch as this road is on the forest highway system it must be built eventually, provided Congress continues to appropriate funds for forest highway construction. In the natural course of events, he said, the money spent for surveys would reduce the amount available for construction; however, in the present instance, inasmuch as the money for the survey is being provided by the improvement district, its expenditure would have no effect on other projects.

Chairman Scott inquired whether or not there is a likelihood that monies now expended for surveys will be wasted in the event future power site developments necessitate changes; also, whether or not the time is opportune to make this survey. Mr. Frankland replied that the Federal Power Commission has determined that this road can be built in accordance with its findings without interfering with the proposed power projects.

Chairman Scott then inquired as to what procedure is required to make this survey acceptable to the federal Government. Mr. Buck replied that there is a question whether or not the Secretary of Agriculture will consider that a commitment has been made for the construction of this road if the survey is made by engineers of the Bureau of Public Roads. He suggested, because of this uncertainty, that the survey be made by the State.

After further discussion the Commission by unanimous vote approved the immediate survey of the North Umpqua Highway with the understanding that the cost thereof shall be paid with funds of the Highway Improvement District and that the survey shall be made by the engineers of the Bureau of Public Roads under the supervision of that Bureau and the U. S. Forest Service.

The County Court of Linn County, consisting of County Judge D. O. Woodworth and Commissioners H. A. Renninger and H. F. Warren, accompanied by Mr. J. H. Ralston, Albany, appeared before the Commission and requested the construction of an additional ten-mile section of the Santiam Highway and the survey of the balance of this highway so that plans can be prepared and the project made ready for construction as soon as funds become available for the purpose.

Judge Woodworth stated that they were in hopes that the Commission would see its way clear to construct this highway as far as Tombstone Prairie where a good connection can be made with the existing road at the top of Seven Mile Hill, thus providing a good road to Central Oregon.

Commissioner Washburne informed the group that the Commission authorized the Engineer on the previous evening to extend the present survey easterly a distance of approximately six miles. Chairman Scott advised that the Commission does not yet know the details regarding the funds which it is hoped will be received from the Government under the Administration's Public Works Bill and until definite information is received concerning these, no commitments can be made. In the meantime, he said, the Commission has authorized surveys and the preparation of plans for the formation of a construction program which will be in the nature of repairs and upkeep of state highways, and the construction of some of the remaining gaps in the highway system.

The County Court of Umatilla County, consisting of County Judge Clive Cheshire and Commissioners J. O. Hales and Wm. Meiners, was present and submitted a list of eight road projects for the consideration of the Commission in its formulation of a construction program for prospective federal aid funds. Included in this list were the following:

Completion of the Pendleton-John Day Highway
Construction of Cold Springs Highway
Reconstruction of Echo-Pendleton Section of the Old Oregon Trail
Reconstruction of Oregon-Washington Highway between Pendleton and Adams, and between Milton and Washington state line
State aid for the completion of the Weston-Elgin Secondary State Highway between Toll Gate and Elgin
Construction of the Hermiston-Wallula Cut-off Secondary State Highway
Construction of Thornhollow-Bingham Springs Secondary State Highway

Concerning the Cold Springs Highway, Judge Cheshire advised that they preferred that construction be started at the Pendleton end. He further stated that they did not expect the Commission to approve all of the above projects but were simply asking the Commission to allocate to Umatilla County a fair portion of the funds that may become available. Chairman Scott advised that the Commission will be pleased to consider the projects submitted by the County Court, but can make no definite statement concerning them until additional information has been received from Washington, D. C.

Mr. H. H. Weatherspoon, Elgin, appeared before the Commission in the interests of the secondary state highway which extends from Weston in Umatilla County to Elgin in Union County, a portion of which lies within the Wallowa National Forest and has been designated as a forest highway. He stated that the surveys for this road are nearly complete and that the Bureau of Public Roads is at the present time clearing the right of way to connect with the completed improvement near Toll Gate. Furthermore, Union County has done considerable clearing work on its end. He asked the Commission to bear in mind the construction of the remaining portion of this road as soon as funds become available for the purpose. The Engineer advised that there are no secondary highway funds available this year for the construction of this road, Union County's portion of the 1933 apportionment having been already allocated for other purposes. After further discussion, Chairman Scott advised Mr. Weatherspoon that this project will be considered by the Commission at the proper time.

Mr. George V. McClure, City Attorney of Ashland, was present in the interests of the improvement of the Pacific Highway through the town of Ashland which matter was considered by the Commission at the meeting held on May 1. He reported that their original plans contemplated the extension of the Washburn & Hall contract for the construction of the Bear Creek-Ashland Section, to include the widening of the highway within the city limits of Ashland to conform with the existing city streets; however, subsequent investigation reveals that this cannot be done as the contractor is not equipped to do the kind of work involved, besides, the city finds that it does not have funds to pay its share of the cost. This work is badly needed, he said, and he expressed his hope that the Commission would find some way to help them.

The Engineer reported that a survey has been made of the improvement proposed by the City of Ashland which reveals that it will cost not less than $6,500, exclusive of engineering and contingencies, to widen the pavement to twenty feet, correct the superelevation and remove the inequalities in the grade. It was his opinion that the sum of $7,500 should be set aside to do this work in the event that the Commission approves it. He called attention to the fact that at some future time it will be necessary to complete the improvement of the Pacific Highway between Medford and Ashland by constructing an asphaltic concrete pavement near the town of Phoenix and it was his thought that the Ashland improvement should be deferred and combined with the Phoenix project which, no doubt, would result in considerable saving in cost. He suggested that, as a temporary expedient, the highway route through Ashland might be improved by patchwork and smoothing out some of the irregularities in the pavement surface which would cost only about $2,000 and would carry traffic satisfactorily until the Phoenix job was contracted. This expense, he said, could be borne equally by the city and the state. After some discussion of this matter, Chairman Scott advised Mr. McClure that under the present circumstances the proposition, as outlined by the Engineer, is the best that the Commission can offer at this time.

A delegation representing the Warm Springs Highway Association, consisting of County Judge J. M. King, Jefferson County, County Judge M. R.

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Biggs, Crook County, F. E. Perkins, Superintendent of Warm Springs Indian Reservation, L. E. See, Warm Springs, W. R. Cook, Howard W. Turner, Madras, and Major F. R. Schanck, Portland, appeared before the Commission in the interests of the Warm Springs Highway. They urged the Commission to allocate to this highway a portion of the funds which it is expected Oregon will receive from the federal Government under the provisions of the Administration's Public Works Bill and emphasized the necessity of a bridge over the Deschutes River near Mecca and the construction of the highway easterly from that point to eliminate the Mecca grade.

Chairman Scott advised that the Commission is not in a position at the present time to make commitments of prospective federal aid funds because detailed information regarding them has not yet been received. He further advised that it is the thought of the Commission that any funds received from the Government should be expended for repair work, upkeep and the completion of the present highway system rather than to obligate them to new projects, such as the construction of the Warm Springs Highway.

Judge Biggs urged the Commission to at least provide funds for the construction of the bridge over the Deschutes River near Mecca. If this is done, he said, Jefferson County and the Agency can then spend as much of their funds as they can spare from time to time for the construction of a highway leading up to the bridge from both sides. Judge King advised that Jefferson County has on hand at this time about $8,000 which can be applied to such construction work.

The matter was discussed further following which Chairman Scott informed the delegation that the Commission will bear their project in mind.

Judge Biggs reported that the Ochoco Highway in Crook County is breaking up quite badly in a number of places and asked that a little surfacing work be done to remedy this situation. No action was taken by the Commission on this request.

Judge Biggs also informed the Commission that it is the intention of the Government to establish reforestation camps in the Ochoco forest area, and it was his thought that it might be possible to secure the services of some of the men employed in these camps to perform certain work on the Ochoco Highway, such as widening and removing some of the sharp curvature. He asked the Commission to use its influence to see if this cannot be done. He was advised by the Engineer that the Government regulations regarding reforestation work do not permit expenditures for highway construction.

Major Schanck also appeared in behalf of the Tualatin Tunnel Commission and asked the Commission to authorize special traffic counts on all of the highways which lead to the proposed tunnel so that this information may be included in their application for a Government loan to finance the construction of the tunnel as a self-liquidating project. The Engineer advised that a traffic count, as proposed by Major Schanck, will cost approximately $200. After some discussion the request of Major Schanck was approved unanimously by the Commission and the Engineer was authorized to take such a count at the expense of the State.

The County Court of Clatsop County, consisting of County Judge Guy O. Boyington and Commissioners James Elliott and Wm. Larson, accompanied by S. G. Reed, Tillamook, was present and asked the Commission to consider the following Clatsop County projects in its proposed federal aid program: Improvement of Cannon Beach Road; paving Franklin Avenue extension of the Columbia River Highway in Astoria; reconstruction of the Columbia River Highway at West Lake to eliminate curves and improve the alignment; and reconstruct approaches to Youngs Bay Bridge. Chairman Scott advised the group that the Commission has their projects in mind and that they were discussed by the Commission at the meeting held on the previous evening.

Judge Boyington stated that they wished the Commission to know that they approve the policy adopted by the Commission as previously expressed at this meeting with respect to the allocation of funds that Oregon may receive from the federal Government under the proposed Public Works Bill. Such policy, he said, appears to them to be sound and proper. He gave as his opinion that the projects should be selected on the basis of seniority and volume of traffic that the highways carry.

County Commissioner Jay W. Dunn and J. E. Cooter, Representative, Lincoln County, were present and asked the Commission to make provision in its federal aid program for the reconstruction of the Corvallis-Newport Highway between Pioneer Mountain and Toledo. The Engineer advised that this project is included in the list of those presented by him to the Commission for consideration. It is not possible, he added, to make any definite selection of projects at this time because full information concerning the Government funds has not been received. Chairman Scott informed the delegation that this project will be considered by the Commission at the proper time on its comparative merits with other projects.

Mr. Dunn then stated that there is a two-mile section of the Siletz River Secondary Highway which is greatly in need of improvement and asked that funds be provided to surface this section. He was informed by Chairman Scott that this matter also will be taken under consideration later.

Mr. Cooter stated that they too approve the policy which they understand has been adopted by the Commission with respect to the allocation of federal funds.

Mr. A. B. Osborne of A. B. Osborne Company, Portland, appeared before the Commission and requested authority to haul several loads of long piling over the Tualatin Valley Highway from Gaston to Portland. He stated that they have no log hauling permit for this purpose, but their operations will take only two or three days and the piling must be delivered to Portland for boat shipment not later than Wednesday of next week. He asked that a temporary permit be given them for this one operation. After due consideration of this matter the Commission, by unanimous vote, upon recommendation of the Engineer, granted Mr. Osborne's request with the understanding that the piling will be moved over the highway only between the hours of four o'clock A. M. and nine o'clock A. M. The

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Secretary was instructed to issue a permit to A. B. Osborne Company on that basis.

Mr. J. J. Kocarnik, Portland, appeared before the Commission and requested that right of way stakes be provided him so that he can locate properly the building which he proposes to construct on his property adjacent to the Columbia River Highway about one mile north of the Multnomah County line near Linnton. He stated that he was informed by the local engineer that unless he constructed his building in the proper location he would have to move it later when highway construction operations were resumed in that vicinity and he wished to avoid this extra expense if possible. After some discussion, the Commission approved Mr. Kocarnik's request and authorized the Engineer to make the necessary survey.

Mr. George W. Buck, County Roadmaster, Multnomah County, appeared before the Commission and inquired whether or not the Commission has made provision in its federal aid program for highway projects in Multnomah County. He stated that the Board of County Commissioners received a communication from the office of Governor Meier requesting a list of public works projects for the consideration of the Reconstruction Advisory Board and were asked not to include proposed highway projects in such list. He further stated that in the event the State Highway Commission has not included the Multnomah County road projects in its program then the Board of County Commissioners will include them in the list they intend to submit to the Governor. Mr. Buck called attention to the status of Multnomah County's highway fund and urged the Commission to give full consideration to that county's requirements in the allocation of funds at its disposal. Chairman Scott advised Mr. Buck that the Commission does not yet know the details connected with the proposed federal aid appropriations; therefore, is not in position to make any commitments at the present time. He advised Mr. Buck to use his own judgment in the matter of including highway projects in the list which he proposes to submit to the Governor.

Mr. L. M. Graham, Forest Grove, and Mr. Arthur M. S. Stook, Secretary of the Forest Grove Chamber of Commerce, presented a brief setting forth reasons for the construction of the Wilson River and Wolf Creek Highways as self-liquidating toll road projects. Mr. Graham also inquired what plans the Commission has for the improvement of the Tualatin Valley Highway between Hillsboro and Forest Grove. He was informed by Chairman Scott that no state funds are available at the present time for the improvement of this highway west of Hillsboro.

County Judge H. H. DeArmond and County Commissioners Art Tift and James Whitlock of Deschutes County appeared before the Commission and renewed their request for the designation as secondary state highways of the following county roads:

1. Redmond-Lower Bridge Road 2. Tumalo-Cline Falls Road
3. Tumalo-Deschutes Road

The Engineer advised that in his opinion the Tumalo-Cline Falls and Tumalo-Deschutes Roads are logical secondary state highways and it was his recommendation that they be so designated. He further advised that the Redmond-Lower Bridge Road does not meet with the State's secondary highway requirements; therefore, he could not recommend its designation as such at this time, notwithstanding the fact that from the county's standpoint it may be the most important road. After some discussion of this matter, motion was made by Commissioner Aldrich that the Tumalo-Cline Falls Road and the Tumalo-Deschutes Road be designated as secondary state highways provided the County Court files with the Commission its formal application for such designation, and that the County's request for the designation of the Redmond-Lower Bridge Road as a secondary highway be denied. Motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

A delegation from the town of Aurora, Marion County, consisting of J. G. Wurster, Mayor, Jonas M. Will, President of Aurora Community Club, and A. L. Strickland, appeared before the Commission and asked that the new pavement now under construction through their town be widened to forty feet to provide for four lanes of traffic, especially through the business district. They argued that since the work now under way is a state highway improvement financed entirely with state and federal funds, the State would be responsible for its upkeep and maintenance and could be held liable for damages in case accidents occur on the highway right of way, the same as if such accidents occurred on state highway rights of way outside of city limits. It was their thought that the pavement would have to be eventually widened and that it would be less costly to the State to do this now under the present contract rather than to defer the work and in the meantime run the risk of incurring damage claims.

Chairman Scott advised that the maintenance of this highway within the city boundaries beyond the limits of the pavement and rock shoulders adjacent thereto is the responsibility of the City of Aurora. After further discussion the Commission by unanimous vote denied the request for the construction of a four-lane pavement but agreed to extend the gravel shoulder construction the full width of the highway through the business district of the town with no commitment as to its future maintenance as a city street. The Engineer was authorized by the Commission to include the extra graveling in the present contract.

The Commission adjourned at 12:30 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the same room.

The State Highway Commission reconvened at 2:00 o'clock P. M. in the Rose Room, Benson Hotel, with all members, State Highway Engineer, Assistant Attorney and the Secretary present.

Ralph J. Staehli, representing the Allied Truck Owners, Inc., A. R. Trombly, representing Trombly Truck Equipment Company, and J. F. Groce, all of Portland, appeared before the Commission by appointment regarding a trucking matter which involves the suspension of that section of the Oregon road law which prohibits the transportation of loads over Oregon highways, the

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gross weight of which in pounds exceeds that determined by the formula 600 x (L+40).

Mr. Trombly stated that he has a client in Southern Oregon who operates a truck line between Oregon and California points and in order to carry a maximum load and be safe on the highway he must use a semi-trailer with tandem axles. The Oregon law, he said, permits the operator to transport gross loads of 49,000 pounds and the California law permits him to transport gross loads of 48,000 pounds; however, he cannot take advantage of these gross load limits because of the Oregon law which restricts the length of combination truck and semi-trailer to 35 feet and gross loads as determined by the formula 600 x (L+40). Under present conditions, he added, the maximum load that he is permitted to haul with a unit of this type is only 40,000 pounds which would result in an uneconomical operation, therefore he asked the Commission to give its approval to the nullification of that portion of the Oregon law.

The Engineer stated that from an engineering standpoint there are no reasons why Mr. Trombly's request could not be granted; however, he said, there are legal features that must be considered. He asked the Assistant Attorney to give his opinion concerning these features. The Assistant Attorney advised that the Commission is without authority to nullify the declarations and effect of legislative enactments. Any attempt on the part of the legislature, he added, to delegate such power to any board or commission would be unconstitutional as an unauthorized delegation of legislative powers. He further stated that the law specifically states the limits of weights according to tire widths and axle weights, etc., and also places a limitation represented by the formula in question. Section 82 of the law, he added, which grants certain authority to the State Highway Commission, obviously was intended to apply to special trips only and not to vehicles operating continuously on scheduled routes. Summarizing, he advised that the Commission does not have legal authority to grant the privilege requested. After further discussion Chairman Scott advised the group that in view of the Attorney's opinion it is necessary to decline their request.

A delegation representing the West Side Highway Association, consisting of S. M. P. Dolan, President, and about fifteen other persons, appeared before the Commission and urged that a portion of the funds which Oregon may receive from the federal Government under the Administration's Public Works Bill, pending now before Congress, be allotted to the improvement of the West Side Pacific Highway.

Mr. Dolan acted as spokesman for the group. He said that they had an understanding with the former Highway Commission that an equal amount of funds would be apportioned for the improvement of the West Side Pacific Highway south of the Multnomah County line as is assigned to the East Side Pacific Highway south of Oregon City, and that they expect such distribution of funds which may be received from the federal Government and will have no complaint to offer if this is done. He gave as their understanding that the allocation of funds to the improvement of the East Side and West Side Pacific Highways was as above stated, and that such arrangement was exclusive of the Fourth Street project between Portland and the Multnomah County line and the super

highway project between East Portland and Oregon City. He inquired whether or not that was also the understanding of the Commission, to which the Engineer replied that was his understanding; the Fourth Street project, he said, was to offset the super highway project.

Chairman Scott inquired as to what position the West Side Highway Association takes regarding the improvement of the West Side Pacific Highway through the town of Monroe. The Commission held a meeting in the town of Monroe on October 5, 1932, he said, for a discussion of this subject, having in mind certain improvements between Monroe and Junction City. At that meeting, he added, the people of Monroe objected to the reconstruction of the highway on the best engineering alignment which would not pass through the town, but the West Side Highway Association did not have a representative at that meeting so their attitude was not obtained. Chairman Scott also inquired about the feeling of the West Side Highway Association with respect to the improvement of the Rex Hill Section of this highway in Yamhill County which involves either a reconstruction of the present highway or the rebuilding of the highway on an entirely new alignment via Springbrook. The people at Newberg do not favor the Springbrook location, he said, because they are fearful that their town will be by-passed.

Mr. Dolan replied that the West Side Highway Association has determined upon a policy of "hands off" as far as the location of highways is concerned except that they think that towns should not be passed aside.

Chairman Scott advised the delegation that the Commission did not at the present time anticipate the receipt of a very large amount of money from the federal Government for highway purposes. Indications are, he said, that Oregon will receive between $5,000,000 and $6,000,000 which may have to be expended over a two-year period. If this amount is available for Oregon this year, he added, the Commission will have for expenditure about the same amount as it had in 1932; however, if a two-year program is involved, the Commission will have usable for this year only about one-half of the amount which it had last year which will mean that considerable work will have to be eliminated from the proposed program. The Commission tentatively agreed, he said, that the funds at its disposal shall be expended for renewals, reconstruction and upkeep of highways and for the completion of some of the gaps in the highway system which will obviate any projects of a far-reaching character. He inquired what the attitude of the West Side Highway Association will be and how they will adjust themselves thereto.

Mr. Dolan replied that the West Side Highway Association will express their desire for funds as they become available and will be very grateful for the consideration of their projects in the program of the State Highway Commission.

Chairman Scott: "Will you say that your association favors the Rex Hill location as a permanent location for this highway?" Mr. Dolan: "I wouldn't say that * * * none of us know enough about it * * * we don't know the engineering value of it, so we can't state definitely at this time. We do know that it is not a good highway now and it should be improved."

Chairman Scott then informed the delegation that under the tentative arrangement for the distribution of funds which Oregon may receive from the federal Government a certain amount will be allocated to each of the four divisions in the state -- Northwest Division, Southern Division, Central Oregon Division and Eastern Division -- and that most of the funds will be allocated to the Northwest Division which includes the West Side Pacific Highway. He explained, however, that this arrangement is only tentative and as yet no definite arrangement has been reached. He also explained that the amount apportioned to any one division will be sub-allocated to various projects in that division, at present minimizing new projects and making expenditures chiefly for renewals, reconstruction, repairs, new bridges and the completion of gaps in the existing highways. Funds allocated to one division, he added, will not be reallocated for expenditure in any other division. The plan as outlined by Chairman Scott received the hearty approval of Mr. Dolan.

A delegation from Grant County consisting of County Judge P. A. Retrum, L. E. Lucas, County Engineer, Glen Chandler, J. L. Stalker and C. A. Felt, Prairie City, C. R. Schmidt and Cliff Benson, John Day, appeared before the Commission in the interests of the John Day Highway. They asked that funds be provided for the reconstruction of this highway between the towns of John Day and Prairie City and for the oiling of the section between Mount Vernon and Dayville. Speaking in behalf of these improvements were Judge Retrum, Mr. Schmidt and Mr. Chandler.

The Engineer advised that the estimated cost of the work requested by the delegation is approximately $400,000. Chairman Scott stated that there are no state funds available for construction purposes and that all monies for such purposes must come from the federal Government. At the present time, he added, it is not known how large a fund Oregon will receive from the Government, but preliminary information indicates that it will not be a very large amount, probably not more than $6,000,000, which is less than the Commission had for construction purposes in 1932. He further stated that the funds that Oregon may receive from the Government by virtue of the Public Works Bill now pending in Congress will be allocated to the four districts of the state in certain ratios, and that according to the tentative budget now before the Commission the apparent allocation that can be made to the entire Division No. 4 does not greatly exceed the estimated cost of the improvements requested by this delegation. Commissioner Aldrich advised the delegation that the Commission on the previous evening considered the Engineer's tentative budget for the allocation of federal funds and that the Mount Vernon-Dayville project now under discussion was included in that budget.

Judge Retrum informed the Commission that they wish to endorse the Mitchell-Antelope project which is to be presented by another delegation at this session.

The following persons representing the John Day Valley Development Association appeared before the Commission and urged that funds be provided for the construction of a highway extending southwesterly from Antelope, Wasco County, to Mitchell in Wheeler County: W. S. Nelson, J. W. Hoech, Dr. Taylor, The Dalles; C. R. Schmidt, Cliff Benson, L. E. Lucas, John Day; Glen Chandler,

J. L. Stalker, Chester Felt, Prairie City; County Judge P. A. Retrum of Grant County; Ben Taylor, A. King, Paul Lynch, Clifford Campbell, C. R. Jackson, E. F. Wilson, Mitchell; D. V. Bolton, John Silvertooth, J. Keaton, Antelope; J. H. Woodcock, R. E. Wilson, L. C. Henneghan, Maupin, and Leo Hahn of Antelope and Portland.

Mr. Nelson presented arguments in behalf of the group. He reviewed the history of this road and called attention to the fact that it was at one time on the state highway system but was removed therefrom by a former State Highway Commission in 1927. He gave statistics to show that the construction of this road will shorten the distance between Portland and points on the Ochoco and John Day Highways east of Mitchell about 50 miles and gave additional statistics pertaining to the productivity of the area that would be served by this road. He added that a great saving in transportation cost can be effected to the benefit of the producers of this district if this road is made available for their use. Mr. Nelson called upon several members of the delegation for remarks each of whom expressed his opinion as to the importance of the road and urged the allocation of funds for its construction.

Chairman Scott thanked the delegation for their appearance and advised them of the status of funds that are now available to the Commission and of the prospective federal aid funds. He further advised that the Commission is not in any position to make commitments at the present time.

The John Day Valley Development group informed the Commission that it endorses the application of the Grant County delegation for allocation of funds for the improvement of the John Day Highway which was presented at this meeting.

L. E. Lucas, County Engineer of Grant County, also appeared in behalf of the County Court of Grant County and asked the Commission to designate as a secondary state highway the road extending up the Middle Fork of the John Day River from Ritter to Susanville. The Engineer advised that an inspection has been made of this road which indicated that its designation as a secondary highway would not be proper at this time because of the limited amount of secondary highway funds that are available for expenditure in Grant County. It was his thought that it would be more desirable to place on the Grant County secondary highway system the road which extends easterly from the John Day Highway at Kimberly to Monument and recommended that that be done. After some discussion of this matter, the Commission by unanimous vote approved the designation as a secondary highway of the Kimberly-Monument Road between Kimberly and the bridge over the North Fork of the John Day River at Monument (not including the bridge) subject to the condition that formal application therefor shall be filed by the County Court with the State Highway Commission. The Commission voted unanimously to decline the request of Grant County to so designate the Ritter-Susanville Road.

A delegation from the town of Banks and vicinity, consisting of L. L. Crawford, B. J. Vanderzanden, M. Turner, Harry Seabold and E. W. McGraw, appeared before the Commission and pleaded for the construction of a one-mile section of Secondary State Highway No. 102 north of Buxton. They stated that

there is now an existing road along this section but its condition is such that it is absolutely impossible to use it; consequently they are required to detour on a circuitous route which is nine miles longer. They urged the Commission to provide funds for the construction of this one-mile section.

The Engineer advised that all of the secondary highway funds apportioned to Washington County have been allocated to maintenance work and there are no funds available for construction purposes. Chairman Scott gave as his opinion that the construction requested is a concern of the County Court of Washington County, wherefore he suggested that the delegation present the matter to that body. After further discussion, the Commission agreed to secure an Engineer's report on the subject and send copies thereof to the delegation in care of Mr. Crawford and to the County Court of Washington County.

A delegation from Marion County consisting of J. C. Siegmund, County Judge, J. E. Smith, County Commissioner, H. S. Swart, County Engineer; C. E. Wilson, T. M. Hicks, W. E. Hanson and Van Weider, representing the Salem Chamber of Commerce, appeared before the Commission concerning a matter which involves the location of the North Santiam Highway in the vicinity of Detroit. Also present regarding this matter was H. D. Farmer, Senior Highway Engineer of the U. S. Bureau of Public Roads, who presented the matter in behalf of the delegation. He stated that the proper location for this highway between Stayton and Halls Camp, which is about five miles west of Detroit, is along the north side of the North Santiam River but at certain points that side of the river is occupied by the Southern Pacific Company which operates a logging railroad into the holdings of the Hammond Lumber Company. On account of the topography, he said, there is not enough room on the north side of the river for both railroad and highway, and to provide space to accommodate both would involve heavy rock excavation costing an enormous sum of money. The road could be located on the opposite side of the river, he said, which would be less costly, but that would place the road in Linn County which has no funds to cooperate in the construction costs whereas Marion County has funds on hand for that purpose. Another solution to this problem, he said, would be to persuade the railroad company to abandon its line on the north side of the river. If this could be arranged, he added, for a reasonable sum of money it would then be possible to use the abandoned railroad grade for the highway, construction costs could be reduced about $300,000 and it would also be possible to obtain financial cooperation from Marion County. After some discussion of this matter by the Commission, it was referred to the Engineer with instructions to make a joint inspection of the project with the engineers of the Bureau of Public Roads within the next two or three weeks and report to the Commission.

There appeared before the Commission at this time by appointment the following members of the Portland Chamber of Commerce: Mr. Walter W. R. May, Manager; Mr. J. C. Ainsworth; Mr. Arthur L. Fields; and Dr. E. B. McDaniel.

Mr. May, acting as spokesman for the group, explained that they were a committee appointed by the Chamber to present to the Highway Commission its views with respect to the allocation of federal funds which, indications are, will be allotted to the state of Oregon under the provisions of the Administration's Public Works Bill. He said that they have in mind some maintenance

projects in Multnomah County which normally might not be considered in such a program but, on account of prevailing conditions and the fact that they would afford considerable unemployment relief, they thought that the Commission might look favorably upon them in the present emergency. He called upon the members of the committee to express their views.

Mr. Ainsworth stated that the project of most interest to Multnomah County is the construction of both short roads to the sea via the Wilson River and Wolf Creek routes. He advocated the allocation of $500,000 of federal funds for this purpose with the idea of gradually completing these roads. He spoke against the construction of additional superhighways and gave as his opinion that the widening of existing sixteen-foot pavements to twenty-foot widths is plenty good for present-day traffic. He also endorsed the reconstruction of the Siskiyou Mountain Section of the Pacific Highway which, he said, is now in very bad condition and a disgrace to the state, and the completion of this highway between Salem and Portland, with some expenditures on the West Side Pacific Highway. Mr. Ainsworth also spoke about the coast highway bridge work and stated that he did not believe that it would be a good policy to construct more than one bridge a year. Toll bridges, he said, are not very popular with the people and it was his thought that the people would rather wait a little longer for free bridges than to pay tolls.

Dr. McDaniel gave as his opinion that the Commission should expend its funds for maintenance purposes and for the improvement of existing highways. It was his belief that the Commission's plans in this regard, as he understood them, are well laid out.

Mr. Fields endorsed the statements of the other speakers and added that perhaps some money should be allocated for the improvement of the Astoria-Seaside road.

Commissioner Washburne explained the status of the prospective federal aid funds, saying that, according to information now available to the Commission, the outlook is that Oregon will have less than one-half of the money for highway purposes this year than it had last year. Chairman Scott explained that it was the thought of the Commission that federal monies which may be received this year should be expended for repair work, reconstruction work and for the completion of some of the gaps in existing highways rather than to apply them to new construction of a major nature. When the Commission obtained its loan from the Portland banks earlier in the year, he said, he assured the bank officials at that time that the Commission would not undertake any projects that would embarrass the credit of the State. He gave as his thought that the Commission should abide by that promise.

Mr. May concluded this discussion by stating that they simply wish the Commission to know their views in this matter before definite information regarding prospective federal funds is obtained from Washington, D. C., which is their reason for appearing before the Commission at this time.

Mr. Ainsworth then discussed with the Commission matters pertaining

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to the acquisition of beauty spots adjacent to state highways with particular reference to the acquisition of timber adjacent to the Crater Lake Highway between Prospect and Crater National Forest boundary in Jackson County. One hundred thousand dollars spent for beauty spots now when land and timber are cheap, he said, will be worth many times that amount in a few years. It was his belief that the timber along the Crater Lake Highway between Prospect and the forest boundary can be controlled upon payment of $5,000 now, $5,000 this fall, and $5,000 each year thereafter until the purchase price has been paid.

Commissioner Washburne inquired whether or not the committee believes that the Commission is justified in buying this timber. Dr. McDaniel replied that that is the best investment the Commission can make. Commissioner Washburne inquired whether or not the committee favored selective logging to which Mr. Ainsworth replied in the affirmative. Commissioner Washburne then asked if the Committee believes that the Commission, in view of the limited funds that it has available, should commence the reconstruction of the Siskiyou Mountain Section of the Pacific Highway. Mr. Ainsworth answered in the affirmative.

Resolutions were presented from the following named counties in which they elect to perform with their own forces certain secondary state highway work during the year 1933, commencing January 1 and ending on the date on which the State Highway Commission assumed jurisdiction of secondary state highways under authority granted by the 1933 legislature:

County	Period Covered
Baker	Jan. 1, to May 1, 1933
Benton	Jan. 1, to April 1, 1933
Clackamas	Jan. 1, to April 1, 1933
Clatsop	Jan. 1, to April 1, 1933
Columbia	Jan. 1, to April 12, 1933
Crook	Jan. 1, to April 20, 1933
Deschutes	Jan. 1, to April 15, 1933
Douglas	Jan. 1, to April 17, 1933
Gilliam	Jan. 1, to May 1, 1933
Harney	Jan. 1, to April 20, 1933
Hood River	Jan. 1, to April 15, 1933
Jackson	Jan. 1, to April 20, 1933
Jefferson	Jan. 1, to April 15, 1933
Josephine	Jan. 1, to April 20, 1933
Klamath	Jan. 1, to April 7, 1933
Lake	Jan. 1, to April 15, 1933
Lane	Jan. 1, to April 1, 1933
Lincoln	Jan. 1, to April 1, 1933
Linn	Jan. 1, to April 1, 1933
Marion	Jan. 1, to May 1, 1933
Morrow	Jan. 1, to April 1, 1933
Polk	Jan. 1, to April 20, 1933
Sherman	Jan. 1, to April 1, 1933
Tillamook	

County	Period Covered
Umatilla	Jan. 1, to April 10, 1933
Union	Jan. 1, to April 20, 1933
Wallowa	Jan. 1, to May 1, 1933
Wasco	Jan. 1, to April 20, 1933
Washington	Jan. 1, to April 1, 1933
Wheeler	Jan. 1, to April 10, 1933
Yamhill	Jan. 1, to April 1, 1933

Upon the recommendation of the Engineer the resolutions were approved and accepted by the Commission by unanimous vote.

Consideration was given by the Commission to resolutions from the following counties waiving their right to perform secondary highway work with county forces and placing full jurisdiction over secondary highways in the State Highway Commission pursuant to the enactment of the 1933 legislature:

County	Date Effective
Baker	May 1, 1933
Grant	Jan. 1, 1933
Harney	May 1, 1933
Malheur	Jan. 1, 1933
Morrow	May 1, 1933
Union	April 20, 1933
Wallowa	May 1, 1933

Upon recommendation of the Engineer the resolutions were accepted and approved by the unanimous vote of the Commission.

A resolution was presented from the County Court of Curry County requesting the selection and designation as a secondary state highway of the county road, known as Squaw Creek Road, which extends from the Oregon Coast Highway about three miles north of Wedderburn easterly to Ophir. The Commission referred this matter to the Engineer for investigation and report.

A letter was presented from the County Court of Lane County requesting that a high-type survey be made of the secondary highway which extends westerly from Eugene via Noti and Walton to the intersection with the Siuslaw Highway at Swisshome so that work undertaken on this highway during the years to come will be in the proper location and according to proper standards. The Engineer reported that Lane County's share of the secondary highway apportionment amounts to $21,500.00 annually and that all but $7,000.00 of this amount has been allocated for maintenance purposes. Commissioner Washburne stated that the county has some money to spend on the west end of this road between Swisshome and Siuslaw; what they really want, he said, is a survey on the proper alignment between those points. The Engineer recommended that a reconnaissance survey be made and that $500.00 of secondary highway funds be allocated for that purpose. Recommendation of the Engineer was adopted by the Commission by unanimous vote.

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A letter was presented from Elbert L. Chandler, President of the Oregon-Washington Bridge Company, Olympia, requesting the construction of a secondary highway connection between the Columbia River Highway and the end of the bridge that spans the Columbia River at Hood River in Hood River County. The Engineer advised that the construction requested by Mr. Chandler involves a heavy fill and a railroad grade separation structure which will cost approximately $30,000 and that there are insufficient secondary highway funds available for this purpose. He recommended that the request of Mr. Chandler be denied. The Engineer's recommendation was adopted by the Commission by unanimous vote.

The Engineer reported that at the meeting held on March 1, 1933 a secondary highway agreement was presented whereby the County Court of Sherman County requested permission to perform certain work on Shorars Bridge Secondary Highway with secondary highway funds augmented by funds which the county received from the Reconstruction Finance Corporation. He further stated that the Commission denied the request at that time because it was thought that the county had not lived up to its agreement with respect to the expenditure of funds obligated under a former agreement. It now develops, he said, that the county did live up to its former obligation, but that the work cost much more than it was anticipated because considerable rock work was encountered. It was his thought that the record of the Commission should be corrected to show that the request was denied on account of lack of funds rather than for the reason that the county did not live up to its previous agreement. He recommended that an appropriate entry be made in the minutes of the present meeting to indicate this. The Commission by unanimous vote approved the recommendation of the Engineer and instructed the Secretary to make such entry in the present record.

The Engineer reported that by a recent order of the State Highway Commission the Fairgrounds County Road just south of Grants Pass in Josephine County was designated as a sector of the Redwood Highway on condition that the county would take over and maintain that portion of the Redwood Highway which would be eliminated by such rerouting. The County Court, he said, has agreed to this condition and has adopted a resolution covering the matter, a copy of which has been received. As a result of this substitution, the Williams Secondary Highway does not now connect with either the Redwood Highway or Pacific Highway, there being a gap of several hundred feet between the Pacific Highway and the present terminus of the secondary highway. It was his thought that the secondary highway should be extended for this short distance to connect with the Pacific Highway and recommended that appropriate action be taken by the Commission and the County Court to effect this. After due consideration the Commission, by unanimous vote, approved and adopted the recommendations of the Engineer subject to the condition that the County Court of Josephine County shall file its formal application with the Commission for such designation.

The Engineer reported that in several of the counties secondary highway funds which were allocated in 1932 to certain specific projects have not been all required to complete those projects leaving balances available for transfer to other projects. He submitted a list of such balances and asked

the Commission to approve their transfer to other jobs, as follows:

County	Transfer Amount	From Project No.	To Project No.
Deschutes	$230.63	109 MW	109 DA
Deschutes	152.45	109 MT	109 DA
Gilliam	300.00	111 GA	General County Apportionment
Gilliam	260.31	111 GA	111 GB
Grant	1,000.00	111 MH-B	General County Apportionment
Grant	63.55	112 MV-106	General County Apportionment
Harney	500.00	113 ML-B	General County Apportionment
Lake	273.45	119 MK-507	119 MK
Lake	50.00	119 MK-118	119 MK
Wheeler	354.23	135 MR	135 GA

After due consideration the Commission, by unanimous vote, approved the transfer of secondary highway funds as requested by the Engineer.

The Engineer reported that on April 12, 1933 the Dennis Construction Co., completed its contract No. 1425 for the construction of approaches to the North Portland Overcrossing on Secondary State Highway No. 120 in Multnomah County and that on May 1, 1933 the Commission by resolution accepted the work and authorized him to make final payment to the contractor upon receipt of proper evidence that satisfactory arrangements had been made for the settlement of claims outstanding against the work. This information, he said, was transmitted to the surety on the contractor's bond and a reply was received calling attention to the fact that the contractor has assigned to the surety company all payments due or to become due in connection with the project, so that they may be applied toward the payment of the claims for which it was liable, and demanding the release of the payments now due. He inquired whether or not it is the wish of the Commission to release the payments in connection with this contract in view of the demand of the surety. The Assistant Attorney advised that as an assignment has been given by the contractor in favor of the surety company for the purpose of paying the claims against the project, it will be satisfactory to release further payments in accordance with the desires of the surety company. After some discussion and because of the Assistant Attorney's opinion, the Commission by unanimous vote authorized the Engineer to release the final payment due the contractor in accordance with the provisions of the assignment.

A communication was presented from the Portland Dredging Co., in which they requested that the Commission waive the penalty previously imposed on them for overrunning the time limit specified in their contract for the construction of the bridge over the Columbia Slough on Swift Secondary Highway No. 120 in Multnomah County, being Contract No. 1416, giving as their reason for the delay bad weather conditions and non-delivery of lumber and steel products which were to be used in the bridge. The Engineer advised that there

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is some merit in the allegations of the contractors and that their claim should be given consideration. He recommended that the contractors be relieved of one-half of the penalty previously imposed inasmuch as the public has not been inconvenienced by the delay and the engineering expense that has accrued is only nominal. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

The Engineer reported the receipt of a letter from Edward Scanlon, Marshfield, representing the Port Orford Cedar Products Company, stating his desire to purchase some of the spruce timber situated in the state park at Cape Arago, Coos County, and offering to pay for this timber either a lump sum of $1,750, or at the rate of $2 per thousand for the timber taken. He explained that Cape Arago Park consists of 134 acres which was conveyed to the state as a gift by Mr. and Mrs. Louis J. Simpson of North Bend and that they have given their consent to the cutting of the timber desired by Mr. Scanlon, provided the proceeds of the sale are expended in the improvement of the park. He further explained that the timber is overripe, badly infested with "conk" and should have been harvested several years ago; furthermore, it is located on an area that is unessential from a park standpoint. He recommended that Mr. Scanlon's offer be accepted. After some discussion of this matter, the Engineer was instructed by the Commission to refer it to the State Park Commission for a recommendation.

Consideration was given by the Commission to the matter of preserving the timber along the right of way of the Crater Lake Highway in Jackson County between Prospect and Crater National Forest boundary, a distance of approximately four miles. It was reported that the Rogue River Timber Company, which now owns the timber, is about ready to market it, and something must be done soon if the timber is to be preserved.

Chairman Scott reported that an arrangement has been made with the Rogue River Timber Company for a joint cruise of the timber standing on a strip of land 1,000 feet in width, being 500 feet on each side of the highway, between the above-mentioned points, whereby each of the parties thereto is to engage a cruiser at its own expense. He further stated that in accordance with this agreement, he has authorized an expenditure of not to exceed $300 of highway funds for such cruise and that Mr. W. J. Walsh, Forest Engineer of Portland, has been engaged as cruiser for the State; also, that Messrs. Thomas & Jackson, Forest Engineers, Portland, have been engaged by the Rogue River Timber Company. The Engineer reported that he has signed a joint letter with the Rogue River Timber Company, directed to Mr. Walsh and Messrs. Thomas & Jackson, outlining the details of the cruise and specifying the compensation that will be paid for their services. Commissioners Aldrich and Washburne signified their approval of the action taken by Chairman Scott and the Engineer regarding this matter.

A letter was presented from Frank H. Seal, President of the Port Orford Chamber of Commerce, Inc., in which the Commission was requested to contribute a sum of money to provide for the surfacing of a short road (about one-half mile in length) which extends from the Oregon Coast Highway at Port Orford westerly to the U. S. Coast Guard Station site, known as "The Heads". He explained that The Heads is a promontory from which a splendid view of the ocean

and surrounding country may be obtained and prognosticated that it will be one of the outstanding tourist attractions in connection with the Oregon Coast Highway. He further stated that the roadway has been graded with funds provided by the Curry County Court, augmented by popular subscription of citizens of Port Orford and it was their thought that the State might be able to finance the surfacing.

A report concerning this matter was also submitted by Parks Engineer S. H. Boardman in which he recommended that the request of the Port Orford Chamber of Commerce be granted. Chairman Scott gave as his thought that it would perhaps be better to designate this road as a secondary state highway in order to legalize the expenditure of state funds thereon. The Engineer advised that there is now before the Commission for consideration a request from the County Court of Curry County that the Squaw Creek Road be designated as a secondary state highway. He questioned whether secondary highway funds are sufficient to so designate both of these roads. After some discussion, the Commission referred the matter to the Engineer for further investigation and to ascertain if the Curry County Court prefers this road designated as a secondary highway in preference to the Squaw Creek Road provided there are insufficient secondary highway funds for both.

The following resolution authorizing the acquisition of real property required for various highway improvements was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

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

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

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

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

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Barlow-Aurora Section, Pacific Highway				
Bonney, Sarah E.	Detour Road, Easement		$30.00 Lump Sum	Langille
McMinnville-Dundee Section, West Side Pacific Highway				
Moore, Esther	R/W	1.66	$200.00 per A. plus $1843.00	Gardiner
Bryan, Louisa (correction)	"	2.262	200.00 per A. plus $22.00	Benson
Wirfs, Francis E.	"	0.004	16.00 Lump Sum	"
Tigard Section, West Side Pacific Highway				
Frewing, Bertram S.	R/W		$210.00 Lump Sum	Rose
Miller Creek-Junction City, West Side Pacific Highway				
Lee, Bertha K.	R/W	5.72	$2710.75 Lump Sum	DeSouza
Camas Valley-Roseburg Section, Coos Bay-Roseburg Highway				
Ingram, Jennie	Gravel Pit	8.4	3¢ per cu. yd. 10 yr. lease	Devers
Ingram, Jennie	Stock Pile	0.63	$125.00 Lump Sum 10 yr. lease	"
Redmond-Bend Section, The Dalles-California Highway				
Huntington, Ada	R/W	5.24	$15.00 Lump Sum	
Fort Klamath-Crooked Creek Section, The Dalles-California Highway				
Wright, Harry F.	Stock Pile	1.07	$80.25 Lump Sum 5 yr. lease	Gould
Grimes, Henry	" "	1.028	77.10 " " 5 yr. lease	"
Huntington-Slides Section, Old Oregon Trail Highway				
Jacobson, Oscar, Estate	R/W	5.59	$292.25 Lump Sum	Williams
Jacobson, Oscar, Estate	Gravel Pit	6.66	$200.00 " "	"
Klamath County Section, Willamette Highway				
Klamath Pine Lumber Co.	Quarry Site	80 A. ±	$150.00 Lump Sum Lease	Lytle
Biggs-John Day Section, Columbia River Highway				
Deyo, C. C. Est.	R/W	3.07	$200.00 Lump Sum	Langille
Deyo, C. C. Est.	"	0.164	90.00 " "	"
North of Roseburg, Pacific Highway				
Scott, W. L.	R/W	0.09	Nominal $1.00	Collier

The Engineer reported that the following highways upon which reduced load limits have been in effect for the past several weeks have dried out sufficiently to enable them to carry loads authorized by law; therefore, he recommended the revocation of the orders previously issued by the State Highway Commission reducing the load limits on these highways:

OREGON COAST HIGHWAY between Lincoln-Lane County Line and Berry Creek in Lane County;

ALSEA HIGHWAY between Waldport and Alsea River Bridge in Lincoln County;

NEHALEM HIGHWAY (Secondary State Highway No. 102) between Mist and a point five miles east of Jewell in Clatsop County;

WAPINITIA HIGHWAY between its junction with the Mt. Hood Highway in Clackamas County and its junction with The Dalles-California Highway in Wasco County; and

GREEN SPRINGS HIGHWAY between its junction with the Pacific Highway in Jackson County and Keno in Klamath County.

The recommendation of the Engineer was approved and the following resolution with respect thereto was adopted by the Commission by unanimous vote:

WHEREAS, on the 1st day of November, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on OREGON COAST HIGHWAY between Lincoln-Lane County line and Berry Creek in Lane County; and the ALSEA HIGHWAY between Waldport and Alsea River Bridge in Lincoln County; and

WHEREAS, on the 18th day of November, 1932, the Commission, by similar action, passed and adopted a resolution reducing the load limit on NEHALEM HIGHWAY (Secondary State Highway No. 102), between Mist and a point five miles east of Jewell in Clatsop County; and

WHEREAS, on the 23rd day of March, 1933, the Commission, by similar action, passed and adopted a resolution reducing the load limit on the WAPINITIA HIGHWAY between its junction with the Mt. Hood Highway in Clackamas County and its junction with the The Dalles-California Highway in Wasco County, and GREEN SPRINGS HIGHWAY between its junction with the Pacific Highway in Jackson County and Keno in Klamath County; and

WHEREAS, subsequent to the time of the passage of said resolutions conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is

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no longer necessary or desirable, to maintain the reduced load limits set out in said resolutions on the portions of the highways hereinabove particularly referred to;

NOW, THEREFORE, BE IT RESOLVED that the several actions of the State Highway Commission reducing the maximum permissible load limits on the portions of the above-described highways be and the same are hereby rescinded and cancelled as of this date, and the maximum load limits permissible on the said portions of the said highways hereafter shall be the maximum load limits provided by law, and it is hereby ordered that a certified copy of this resolution be furnished to the County Clerk of each county in which any portions of the hereinabove described highways are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

The Engineer reported that pursuant to the order of the State Highway Commission, dated September 27, 1932, the following bridges, among others, were posted with reduced load limit signs:

LINN COUNTY: Halsey-Sweet Home Secondary Highway No. 212
212-17.9 Covered wood bridge over the Calapooia River

POLK COUNTY: Dallas-Coast Secondary Highway No. 192
192-10.8 Covered wood truss over Mill Creek

Since the posting of these bridges, he said, extensive repairs have been made and it was his recommendation that these load limits now be lifted from five to seven tons. He explained that this is quite necessary because the Department's grading equipment weighs seven tons and the expense of detouring around these bridges during the operation of maintaining the highways would be considerable. After due consideration the Commission approved the recommendation of the Engineer and adopted the following resolution with respect thereto by unanimous vote:

WHEREAS, on the 27th day of September, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution ordering a reduction of maximum load limits on certain secondary state highway bridges, including the following bridges, to-wit:

212-17.9 Covered wood bridge over the Calapooia River on Halsey-Sweet Home Secondary Highway No. 212 in Linn County 5 tons
192-10.8 Covered wood truss over Mill Creek on Dallas-Coast Secondary Highway No. 192 in Polk County 5 tons

WHEREAS, subsequent to the time of the adoption of said resolution repairs have been made to the above-described Calapooia

River Bridge and Mill Creek Bridge so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limits set out in said resolution on the above-described bridges;

NOW, THEREFORE, the premises being in part as above stated, IT IS HEREBY ORDERED, that the said action of the State Highway Commission on the 27th day of September, 1932, reducing the maximum permissible load limits on the said Calapooia River Bridge in Linn County and the said Mill Creek Bridge in Polk County, be and the same hereby is rescinded and cancelled as of this date, and the maximum load limits permissible on the above-described secondary state highway bridges shall hereafter be as follows:

HALSEY-SWEET HOME SECONDARY STATE HIGHWAY NO. 212 IN LINN COUNTY
212-17.9 Covered wood bridge over the Calapooia River 7 tons

DALLAS-COAST SECONDARY STATE HIGHWAY NO. 192 IN POLK COUNTY
192-10.8 Covered wood truss over Mill Creek 7 tons

However, said resolution of September 27, 1932, shall remain in full force and effect with respect to the balance of the bridges listed therein.

IT IS FURTHER ORDERED that a certified copy of this resolution be furnished to the county clerks of Linn and Polk Counties, and the Superintendent of the Department of State Police for his information.

A letter was presented from the West Coast Telephone Company in which inquiry was made as to the probable date the Commission expects to widen the Gresham-Sandy Section of the Mt. Hood Highway. They advised that they plan to rebuild their pole line along this section of highway, but hesitate to proceed while there is a possibility that they will be required to relocate their pole line within a comparatively short time, should the Commission decide to widen this highway to eighty feet. The Engineer advised that the right of way along this section of highway is now sixty feet wide and that present plans do not contemplate widening it in the near future. The Secretary was instructed so to advise the West Coast Telephone Company and inform them that in view of the circumstances they must take their chances relative to the relocation of their poles at a later time.

A letter was presented from the Wallowa County Court requesting that due consideration be given by the Commission to the following projects in the allocation of federal funds, which it is anticipated will be received from the federal Government under the Administration's Public Works Bill:

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1. Resurfacing and oiling portions of Wallowa Lake Highway
2. Extension of Enterprise-Flora Highway to connect with Blue Mountain Highway in the state of Washington
3. Construction of Little Sheep Creek Secondary State Highway

The Secretary was instructed to advise the Wallowa County Court that the Commission will give due consideration to these projects at the proper time.

A letter was presented from Hon. E. W. Snell, Arlington, requesting the improvement of a short section of road which extends from the Columbia River Highway northerly to the ferry which crosses the Columbia River between Biggs, Oregon, and Maryhill, Washington. The Engineer advised that it is hardly practicable to build a road between these points because it would be inundated at certain seasons of the year; however, the existing road might be improved somewhat by an application of gravel if the Commission so desires, although he could not recommend an expenditure for such purpose. He further advised that people from the state of Washington are promoters of this project and that the road would be principally for their benefit. After some discussion the request of Mr. Snell was denied by the Commission by unanimous vote.

Letters were presented from the Jefferson County Court, Newport Chamber of Commerce, Prineville-Crook County Chamber of Commerce, and George E. Aitken, Chairman of Road Committee, Sisters, in which the Commission was urged to provide funds for the completion of the Santiam Highway. No action was taken by the Commission on these communications, the matter having been disposed of earlier in the session when the Linn County Court was present.

The Secretary presented resolutions and communications from the following organizations in which the Commission was urged to allocate funds for the reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County: Oregon Pacific Highway Association; Grants Pass Chamber of Commerce; Eugene Chamber of Commerce; Roseburg Chamber of Commerce; Ashland Chamber of Commerce; and Ashland City Council. The Commission took these requests under advisement for consideration later.

A letter was presented from Mrs. W. E. Warren, Cannon Beach, directed to Governor Meier, in which request was made that the Cannon Beach road be oiled to alleviate the dust nuisance. The Engineer advised that it would cost considerable money to eliminate properly this dust nuisance and that the application of oil would simply be a temporary expedient. He pointed out that in other localities where similar conditions have prevailed remedial measures were provided by the residents at their own expense, and it was his thought that the people of Cannon Beach should be requested to do likewise. He suggested that in the present instance the State might contribute the sum of $100 toward the cost of oiling at Cannon Beach. The suggestion of the Engineer was approved and adopted by the Commission by unanimous vote.

A resolution was presented from the Reedsport Chamber of Commerce endorsing the proposed plan for the immediate construction of toll bridges across the unbridged bodies of water on the Oregon Coast Highway and urging

the Commission to use every effort to obtain early, favorable action with respect thereto. No action was taken by the Commission regarding this matter.

The Engineer reported on snow conditions prevailing on the Mt. Hood and McKenzie Highways and submitted estimates of cost for the removal thereof. He stated that to eliminate the snow from the McKenzie Pass, starting on May 15 and opening the highway to travel on June 17, would cost approximately $3,500 whereas by starting on June 1 the highway could be opened to travel on June 23 at a cost of $2,000 thereby reducing the cost about $1,500 with only six days' delay in opening the highway. Regarding the Mt. Hood Highway he stated that by starting the snow removal on May 15, the highway could be opened to travel by June 12 at a cost of $3,000, whereas by starting on June 1 the highway could be opened to travel by June 17 at a cost of $1,600, thus realizing a saving of about $1,400 expense with only five days' delay in opening this highway. After due consideration of the Engineer's report, the Commission decided by unanimous vote to commence snow removal on both of these highways on June 1, 1933 and authorized the Engineer to proceed in accordance with that decision. The Secretary was instructed to advise the Chambers of Commerce of Hood River, Eugene and Springfield of the action taken by the Commission and inform them of the saving that will accrue to the State by commencing snow removal operations at the latter date.

The Engineer reported that the department owns a number of touring cars that have been in service for a long time and are in such condition that their replacement with new cars is warranted. He recommended that ten of these cars be traded in at this time as part payment on the purchase of ten new cars, seven of which shall be of light weight type, such as Fords, Chevrolets and Plymouths, the balance to be medium-priced cars, ranging from $1,400 to $1,700 each. He estimated the total cash outlay for ten cars to be approximately $7,500. After due consideration the Commission, by unanimous vote, approved the recommendation of the Engineer and authorized him to purchase ten new cars through the State Purchasing Agent in conformance therewith.

The Secretary reported that inquiry has been made by the Department of State Police whether or not the State Highway Commission will cooperate with them in the purchase of a new set of loadometers to replace an old set which is beyond repair. He explained that information received from the Police Department is to the effect that they sent several loadometers to the factory repair shop at San Francisco to be renovated and the company replied that this set was in such condition that it could not be repaired but they would allow the department $100 for it as part payment on the purchase price of a new one costing $575. It appears, he added, that the Department of State Police considers this a good offer but they cannot accept it because no provision was made in their budget this year for the purchase of such equipment; wherefore, since the scales are badly needed they now ask the Highway Commission to assist them by contributing as much as possible toward the cost of the new set. After some discussion of this matter, the Commission voted unanimously to contribute the sum of $200 toward the cost

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of one new set of loadometers at this time in view of the fact that it is to be used for purposes that are beneficial to state highways. The Secretary was instructed to so inform the Department of State Police and to state that this contribution is made with the understanding that it is not to be considered as a precedent in the purchase of additional loadometers in the future, but it is expected that the Police Department will provide for the purchase of such equipment in their future budgets.

The Engineer requested authority to make the necessary surveys for the reconstruction of the Pacific Highway over what is known as Jackson Hill in Marion County, commencing five or six miles south of Salem and extending southerly a distance of about twelve miles. He stated that this is a desirable project to include in the federal construction program which is now under consideration and that surveys should be made now so that plans, et cetera, will be ready when needed. He estimated the cost of the survey to be about $6,000. After due consideration the Engineer's request was granted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich.

A letter was presented from Hon. Willard L. Marks, Albany, Chairman of the committee appointed by the Commission to recommend a name for the new bridge now under construction over the Santiam River on the Pacific Highway at Jefferson, Marion County, in which he advised "that the members of your committee and the people of Jefferson generally feel that it is most appropriate to commemorate the name of 'Jacob Conser' on this bridge." Motion was thereupon made by Commissioner Washburne that the committee's report be accepted and that the bridge be named "Jacob Conser Bridge" in conformance therewith. Motion was duly seconded by Commissioner Aldrich and was declared by Chairman Scott to have carried by the unanimous vote of the Commission. The Secretary was instructed to direct an appropriate letter to the members of this committee expressing the Commission's appreciation for their interest and efforts in this matter.

A letter was presented from the Newport Chamber of Commerce requesting permission to erect a sign on the Oregon Coast Highway right of way at South Beach, Lincoln County, calling the attention of tourists to some of the attractions in their city. The request was denied by the Commission it being strictly contrary to the established policy with respect to the erection of signs on state highway rights of way.

A communication was presented from the Oregon State Chamber of Commerce requesting that they be furnished 1,000 state highway maps free of cost for general distribution from their office. After some discussion the request was granted by the Commission by unanimous vote.

A letter was presented from Mr. Edgar McDaniel, Mayor of North Bend, calling attention to the unsafe condition of the bridge which spans Pony Slough on Cape Arago Secondary Highway in their city and stating further that the City of North Bend will cooperate to a limited extent in the cost of replacing this structure if the State will pay the balance. The Engineer advised that heretofore it has been the practice of the Commission to refuse to accept responsibility for that type of maintenance within the corporate limits of cities or

towns and inquired whether or not the Commission wishes to deviate from that practice in the present instance. After some discussion the Commission deferred the decision on the matter until the next meeting. The Engineer was instructed to secure an opinion from the Attorney with respect to the legal features involved for presentation at that time.

A report was filed by Parks Engineer S. H. Boardman appropos of the request of Multnomah Chapter, D. A. R. for permission to erect a bronze marker near the Pacific Highway right of way on the bluff overlooking the Willamette Falls at Oregon City to commemorate the explosion of the Steamer Gazelle which occurred opposite that point. He stated that the marker has been erected on a site selected by Mrs. Earl C. Bronaugh, Jr., Regent of Multnomah Chapter, D. A. R. and him and that it was dedicated with appropriate ceremony on May 13. The report was approved by the Commission.

The following requests for extensions of time within which to complete highway construction projects were considered by the Commission:

Jacobsen-Jensen Company, Contract No. 1446, grading and paving Central Point-Medford Section of Pacific Highway in Jackson County, requested an extension of time of thirty days to July 15, 1933 within which to complete this project. The Engineer advised that the contractors have carried on their work very satisfactorily under unfavorable conditions and probably at a considerable loss. The general public, he added, has not been inconvenienced by the delay because it has had the use of the old highway at all times; also, the extra engineering expense incurred by the State is inconsequential. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

E. C. Peck & Company, Contract No. 1421, grading Flowers Gulch-Long Creek Section of Pendleton-John Day Highway in Grant County, requested an extension of time of sixty days to July 31, 1933 in which to complete this project. The Engineer advised that the contractor made every effort to complete this job within the specified time limit but due to extremely severe and extraordinary weather conditions was unable to do so. The traveling public has not been greatly inconvenienced by the delay, he said, because even if this project had been completed on time the highway would not have been open to travel throughout its entire length. The State, he added, has been put to some extra engineering expense but he did not think that the contractor should be charged for this because good progress was made in construction work under very adverse conditions. He recommended that the extension requested be granted without penalty of any kind. Recommendation of the Engineer was adopted by the Commission by unanimous vote.

Tom Lillebo, Contract No. 1440, construction of a bridge over Dean Creek, and culverts over Koepke and Hinsdale Sloughs on the Umpqua Highway in Douglas County, requested an extension of time of thirty days to May 31, 1933 in which to complete this project. The Engineer advised that the delay in completing these bridges was no fault of the contractor but was due principally to the fact that work was held up for some time pending completion

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of negotiations with the Hinsdale Estate Company for right of way. The traveling public, he said, has not been badly inconvenienced by the delay and the only additional engineering expense incurred has been the salary of the resident engineer on the job. He recommended that the extension requested be granted without penalty. The Commission adopted the Engineer's recommendation by unanimous vote.

Union Engineering Company, Contract No. 1437, surfacing Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, requested an extension of time to May 31, 1933 in which to complete this project, giving as their reason for this request bad weather conditions and trouble in locating suitable surfacing materials. The Engineer advised that this contract was awarded by the Commission on November 10, 1932, but the contractors did not start to place gravel on the road until February 20, 1933, although they repeatedly stated that "it is our intention to start operations shortly". In the meantime, he said, the State incurred considerable engineering expense. He questioned the claim of the contractors that the delay was caused by reason of bad weather because, he said, the record shows that the contractors had a month of good weather between the date of the award of the contract and the time that conditions became so bad that it was impractical to work. The delay in completing this job has not inconvenienced the public, he added, but it would have been better from the State's standpoint to have had the job completed within the specified time limit because there would have been more moisture in the ground and the rock would have compacted better. He recommended that the extension requested be granted, but that the contractors be charged with engineering expense which accrues subsequent to April 30, 1933, with a maximum penalty of $200.00. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

The Assistant Attorney reported that an adverse decision will be rendered shortly by Circuit Judge Arlie G. Walker in the case of the State vs. Salmon River Highway Improvement District regarding the constitutionality of the law enacted by the last legislature directing the State Highway Commission to pay certain monies to that district on specified dates. He inquired as to whether or not it is the wish of the Commission to appeal this decision to the Supreme Court. After some discussion the Commission unanimously decided that such an appeal should be made to the higher court and instructed the Assistant Attorney to proceed in accordance therewith.

The Commission adjourned at six o'clock P. M. to reconvene at 7:30 o'clock P. M. in the same room.

The State Highway Commission reconvened at 7:30 o'clock P. M. in the Rose Room, Benson Hotel, with all members, State Highway Engineer, Assistant Attorney and the Secretary present.

The Engineer reported that in the contract awarded to Saxton & Looney for the construction of the Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, provision was made that the contractor shall repair the existing concrete pavement in case it was severely damaged or destroyed by their operations. The contract is nearing completion, he said, and inspection

shows that the pavement is very badly broken up and will have to be either repaired or replaced by an entirely new pavement. He advised that in his opinion it would be far better to construct an entirely new pavement on the revised alignment, which would cost about $10,210, than to repair the existing pavement which would cost about $2,600. He pointed out that this is a federal aid project and that a contingency fund of about $6,000 has been set up which will be available for this purpose, provided the Bureau of Public Roads agrees to the alteration of the original contract to include this work; and this fund, unless used in this connection would be entirely lost to the State. Applying this amount to the total estimated cost and deducting the amount the contractor would have to pay to repair the old pavement, he said, leaves a balance of about $1,600 to be paid from state funds for constructing entirely new pavement. He recommended this type of construction on that basis of cost, provided the Bureau of Public Roads will approve the necessary expenditure of federal funds. After some discussion the Commission by unanimous vote approved the recommendation of the Engineer. Mr. W. H. Lynch, District Engineer of U. S. Bureau of Public Roads, who was present, informed the Commission that he was not prepared to state whether the Government will cooperate in this improvement but he would ascertain as soon as possible whether this could be done.

The Commission considered the matter of allocation of funds which it is anticipated Oregon will receive from the federal Government as its share of the highway appropriation in the Administration's Public Works Bill now being considered by Congress. After considerable discussion of this matter, the Commission, by unanimous vote, tentatively allotted these funds to the four divisions of the State on the following basis:

Division No. 1, Northwest Oregon	47½%
Division No. 2, Southern Oregon	19½%
Division No. 3, Central Oregon	13½%
Division No. 4, Eastern Oregon	19½%
	100%

The Commission then discussed individual projects which have heretofore been considered as desirable for inclusion in the program of these funds, including improvements to both the East Side and West Side Pacific Highways, Columbia River Highway between Troutdale and Corbett, Pacific Highway over the Siskiyou Mountains in Jackson County, and the Wilson River Highway and Wolf Creek Highway projects.

No definite decision was reached by the Commission with respect to any of these projects except that it was unanimously agreed that the Neal Creek Section of the Pacific Highway in Jackson County, which is a part of the Siskiyou project, should be included in this program.

There being no further business to come before the Commission at this time, the meeting was adjourned at 10:20 o'clock P. M. to reconvene at the call of the Chairman.

(Signatures on next page)

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, June 13, 1933

The Oregon State Highway Commission met in special session at 11 o'clock A. M. in the Rose Room, Benson Hotel. Present were:

Leslie M. Scott, Chairman
Carl G. Washburne, Commissioner
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

A conference was held with the following representatives of the U. S. Bureau of Public Roads and Forest Service to program forest highway funds which are to be apportioned to the State of Oregon by Congress under the provisions of the "National Industrial Recovery Act": W. H. Lynch, District Engineer; H. D. Farmer, Senior Highway Engineer; T. M. Davis, Senior Highway Engineer; F. E. Andrews, Senior Highway Engineer, representing the Bureau of Public Roads; C. J. Buck, Regional Forester, and James Frankland, Engineer, representing the Forest Service.

Mr. Lynch reported that the National Industrial Recovery Act now before Congress carries an apportionment of $50,000,000 for forest highways, of which amount $10,000,000 will be apportioned to the northwestern states for the fiscal years 1934 and 1935. Present indications, he said, are that there will be available to the State of Oregon during the fiscal year 1934 the sum of $773,121, and it is their desire to program this amount now so that the projects can be advertised without delay as soon as regulations governing expenditure of such funds have been received from Washington, D. C.

After full discussion of this matter, and consideration of various projects which are eligible and desirable, it was decided unanimously to recommend to the Forester and Chief of Bureau, Washington, D. C., the following program for available funds:

Funds Available:

Fiscal Year 1934 Apportionment		$ 773,121.00
Less:		
B.P.R. Administration (Washington)	$ 9,000.00	
B.P.R. Administration (District Office and Regional Office	40,000.00	
Contingent	59,121.00	108,121.00
Total Available for Program		$ 665,000.00

Recommendations:

The following program is recommended:

Project No.	Project	Approx. Length (Mi.)	Estimated Cost	Forest Highway Funds	Cooperation	Remarks
7-G2	Siuslaw	( )	$ 25,000	$ 25,000	-	Underpass
16-F2) 16-F3)	Tiller-Trail	.8	75,000	75,000	-	Grading and bridge
21-E1,F) 21-E2)	Willamette	1.8	135,000	135,000	-	Grading and bridges
23-H	Santiam	10.0	25,000	25,000	-	Clearing and grading
24-F) 24-D2)	North Santiam	6.0	115,000	65,000	$50,000 County	Clearing and bridges
33-F	Pendleton-John Day	4.3	100,000	100,000	-	Grading
37-B1	Weston-Elgin	4.5	50,000	50,000	-	Grading
39-A	Enterprise-Imnaha	8.7	100,000	100,000	-	Grading
	Maintenance	-	50,000	50,000	-	-
	Surveys	-	40,000	40,000	-	-
Totals			$715,000	$665,000	$50,000	

In the discussion of the Santiam Highway and the North Santiam Highway it was decided that an equal amount of funds available should be allocated to each. Due to the fact that the amount of forest highway funds available at the present time are limited, it was agreed, in order to equalize expenditure on these highways, that a sufficient amount of federal aid funds should be

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allocated to the Santiam Highway to make up the difference when a program for such funds is arranged.

It was the thought of those present that additional forest highway funds are to be made available for the State of Oregon under the provisions of the National Industrial Recovery Act, wherefore, it was unanimously agreed to further recommend to the Forester and Chief of Bureau an additional program, in the event such funds materialize. Discussion of this matter was continued to the afternoon session.

The Commission adjourned at 1:15 o'clock P. M. to reconvene at 2:15 o'clock P. M. in the same room.

The State Highway Commission reconvened at 2:15 o'clock P. M. in the Rose Room, Benson Hotel, with all members, State Highway Engineer, the Assistant Attorney and the Secretary present.

The Commission resumed its discussion of forest highway matters with the representatives of the Bureau of Public Roads and the Forest Service who were present at the morning session, giving particular attention to the allocation of forest highway funds for additional construction work on the Diamond Lake Forest Highway.

The Government officials gave as their opinion that $140,000 should be allocated to complete this highway, since a considerable amount of money has already been expended thereon and the road will not be available for use until completed. It was the thought of the Commission that the funds available should be allocated to the improvement of existing highways in more populated districts, such as the McMinnville-Tillamook Highway and the Salmon River Highway, which highways carry a large amount of traffic throughout the year, rather than to expend the funds on the Diamond Lake road which is little used and then only during the summer months. In view of the difference of opinion it was decided to leave this highway off the program for the time being.

After further discussion it was unanimously agreed to recommend the following program for additional funds that may become available during the fiscal year 1934:

Project No.	Project	Approx. Length (Mi.)	Estimated Cost	Forest Highway Funds	Cooperation	Remarks
16-F2	Tiller-Trail	1.0	$ 50,000	$ 50,000	-	Grading
33-E1,F1	Pendleton-John Day	8.0	60,000	60,000	-	Surfacing
21-F1	Willamette	2.0	115,000	115,000	-	Grading
35-E2, H2, I2	Canyon City-Burns	10.2	25,000	25,000	-	Oiling

The Commission thereupon signed a joint letter with W. H. Lynch, District Engineer of the Bureau of Public Roads, and C. J. Buck, Regional Forester, directed to the Forester and Chief of Bureau, Washington, D. C.,

recommending the approval of the above programs for forest highway funds that may be made available during the fiscal year 1934.

A delegation from Hillsboro, Washington County, consisting of W. G. Ide, Dr. Chas. Lamkin, Paul Patterson, Mayor Orange Phelps and City Manager George McGee, appeared before the Commission in the interests of a proposed highway extending due east from Hillsboro along the "Base Line" to a connection with the adopted Wolf Creek Highway location near Portland. Mr. Ide was spokesman for the group. He reiterated arguments previously presented in support of the designation and construction of a state highway along this route, stating that it is one and three-quarters miles shorter than the present route from Hillsboro to Portland, which it would replace, and would render almost valueless the Hillsboro-Beaverton sector of this highway. It was their thought it would be much better for the Commission to expend available funds for the construction of the Base Line Highway than for improvement of the Tualatin Valley Highway between Beaverton and Hillsboro, and suggested that the money allocated to this highway be reallocated to the construction of the easterly end of the Wolf Creek Highway, which is an essential part of the Base Line proposed route.

The Engineer advised that the Commission is without authority to remove the Hillsboro-Beaverton Section of the existing highway from the state highway system and it would be necessary for the Commission to maintain that section even though the Base Line route were constructed. To recondition the Hillsboro-Beaverton Section, he said, would cost approximately $150,000, compared with $550,000 which is the estimated cost to construct the proposed Base Line road, including the Wolf Creek Highway unit but exclusive of right of way. The Commission expressed themselves as being favorable to the construction of the Base Line Highway and advised the delegation that the only argument against its construction at the present time is lack of funds and the necessity for maintaining the present highway.

The Commission, by unanimous vote, approved the minutes of April 18-19 and May 1, 1933.

The Engineer reported on the reconnaissance survey that was made of the proposed highway which extends from the town of Antelope in Wasco County to the town of Mitchell in Wheeler County, commonly known as the Mitchell-Antelope Highway. The estimated cost of construction thereof, he said, is approximately $500,000. On account of lack of funds and for the further reason that this road is not on the state highway system, he suggested that the request be denied. The Commission approved the suggestion of the Engineer by unanimous vote.

The Engineer reported that a further investigation has been made of the county roads in Deschutes County which the County Court wishes designated as secondary state highways, and it is his opinion that the action taken by the Commission on May 18, 1933, designating the Tumalo-

Cline Falls and Tumalo-Deschutes Roads, and denying the designation of the Redmond-Low Bridge Road, should stand. He recommended that the Commission confirm its previous action. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

A letter was presented from the City Attorney of Forest Grove in which the Commission was requested to allocate federal funds to repair the city streets over which the Tualatin Valley Highway is routed through that city. The Engineer advised that the city of Forest Grove has a population of less than two thousand inhabitants, therefore, the Commission has legal authority to expend state funds for the improvement requested. He recommended that the City's request be granted provided it will pay one-half of the cost of the work. The Engineer's recommendation was adopted by unanimous vote of the Commission, subject to the condition that the city of Forest Grove shall pay in advance its estimated share. The Assistant Attorney was instructed to prepare a form of agreement to cover this matter.

The Engineer reported that an inspection has been made of the Nehalem Secondary Highway north of Buxton in Washington County, concerning which a delegation from Banks and vicinity appeared before the Commission at the May 19 meeting, which reveals that a section of this road, about 1.6 miles in length, is practically impassable and should be repaired as soon as funds can be spared for the purpose so as to eliminate a nine-mile detour that is now required. He called attention to the fact that there are no funds available now for this improvement and suggested that, if federal funds become available for construction of secondary highways, this project will be worthy of consideration in the allocation of funds since it appears to be a very meritorious project. The report of the Engineer was approved and adopted by the Commission by unanimous vote.

A resolution was presented from the Sodaville Community Club, Sodaville, Oregon, in which the Commission was requested to allocate federal funds for the construction of a road about 1-3/4 miles in length, extending easterly from Sodaville, Linn County, to a connection with the Santiam Highway. The Engineer advised that this proposed road is neither on the primary nor secondary state highway systems, therefore, it is not eligible for state funds. The Secretary was instructed to so inform the petitioners and to further advise them that the idle men of their community will be given employment on other state road projects as they are contracted from time to time, provided they register with the County Unemployment Relief Committee. He was also instructed to inform them that since this is a county road, its jurisdiction lies wholly within the County Court of Linn County and they should contact the County Court with respect to their desires.

A petition was presented from the residents and property owners of Cannon Beach in which the Commission was requested to oil the Oregon Coast Highway through the town to alleviate the dust nuisance caused by traffic. The Engineer advised that an oil treatment can be given this highway through the

town of Cannon Beach proper for a nominal sum but such treatment would give only temporary relief and could not be expected to withstand the winter ravages. It was his thought that the people of Cannon Beach really want the oiling of a five-mile section, which would cost approximately $2,000 and would be of little value after the first rains. It would cost a considerable sum of money, he added, to place this section in condition to receive an oil treatment because it would have to be regraded and resurfaced. He recommended against such improvement because of lack of funds for the purpose. After some discussion the Commission authorized the Engineer to apply an oil treatment to this highway through the town of Cannon Beach, about 600 feet in length, this improvement to be in the nature of a dust palliative only which would not require the highway to be reconstructed at this time.

A resolution was presented from the Maryhill Free Bridge Association requesting that federal funds be allocated for the construction of a bridge across the Columbia River between Biggs, Oregon and Maryhill, Washington, to replace the present ferry between these points. This request was denied by the Commission because of lack of funds.

Communications were presented from the County Court of Jefferson County and from F. E. Perkins, Superintendent of the Warm Springs Indian Agency, directed to the Governor, in which arguments were presented in favor of the allocation of federal funds for the construction of the Warm Springs Highway. The requests were denied by the Commission and the communications were ordered filed in the records of the Department.

A resolution was presented from the County Court of Benton County in which the Commission was requested to prepare plans, specifications, and advertise for bids for the construction of a bridge across Boonesville Slough to connect Kiger Island, located in the Willamette River, with the mainland. The Engineer advised that the bridge in question is on a county road and in accordance with the statutes, the State Highway Department is charged with the obligation of preparing bridge plans of this character when so requested by the County Court. He further advised that Boonesville Slough is a navigable body of water, therefore it will be necessary to secure permit from the War Department before the bridge can be advertised for construction. The cost of the bridge, he stated, is to be paid entirely by Benton County with county funds, and the county will also obtain the approval of the War Department. After due consideration of this matter the Commission by unanimous vote authorized the Engineer to prepare the necessary plans for this structure. He was also authorized to advertise the bridge for bids to be received along with other state highway projects as soon as the plans are prepared and the necessary approval received.

A communication was presented from the County Court of Douglas County, directed to Hon. Julius L. Meier, Governor, the Reconstruction Advisory Board, the State Highway Commission, the Bureau of Public Roads and the District Forester, requesting that funds derived from the Public Works appropriation, or from any forest funds that may be available this year, be allocated for additional construction work on the Smith River road which

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extends from Gardiner up the North Fork of the Smith River to Sulphur Springs in Douglas County. No action was taken by the Commission on this request.

A petition was presented from people living along the Eugene-Swisshome Secondary Highway in which the Commission was requested to turn over to the County Court of Lane County for expenditure, certain secondary highway funds which may have been allocated to the construction of this road so as to give local people an opportunity for employment. The Engineer advised that there are no secondary highway funds available for construction purposes in Lane County this year, therefore, the Commission has no alternative but to deny the request. Report of the Engineer approved by the Commission by unanimous vote.

A resolution was presented from the County Court of Douglas County, directed to Governor Julius L. Meier, the Reconstruction Advisory Board, the Oregon State Highway Commission, the Bureau of Public Roads and the Forester, requesting that consideration be given to the Tiller-Trail Secondary Highway in Jackson and Douglas Counties in the formation of a construction program instituted under the Public Works Bill now before Congress. No action was taken by the Commission on this matter, although it was brought out in the discussion that a certain amount of forest highway funds were allocated to this highway in the program that was adopted at the joint conference earlier in this session.

A communication was presented from the Nestucca Highway Improvement District directed to the Honorable Julius L. Meier, requesting that the Nestucca Highway be considered in the allocation of funds for unemployment relief. No action was taken by the Commission on this matter.

A petition was presented from residents of West Linn and vicinity in which the Commission was requested to allocate funds to complete the widening of the Pacific Highway between Oswego and West Linn. The Engineer advised that plans for the improvement of this section of highway include reconstruction on an entirely new alignment which will involve the expenditure of a large sum of money. He questioned the advisability of making repairs to the existing road in view of the fact that the East Portland-Oregon City Highway is about to be opened to traffic, which will relieve the above highway of considerable travel. In view of the Engineer's report the Commission voted to decline the request of the petitioners.

Resolutions were presented from the Roseburg and Medford City Councils requesting that funds be allocated for reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County. No action was taken by the Commission regarding these resolutions.

A communication was presented from the Ashland Chamber of Commerce in which the Commission was requested to contract the construction of the railroad undergrade crossing on the Pacific Highway at the Ashland north city limits, and to adjust its differences with the Southern Pacific Railroad Company in court at a later date. The Assistant Attorney reported that the Southern Pacific Company agreed at one time to contribute the sum of $3,000 toward the cost of this grade separation but withdrew their offer later upon receipt of advice that it was not acceptable to the Commission. He doubted

very much if the railroad company would reconsider its previous offer. The Engineer recommended that the Commission proceed with the construction of the undercrossing without railroad cooperation in view of the fact that the cost thereof is to be paid from federal funds. After some discussion the recommendation of the Engineer was approved by the Commission by unanimous vote, with the understanding that the Assistant Attorney should first attempt to secure at least $3,000 cooperation from the railroad company in accordance with its previous offer.

A letter was presented from Mr. L. J. Simpson, Empire, Oregon, requesting the state to grade and gravel the private road which leads from the Cape Arago Secondary Highway to his gardens located at Shore Acres. The Engineer stated that Mr. Simpson previously donated to the state right of way for the Oregon Coast Highway through his property and more recently donated the park site at Cape Arago consisting of 134 acres. The improvement of this short private road, he said, would be fully warranted were it not for the fact that the expenditure of state funds on private roads is strictly contrary to the established policy of the Department. He recommended that the request be denied because of the precedent which would be difficult to avoid in similar future instances. The Commission adopted the recommendation of the Engineer by unanimous vote.

A telegram was presented from the Lake County Chamber of Commerce in which the Commission was invited to attend a celebration at Lakeview on July 15, 1933 for the opening of the Three Flags Highway route. The Secretary was instructed to thank the organization for its kind invitation.

A letter was presented from Elbert M. Chandler, President of the Oregon-Washington Bridge Company, Olympia, requesting that provision be made for the construction of a secondary highway connection between the Columbia River Highway and the toll bridge across the Columbia River at Hood River with funds provided under Section 204 of the Public Works Bill now pending before Congress. Request denied by the Commission by unanimous vote.

A letter was presented from Senator B. L. Eddy, Roseburg, in which he advised that it has been suggested by the Engineer of the Bureau of Public Roads that the state make the survey of the North Umpqua Highway because it would have more freedom than the Bureau Engineers in the choice of the location at those points where the Federal Power Commission has determined upon definite elevations for future power development. In view thereof he suggests that the Commission's engineers conduct this survey. The Engineer advised that he also conferred with the Bureau Engineers regarding this matter and concurred with Senator Eddy's request.

In this connection there was presented to the Commission for approval a form of agreement with the North Umpqua-Diamond Lake Improvement District providing for a preliminary reconnaissance survey to determine the most feasible route for this highway, which survey is estimated to cost approximately $1,000, to be paid with funds advanced by the District. The Engineer explained it is planned to make this reconnaissance survey in order to reduce the cost of the location survey later. When such reconnaissance survey is

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completed, he said, it is planned to enter into another agreement with the District providing for the location survey, which is also to be paid from the District's funds according to a previous understanding. He presented certified copies of a resolution adopted by the District's Board of Trustees agreeing to this arrangement and recommended the approval of the agreement covering the reconnaissance survey. After due consideration of this matter the Commission, by unanimous vote, approved the recommendation of the Engineer and thereupon signed the agreement with the North Umpqua-Diamond Lake Improvement District.

A letter was presented from the Redmond Chamber of Commerce requesting the allocation of funds for reconstruction of the Ochoco Highway between Prineville and Mitchell along the line of a new survey recently completed by the Bureau of Public Roads. The Engineer advised that he has approved the Bureau's survey, however, to construct on the proposed alignment would prove very costly and would be too large a project to undertake with the limited funds at the disposal of the Commission. He suggested that in the event additional forest highway funds are made available to the State of Oregon, some of these might be allocated for minor improvements on the existing highway, such as widening the roadbed in a number of places and eliminating some of the worst curves. District Engineer Lynch of the Bureau of Public Roads gave as his opinion that it would be useless to expend funds for the improvement of this highway unless such improvements were properly done and on the permanent location. After further discussion the Commission decided to defer further consideration of this project until additional funds became available, present funds already having been allocated to other projects considered to be more important to the State at large.

Letters were presented from the St. Helens Workmen's Protective Association and the Scappoose Workmen's Protective Association requesting that additional funds be allocated to continue the improvement of the Columbia River Highway in Columbia County so as to provide employment for some of the idle men of that county. The Commission took no action on these communications.

A petition from Jackson County people residing in the vicinity of Central Point, directed to Governor Julius L. Meier, the Oregon State Highway Commission and the County Court of Jackson County, requesting the replacement of the bridge over Bear Creek on a county road about one-half mile east of Central Point, was presented to the Commission for consideration. The Commission referred this matter to the Engineer for investigation and report.

The Engineer reported that in several of the counties the 1932 secondary state highway funds allocated to specific projects have not all been needed to complete those projects, leaving balances available for transfer to other projects within those counties. He submitted the following list of such balances and asked the Commission to approve the transfers shown thereon:

County	Transfer	From Project No.	To Project No.
Benton	$ 6.19	102 MH	102 MW
Benton	36.51	102 MH	102 MW-107
Benton	37.94	102 MH	102 GB
Benton	13.63	102 MH	102 MW
Clackamas	705.67	103 MT	103 GE
Umatilla	57.57	130 ME-105	130 ME-111
Washington	287.26	134 DC	134 MT-104

The transfers requested by the Engineer were approved by the Commission by unanimous vote, upon motion of Commissioner Aldrich, duly seconded by Commissioner Washburne.

A letter was presented from Mr. D. H. Cameron, Ancillary Receiver for the Union Indemnity Company, surety on the bond furnished by contractor C. R. Johnson in connection with Contract No. 1305 awarded to him by the Commission for the construction of the Valley Falls-Pike Ranch Section of the Lakeview-Burns Highway in Lake County, in which he advised that it is his intention to intervene in a case now pending between the Bank of California versus the State of Oregon for the recovery of certain sums still owing by the State for work completed under this contract; and further advising that it is his intention to claim all funds in excess of the amount to which the Bank is entitled by reason of an assignment, as assets of the receivership for the benefit of all claimants against that work, and that any payment by the State to a certain Mrs. Hotchkiss is made at its own peril. The Commission instructed the Engineer to withhold further moneys earned under this contract until the matter of claims has been adjusted to the satisfaction of all parties concerned.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Yunker-Wiecks & Co., Contract No. 1410, grading the Lobster Mountain Section of Secondary State Highway No. 102 in Benton County, requested an extension of time to July 31, 1933, within which to complete this project. The Engineer advised that traffic along this highway has not been inconvenienced by the contractor's delay because construction has been on an entirely new location and the old road has been available for the use of the public at all times. He also advised that the State has incurred but very little extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was adopted by the Commission by unanimous vote.

F. J. Kernan, Contract No. 1412, surfacing the Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County, requested an extension of time to August 31, 1933, within which to complete this project, giving bad weather conditions and extra work caused by slides which cannot be removed until weather conditions permit as the reason for delay. The

Engineer advised that on account of excessive rains the new grade on this highway west of Elkton has been and is even now too soft to surface. The traveling public has been caused considerable inconvenience by the slides, he said, but this has not been the fault of the contractor because he has been unable to repair these places or gravel them on account of rain and mud, notwithstanding that he had sufficient equipment on the ground for such purpose. He further advised that the engineering costs on this job have been increased by the delay, but it was his thought that these should not be charged to the contractor for reasons stated. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Dunn & Baker, Contract No. 1413, paving the Green Creek-Jackson County Line Section of the Pacific Highway in Josephine County, requested an extension of time of thirty days, to June 30, 1933, within which to complete this project, giving as its reason for the delay heavy rainfall during the month of May. The Engineer advised that the contractor utilized all weather suitable for construction operations since the award of the contract, also the traveling public has not been greatly inconvenienced by the delay because detours around construction operations have been maintained at all times. He further advised that the State has been put to very little extra engineering expense because the engineering crew was laid off during the time the contractor's operations were closed down. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

Kern & Kibbe, Contract No. 1422 for grading the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County, requested an extension of time to August 31, 1933, within which to complete this project. The Engineer advised that the contractor did everything possible to complete the project within the specified time limit but was delayed by heavy snow and inclement weather during the spring months. He further advised that the public has not been unduly handicapped by failure of the contractor to complete the work on time and that any extra engineering expense will be nominal because the engineering crew was laid off during the bad weather period. He recommended that the contractor's request be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

Fred H. Slate, Contract No. 1426, grading the Manzanita Section of the Oregon Coast Highway in Tillamook County, requested an extension of time to June 30, 1933 in which to complete this project. The Engineer advised that adverse weather conditions hindered the contractor's operations and he was unable to complete the work within the specified time limit. The traveling public has not been inconvenienced by the delay, he said, neither has the State been put to a large amount of extra engineering expense because the engineering party was engaged in other work during a portion of the time. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

M. L. O'Neil & Son, Contract No. 1444, grading and surfacing the approaches to the bridge over White River on Secondary State Highway No. 242,

Coos County, requested an extension of time to June 15, 1933, in which to complete this project, giving as its reason for the delay adverse weather conditions and extra work necessitated on account of a slide. The Engineer advised that the contractor made every effort to complete the work within the specified time limit but that continued rain made it impossible for him to finish the fill at the west approach to this bridge. He further advised that the traveling public has not been seriously inconvenienced by reason of the delay and the engineering expense will be increased but nominally. He recommended the extension requested be granted without penalty. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

Starr & McCall, Contract No. 1449, construction of three timber bridges with concrete decks on the Willamette Highway in Klamath County, requested an extension of time to August 31, 1933 in which to complete this project. The Engineer advised that weather conditions hindered the contractor in the construction of these bridges, it being practically impossible for him to make any progress during the winter months notwithstanding the fact that he exercised every reasonable effort. These bridges are on an incompleted section of highway not yet open to travel, he said, therefore the overrun in time limit has not inconvenienced the traveling public. The only additional engineering expense incurred by this delay, he added, is the salary of the resident engineer on the job, which is only nominal. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

Julius Johnson, Contract No. 1451, raise and widen the bridge over the overflow channel of Pudding River on the Pacific Highway at Aurora, in Marion County, requested an extension of time to June 20, 1933 in which to complete this contract. The Engineer advised that the contractor was delayed in the completion of this project because of adverse weather conditions, however, the delay has caused no great amount of inconvenience to the traveling public since the old bridge was kept in service at all times. He further advised that the State has been put to no additional expense for engineering. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

Northwest Roads Company, Contract No. 1454, paving and oiling the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, requested an extension of time to July 15, 1933, within which to complete this project. The Engineer advised that on account of weather conditions which were unfavorable to the construction of concrete pavement he ordered the contractor to delay such work until May 15 so that the best possible results would be secured. The traveling public has not been inconvenienced by the delay, he added, neither has the State been put to any great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

F. C. Feldschau & Son, Contract No. 1455, furnishing crushed rock on the Jack Horner Creek-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, requested an extension of time to July 1, 1933 within which to complete this project. The Engineer recommended that the extension requested be granted without penalty for the reason that the contractor's delay has not inconvenienced the traveling public nor increased the State's engineering expense. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

A. Milne, Contract No. 1456, surfacing and construction of bituminous macadam on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, requested an extension of time to August 15, 1933, within which to complete this project, giving as his reason unusual rainfall which delayed his operations. The Engineer advised that heavy rains softened the roadbed to such an extent that it was impossible to construct the waterbound macadam successfully, which was the principal cause for the contract not being completed within the specified time limit. He further advised that the delay has not inconvenienced traffic and the extra engineering expense incurred is nominal. He therefore recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

F. C. Dillard, Contract No. 1459, grading and gravel surfacing the Koepke and Hinsdale Slough Sections of the Umpqua Highway in Douglas County, requested an extension of time of thirty days to July 15, 1933 in which to complete this project. The Engineer advised that due to weather conditions it was not possible for the contractor to complete his grading work within the specified time limit, although he has been utilizing every effort to do so. The traveling public, he said, has not been inconvenienced by the delay, neither has the State been put to any extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

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

Contract No. 1393 with Clifton & Applegate, grading the Lime-Huntington Section of the Old Oregon Trail in Baker County, completed May 25, 1933.

Contract No. 1398 with O. N. Pierce, construction of a bridge over Canyon Creek on the Mt. Hood-Woodburn Secondary State Highway in Clackamas County, completed December 24, 1932.

Contract No. 1403 with O. N. Pierce, construction of a trestle over Palmer Creek on Lafayette Secondary State Highway No. 154 in Yamhill County, completed January 15, 1933.

Contract No. 1416 with Portland Dredging Company, construction of a bridge over Columbia Slough on Swift Secondary State

Highway No. 120 in Multnomah County, completed May 19, 1933.

Contract No. 1419 with R. H. Jones, construction of three bridges over Burnt River on the Old Oregon Trail in Baker County, completed June 3, 1933.

Contract No. 1429, with C. J. Montag, construction of a bridge with concrete deck over Klamath Straits on Midland Secondary State Highway No. 420 in Klamath County, completed May 15, 1933.

Contract No. 1437 with Union Engineering Company, surfacing the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, completed May 25, 1933.

Contract No. 1446 with Jacobsen-Jensen Company, grading and paving the Central Point-Medford Section of the Pacific Highway in Jackson County, completed June 9, 1933.

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

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

Contract No. 1393 with Clifton & Applegate, grading the Lime-Huntington Section of the Old Oregon Trail in Baker County;

Contract No. 1398 with O. N. Pierce, construction of a bridge over Canyon Creek on the Woodburn-Mt. Hood Secondary State Highway in Clackamas County;

Contract No. 1416 with Portland Dredging Company, construction of a bridge over Columbia Slough on Swift Secondary State Highway No. 120 in Multnomah County;

Contract No. 1419 with R. H. Jones, construction of three bridges over Burnt River on the Old Oregon Trail in Baker County;

Contract No. 1429 with C. J. Montag, construction of a bridge with concrete deck over Klamath Straits on Midland Secondary State Highway No. 420 in Klamath County;

Contract No. 1437 with Union Engineering Company, surfacing the Valley Falls-Okerman Ranch Section of the Lakeview-

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Burns Highway in Lake and Harney Counties;

Contract No. 1446 with Jacobsen-Jensen Company, grading and paving the Central Point-Medford Section of the Pacific Highway in Jackson County.

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

The Engineer reported that a recent inspection of the John Day Highway between Prairie City and Unity in Grant County, and of the Cape Arago Secondary State Highway between Charleston and South Bay in Coos County, reveals that the reduced load limits heretofore in effect on these sections of highway are no longer required and that in accordance with authority previously given by the Commission he has issued instructions to remove the reduced load limit signs. The Commission approved the action of the Engineer and unanimously adopted the following resolution with respect thereto:

WHEREAS, on the 29th day of November, 1932, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on CAPE ARAGO ROAD (Secondary State Highway No. 240) between Charleston and South Bay in Coos County; and

WHEREAS, on the 15th day of March, 1933, the Commission, by similar action, passed and adopted a resolution reducing the load limit on JOHN DAY HIGHWAY between Prairie City in Grant County and the junction with the Baker-Unity Highway in Baker County; and

WHEREAS, subsequent to the time of the passage of said resolutions conditions have changed so that it now is no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable, to maintain the reduced load limits set out in said resolutions on the portions of the highways hereinabove particularly referred to;

NOW, THEREFORE, BE IT RESOLVED that the several actions of the State Highway Commission reducing the maximum permissible load limits on the portions of the above-described highways be and the same are hereby rescinded and cancelled as of this date, and the maximum load limits permissible on the said portions of the said highways hereafter shall be the maximum load limits provided by law, and it is hereby ordered that a certified copy of this resolution be furnished to the County Clerk of each county in which any portions of the hereinabove described highways are located, and that a certified copy of this resolution be furnished to the Superintendent of the Department of State Police for his information.

The Commission signed agreements with the Molalla Electric Company of Aurora and the Young Electric Company of Aurora providing for the furnishing of electrical energy for lighting the approaches to the ferry across the Willamette River at Wilsonville on Secondary State Highway No. 141.

Consideration was given by the Commission to the matter of reconstruction of the Pacific Highway on an entirely new route between Junction City and Eugene. The Engineer advised that the present highway is improperly located and that during periods of high water in the Willamette River it is inundated, necessitating the detour of traffic over the county road, which is constructed on a higher elevation, between these two points. It was his thought that but very little money should be expended in the improvement of the present highway; that funds available should be expended in construction of an entirely new highway on a permanent alignment. He requested authority to make a location survey for the proposed improvement, involving not only the section between Junction City and Eugene but extending on to a connection with the Willamette Highway at Goshen. After some discussion of this matter the Engineer was authorized by the unanimous vote of the Commission to make, at his convenience, a survey for such revisions.

The following resolution authorizing the acquisition of real property required for various state highway improvements was offered and adopted by the Commission by unanimous vote:

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

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

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

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

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Dolph-Honey Ranch Section, McMinnville-Tillamook Highway				
Barbour, Ida C.	R/W for channel change	0.126	$4.15 Lump Sum	Benson
Tillamook County, Oregon Coast Highway				
Marolf, Carrie	R/W	0.08	$25.00 Lump Sum	Rose
School Dist. #9	Stock Pile	0.62	15.00 Lump Sum 1 yr. lease	Gray
Aurora Section, Pacific Highway				
School Dist. #23	R/W Detour Rd.	0.115	$60.00 Lump Sum	Langille
Canby-S. P. Wye, Pacific Highway				
Goettsch, Emil	R/W	0.176	$500.00 per A. plus $288.00	Gardiner
Gillmore, H. C.	"	0.063	500.00 " " " 6.50	"
Brown, Lester I.	"	0.659	750.00 " " " 25.00	"
McMinnville-Dundee Section, West Side Pacific Highway				
Trunk, Charles	R/W	1.1	$150.00 per A.	"
Dallas Section, Salem-Dallas Highway				
Kirkpatrick, E. C.	Stock Pile	7	$ 12.00 Lump Sum 1 yr. lease	Chandler
Otis-Siletz Section, Oregon Coast Highway				
Castanon, Jane Baxter	R/W	0.61	$100.00 per A. plus $80.00	Gardiner
Curl, Marion	"	0.90	100.00 " " " 64.00	"
Milliken-Brothers Section, Central Oregon Highway				
Rosin, Mary L.	Gravel Pit	3.44	$100.00 Lump Sum	Lytle
Columbia River Highway-The Dalles-California				
Seufert Bros. Company	R/W	25.615	$2480.00 Lump Sum	Langille
Douglas County, Umpqua Highway				
Morningstar, Jennie (Correction)	R/W	0.69	$ 40.00 Lump Sum	Benson
Skipanon-Seaside Section, Oregon Coast Highway				
Cox, James C.	R/W	0.03	$ 8.00 Lump Sum	Rose

Section, Hwy. and Owner	Purpose	Acres	Approximate Amounts	Agent
Polk County Line-Corvallis, West Side Pacific Highway				
Cannon, Francis Wiles	R/W	1.75	$100.00 per A. plus 50¢ per rod for moving fence	Benson
Pacific Highway, North of Roseburg				
Bowen, Fred et al	R/W	0.09	Nominal $1.00	Collier

In connection with right of way matters the Engineer recommended that in improvements of state highways which involve the acquisition of land to widen the existing right of way the Commission adopt a one hundred foot minimum on highways of major importance. By unanimous vote the Commission decided that the width of rights of way to be acquired should be left to the discretion of the Engineer and authorized him to act in accordance therewith.

The Engineer reported that the Grants Pass Chamber of Commerce has requested permission to erect a redwood log in the wye formed by the intersection of the Pacific and Redwood Highways just south of Grants Pass, advertising their community and the Redwood Highway. This log, he said, is of such size as to interfere with the sight distance at this point. In fact, he added, the Department formerly maintained traffic signs there but later removed them because of sight interference and distraction to the driver of motor vehicles. He asked the Commission to express their wishes as to the granting of the permission requested, recommending, however, that it be denied. After some discussion the Commission by unanimous vote concurred in the recommendation of the Engineer and instructed him to advise the Grants Pass Chamber of Commerce that authority has been withheld in the furtherance of public safety; however, it will be pleased to grant them authority to locate the log at another point on the highway right of way not hazardous to the traveling public.

A petition, bearing the names of numerous taxpayers and users of the Dolph-Hebo Section of the McMinnville-Tillamook Highway, was presented in which the Commission was requested to allocate additional funds for the further improvement of this highway. The Secretary was instructed to file such petition in the records of the Department.

The Commission by unanimous vote, upon motion of Commissioner Washburne duly seconded by Commissioner Aldrich, adopted the following resolution authorizing the State Highway Engineer to transfer to and deposit with the State Treasurer the $75,000 emergency revolving fund which has been placed at his disposal to meet pay roll and emergency claims, also relieving the State Highway Engineer of personal liability account of loss of such funds:

> WHEREAS, under section 44-146, Oregon Code 1930, there has been created and now exists an emergency or revolving fund in the amount of Seventy-five Thousand Dollars ($75,000.00), which

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fund is and has been at the disposal of the State Highway Engineer to enable him to pay the wages due employees who may quit on short notice or be discharged from the Commission's service and to promptly meet other pay roll or emergency claims or to secure trade discounts by prompt payment of all claims; and

WHEREAS, under section 44-147, Oregon Code 1930, the State Highway Engineer has furnished proper surety bonds conditioned upon his faithful and honest handling of such emergency fund in the sum of Seventy-five Thousand Dollars ($75,000.00); and

WHEREAS, the said emergency fund, prior to December 1, 1932, was deposited with and carried on deposit with Ladd and Bush Bank, Salem, Oregon, and thereafter, to-wit: between December 1 and December 3, 1932, inclusive, the said emergency fund was transferred to and placed on deposit with the State Treasurer of the State of Oregon and subsequent to said dates has been carried and now is carried on deposit with the State Treasurer of the State of Oregon; and

WHEREAS, at all times herein mentioned it is and has been found impossible to secure from any depository bank doing a general banking business in the State of Oregon as security for the deposit of the said funds in any such bank any of the securities mentioned in Section 2 of Chapter 438, Oregon Laws 1933, or any such surety bond as is provided by Section 3 of Chapter 438, Oregon Laws 1933; and

WHEREAS, it appears to the State Highway Commission and the State Highway Commission now finds that it is and has been to the best interests of the State of Oregon, the State Highway Commission, and the State Highway Engineer that the said emergency fund be carried on deposit with the State Treasurer of the State of Oregon and that the action of the State Highway Engineer in transferring said account from Ladd and Bush Bank, Salem, Oregon, to the State Treasurer of the State of Oregon is and has been for the best interests of the State of Oregon, the State Highway Commission, and the State Highway Engineer, and that said action should be ratified and approved;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, the premises being in part as above stated, that the State Highway Commission do and hereby does approve and ratify the action of the State Highway Engineer in transferring the said emergency fund account from Ladd and Bush Bank to the State Treasurer of the State of Oregon, and hereby further has and does approve the future carrying of the said account with the State Treasurer of the State of Oregon;

BE IT FURTHER RESOLVED that it is the intention of this resolution to relieve the State Highway Engineer of personal liability on account of the loss of any of the funds in the said emergency account due to or on account of burglary, robbery, depository failure or failure of any insurance company for such period of time and for so long as the said emergency fund remains on deposit with the State Treasurer of the State of Oregon.

A communication was presented from the Portland Traction Company, C. B. Short, Vice President and General Manager, in which they requested relief from the payment of tolls for operating their street cars across the Interstate Bridge between Portland, Oregon, and Vancouver, Washington; also stating that their company is unable to continue the payment of tolls and will be forced to discontinue street car service to Vancouver in the event no relief is given. The Engineer advised that this bridge is under the joint jurisdiction of the States of Oregon and Washington and that action by both states is required to make any alteration or change in the present policies. After some discussion of this subject the Commission referred it to the Attorney to pass on the legal features involved and to ascertain the views of the officials of the State of Washington.

The Commission signed deeds as follows conveying certain small parcels of state-owned land as part consideration in the acquisition of right of way for improvements of state highways as shown:

Bargain and Sale Deed, 1140 sq. ft. of land conveyed to R. O. Stephenson and Josie Stephenson, husband and wife, and Oliver L. Overmyer and Edna Overmyer, husband and wife, in connection with the improvement of the Medford-Central Point Section of the Pacific Highway in Jackson County.

Quitclaim Deed to Seufert Bros. Company covering 5 parcels of land conveyed to such company containing 0.82 acre, 1.18 acres, 1.49 acres, 2.55 acres, and 1.68 acres respectively, in connection with the improvement of the Columbia River Highway in Wasco County.

Warranty Deed for 2.78 acres of land conveyed to Walter Zwick and Margaret Zwick, husband and wife, in connection with the improvement of the West Side Pacific Highway in Yamhill County.

Warranty Deed for 0.78 acre of land conveyed to Walter Zwick and Margaret Zwick, husband and wife, in connection with the improvement of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

Warranty Deed for 0.21 acre of land conveyed to George Arthur Zwick in connection with the improvement of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

The Commission set the hour of 9:00 o'clock A. M., June 28, 1933, as the hour and date for the next regular meeting, and instructed the Secretary to arrange to hold this meeting in one of the hotels in Portland. The Engineer was instructed to advertise for bids to be received at that meeting for construction of secondary state highway bridges which had been previously advertised for the May 17, 1933 meeting, later indefinitely postponed.

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

(Signatures on next page)

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, June 27, 1933

The Oregon State Highway Commission met in special session at eight o'clock P. M. in the Tyrolean Room, Benson Hotel. Present were:

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

The following members of the State Parks Commission were also present and conferred with the Highway Commission regarding matters pertaining to the design and construction of state highways from the standpoint of preserving natural scenery: A. R. Watzek, Acting Chairman, John Yeon, Rodney L. Glisan, and Mrs. A. E. Rockey.

Mr. Watzek, presenting the views of the Parks Commission, stated that they feel they can be of assistance to the State Highway Commission and its engineers and to this end offered the services of their Commission in connection with the following: 1. Acquisition of state park areas; 2. Acquisition and development of roadside strips; 3. Preservation of roadside beauty by means of proper highway design and location; 4. Cooperation in carrying on negotiations with the federal agencies for the preservation of natural scenery.

Mr. Watzek gave as their thought that the Highway Commission should take advantage of existing low prices of land and acquire desirable park and recreational areas and suggested that a portion of the funds provided by the National Industrial Recovery Act for the development of roadside beauty be allocated for that purpose. He inquired what voice the State Parks Commission will have in the matters mentioned and called upon each member of the Parks Commission to express his views. Mrs. Rockey stated that the Parks Commission is interested in preserving natural scenery along the highways of the state and wishes to help in every way possible. Mr. Glisan stated that he concurred in the views of Mr. Watzek. He emphasized the value of acquiring strips along the highways to preserve the scenery adjacent thereto, which, he said, is an enormous asset to the state from the tourists' standpoint as well as from that of local inhabitants.

In response to the request of Chairman Scott the Engineer advised that provision has been made in the National Industrial Recovery Act for improvement of roadside strips; however, the Act does not authorize expenditures for the acquisition of land. It might be possible, he said, to obtain government approval for the expenditure of limited amounts of such funds for planting grass, shrubs, etc., and for the construction of trails; however, so far as state funds are concerned, all are required for the payment of debt service and for highway maintenance, none having been provided for the preservation of scenery.

Chairman Scott advised that the Highway Commission must spend its funds as directed by the State Legislature and in accordance with the rules and regulations promulgated by the federal government. The Commission, he said, will do nothing that will result in a deficit in the highway accounts. Commissioner Aldrich concurred in the views of the Chairman.

The Engineer at this time explained the plans with respect to the use of timber in the construction of the five bridge projects on the Oregon Coast Highway which the Commission has considered building with National Industrial highway funds. He advised that it would be impracticable to use timber for these structures because of the necessity of taking care of water traffic, three of the bridges being high-level structures with long spans and the others low-level structures with movable spans, which cannot be satisfactorily constructed with timber. He further advised that if timber is used in the construction of approaches to these structures, it must first be given a preservative treatment which would be undesirable because Oregon has only one treating plant and it would probably be necessary to have a considerable portion of the work done in Seattle or Tacoma. He inquired if the Parks Commission approved such plans. Mr. Watzek gave as his thought that the action of the Commission was logical. Mr. Yeon stated that he believed the Parks Commission should first view the plans and consider the applicability of materials before expressing its opinion.

Chairman Scott then called attention to the status of acquisition of timber strips bordering the Crater Lake Highway between Prospect and the Rogue River National Forest in Jackson County. He stated that to purchase all of the timber under consideration, involving the acquisition of about five thousand acres of land, would cost approximately $250,000 and to purchase a 1,000-foot strip would cost between $35,000 and $40,000. The state has no such amounts available for this purpose, he said, and information received from C. J. Buck, Regional Forester, is to the effect that the government has no funds for either purchase of the timber or its exchange for other government timber. The matter is complicated, he added, by the necessity of the property owners to raise funds to meet mortgage obligations; therefore, indications are that the trees will be destroyed, which is very regrettable.

Chairman Scott then called attention to the condition of the state highway finances, stating that expenditure of highway funds is a responsibility of the Highway Commission and not of the Parks Commission;

also, because of the limited funds available the Commission must be very cautious in its expenditures; otherwise, the Commission would gladly cooperate in the purchase of this timber. He thanked the State Parks Commission for their efforts to preserve this timber and advised them that with their aid the Commission will continue to discuss the matter with the federal government.

In the further discussion of this matter it developed that there is a possibility of acquiring this timber by exchange for O. & C. lands; however, such exchange cannot be effected without congressional legislation. The Engineer suggested that the Parks Commission prevail upon the owners of the timber to defer cutting it until this matter has been presented to Congress and, in the meantime, to solicit the aid of Senator Chas. L. McNary. The Engineer's suggestion was approved by all present. Chairman Scott advised that he, personally, would assist the Parks Commission in this matter.

Mr. Watzek inquired if the Highway Commission will consent to the expenditure of modest amounts for the acquisition of small parks or recreational sites. He was informed by Chairman Scott that the Highway Commission can make no commitments now, but will be pleased to consider such matters on their individual merits as they are presented.

Mr. Watzek offered for consideration at this time two areas fronting on the Pacific Ocean at Bandon Beach, Coos County, one of which contains 8.47 acres and is owned by E. N. Smith, the other a 55 acre tract, belonging to Bennett Trust Company. He explained that these tracts command the beach area for a distance of 3/4 mile and their acquisition will fill out the present state park at this point; furthermore, they can be purchased for $2,700, which they consider reasonable. He called attention to the fact that the purchase of these tracts was approved by a former Commission but negotiations were discontinued when the personnel of the Commission changed. Because of their desirability to complete the present state park area and to place this section of beach under state control, he urged the Commission to approve their purchase at this time.

Commissioner Washburne gave as his opinion that since the present Commission has not yet acquired park areas on its own initiative, a decision should be deferred pending the formulation of a policy regarding such matters. Commissioner Aldrich concurred in this opinion, adding that he doubted very much if the people of the state would approve expenditures for acquisition of park sites while there are so many places throughout the state where the funds could be expended to better advantage.

Chairman Scott agreed to discuss this matter with the other Commissioners to determine a policy, but gave as his opinion that the purchase of park areas in general is a matter for the legislature to provide for. He explained that the highway budget, presented to the last legislature, included a sum for acquisition of park areas but that such was not allowed; furthermore, as a matter of principle, expenditures for parks, either in great or small amounts, should not be made during hard times when people have difficulty to obtain money to even pay their taxes.

The Commission next discussed with the Parks Commission matters pertaining to the design and construction of the Neahkahnie Mountain-Arch Cape Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. Mr. Watzek criticized the alignment of the sections now laid out, stating that much of the scenic beauty of the district has been ruined by improper alignment and by the promiscuous cutting of timber. He gave as his opinion that the highway will be valuable only for scenic purposes; therefore, it is proper to design it as a scenic road and not as a commercial highway. Retaining walls and half viaducts should be used in place of heavy cuts and fills, he said, and the road should be laid out with many curves to fit the topography of the country and to avoid, as much as possible, the cutting of timber.

Chairman Scott stated that the scenic highway of today is the commercial highway of tomorrow, and called attention to the fact that the federal government will not approve expenditures of government funds for construction of highways that have not been designed in accordance with modern standards. The Highway Commission, he said, is determined to construct this highway as straight as possible so that it may be used for commercial purposes as well as for tourist travel.

The Engineer advised that arrangements have been made to tag trees along the proposed highway in order to avoid cutting more than is absolutely necessary. He further advised that consideration will be given to the matter of preservation of scenery in the design of this highway, although modern road building practices will demand that paramount consideration be given to its construction as straight as possible. If it is not constructed on a straight alignment now, he said, the public will eventually demand its realignment with the result that the landscape will be much more severely scarred than if the road had been properly aligned in the first instance. He recommended the adoption of a policy which would eliminate any possibility or necessity for realignment in the future.

Mr. Yeon gave as his opinion that the Highway Commission cannot justify the construction of this road as a commercial highway. Mr. Glisan stated the Highway Commission now has an opportunity to construct a nationally renowned highway and that it should be laid out with graceful curves, marring the natural scenery and landscape to the smallest extent possible.

Honorable B. L. Eddy, A. C. Marsters and W. C. Harding, Roseburg, appeared before the Commission in the interest of the North Umpqua Highway in Douglas County. Mr. Eddy reported that the federal government has one of its Civilian Conservation Corps located at Steamboat Creek on this highway and they are fearful that these men will become charges of Douglas County this winter in the event the government disbands them when their work is completed. Douglas County, he said, is financially unable to care for these men; therefore, they suggest that, inasmuch as the Highway Commission has recognized the North Umpqua Highway by approving a survey therefor, it would be well for the Commission to allocate about $100,000 or $150,000 of the National Industrial highway funds for the construction of

a unit thereof in the vicinity of Steamboat Creek so as to relieve the county from this anticipated expense and to start the construction on this highway. No action was taken by the Commission on this matter.

The Commission by unanimous vote approved the minutes of the meeting held on May 18, 1933.

The Engineer reported on the petition of residents and property owners of Cannon Beach, Clatsop County, that the state oil the Oregon Coast Highway through their town to alleviate the dust nuisance. He stated that investigation has been made which reveals that the people desire the oiling of a 5½-mile section, starting at a point one-half mile south of the business district and extending southerly to the end of the residence district. To oil this section, he said, will cost approximately $350.00 per mile, or a total of $1,225.00; that while the improvement would provide a nice summer road it could not be expected to last through the winter. He explained that this section was originally constructed by Clatsop County and is not up to state highway standards; that the proper action would be to rebuild it which would be very costly and could not be done now because funds are limited. After some discussion of this matter the Commission by unanimous vote instructed the Engineer to oil the 5½-mile section under discussion to provide temporary relief as requested by the petitioners.

The Engineer reported that an inquiry has been received from Mr. Dexter Sparks of Eugene, who owns considerable timber adjacent to the McKenzie Highway in the Blue River District, wherein Mr. Sparks stated that he has an opportunity to contract the sale of a large amount of logs but before entering into such contract he wishes to know whether or not the Commission will grant him permission to haul the logs over the McKenzie Highway from Blue River to Springfield. He advised that log hauling on this highway heretofore has been discouraged because it was thought the highway would be considerably injured if heavy, continuous log hauling were allowed. He recommended that no permit be granted until the need therefor is more evident.

Commissioner Washburne gave as his thought that it would be better and cheaper for Mr. Sparks to drive his logs down the river than to truck them over the highway; also, that the people would strenuously object if log hauling were permitted on this highway. After some discussion, the Commission unanimously agreed to deny the request of Mr. Sparks in conformance with the Engineer's recommendation.

The Commission discussed the application of the Portland Traction Company for relief from payment of tolls to operate its street cars across the Interstate Bridge between Portland and Vancouver. The Assistant Attorney reported that he has searched the Oregon statutes and finds nothing therein that would preclude the Commission, if it so desires, from entirely eliminating the tolls, or modifying them as might be fitting and proper. Neither does he find anything in the Washington statutes relative to this bridge which would prevent such action by the Washington State Highway Committee. It was his opinion that no legal obstacles exist to prevent the Commission and the Committee from complying with the request of the Portland Traction

Company. In this connection he stated that he directed a communication to the Washington State Highway Committee suggesting a conference in this matter, but so far has received no reply.

The Engineer recommended that since the traction company pays no gasoline tax, nor license fees, the present toll should stand and the request should be denied. Chairman Scott suggested that perhaps a compromise agreement can be worked out whereby the toll would be reduced. After further discussion it was decided that inasmuch as the State of Washington is joint owner of the bridge, the Washington highway officials should be consulted relative to this matter. Thereupon the Bridge Engineer, C. B. McCullough, was instructed by the Commission to arrange a conference with these officials for such purpose.

The Engineer reported that in accordance with previous instructions by the Commission contact has been made with the State Parks Commission relative to the request of Mr. Edward Scanlon, Marshfield, that he be permitted to purchase and cut certain timber located in Cape Arago Park, Coos County, for which he agreed to pay the sum of $1,750, or at the rate of $2 per M. for timber taken. The State Parks Commission, he said, viewed the premises and recommends that the Highway Commission do not sell the timber to Mr. Scanlon. In the discussion of this matter which followed it was brought out that Mr. and Mrs. Louis J. Simpson, who gave the park to the state gratis, have no objection to the sale of the timber to Mr. Scanlon, provided the proceeds of the sale are used in the development of the park. The question arose as to whether the grantors would offer objection to the Highway Commission's expending such proceeds for the acquisition of the two park areas at Bandon, which were offered for consideration by the State Parks Commission earlier in this session. The Engineer was instructed to contact Mr. and Mrs. Simpson regarding this matter and to report at the next meeting.

A letter was presented from Mr. J. C. Snyder, storekeeper and postmaster at Otter Rock, wherein he complains that insanitary conditions exist in connection with the disposal of garbage which accumulates in Devil's Punch Bowl State Park, located at that place, and offers his services as caretaker for a nominal sum. The matter was referred to the Engineer for investigation and report.

There was presented to the Commission for approval a warranty deed from Ben E. Smith, Independence, Oregon, conveying to the State of Oregon for public park purposes the following described tract of land situated adjacent to the Oregon Coast Highway at Yaquina City, Lincoln County:

That portion of Lot 7, Block 1, Coast View
Addition to Yaquina City, Lincoln County, Oregon,
lying west of the Oregon Coast Highway right of way.

The Engineer explained that this area complements the present state park at this point, which was conveyed to the state by Lincoln County, and that

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Mr. Smith is deeding this to the state without cost. After due consideration the Commission, by unanimous vote, accepted the deed and instructed the Secretary to direct an appropriate letter of thanks to Mr. Smith for his gift.

The following resolution authorizing the acquisition of certain parcels of real property which are needed for various state highway improvements was adopted by the Commission by unanimous vote after full discussion thereof:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Canby-S. P. Wye Section, Pacific Highway				
Raschi, Christopf	R/W	0.021	$500.00 per A. plus $39.50	Gardiner
Mosier, Silas	"	0.027	500.00 " " " 25.25	"
Koch, Wm. J. E.	"	0.176	500.00 " " " 322.00	"
Canemah Section, Pacific Highway				
Van Eman, W. H.	R/W	0.02	$87.12 for property plus 580.00 for moving bldgs.	Langille
Salem-Aurora Section, Pacific Highway				
Union Service Stations, Inc.	R/W	0.127	$358.07 plus $400.00 for moving bldgs.	Bentley

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Pacific Highway, North of Roseburg				
Bowen, Fred W.	R/W	0.09	Nominal ($1.00)	Collier
Newberg-McMinnville Section, West Side Pacific Highway				
Moore, Clara E.	R/W	0.058	$20.00 Lump Sum	DeSouza
Whitman, J. N.	"	0.048	25.00 Lump Sum	Jones
Multnomah County, Lower Columbia River Highway				
Mann, Henry	R/W	0.188	$381.00 Lump Sum	Rose
Union County, Old Oregon Trail Highway				
Mt. Emily Lumber Co.	Stock Pile	0.21	$ 10.00 Lump Sum 5 yr. lease	Williams
Wheeler County, John Day Highway				
Taylor, W. J.	Stock Pile	0.87	$ 12.50 " " 5 " " "	
Busby, C. C.	" "	0.50	10.00 " " 5 " " "	
Hoover, W. H.	" "	0.83	10.00 " " 5 " " "	
Gilliam County, John Day Highway				
Wells, A. C.	Stock Pile		$ 1.00 " " 5 " " "	
Klamath County, The Dalles-California Highway				
O'Laughlin, C. F.	Stock Pile	0.466	$50.00 " " 5 " "	Slavens
Klamath County, Green Springs Highway				
Smith, Waldo J.	Stock Pile	0.949	$60.00 " " 3 " " "	
Klamath County, Klamath Falls-Lakeview Highway				
Corpening, F. R.	Stock Pile	0.68	$50.00 " " 3 " " "	
Bord, Rex	" "	1.00	50.00 " " 3 " " "	

The Commission unanimously approved and executed agreements covering the following highway matters:

1. Agreement with the Port of Umpqua covering the matter of cooperation in the cost of improving the ferry channel across the mouth of the Umpqua River on the Oregon Coast Highway between Reedsport and Gardiner, which agreement provides that the State shall contribute 50% of the cost of this improvement, but not to exceed $500, and that the Port of Umpqua shall pay the balance of the cost from its own funds.

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2. Agreement with the County Court of Jefferson County providing for the construction of a section of the Warm Springs Highway between Pine Ridge School and Weigand Ranch, whereby the State shall pay from 1933 secondary highway funds apportioned to Jefferson County the cost of surveys, engineering, and supervision of the work, but not exceeding the sum of $510, and the County shall pay from county funds the balance of the cost estimated at $7,000.

3. Agreement with the County Court of Lane County formally approving expenditures in the sum of $5,900, heretofore made by the County from county funds augmented by monies obtained by the County from the Reconstruction Finance Corporation, for clearing right of way on the Eugene-Swisshome Secondary Highway No. 220 between Highway Engineer's Station 777+00 and 106+00.

4. Agreement with Frank W. Pennington, Gwendolen, Oregon, providing for the elimination of a certain cattle pass, known as Highway Structure 5-28.1, located on the John Day Highway in the NW¼ of the NW¼ of Sec. 25, T. 2 S., R. 21 E. W. M., Gilliam County, whereby Mr. Pennington agrees to accept the sum of $50 for relinquishing any right or claim that he may have had or now has to said cattle pass which was constructed by the State at his request in lieu of cash settlement for right of way acquired from him for this highway.

The Engineer requested authority to purchase through the State Board of Control the following equipment:

1. Ten light snow plows for Ford, Chevrolet or International truck mountings. He explained that the factory delivery on snow plows is very slow; therefore, it is desirable to place the order for this equipment now to insure early delivery so the equipment will be on hand and ready to use when it is needed this winter. He estimated the total cost of the ten plows to be $1,200.

2. Ten light trucks of the Ford, Chevrolet or International type to replace ten worn-out trucks. He advised that the Department has ten old trucks that have outlived their usefulness and recommended that they be traded in as partial payment for new equipment. The estimated total cash outlay for ten new trucks, he said, is about $7,000.

3. Ten light touring cars of the Ford, Chevrolet or Plymouth type to replace ten old cars. He explained that the Department has five old cars that cannot be economically repaired, and five additional old cars that have been run approximately 100,000 miles, and are not suitable for the heavy use required of them. He recommended that these be traded in on new equipment of similar type and estimated the total cash outlay to be $5,700. After due consideration, the authority requested by the Engineer was granted by the unanimous vote of the Commission.

A letter was presented from the Bend Fourth of July Committee, Bend, requesting permission to conduct a marathon foot race on The Dalles-

California Highway and the Central Oregon Highway in the vicinity of Bend as a part of their Fourth of July celebration. It was the thought of the Commission that no permit would be required for this purpose.

A letter was presented from the Rockaway Better Business Club, Rockaway, requesting permission to conduct motorcycle stunts on the ocean beach area in front of their town as part of their Fourth of July celebration. The Commission took no action on this request.

Consideration was given by the Commission to the application of David F. Langmack, Lebanon, for permission to use a portion of the ocean beach area at Newport as an airplane landing field during a three-day period over the Fourth of July week-end. The Commission denied the request on account of the hazard to children and others who might wish to use this area.

The Commission adjourned at 11:20 o'clock P. M. to reconvene at 9:00 o'clock A. M. the following morning in the Multnomah Hotel in accordance with previously published notice.

Portland, Oregon, June 28, 1933

The State Highway Commission met in regular session in the Assembly Room, Multnomah Hotel, at 9:00 o'clock A. M. Present were:

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

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

PACIFIC HIGHWAY
AURORA-BROOKS AND CANBY SECTIONS
ASPHALTIC CONCRETE PAVEMENT
PROJECT "A" - CANBY SECTION AND NORTH UNIT AURORA-BROOKS SECTION

	Using Standard Wearing Surface	Using Type "X" Wearing Surface
West Contract Co.	$ 176,100.40	$ 175,560.40
J. C. Compton	189,581.00	185,101.00
Theodore Arenz	186,635.00	185,555.00
Northwest Roads Co.	187,005.00	187,005.00
Parker-Schram Co.	189,149.50	188,069.50
The United Contracting Co.	194,158.00	193,618.00
Kern & Kibbe	214,527.50	214,527.50

Continued

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Aurora-Brooks and Canby Sections - continued

PROJECT "B" - South Unit - Aurora-Brooks Section

	Using Standard Wearing Surface	Using Type "X" Wearing Surface
Parker-Schram Co.	$ 163,797.00	$ 162,967.00
Theodore Arenz	165,580.00	164,750.00
West Contract Co.	165,335.50	164,920.00
J. C. Compton	169,278.50	165,128.50
Northwest Roads Co.	167,523.50	167,523.50
United Contracting Co.	169,175.00	168,345.00
Kern & Kibbe	183,112.00	183,112.00

BOTH UNITS WITH REDUCTION

Northwest Roads Co.	$ 354,528.50	$ 354,528.50
Kern & Kibbe	392,639.50	392,639.50

ALBANY-LYONS SECONDARY HIGHWAY NO. 211
BRIDGE OVER SOUTH FORK OF THE SANTIAM RIVER

C. J. Montag	$ 34,229.00
Lindstrom & Feigenson	38,856.00
O. N. Pierce	42,608.00
Parker-Schram Co.	44,369.00
Kuckenberg-Wittman Co., Inc.	48,407.50
The Gilpin Construction Co.	48,975.50

DALLAS-COAST SECONDARY HIGHWAY NO. 192
BRIDGE OVER MILL CREEK

	Concrete Pipe	Corr. Iron Pipe
O. N. Pierce	$ 8,185.00	$ 8,185.00
Barham Bros.	8,321.05	8,321.05
J. F. Johnston	9,096.00	9,085.50
Lindstrom & Feigenson	9,367.50	9,367.50
C. A. DuRette	9,433.36	9,443.86
Kuckenberg-Wittman Co., Inc.	10,907.00	10,907.00
E. F. Balgemann	11,361.95	11,364.05

Chairman Scott announced that the awards of contracts would be made at 4:00 o'clock P. M. this day in the same room.

A delegation representing the Southern Oregon Pacific Highway Association, consisting of C. H. Demaray, Grants Pass; W. C. Harding and A. C. Marsters, Roseburg; G. M. Green, G. B. McClure and Jack Harvey, Ashland; S. S. Smith, Medford, and Howard Mariam, Goshen, appeared before the Commission and urged that federal funds be allocated for the reconstruction and modernization of the Pacific Highway over the Siskiyou Mountains in Jackson County.

Mr. Demaray, acting as spokesman for the group, presented a resolution in support of their request. They were advised by the Commission that their request will be given due consideration in the allocation of funds available.

Following the presentation of the delegation, Mr. Green urged the Commission to allocate some of the National Industrial highway funds for the improvement of the Pacific Highway through the city of Ashland, particularly the widening of North Main Street and the reconstruction of the existing railroad grade elimination structure at the northerly limits. He was informed by Chairman Scott that the Commission cannot commit itself with respect to this improvement until further information has been received from Washington, D. C., relative to the federal funds allocated to Oregon.

A delegation representing the Lane-Pacific Highway Association, consisting of C. F. Giese, Eugene, President; C. H. Sedgwick, Creswell, Vice-President; Julius Fulop, J. D. Pyle, M. D. Huntley, and F. B. Hamlin, Springfield; Chas. S. Leaf, C. H. Wilson, H. W. Rohrbaugh, R. S. Clore, and P. L. Caldwell, Route 1, Eugene; J. R. Clack and C. Scarbrough, Creswell; and D. E. Showalter, Junction City, appeared before the Commission and voiced their objection to the rerouting of the Pacific Highway between Eugene and Creswell.

Mr. Giese, acting as spokesman for the group, stated that it is their understanding that the State Highway Commission has in mind to relocate this highway between Junction City and Eugene, and between Eugene and Creswell because the present highway is inundated during certain periods of the year by high water in the Willamette River. They object to this relocation, he said, because it means the abandonment of the present highway south of Eugene through Springfield Junction and the routing of traffic away from the community in which they have huge investments. He offered the suggestion that it would be better to dike the river to control the overflow rather than to reroute the highway, and gave as their thought that this would be much less costly than to rebuild the highway on a new alignment. Mr. Giese stated further that they have in mind the formation of a diking district to take care of this matter and asked the Commission to defer reconstruction on the proposed alignment until that matter has been definitely settled.

Chairman Scott advised that the State Highway Commission has at no time committed itself as to rerouting this highway and explained that the surveys now under way are simply to gather information for future use by the Commission. Mr. Giese filed a number of petitions in support of their arguments.

County Judge M. R. Biggs and County Commissioners Albert E. Noble and R. W. Zively of Crook County appeared before the Commission and requested that funds be allocated for the resurfacing of the Ochoco Highway between Jones Mill and the summit near Mitchell. They stated that the road is badly in need of repair and unless corrective measures are taken it will go to pieces this winter. They were informed by the Engineer that this project is being given consideration by the Commission in its budget for federal aid funds which Oregon is to receive under the provisions of the National Industrial Recovery Act.

Judge Biggs then stated that there are a number of rocky points on the Crooked River Secondary Highway between Shorty Davis Ranch and Post which

should be removed in order to make travel on this road less hazardous. He advised that Crook County now has a couple of men at work on this highway with an air compressor for which they are paying $15.00 per day, and it was his thought that the Commission could arrange with these men to remove the rocky points in question at the same rate per day and urged that this be done. The Engineer advised that there are no unobligated secondary highway funds available to do this work; that, in fact, even to maintain Crook County's secondary highways it will be necessary to draw from the surplus of Multnomah County's secondary highway funds. Chairman Scott advised the County Court that it appears their secondary highway account has been overdrawn already; therefore, the Commission is unable to comply with their request.

A group of citizens of Klamath Falls and vicinity appeared before the Commission regarding the selection of a route for the entrance of the Klamath Falls-Weed Highway into that city. Proponents of the east side route were: R. H. Bunnell, C. W. Eberlein and E. D. Truelove. Speaking in behalf of the west side route were: A. H. Hickman and William Bray. Appearing in behalf of the Klamath County Chamber of Commerce, Klamath County Court and the Klamath County Merchants Bureau were: Earl C. Reynolds, Secretary, Klamath County Chamber of Commerce, and H. P. Bosworth.

The Engineer exhibited a map on which were shown the several routes under consideration and explained details in connection with each, including comparative distances and costs.

Mr. Truelove presented petitions bearing approximately 700 signatures urging the adoption of the east side route known as the L-5 route which utilizes the existing Midland Market Road to its junction with The Dalles-California Highway at the Klamath Falls city limits; thence along Sixth Street, Klamath Falls, to the center of the business district.

Mr. Hickman presented arguments in favor of the Shaw-Bertram route known as route No. L-7. He stated that this route will lead through the city of Klamath Falls and will serve local people better than the easterly route. His statement was supported by arguments given by Mr. Bray who offered to donate right of way across his property in the event that the Commission selects this route.

Mr. Bunnell offered free right of way across his property provided the Commission's decision is in favor of route No. L-5.

Mr. Reynolds advised that the Klamath County Chamber of Commerce has taken a neutral attitude towards the selection of the route for this highway, it being their thought that this is an engineering matter and should be left to the State Highway Commission for final decision. He advised that the Shaw-Bertram route is more central and, in his opinion, will meet with the approval of the majority of local people.

Commissioner Aldrich asked the State Highway Engineer to make a recommendation with respect to the matter. The Engineer thereupon handed the Commission a copy of the Engineer's report on the various routes under contemplation and called particular attention to the following table of comparative distances and costs:

Route	Ore.-Cal. State Line via Dolores to S. P. Overcrossing		Ore.-Cal. State Line via Calif. Ave., to S. P. Overcrossing		Ore.-Cal. State Line via 6th & Main in Klamath Falls	
	DIST.	COST	DIST.	COST	DIST.	COST
L3 via E. Main	19.32	$705,580			17.37	$660,300
L5 via Mkt. Rd.	19.90	684,823			17.97	608,700
L6 Hill Route			18.43	$767,719	16.81	667,559
L7 Shaw-Bertram			18.80	765,036	17.18	664,876
L8 Golf Course & Green Spgs.			18.91	680,631	17.29	580,471

Route	Ore.-Cal. State Line to Junction with Dalles-Calif. or Green Springs		Ore.-Cal. State Line via Main St. to S.P. Overcrossing		Ore.-Cal. State Line to 6th & Main in Klamath Falls	
	DIST.	COST	DIST.	COST	DIST.	COST
L3 via E. Main	16.28	$560,283	19.47	$660,300		
L5 via Mkt. Rd.	16.39	508,671	20.07	608,700		
L6 Hill Route	14.23	515,300	18.91	667,559		
L7 Shaw-Bertram	15.19	605,000	19.28	664,876		
L8 Golf Course & Green Spgs.	14.23	515,300	19.39	580,471		

The Engineer advised that the Shaw-Bertram route, known as Route No. L-7, was, from an engineering standpoint, the best of all the routes under consideration and in all probability would best serve local traffic. However, this route would cost approximately $60,000 more than the L-5 or L-8 route, and stated that in his opinion additional information should be obtained with reference to the L-8 route, particularly the securing of a better curve on the Green Springs Highway near the present campground and the further investigation of the crossing of the Klamath River. It was his opinion that it might be possible to secure better alignment at a very small increase in cost. Furthermore, it was his thought that the probable cost of right of way should be given proper consideration in the determination of the selection of the route. After further discussion of the matter it was decided to defer selection of the route pending further investigation by the Engineer and a determination of the relative costs of the acquisition of right of way. Mr. Scott expressed his wish to again look over the line on the ground.

In connection with this matter there was presented to the Commission a letter from Mr. Clifton Richmond, Police Department, Klamath Falls, transmitting a resolution adopted by the Common Council of the City of Klamath Falls, urging the selection of either route L-3 or route L-5 for this highway; also, a letter from the Klamath County Merchants Bureau advising that they are confident of the ability of the State Highway Commission and its engineers to locate properly this highway and will support any decision that the Commission may render with respect thereto.

The following members of the Oregon Coast Highway Association appeared before the Commission and requested an allocation of federal funds for the construction of the remaining portion of the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway in Clatsop and Tillamook Counties: Earl H. Hill, Cushman, President; S. G. Reed, Tillamook; County Judge Guy Boyington, Clatsop County; County Commissioner Ed. H. Lindsey, Tillamook County; and Merle R. Chessman, Astoria. Mr. Reed acted as spokesman for the group. He urged the Commission to provide funds for the closing of this gap and emphasized the fact that they desire the road constructed on proper alignment with due regard to the natural scenic beauties. It was his suggestion that the State Highway Commission cooperate with the State Park Commission in the selection of

a route which would be satisfactory from the standpoint of each Commission. In response to an inquiry of Chairman Scott, Mr. Reed gave as his opinion that this highway will be of value to the State from a commercial standpoint as well as from the scenic standpoint. Judge Boyington advised that arrangements have already been made for the acquisition of the right of way for this highway in both Clatsop and Tillamook Counties.

Chairman Scott advised that the Commission desires to construct this highway with as few curves as possible so as to avoid public condemnation and reconstruction later. He informed Mr. Hill that the Commission would be interested in the sentiment of the association which he represents as to whether this highway should be designed as a purely scenic highway, or should consideration be given to its future commercial value. Mr. Hill replied that the Oregon Coast Highway Association endorses this as a commercial road in conformance with the ideas of the State Highway Commission. Chairman Scott then advised the delegation that definite commitments of National Industrial highway funds cannot be made until the amount of Oregon's share of such funds is known and the Commission receives rules and regulations governing their expenditure.

Mr. Ed. H. Lindsey, County Commissioner of Tillamook County, requested that the State oil and maintain that section of the new Oregon Coast Highway between the Wheeler Overhead Crossing structure and the Nehalem River Bridge. He stated that this road was constructed by Tillamook County and it was their thought that, since it is being used as a section of the state highway, it was the duty of the State to maintain it. He estimated the cost of oiling this section, approximately one mile long, at $1,000. The Engineer advised that the present road is on a temporary location, that it will be impossible to secure federal aid funds to do the work requested, and if the Commission authorizes the work it will have to be paid for entirely with state funds. After further discussion, Chairman Scott advised Mr. Lindsey that state funds are very limited; however; the Commission will endeavor to pay one-half of the expense involved if Tillamook County will pay the balance.

Mr. Wm. Warner, Hermiston, was present and asked the Commission to give serious consideration in its allocation of National Industrial highway funds which are to be used for the construction of secondary or feeder roads, to the improvement of the secondary state highway which extends southwesterly from Cold Springs in Umatilla County, through Hermiston and up Butter Creek to Lexington in Morrow County. He stated that this road carries a large amount of traffic and is badly in need of improvement; further, that Umatilla County has just completed the grading of an 8-mile section between Cold Springs and Hermiston which should be surfaced at once. He urged the Commission to provide means to surface this section and to allocate additional funds to resurface the Butter Creek unit which, he said, is in a very "washboardy" condition. The Engineer advised that it would cost approximately $6,000 to provide a cheap surface on the 8-mile section mentioned by Mr. Warner, and that at the present time it appears there will be insufficient funds provided by the government for secondary road construction to perform the work requested by him. The Commission took no action in this matter.

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

At two o'clock P. M. the State Highway Commission reconvened in the Assembly Room, Multnomah Hotel, with all members, the State Highway Engineer and the Secretary present.

A delegation from Morrow County consisting of S. E. Notson, District Attorney; Wm. T. Campbell, County Judge; George N. Peck and Frank S. Parker, County Commissioners; Harry Tamblyn, County Engineer, and Mr. George Bleakman appeared before the Commission and urged the allocation of federal funds to complete the construction of the Heppner-Spray Secondary Highway between Hardman and Chapin Creek, a distance of approximately 5½ miles. Mr. Notson was spokesman for the group. He stated that the Hardman-Chapin Creek Section is the only incompleted section of this highway and that a sum between $60,000 and $65,000 will grade and surface it and provide them with a very good road into the central part of the state. He further stated that Morrow County has spent approximately $300,000 for the improvement of this highway within its borders but can do nothing further because of lack of funds. He called attention to the fact that the section in question was at one time approved by the Commission and the local representatives of the Bureau of Public Roads and the Forest Service as an extension to the present Heppner-Spray Forest Highway but that the application was denied by the Secretary of Agriculture because it would extend the forest highway too far beyond the boundary of the national forest. After some discussion Chairman Scott advised that the Commission can make no commitment of its funds at the present time but will give their request due consideration later.

A delegation from Newberg and vicinity, consisting of Senator W. E. Burke, R. J. Moore, Mr. _____ Bailey, and others were present regarding the improvement of the West Side Pacific Highway between Middleton and Newberg, particularly that portion over Rex Hill in Yamhill County. Senator Burke advised that it is their desire that some of the National Industrial highway funds apportioned to Oregon be allocated to the immediate improvement of this section of highway to bring it up to modern standards. He asked the Commission to authorize surveys of both routes heretofore under consideration, and make its selection on the basis of the best route for the money expended, subject to the condition that the highway must pass through the town of Newberg. He gave as his thought that the time has not arrived for the building of highways that by-pass cities and towns; therefore, the Commission should not consider the northern route (via Springbrook) if it by-passes Newberg. Chairman Scott advised that it will require many times the sum Oregon will receive from the Federal Government under the provisions of the National Industrial Recovery Act to do the work that the Commission has been requested to do throughout the State; however, the Commission will give their project due consideration at the proper time.

A delegation consisting of County Judge J. D. Burns of Gilliam County, County Commissioners Ben Iremonger and L. A. Gochenour of Wheeler County, E. L. Morse, W. H. Steiwer, P. N. Shown, Fred Misner, W. Lillic and D. Boyer, appeared before the Commission and urged the allocation of funds for the improvement of the John Day Highway between Service Creek and Spray, which they stated has never been finished, and for the improvement of the 65-mile section between Fossil and Rock Creek Junction, 13

miles of which, they stated, has never been surfaced. Mr. Steiwer was spokesman for the group. The Engineer advised that the work requested by the delegation is a major project, involving widening and straightening in order to meet the requirements of the federal Government for construction with federal funds and that the estimated cost of such work, including surfacing and oiling, would average between $20,000 and $25,000 per mile.

Commissioner Aldrich advised that all of the federal aid highway work must meet with the approval of the Bureau of Public Roads; also, that there will not be as much money available for this class of improvement as was first contemplated. He gave as his thought that reconditioning of the Service Creek-Spray Section is most important. Chairman Scott advised that present indications are that it will be impossible to allocate any of the federal funds for work in Gilliam County; however, the project will be considered by the Commission on its merits in the allocation of these funds. Judge Burns then asked the Commission to provide funds for the construction of several bridges on the Wasco-Heppner Secondary Highway in Gilliam County. The Engineer advised that a sum has been set up in the tentative budget of federal funds for this purpose.

Later in the session the Commission reconsidered the matter of allocating funds for the improvement of the John Day Highway, at which time it was unanimously decided to provide a light surface treatment of rock on the 13-mile section between Service Creek and Spray not heretofore surfaced, provided the savings that accrue in maintenance expense are sufficient to pay the cost thereof. In connection with this matter there was presented to the Commission a resolution adopted by the Condon Commercial Club requesting that there be allocated in the Commission's budget of federal funds a sufficient sum to commence the reconstruction of the Fossil-Rock Creek Junction Section of this highway.

A group consisting of the following members of Multnomah County Relief Committee appeared before the Commission and requested that a major portion of the funds Oregon is to receive from the federal Government under the provisions of the National Industrial Recovery Act be allocated to the Portland and Multnomah County District so that it will not be necessary to send their unemployed to remote sections of the state, as was done during the last winter season: W. W. Caldwell, Executive Secretary; T. H. Banfield, Chairman; Frank Shull; Grant Phegley; C. A. Bigelow; and County Roadmaster George Buck.

Mr. Banfield presented arguments in support of their request giving as their opinion that very little good could be obtained by sending Multnomah County men to other parts of the state, for which reason they desire relief projects as near as possible to Portland.

Mr. Phegley presented the argument that federal funds have been appropriated primarily for work relief, therefore, should be expended where such relief work is most needed. He further stated that Multnomah County's population comprises half of the population of the state and more than half of the unemployed of the state are in that county; hence they feel that Portland is entitled to a very liberal portion of the money available.

Mr. Shull inquired what policy the Commission has adopted for the distribution of the relief funds. He was informed by Chairman Scott that the Commission can make no definite commitment until the amount of the funds and the regulations governing their expenditure are known. In expending the money, he said, the Commission prefers to allocate it on the basis of highway need. However, he added, the unemployment problem will also be considered and work will be provided for the men as near to their homes as is possible. He called attention to the fact that the available highway projects in the vicinity of Portland and Multnomah County are very limited and mentioned the Lower Columbia River Highway project near Linnton, the Fourth Street project, and the proposed Tualatin Tunnel project, which involves the construction of connecting roads to existing highways at the west portal, as being the most important. He inquired if the Committee is willing that National Industrial highway funds in the amount of about $250,000 be expended for the construction of the proposed tunnel connecting roads, provided that is necessary in order for the Tunnel Commission to secure a federal loan of $3,200,000 for construction of the tunnel. Mr. Shull replied that they were not disposed to prefer this project over other roads they think more important. Mr. Phegley suggested as satisfactory the allocation of funds for the completion of the Fourth Street Project. After further discussion, Chairman Scott advised the Committee that the Commission will try to solve this problem in accordance with their ideas, although no definite promise can be given at this time.

Mr. Buck submitted a list of Multnomah County road projects for the consideration of the Commission in the programming of funds that may be allocated to the Portland District. He suggested as a particularly meritorious project the widening of the approach to the Interstate Bridge which is now a three-lane road and entirely too narrow for the large volume of traffic it is required to serve.

A group consisting of Ben Osborne, Executive Secretary of the State Federation of Labor; D. E. Nickerson, representing the Building and Trades Council; B. W. Sleeman, representing the District Council of Carpenters; J. O'Neill, representing the Structural Iron Workers; Nick Carter, representing the International Rep. Engineers; E. Dinsmore, representing the Hoisting and Portable Engineers; H. McFee, representing the Pile Drivers, appeared before the Commission regarding the adoption of wage scales to be used in connection with federal aid projects. Mr. Osborne was spokesman for the group. He gave as their opinion that the National Industrial Recovery Act was enacted for the purpose of rebuilding labor structure to increase buying power, therefore the Commission should accept and adopt a wage scale to obtain that objective. He submitted the following scale, and asked the Commission to give it due consideration in determining minimum wages for men employed on highway work:

1. For Bridge and Building Construction Work:

Bridge and Structural Iron Workers	$1.37½ per hour
Engineers, Steel Hoister	1.37½ " "

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Reinforced Steel Workers	$1.10	per hour
Carpenters	1.12½	" "
Pile Driver Men	1.12½	" "
Pile Driver Engineer	1.25	" "
Painters	1.12½	" "
Laborers and Concrete Mixers and Wheelers	.75	" "

2. General Highway Construction Work:

Steam Shovel Engineers	$1.50	per hour
Craneman	1.00	" "
Fireman	.87½	" "
Oiler	.75	" "
Engineers for Rollers, Traction Engines, Concrete Mixers, Rock Crushers, Caterpillars, Power-driven Graders, etc.	1.00	" "
Truck Drivers	.75	" "
Laborers	.62½	" "

He explained that the rates submitted are the same as those paid during the years 1928 and 1929 but are based on a five-hour working day instead of an eight-hour working day prevailing at that time.

Chairman Scott advised the group that it is the intention of the Commission to consider the common practice of the other western states in its selection of minimum wages to be paid for labor employed on Oregon highway work. Commissioner Aldrich concurred with the Chairman, adding that since living costs at this time are considerably less than in 1929, such feature must necessarily be considered.

A delegation representing the John Day Valley Development Association, consisting of the following, appeared before the Commission and urged the designation and construction of a proposed highway extending from Antelope in Wasco County, southeasterly to a connection with the Ochoco Highway at Mitchell in Wheeler County: Ben Taylor, Eb. Wilson, Cliff Campbell, C. W. Bock, Chas. R. Jackson, A. King of Mitchell; Joe Klink, County Judge P. A. Retrum of Canyon City; Ed. Daley, Prairie City, C. R. Schmidt of John Day, John McLemon and Ivan Olson of Shaniko, D. V. Bolton, Vern Duus and John Silvertooth of Antelope, and James Woodcock of Maupin. Mr. Taylor was spokesman for the group. He presented arguments in support of their request similar to arguments heretofore presented covering the matter of the construction of this proposed highway and in addition thereto suggested that funds might be provided for this purpose by reallocating funds previously set up for the improvement of the Ochoco Highway. He further stated that the Antelope-Mitchell road follows the route of the old The Dalles Military Highway and gave as his thought that approximately 25% of the land across which the road would be located is public land eligible for government funds which are to be used for construction of roads over such lands. In connection with this matter the delegation presented a letter signed by S. J. Connally, Ben Taylor, John Manning and Mary E. Stevens, property owners along the proposed highway in Wheeler County, offering to donate all right

of way required across their lands except where the adopted alignment passes through their fields or over or across their irrigation ditches, for which they would ask but reasonable damages. They also presented a telegram from The Dalles-Wasco County Chamber of Commerce urging the immediate construction of this highway which, they said, is needed to improve economic conditions in the vast area which the road would serve.

The Engineer advised that the estimated cost of constructing this road is about $500,000. Commissioner Aldrich called attention to the fact that this proposed highway is not on the state highway system; therefore, the Commission is without legal authority to spend state money for its construction.

Chairman Scott advised that there are now before the Commission requests for allocation of funds many times in excess of the amount available, and expressed his regrets that the Commission is unable to comply with all of them. There are many unfinished projects throughout the state, he said, which should be completed before new ones are undertaken.

Mr. Taylor then asked the Commission to authorize a survey of the proposed road, to which Chairman Scott replied that funds for such purpose would have to be provided by the State, and there are no state funds available for such purpose at the present time. He added that it is his intention to look this project over sometime during this summer.

Harold Blake, representing the West Contract Company, and Mr. C. A. Schram, representing the Parker-Schram Company, who submitted the low bids at the morning session for paving the Aurora-Brooks and Canby Sections of the Pacific Highway, appeared before the Commission regarding their bids because, they said, it was their understanding that the Commission feels such bids were too high. Mr. Blake stated that the costs of labor and materials now are much higher than when the Engineer's original estimates were prepared and that they are still rising. He called attention to the new trucking law enacted by the last legislature which, he said, has had a tendency to raise prices for truck hauling more than one cent per mile. He further stated that gravel which could be purchased in 1932 for 60¢ per cubic yard now costs $1.10; that electrical energy has been raised from 2-3/4¢ per kilowatt to 4½¢; also, that higher prices are now demanded for gasoline and transmission oil, and labor costs which last year were based on an eight-hour working day must, under the new specifications, be based on a five-hour working day. The cost to construct pavement this year, he said, will be approximately $23,000 per mile compared to $20,000 last year. Mr. Blake also called attention to the time element of 38 days which has been set to complete the projects, and declared that on account of the shortness of the time allowed they will be required to lay 700 tons per day compared with 400 tons per day laid by him on the Brooks-Salem job last year.

Mr. Schram stated that the cost of asphalt is now 60% higher, lumber 80% higher, truck hauling $1.25 per hour higher than last year and, in general, concurred in the statements made by Mr. Blake. He

added that last year contractors bid jobs too cheaply and, as a result, many fell by the wayside; also, it is now much more difficult to finance a job than heretofore, because the bond houses and banking institutions have more stringent rulings.

Chairman Scott advised that the Commission has decided to defer the award of this particular project until five o'clock P. M. of this day.

The Commission at this time conferred privately in Room 110 regarding the award of contracts for the paving of the Aurora-Brooks and Canby Sections, bids for which were received at the morning session. Also present were the State Highway Engineer, Assistant Highway Engineer, Construction Engineer, Assistant Attorney and the Secretary. After full discussion of this matter it was decided by unanimous vote to reject all bids therefor and to readvertise the projects for bids to be received at the Multnomah Hotel at 9:00 o'clock A. M. on Tuesday, July 11, 1933. Thereupon the Commission resumed its meeting in the Assembly Room.

At 5:00 o'clock P. M., Chairman Scott announced the following awards of contracts for which bids were received at the morning session, action thereupon having been decided previously by the unanimous vote of the Commission:

"Aurora-Brooks and Canby Sections of the Pacific Highway in Marion and Clackamas Counties, 15.95 miles of asphaltic concrete pavement; Project A, Canby Section and North Unit Aurora-Brooks Section; the low bid is that submitted by West Contract Company, Portland, at $175,560.40, using Type 'X' wearing surface and $176,100.40, using standard wearing surface. The next low bid is that of J. C. Compton at $183,101.00, using Type 'X' wearing surface, and $189,581.00, using standard wearing surface. Project B, South Unit, Aurora-Brooks Section: The low bid is that submitted by Parker-Schram Company, Portland, at its bid price of $162,967.00, using Type 'X' wearing surface, and $165,797.00, using standard wearing surface; the next low bid is that submitted by Theo. Arenz, Portland, at $164,750.00, using Type 'X' wearing surface, and $165,580.00, using standard wearing surface. The low bid for the construction of both Projects A and B is that submitted by Northwest Roads Co., Portland, at $354,528.50, using Type 'X' wearing surface, and $354,528.50, using standard wearing surface; the next low bid for both units is that submitted by Kern & Kibbe, Portland, at $392,639.50, using Type 'X' wearing surface, and $392,639.50, using standard wearing surface. The Commission has decided to reject all bids received for these projects and to readvertise the projects for bids to be received on July 11, 1933. Notice of such letting will be advertised in the usual manner.

"Bridge over South Fork of the Santiam River on the Albany-Lyons Secondary Highway No. 211, about two miles west of Crabtree in Linn County; the low bid is that submitted by C. J. Montag, Portland, at $34,229.00. The next low bid is that submitted by Lindstrom & Feigenson, Portland, at $38,856.00. The Commission awards this project to the low bidder, C. J. Montag, at his bid price of $34,229.00.

"Bridge over Mill Creek on the Dallas-Coast Secondary Highway No. 192 near Buell in Polk County; the low bid is that submitted by O. N. Pierce, Portland, at $8,185.00, using either concrete or corrugated iron pipe; the next low bid is that submitted by Barham Bros., Salem, at $8,321.05, using either concrete or corrugated iron pipe. The Commission awards this project to the low bidder, O. N. Pierce, at his bid price of $8,185.00 on the basis of using concrete pipe for the culverts involved."

A delegation from Lincoln County consisting of J. W. Dunn, County Commissioner, Representative J. E. Cooter, G. B. McCluskey, F. M. Woodson, W. H. Tindall, Mayor of Toledo, and Elmer Caulkins, appeared before the Commission and urged that funds be allocated for the following projects, viz: Construction of the Pioneer Mountain-Toledo Section of the Corvallis-Newport Highway, including the improvement of this highway within the city limits of Toledo for which right of way has already been acquired by the city along the alignment adopted by the Commission; construction of a two-mile gap on the Siletz River Secondary Highway No. 181 so as to complete this road to secondary highway standards throughout. Chairman Scott inquired which of the projects mentioned is most important. Mr. Cooter replied that if sufficient funds could be allocated to complete the Pioneer Mountain-Toledo Section, this project would be most important to them. He gave as his understanding that the survey and plans have already been made for this improvement and the job is now ready to be advertised. Chairman Scott advised the delegation that their projects will be given careful consideration by the Commission but that no commitments can be made at this time. However, he added, in the opinion of the Commission the most needed improvement in their vicinity is the resurfacing of the Oregon Coast Highway where maintenance costs now are greater than on any other section of this highway.

The County Court of Umatilla County, consisting of County Judge Clive Cheshire and Commissioners J. O. Hales and Wm. Meiners appeared at this time and asked the Commission to give careful consideration to the following projects in its formulation of a program for National Industrial highway funds: Reconstruction of the Cold Springs Highway; completion of the Weston-Elgin Secondary Highway No. 330; construction of the Cold Springs-Hermiston Secondary Highway, and construction of the secondary highway extending from Pendleton easterly to Bingham Springs. No commitment was made by the Commission with respect to this request but the County Court was given to understand that their projects will be considered at the proper time.

A delegation from Salem, consisting of County Commissioners J. E. Smith and Roy S. Nelson; County Engineer Hedda Swart; C. E. Wilson, Secretary, Chamber of Commerce; J. M. Chambers, Chairman, County Relief Committee; and Harry Crain, was present and urged the Commission to allocate a portion of the National Industrial highway funds, appropriated for the improvement of secondary roads, for the construction of the North Santiam Highway between Mill City and the National Forest boundary at Niagara. They advised that a right of way eighty feet wide has already been procured; also that surveys are completed and plans prepared so that the project can be advertised for bids at any time.

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Mr. Smith stated, in answer to an inquiry from Chairman Scott, that Marion County might be able to cooperate in a limited amount in the cost of construction of this project. He further stated that the county has available sufficient funds to clear the right of way of this highway throughout to the junction with the South Santiam Highway and suggested, in the event additional forest highway funds are apportioned to Oregon, that a portion thereof be allocated to continue the construction of this highway. Mr. Chambers urged the improvement of the Mill City-Niagara Section from the standpoint of providing unemployment relief. No action was taken by the Commission on the request of this delegation.

County Commissioners H. A. Renninger and H. F. Warren of Linn County were present and asked the Commission to appropriate funds for the construction of the approaches to Sanderson Bridge on Albany-Lyons Secondary Highway No. 211, the contract for which was awarded by the Commission at this meeting to C. J. Montag, Portland. They estimated the cost to construct these approaches, including grading and surfacing about 2.6 miles of roadway, at approximately $12,000 and offered free gravel for the surfacing work from the county's gravel pit located at the bridge site. The Engineer advised that the survey for these approaches has been completed and the county is now acquiring the necessary right of way. He further advised that until the approaches are constructed the new bridge will be of little value to traffic; therefore, it was his recommendation that the County Court's request be granted. He estimated the cost of the work, including grading, surfacing, contingencies and supervision, at approximately $20,000, and suggested that such amount be set up in the budget for this purpose. The Commission made no commitment at this time with respect to this matter.

Mr. Arthur M. Churchill, Portland, appeared before the Commission relative to the construction of an additional unit of the Wolf Creek Highway. He urged this work from the standpoint of unemployment relief and gave as his opinion that right of way costs could be assessed against the respective counties under the provisions of the new law passed by the 1933 legislature. No action was taken by the Commission on this matter.

A delegation from Clackamas County representing residents along the Pacific Highway between Oswego and West Linn, consisting of I. R. Dillow, R. W. LeDuc, Louise LeDuc, D. J. Sage, W. E. Wanker, L. C. Newlands, F. T. Doty, Clyde Hughes, and A. H. Borland, appeared before the Commission and asked for an allocation of funds to reconstruct this highway to modern standards between the above-mentioned points, including either a new bridge over Oswego Creek or the widening of the present structure. The Engineer advised that the work requested by the delegation is a major reconstruction project estimated to cost not less than $300,000, the bridge alone being estimated at $125,000. Mr. Newlands suggested that it might be possible to utilize the abandoned S. P. railway grade between these points, thereby considerably reducing construction costs. He also suggested that a new bridge be constructed over Oswego Creek below the present structure but at the same elevation. Chairman Scott advised that the Commission has requests for funds for construction work throughout the state which far exceed the funds available and many of them will have to be denied because the Commission has no idea

where the money is coming from to build them; nevertheless, this project will be given due consideration at the proper time.

The Commission adjourned at 6:30 o'clock P. M. to reconvene at 8:00 o'clock P. M.

At 8:00 o'clock P. M. the State Highway Commission reconvened in Room 205, Multnomah Hotel, with all members, the State Highway Engineer and the Secretary present.

The Commission informally discussed matters pertaining to the proposed Tualatin Tunnel and the road which has been proposed to connect existing highways with the west end thereof.

The Engineer reported that in accordance with instructions previously given him an inspection has been made of certain county roads in Curry County heretofore considered as additions to the secondary state highway system. This investigation reveals, he said, that the Squaw Creek Road is strictly a local road; furthermore, to reconstruct it to secondary highway standards will cost approximately $55,000, which the Commission does not have for this purpose. He recommended against its designation as a secondary state highway. He further reported that the inspection of the county road extending from Port Orford to "The Heads" reveals that the road is only about one-half mile in length, that it already has been graded satisfactorily, and can be surfaced for about $5,000; also, that it can be maintained at a cost of not more than $100 per year. This road, he said, has a potential value as a tourists' road to "The Heads", a very attractive viewpoint, and for this reason it would be desirable to have it under state maintenance. He recommended that it be designated as a secondary state highway. After due consideration the Commission, by unanimous vote, adopted the recommendations of the Engineer with respect to each of these roads, subject to the condition that the County Court of Curry County shall make formal application for designation as a secondary state highway of the road extending from Port Orford to "The Heads".

The Engineer reported on his investigation of the proposed secondary state highway connecting the south end of the interstate bridge at Hood River with the Columbia River Highway, as requested by Elbert M. Chandler, President of the Oregon-Washington Bridge Company, Olympia. He stated that to properly build this connection, which involves the construction of a railroad grade elimination structure, will cost about $30,000; also, there are not sufficient secondary funds available for Hood River County this year to pay for this work. He recommended that Mr. Chandler's request be denied. Recommendation of the Engineer was approved by unanimous vote of the Commission.

The Engineer reported that in accordance with the Commission's instructions an investigation has been made of the Alsea-Deadwood Secondary Highway in Benton County, which reveals that this road is in need of improvement, especially the two-mile section over Lobster Mountain which was graded under state contract last year. He advised that there is available

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for surfacing this section approximately $1,300 of 1932 secondary funds apportioned to Benton County, and about $1,700 of 1933 secondary funds over and above that required for maintenance, making a total of approximately $3,000. He recommended that this amount be expended to surface the newly graded section with pit-run gravel. After due consideration the recommendation of the Engineer was approved by the unanimous vote of the Commission and he was authorized to advertise this project for bids at his convenience.

A resolution was presented from the County Court of Josephine County requesting that Williams Secondary Highway No. 261 be extended from its present terminus northerly a distance of about 700 feet to connect with the Pacific Highway just south of Grants Pass. The Engineer explained that this extension was made necessary by the rerouting of the Redwood Highway over the Fairgrounds County Road and was previously approved by the Commission subject to the condition that Josephine County Court shall file formal application therefor. The resolution now submitted, he said, is simply to satisfy that condition. The Commission after due consideration approved and accepted the resolution of the Josephine County Court and voted unanimously to confirm its previous action regarding such designation.

The Engineer reported that in a number of counties 1932 secondary state highway funds allocated to specific projects have not all been needed to complete such projects, leaving balances for reallocation to other secondary highway projects within the respective counties. He submitted a list of such balances as follows and asked the Commission to approve the transfers noted therein:

County	Transfer Amount	From Project No.	To Project No.
Columbia	$ 76.45	105 ML	105 MH-111-A
"	152.95	105 ML	105 MH
"	96.01	105 ML	105 VA
Coos	157.00	106 MH-111	106 KA
"	18.72	106 MV-A	106 MH-A
Harney	680.00	113 ME	113 GA
"	158.09	113 ML	113 GA
"	885.00	113 MT	113 GA
"	391.55	113 MV	113 GA
Josephine	185.18	General Supervision	117 BA
"	898.30	" "	117 MV-111
Klamath	995.47	118 MJ	118 GB
"	3,512.18	118 ML	118 GB
Lane	685.55	120 GD	120 GI
"	400.00	120 KC	120 GI
Linn	400.00	122 MV-504-A	General County
"	104.75	122 MV	" " 1933
"	135.67	122 MV-111-A	" " "
"	341.56	122 GA	" " "
"	96.85	122 MH	" " "
"	6.89	122 MT-111	" " "
"	8.00	122 MH-504	" " "

County	Transfer Amount	From Project No.	To Project No.
Linn	$ 5.67	122 KB	General County 1933
"	0.55	122 MV-111	" " "
"	69.36	122 MV-504-A	" " "
Umatilla	13.50	130 MR-11	130 GD
"	90.65	130 MR-11	To 1933 Funds
"	509.35	130 ME-105	To " "
Wasco	123.55	133 MT	133 MT-111-A
Yamhill	273.00	136 MG	136 KB
"	74.48	136 MG	136 KB-1

The transfers requested by the Engineer were approved by the Commission by unanimous vote.

Consideration was given by the Commission to the request of Mr. Floyd Lindberg, Astoria, for reimbursement in the sum of $50.00 on account of expense incurred by him in towing log rafts under the John Day River bridge on the Columbia River Highway, near Astoria, necessitated by the fact that it was impossible to open and close the drawbridge at this point. The Engineer advised that the old bridge has been in such a dilapidated condition that it has been impossible to open or close it for the last two or three years and it is a ruling of the War Department that the State must either open the bridge to water traffic or make necessary reimbursement to such traffic for any cost involved in transporting logs by means of small boats from their point of origin above the bridge to points below the bridge. In view of the circumstances he recommended that Mr. Lindberg's claim, which covers the towing of two rafts under the bridge, be approved. Recommendation of the Engineer was adopted by the unanimous vote of the Commission.

The following letter was presented from the office of W. H. Lynch, District Engineer of the Bureau of Public Roads:

"June 22, 1933

"File No. 486 Oregon 24-General

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

Dear Sir:

"At the recent program conference $115,000.00 was allocated to the North Santiam Project, $65,000.00 of which was Forest Highway money and $50,000.00 Marion County cooperation. Marion County offers this money on the same basis as their money was accepted for the 1933 Fiscal Year Program; namely, that the money can be used outside of Marion County for this program with the condition that if, when, and as future federal funds

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are provided that at least an equal amount of federal funds will be spent within Marion County. This is, of course, with the idea that the federal funds will be used in reconstruction west of Detroit.

"In order that the files may be clear on the matter, please advise whether this plan is satisfactory to the State Highway Department.

"Very truly yours,

W. H. Lynch
District Engineer

(Signed) By H. D. Farmer
H. D. Farmer
Senior Hwy. Engr."

The Engineer advised that the statements contained in the above letter are correct and recommended that the approval of the Commission be recorded. After some discussion the Commission by unanimous vote approved the recommendation of the Engineer.

There was presented to the Commission for consideration a petition signed by Oregon City Chamber of Commerce, business men's organization of Oregon City, and others, dated June 14, 1933, urging that at the earliest possible date the route for the East Portland-Oregon City Highway through Oregon City be adopted and construction work commenced. The Engineer advised that further investigation has been made of possible routes for this highway and that he has found another along the bluff overlooking the business district which appears to be very good. Investigations of this route are still under way, he said, therefore, no estimate of cost is available at this time. Chairman Scott advised that he has already notified the business men of Oregon City that the Commission has no funds with which to purchase right of way for this improvement, which is the basic question involved; also, that the Commissioners agreed that construction of a modern highway through Oregon City is very important and should be done, provided the city will furnish the necessary right of way. In this connection the Secretary presented communications from the following:

Letter from Jake Johannes urging adoption of the Bluff Route;
Letter from Mrs. J. W. Moffitt urging adoption of the Water Street Route;
Petition dated June 7, 1933, from business men recommending adoption of the Water Street Route.

No action was taken by the Commission on these communications.

There was presented to the Commission for consideration a resolution adopted by the County Court of Harney County in which the Commission was requested to complete the Central Oregon Highway between Juntura and Burns. No action was taken thereon.

A petition was presented from residents of McMinnville and vicinity requesting the continuation of the removal of traffic hazards on the West Side Pacific Highway between McMinnville and Portland, including the reconstruction of Rex Hill Section, so that it will not by-pass towns on the present route. No action was taken by the Commission on this petition.

Consideration was given to the request of A. J. Bewley, Sheridan, that funds be allocated for the improvement of the McMinnville-Tillamook Highway through that town. The Engineer advised that the improvement requested consists of widening and repair work for two or three blocks within the city limits which would cost approximately $5,000. He recommended that the improvement be approved. Recommendation of the Engineer was approved by the Commission by unanimous vote.

A petition was presented from residents of Smith River District, Douglas County, requesting an opportunity to appear before a joint meeting of the State Highway Commission, the Bureau of Public Roads and the Forest Service relative to the designation as a forest highway of the Smith River road which extends easterly from Gardiner up the Smith River to a connection with the existing road at North Fork, and the allocation of funds for its construction. After some discussion the Commission granted the petitioners' request to be heard on this matter notwithstanding that possibilities are remote that they will receive benefits thereby since forest highway funds previously have been obligated to other projects.

There were presented letters from Dr. E. P. Rohrbaugh, Hood River, and H. W. Rohrbaugh, Eugene, protesting against the rerouting of the Pacific Highway between Junction City and Eugene. Letters were also presented from E. G. Harlan, Manager, Eugene Chamber of Commerce; Edward R. Morse, President, Eugene Chamber of Commerce; Arthur R. Quackenbush, President, Merchants' Division, Eugene Chamber of Commerce, and Edward F. Bailey, President, Oregon-Pacific Highway Association, requesting the continuation of surveys now under way to gather information relative to the rerouting of this highway between Junction City and Creswell.

Commissioner Washburne stated that he has been the recipient of many objections to the rerouting of this highway and it was his thought that the time is not propitious to carry through the surveys which the Commission's engineers have started. He thereupon moved that the survey now under way be discontinued immediately. The motion was duly seconded by Commissioner Aldrich and was declared by the Chairman to have carried by unanimous vote. The Commission instructed the Engineer to notify the local newspapers of this action.

A communication was presented from L. M. Lepper, President of the East Side Commercial Club, Portland, stating that the Southern Pacific Company has abandoned its passenger train service on its Tillamook line and suggesting that it might be more economical to utilize the railroad grade down the Salmonberry River as a highway from Portland to Tillamook than to construct the Wilson River Highway. The Engineer advised that notwithstanding the discontinuance of passenger service, the railroad company will not

remove its rails until the timber in this district has been marketed; furthermore, the railroad grade would not be desirable for a modern highway because it is too winding. The Secretary was instructed to convey this information to Mr. Lepper.

Letters were presented from the Rose City Post No. 35, American Legion, and L. M. Lepper, President of the East Side Commercial Club, urging the allocation of funds for additional construction work on the Wolf Creek Highway between Sunset Camp and Humbug Mountain. No action was taken by the Commission on these communications.

A letter was presented from Mr. John A. Laing, President of the City Planning Commission, Portland, in which the Commission was urged to cause surveys to be made at the earliest possible date to secure information for a proposed tunnel through the hills west of Portland on an extension of Burnside Street. The Engineer advised that to conduct such survey would cost a large sum of money because it would require borings to determine formations that would be encountered during construction. Chairman Scott gave as his opinion that the State should not conduct this survey because funds are not available for either survey or construction; furthermore, it appeared to him that the project should be undertaken by local authorities rather than by the State. He advised that he has so written Mr. Laing.

A communication was presented from W. J. Pinney, Secretary of the Ontario Commercial Club, regarding the proposed I. O. N. Highway, in which was enclosed a clipping from The Idaho Statesman, Boise, quoting Walter W. R. May, Manager of the Portland Chamber of Commerce, saying that that organization endorses this project. Chairman Scott questioned whether or not the Commission should use Oregon funds for the construction of a connecting road between Idaho and Nevada. After some discussion it was unanimously decided by the Commission that this should not be done. In connection with this matter there were presented to the Commission petitions from the Nyssa Commercial Club, Nyssa, and the Malheur County Court, urging the designation of this proposed highway as a part of the state and federal highway systems and the allocation of funds for its construction in the immediate future.

The Commission reconsidered the matter of constructing a short section of the Nehalem Secondary Highway No. 102 north of Buxton, in Washington County, as requested by residents of Buxton and vicinity at a previous meeting of the Commission. Chairman Scott gave as his opinion that this is one of the best projects in the state for the allocation of National Industrial highway funds which Oregon is to receive from the federal government for secondary highway improvements. The Engineer advised that he has included in the tentative budget for these funds the sum of $50,000 for this particular project, subject to the approval of the Commission. The Commission by unanimous vote approved the action of the Engineer.

A letter was presented from the Redwood Empire Association, San Francisco, requesting the allocation of funds for the reconstruction of the Hayes Hill and O'Brien sectors of the Redwood Highway in Josephine County. The request was denied by unanimous vote of the Commission because this

highway is now in very good condition and there are many places where the funds can be used to better advantage.

There was presented a letter from Ada Grange No. 570, Lane County, objecting to the construction of toll bridges across the Siuslaw and Umpqua Rivers on the Oregon Coast Highway. No action was taken by the Commission on this matter.

There was presented a letter from Archie McGowan, Chairman of the Roads and Highways Committee of the Burns Chamber of Commerce, urging the allocation of funds to continue construction work on the Central Oregon Highway. No action was taken by the Commission on this matter since it already has in mind to budget some of the federal funds for this purpose.

A letter was presented from R. B. Earley, Portland, suggesting that funds be provided for the completion of the Nehalem-Cannon Beach Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. Chairman Scott advised that he replied to this communication that the Commission expects to spend some money for construction on this road but does not expect to complete it because construction costs are high and funds are not available to accomplish that without depriving other important highways of their needs. Commissioners Aldrich and Washburne signified their approval of the Chairman's reply.

A petition was presented from residents, property owners, and taxpayers residing in the vicinity of Fort Klamath, Klamath County, urging the reconstruction of the Crater Lake Highway between Fort Klamath and the Crater Lake National Park boundary. The Engineer advised that survey for this improvement was made some time ago, but the matter was dropped when the people along the route objected to the necessary line changes and has not been resurrected. No action was taken by this Commission on this petition.

A letter was presented from Miss Inez DeLashmutt, Glencullen, regarding the drainage condition in front of her property on the Bertha-Beaverton Highway. She suggested that in order to dispose of this matter the State purchase a new site for her house and move her house thereon so that she will not be troubled with recurring slides. After some discussion the letter was referred to the Assistant Attorney with instructions to direct a reply to Miss DeLashmutt that will not legally commit the Commission but will inform her that the Commission is proceeding with plans for the proper drainage of this section.

The Engineer reported that it appears necessary to institute condemnation proceedings to acquire certain right of way needed for the improvement of the Pacific Highway across land owned by Mr. Sam Amundson just north of Canby, Clackamas County. He requested authority for the Attorney to institute such proceedings if that appears necessary after further negotiating with the owner. The Commission granted the Engineer's request and by unanimous vote adopted the following resolution relative thereto:

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

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 1 in Clackamas County north of Canby, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the State that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to wit:

A parcel of land in the Philander Lee and Anna Lee D. L. C. No. 56 in Township 3 South, Range 1 East, W. M., said parcel being a portion of that certain piece of property described in a deed to Sam Amundson as recorded in Book 157 at Page 320, Deed Records of Clackamas County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the east line of said Amundson property and the 1935 relocated center line of the Pacific Highway, at Engineer's Station 130+87.7, said intersection being 472.48 feet north and 988.44 feet east from the quarter section corner between Sections 33 and 34, Township 3 South, Range 1 East, W. M.; thence South 0° 16' East along said east property line a distance of 50.11 feet to a point which is 40.0 feet southeasterly from (and measured at right angles to) said relocated highway center line; thence parallel to said center line as follows: along a 4828.3 foot radius curve right (the long chord of which bears South 54° 34' 45" West a distance of 286.8 feet to the east right of way line of the east wye of the Southern Pacific Railroad; thence along said right of way line on a 447.68 foot radius curve right (the long chord of which bears North 32° 32' 15" East) a distance of 215.26 feet to an intersection with the southwesterly line of that certain tract of land acquired for right of way purposes for the Pacific Highway from A. S. and E. P. Strayer; thence North 65° 47' East along said line a distance of 152.3 feet to the east line of the Amundson property; thence South 0° 16' East along said east line a distance of 21.87 feet to the point of beginning.

The parcel of land described above contains 0.404 acres of which 0.285 acres lie within the present public right of way; net new area 0.119 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway, and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Clackamas County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission.

THEREFORE, BE IT RESOLVED that the State Highway Commission shall and the said Highway Commission does hereby declare that it is necessary and that it will be of advantage to the State of Oregon for the State to acquire for right of way purposes for use in connection with the permanent construction, improvement, and maintenance of the said highway the 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 hereby are 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 Commission had under consideration the matter of the adoption of a formal resolution covering the construction of five coast bridges and the application to the Federal Government for a loan and a grant of funds with which to construct said bridges, and it appearing that said matters were considered and passed upon at the regular meeting of the Commission held on the first day of May, 1933, but inadvertently the formal resolution was not then prepared or ordered entered in the minutes of the Commission; therefore, it was moved by Commissioner Washburne and seconded by Commissioner Aldrich that the resolution hereinafter following be formally adopted and ordered entered in the minutes of the Commission nunc pro tunc as of May 1, 1933, which said motion received the unanimous vote of the Commissioners and was by the Chairman declared carried.

WHEREAS, the United States Government has by the enactment of the National Industrial Recovery Act, approved June 16, 1933,

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made available funds for the construction of public works including publicly owned bridges, which funds have been offered to the states as loans and/or loans and grants, and

WHEREAS, the State of Oregon has expended in the construction of the Oregon Coast Highway since 1918 the sum of approximately $18,000,000, the full benefit of which investment cannot be enjoyed by the general public for the reason that intersecting said highway are two rivers and three bays or arms of the ocean, traffic over which streams is now served by ferries operated at the expense of the State, and

WHEREAS, the annual cost to the State of Oregon to maintain and operate said ferries is approximately $125,000, which amount due to the anticipated increase in the volume and character of traffic will in the very near future reach the probable sum of $175,000 per year, and

WHEREAS, it is recognized that ferry service regardless of how efficient it may be made is never so satisfactory or adequate as the accommodation afforded by bridge facilities, and

WHEREAS, it is the judgment of the Commission that the best interests of the general public and of the State of Oregon will be served through the construction of bridges over the said streams to wit:

Bridge over Yaquina Bay
Bridge over Alsea Bay
Bridge over the Siuslaw River
Bridge over the Umpqua River
Bridge over Coos Bay

and that the construction costs of said bridges be financed in the first instance with funds procured from the Federal Government pursuant to the provisions of the National Industrial Recovery Act, and

WHEREAS, by virtue of the provisions of Chapters 297, 399 and 431, General Laws of Oregon, 1933, the Governor of the State of Oregon is authorized and empowered upon request of this Commission to borrow from the Federal Government funds with which to construct said bridges, and

WHEREAS, it is the judgment of this Commission that this Commission should by resolution declare its purpose and plan to construct over said streams and thereafter maintain and operate the same in lieu of the present ferry service bridges adequate as to type and design and capacity to accommodate the volume of traffic which will use said coast highway;

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

1. That this Commission does declare its purpose and plan to construct with funds made available by the Federal Government bridges over the streams above named.

2. That Honorable Julius L. Meier, Governor of the State of Oregon, be and he hereby respectfully is requested to apply to the United States Government for a loan and grant in the total sum of $5,102,620, such fund to be used to defray the cost and expense incident to the construction of bridges over said streams.

3. That J. M. Devers, Attorney for the Commission, be and he hereby is authorized and directed to prepare all necessary papers and give direct and immediate attention to the matter of procuring said funds for the purpose herein set out.

4. That the Federal Government be requested to provide said funds on the basis of seventy per cent. loan and thirty per cent. grant.

5. That the Commission does respectfully urge and recommend that said loan be made on the basis proposed in Circular No. 2 under Table No. 1B issued and circulated by the Public Works Administrator, except as said table is modified in the following suggested table:

Total Estimated Cost	$5,102,620
Total Estimated Cost (exclusive of interest during construction)	4,922,524
Government Grant, 30% of Labor and Materials	1,476,757
Government Loan, 70% of Labor and Materials	3,445,767
100% of Interest during Construction	180,096
Total Government Loan	3,625,863

Table of Annual Payments
Amortization Period 30 Years
Interest at 4%

Year	Unpaid Balance at Beginning of Year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
1	$ 3,625,863	$ - - - -	$ 145,035	$ 145,035
2	3,625,863	- - - -	145,035	145,035
3	3,625,863	- - - -	145,035	145,035
4	3,625,863	- - - -	145,035	145,035
5	3,625,863	- - - -	145,035	145,035

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Year	Unpaid Balance at Beginning of Year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
6	$ 3,625,863	$ 85,863	$ 145,035	$ 230,898
7	3,540,000	90,000	141,600	231,600
8	3,450,000	95,000	138,000	233,000
9	3,355,000	100,000	134,200	234,200
10	3,255,000	105,000	130,200	235,200
11	3,150,000	110,000	126,000	236,000
12	3,040,000	115,000	121,600	236,600
13	2,925,000	120,000	117,000	237,000
14	2,805,000	125,000	112,200	237,200
15	2,680,000	130,000	107,200	237,200
16	2,550,000	135,000	102,000	237,000
17	2,415,000	140,000	96,600	236,600
18	2,275,000	145,000	91,000	236,000
19	2,130,000	150,000	85,200	235,200
20	1,980,000	155,000	79,200	234,200
21	1,825,000	160,000	73,000	233,000
22	1,665,000	165,000	66,600	231,600
23	1,500,000	170,000	60,000	230,000
24	1,330,000	175,000	53,200	228,200
25	1,155,000	180,000	46,200	226,200
26	975,000	185,000	39,000	224,000
27	790,000	190,000	31,600	221,600
28	600,000	195,000	24,000	219,000
29	405,000	200,000	16,200	216,200
30	205,000	205,000	8,200	213,200

6. That said debt be evidenced by project revenue notes secured by a long term lease or trust deed on said bridges and all properties and rights of way which are necessary parts thereof. Whether said instrument be a long term lease or a trust deed shall be at the option of the Federal Government.

7. That the Honorable Julius L. Meier, as Governor of the State of Oregon, be and he hereby respectfully is requested to execute any and all necessary papers or documents required for the accomplishment of the acquisition of said funds.

8. That the State assign to the Federal Government out of State Highway revenues such an amount of money each year as may be required to meet the State's annual obligation, as disclosed in the foregoing table of annual payments, and that the State shall and does reserve the right to replenish said highway fund with tolls charged for the use of said bridges or any one or more of the same.

9. That this Commission by this resolution does hereby direct and order the execution by the Commission of any papers, instruments or documents or the doing of anything or act necessary to carry out the purpose sought to be accomplished by this proceeding, all of which shall be within the authority and scope of the laws of the State of Oregon and particularly within the provisions of Chapter 399, General Laws of Oregon, 1933.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Liesch & Tofte, Contract No. 1423, regrading and surfacing the Gregg Ranch Section of the Pacific Highway in Lane County, requested an extension of time to June 27, 1933 within which to complete this project. The Engineer advised that the contractor's delay has caused the general public no great inconvenience; also, the extra engineering expense caused thereby has not been excessive. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

Theodore Arenz, Contract No. 1436, regrading and repaving the Molalla River-Aurora Section of the Pacific Highway in Clackamas and Marion Counties, requested an extension of time from June 15 to July 15, 1933 within which to complete this project. The Engineer advised that the contractor carried on his work continuously throughout the winter months, notwithstanding adverse weather conditions, and he has made every effort to complete the project within the specified time limit but was unable to do so. He further stated that the traveling public has not been greatly inconvenienced because a fairly good detour was provided around construction operations; also, the delay has cost the State no great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

Theodore Arenz, Contract No. 1414, grade widening on the Aurora-Woodburn Section of the Pacific Highway in Marion County, requested an extension of time from March 31 to April 15, 1933, within which to complete this project. The Engineer recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission by unanimous vote.

J. F. Johnston, Contract No. 1472, construction of a bridge over Crooked Creek on The Dalles-California Highway in Klamath County, requested an extension of time of fifteen days to July 1, 1933, in which to complete this structure. The Engineer stated that the contractor's work was delayed about two weeks to enable him to obtain concrete aggregates from a local source rather than ship them in, otherwise by using outside aggregates he would have completed the job within the allotted time. Neither the traveling public nor the grading contractor on the adjacent section, he added, has been inconvenienced by the delay and the only extra engineering expense is the salary of the engineer. He recommended that the extension requested

be granted but that the contractor be required to reimburse the State for all engineering expense incurred subsequent to the time limit specified in the contract. Recommendation was approved by the Commission by unanimous vote.

Tom Lillebo, Contract No. 1392, construction of a half-viaduct near Umatilla on the Columbia River Highway in Umatilla County, requested an extension of time to July 15, 1933 in which to complete this project. The Engineer stated that a special provision in this contract required the contractor to defer the project until the grading contractor completed his grading operations adjacent to this structure. The grading work was not completed until April 15, he added, at which time the bridge contractor commenced work and expedited it in a very satisfactory manner. He further stated that subsequent to April 15 it was decided to lengthen the viaduct 165 feet, which work comes under the grading contract, but was subcontracted to Mr. Lillebo so that the two portions of the viaduct were being constructed simultaneously. The traveling public, he said, has been caused but a small amount of inconvenience due to the delay and the grading contractor cannot logically claim any inconvenience because the extension of the viaduct is a part of the grading contract. The only additional expense to the State, he said, has been the salary of the engineer. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

R. H. Jones, Contract No. 1448, construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, requested an extension of sixty days, to July 31, 1933, within which to complete this project. The Engineer advised that these bridges are all on a new section of highway and the delay in their completion has caused the traveling public no inconvenience, neither has the grading contractor on the adjacent section been seriously inconvenienced. He further advised that the contractor did not expedite his work as he properly should have during the early part of the contract and, as a result, was delayed in completing the contract within the specified time limit due to difficulties encountered in delivering materials to the job during the time when the frost was leaving the ground. He recommended that the extension requested be granted but that the contractor be charged with all engineering expense incurred by the State subsequent to the date of completion specified in the contract. Recommendation was approved by the unanimous vote of the Commission.

Berke Bros., Contract No. 1462, grading and surfacing Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County, requested an extension of time of thirty days to July 15, 1933, in which to complete this contract. The Engineer advised that the contractors made every effort to complete this project within the specified time limit and took advantage of all possible working days. He recommended that the extension requested be granted without penalty. Recommendation was approved by the unanimous vote of the Commission.

West Contract Company, Contract No. 1450, construction of concrete pavement on the New Era-Canby Section of the Pacific Highway in Clackamas County, requested an extension of time to July 15, 1933 in which to complete

this contract, giving reason for delay adverse weather conditions. The Engineer advised that the delay was caused through no fault of the contractor; furthermore, the traveling public has not been inconvenienced thereby, and the State has not incurred a great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission by unanimous vote.

Oregon Bridge & Dredging Company, Contract No. 1442, grading and paving Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties, requested an extension of time of thirty days to August 15, 1933 within which to complete this project. The Engineer advised that the contractor made use of every possible working day during the winter period; nevertheless, they failed to complete the project within the specified time limit. He further stated that the delay has not greatly inconvenienced the traveling public because the old highway has been available at all times; also the State has incurred only a small amount of extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission by unanimous vote.

Dennis Construction Company, Contract No. 1411, grading Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, requested an extension of time to June 1, 1933 in which to complete this project. The Engineer advised that it was impossible for the contractor to complete the project sooner due to the soft condition of the subgrade, which necessitated closing down operations until weather conditions were more favorable. The delay, he said, was caused by no fault of the contractor; therefore, he recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission by unanimous vote.

Oregon Bridge & Dredging Company, Contract No. 1395, paving the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County, requested an extension of time of thirty days to August 15, 1933, in which to complete this project, giving as their reason for delay inclement weather which did not permit them to lay concrete pavement according to specifications. The Engineer advised that, as stated by the contractors, weather conditions were unsuitable during the winter months to obtain a good concrete pavement; therefore, this part of the work was closed down pending more favorable conditions. The delay, he added, has not seriously inconvenienced the traveling public, neither has it greatly increased the State's expense for engineering, for which reason he recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

C. A. Mills & Company, Contract No. 1388, grading, surfacing and construction of a trestle bridge on Beaver Creek Secondary Highway No. 102 in Washington County, requested an extension of time to August 1, 1933 in which to complete this project. The Engineer advised that it was practically impossible for the contractor to carry on grading operations during the winter months because of bad weather conditions; also, while the

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grading work is now practically completed, it would be disastrous to permit the contractor to haul surfacing material over it at this time. He further advised that this is the second extension requested by the contractor, the first having been granted to May 31, 1933, with engineering penalty. He recommended that the extension now requested be granted, but that the contractor be charged with all engineering expense incurred subsequent to the expiration date specified in the contract. The Engineer's recommendation was approved by the Commission by unanimous vote.

Newport Construction Company, Contract No. 1427, surfacing the Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County, requested an extension of time of sixty days to August 15, 1933 in which to complete this project. The Engineer advised that the contractor made every effort to complete this project within the time limit specified but on account of several delays for which they were not responsible, including unfavorable weather and two weeks' delay pending completion of the adjacent grading project, they were unable to do so. The traveling public, he said, has not been inconvenienced since the road has not been opened to traffic and will not be until the adjoining section in the State of Washington is completed, which will probably be about July 10. He recommended that the extension requested be granted but that the contractor be charged with all engineering expense incurred subsequent to July 15, 1933. Recommendation was approved by the unanimous vote of the Commission.

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

Contract No. 1409, with Dunn & Baker, for regrading and surfacing the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, completed May 18, 1933;

Contract No. 1411, with Dennis Construction Company, for grading the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, completed May 31, 1933;

Contract No. 1413, with Dunn & Baker, for constructing concrete pavement on the Green Creek-Jackson County Line Section of the Pacific Highway in Josephine County, completed June 8, 1933;

Contract No. 1414, with Theodore Arenz, for grade widening on the Aurora-Woodburn Section of the Pacific Highway in Marion County, completed April 13, 1933;

Contract No. 1440, with Tom Lillebo, construction of a steel bridge over Dean Creek and culverts over Koepke Slough and Hinsdale Slough on the Umpqua Highway in Douglas County, completed June 22, 1933;

Contract No. 1443, with C. J. Montag, for the construction

of five pile trestles on the Monroe-Junction City Section of the West Side Pacific Highway in Lane County, completed May 6, 1933;

Contract No. 1444, with M. L. O'Neil & Son, for grading and surfacing the approaches to the White River Bridge on Secondary State Highway No. 242, in Coos County, completed June 2, 1933;

Contract No. 1451, with Julius Johnson, raise and widen the bridge over the overflow channel of Pudding River on the Pacific Highway at Aurora, Marion County, completed June 19, 1933;

Contract No. 1452, with Western Bridge Construction Company, construction of a concrete bridge over Gurkin Creek and widen bridges over Scott Canyon, Hell's Roaring Canyon and Helms Canyon on the Rufus-John Day River Section of the Columbia River Highway in Sherman County, completed May 31, 1933;

Contract No. 1457, with Griffiths & Hollenbeck, for producing maintenance materials for the North Unit of the Redmond-Chemult Section of the McKenzie, McKenzie-Bend, Ochoco, and The Dalles-California Highway in Deschutes, Crook and Klamath Counties, completed May 31, 1933;

Contract No. 1472, with J. F. Johnston, construction of a bridge over Crooked Creek on The Dalles-California Highway in Klamath County, completed June 20, 1933.

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

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

Contract No. 1409, with Dunn & Baker, for regrading and surfacing the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, completed May 18, 1933;

Contract No. 1411, with Dennis Construction Company, for grading the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, completed May 31, 1933;

Contract No. 1413, with Dunn & Baker, for constructing concrete pavement on the Green Creek-Jackson County Line Section of the Pacific Highway in Josephine County, completed June 8, 1933;

Contract No. 1414, with Theodore Arenz, for grade

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widening on the Aurora-Woodburn Section of the Pacific Highway in Marion County, completed April 13, 1933;

Contract No. 1440, with Tom Lillebo, construction of a steel bridge over Dean Creek and culverts over Koepke Slough and Hinsdale Slough on the Umpqua Highway in Douglas County, completed June 22, 1933;

Contract No. 1443, with C. J. Montag, for the construction of five pile trestles on the Monroe-Junction City Section of the West Side Pacific Highway in Lane County, completed May 6, 1933;

Contract No. 1444, with M. L. O'Neil & Son, for grading and surfacing the approaches to the White River Bridge on Secondary State Highway No. 242, in Coos County, completed June 2, 1933;

Contract No. 1451, with Julius Johnson, raise and widen the bridge over the overflow channel of Pudding River on the Pacific Highway at Aurora, Marion County, completed June 19, 1933;

Contract No. 1452, with Western Bridge Construction Company, construction of a concrete bridge over Gurkin Creek and widen bridges over Scott Canyon, Hell's Roaring Canyon and Helms Canyon on the Rufus-John Day River Section of the Columbia River Highway in Sherman County, completed May 31, 1933;

Contract No. 1457, with Griffiths& Hollenbeck for producing maintenance materials for the North Unit of the Redmond-Chemult Section of the McKenzie, McKenzie-Bend, Ochoco, and The Dalles-California Highway in Deschutes, Crook and Klamath Counties, completed May 31, 1933;

Contract No. 1472, with J. F. Johnston, construction of a bridge over Crooked Creek on The Dalles-California Highway in Klamath County, completed June 20, 1933;

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

The Commission discussed with W. H. Lynch, District Engineer, and T. M. Davis, Senior Highway Engineer of the Bureau of Public Roads, matters pertaining to the allocation of the funds which Oregon is to receive from the federal government, under the provisions of the National Industrial Recovery Act, as a direct grant for the construction of highways. No decision was reached with respect to this matter, but action was deferred until the following day.

At 10:45 o'clock P. M. the Commission adjourned to reconvene at 9:00 o'clock A. M. the following day in the Benson Hotel.

Portland, Oregon, June 29, 1933

The State Highway Commission reconvened in Room 204, Benson Hotel, at 9:00 o'clock A. M. with all members, the State Highway Engineer and the Secretary present. Also present were W. H. Lynch, District Engineer, and T. M. Davis, Senior Highway Engineer of the U. S. Bureau of Public Roads, with whom the Commission discussed matters pertaining to the allocation of Oregon's share of the National Industrial highway funds, which amounts to $6,106,896.00.

Adjournment was taken at 12:30 o'clock P. M. until 1:30 o'clock P. M.

The State Highway Commission reconvened at 1:30 o'clock P. M. in Room 204, Benson Hotel, with all members, the State Highway Engineer and the Secretary present.

The discussion concerning the allocation of federal funds commenced in the morning session was continued and the following tentative program for such funds was unanimously agreed upon:

BUDGET INCLUDING FEDERAL AID HIGHWAYS, CITIES, SECONDARY AND PUBLIC LAND ROADS
N. I. R. A. - $6,605,896

FEDERAL AID SYSTEM - DIVISION NO. 1.

Highway Section	Kind of Work	Miles	Amount	Totals
PACIFIC HIGHWAY				
Canby-Aurora	Paving	0.5	$ 25,000	
Albany-M.P. 86.3	Widen Paving	7.3	90,000	
Calapooya	Bridge		25,000	$140,000
PACIFIC-WEST SIDE				
Multnomah Co. Line-Middleton	Widen Pavement	6.7	$ 90,000	
South Yamhill River	Bridge		20,000	110,000
OREGON COAST				
West Lake	Paving		$ 15,000	
Kilchis River-Tillamook	"		13,000	
Neskowin-Otis	Bit. Mac.	11.0	50,000	
Otis-Siletz	" "	12.0	50,000	
Neahkahnie Mtn.	Grading		108,000	236,000
SANTIAM HIGHWAY				
Upper Soda-East	Grading	3.0	$100,000	100,000
WILSON RIVER	Grading		$ 50,000	50,000

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Highway Section	Kind of Work	Miles	Amount	Totals
TUALATIN VALLEY HIGHWAY				
Hillsboro-Canyon Road	Widen Pavement		$140,000	$140,000
WOLF CREEK HIGHWAY				
No. Fork-Summit	Grading	1.34	$150,000	150,000
		TOTAL - - - - - -		$926,000

SECONDARY SYSTEM - DIVISION NO. I.

Highway Section	Kind of Work	Miles	Amount	Totals
BERTHA-BEAVERTON	Pave & Gravel Shoulders		$ 50,000	$ 50,000
NEHALEM HIGHWAY				
Buxton North	Grading	1.5	$ 30,000	
Mile 12.0	Bridge		625	
" 15.9 Clatskanie Riv.	"		3,125	
" 19.5 " "	"		4,500	
" 29.8 Beneke Cr.	"		7,500	
" 31.4	Culvert & Fill		1,250	
" 45.8	" "		1,700	
" 47.2 Ford Cr.	Bridge		4,375	
" 47.4 Lyons Cr.	"		4,375	
" 49.6	Culvert - Fill		1,700	59,150
ALSEA HIGHWAY				
Philomath-West	Regrade & Surface		$ 60,000	60,000
TUALATIN TUNNEL APPROACH				
Tunnel-Tigard			$150,000	150,000
NORTH SANTIAM				
Mill City-Niagara			$ 50,000	50,000
DALLAS-COAST HIGHWAY				
Dallas-Wallace Bridge	Grading & Topping		$ 50,000	
Mile 4.8 Buell Cr.	Bridge		2,500	
" 9.6 Salt Creek	"		1,875	
" 9.9 " "	"		1,500	
" 11.2	Culvert		625	
" 12.9	"		1,000	57,500
ALSEA-DEADWOOD HIGHWAY				
Mile 1.4 S. Fk. Alsea R.	Bridge		$ 6,125	6,125
WOODBURN-MT. HOOD LOOP				
Mile 2.7 Butte Cr.	Bridge		$ 12,250	12,250

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Highway Section	Kind of Work	Amount	Totals
SILETZ HIGHWAY			
Mile 12.4 Davis Cr.	Bridge	$ 1,750	
" 13.0 Roots Cr.	"	5,000	
" 17.5 Chitwood Cr.	Culvert	1,250	
" 19.4 Euchre Cr.	Bridge	4,375	
" 31.0 Depot Slough	"	2,500	$ 14,875
ALBANY-LYONS HIGHWAY			
Mile 0.7	Bridge	$ 1,875	
" 1.1 Santiam Overflow	"	7,500	
Sanderson Bridge Appr.		20,000	29,375
HALSEY-SWEET HOME HWY.			
Mile 15.1	Culvert	$ 250	
" 17.9 Calapooya Riv.	Bridge	8,750	9,000
HILLSBORO-WOODBURN HWY.			
Mile 39.4 Pudding River	Bridge	$ 15,000	15,000
CASCADE HIGHWAY			
Mile 34.25 Abiqua River	Culvert	$ 15,000	
" 34.45	Culvert	2,125	17,125
INDEPENDENCE HWY.			
Mile 2.9	Bridge	$ 2,875	
" 0.3 Rickreall Cr.	"	6,250	
Independence-Brunk's Corner	Grading & Surf.	50,000	59,125
LITTLE NESTUCCA HWY.			
Lower Muscott	Bridge	$ 12,500	12,500
FARMINGTON HWY.			
Mile 8.0 Tualatin Riv.	Bridge	$ 13,750	13,750
YAMHILL-NEWBERG HWY.			
Mile 3.1	Bridge	$ 625	
" 5.9 - Chehalem Cr.	"	3,750	
" 11.4	"	10,000	14,375
	TOTAL - - - - - -		$630,150

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CITIES - DIVISION NO. 1.

HIGHWAY Section	Kind of Work	Amount	Totals
PACIFIC-EAST SIDE HWY.			
Salem-Illihe	Grade & Paving	$115,000	$115,000
PACIFIC-WEST SIDE HWY.			
Newberg-Chehalem Cr.	Bridge	$ 25,000	
Newberg-McMinnville	Grade & Paving	108,000	133,000
EAST PORTLAND-OREGON CITY HWY.			
Milwaukie Undercrossing	Bridge	$ 50,000	
Oregon City-Overcrossing	Grade & Pave	250,000	
Portland-Sellwood-Milwaukie	Grading & Paving	175,000	475,000
FOURTH STREET			
4th-Sheridan-Multnomah County Line	Paving & Bridges	$210,000	210,000
COLUMBIA RIVER HIGHWAY			
Astoria-Franklin Ave.	Paving	$ 17,000	
Clatskanie River	Bridge	15,000	
Scappoose-Portland	Paving	150,000	182,000
OREGON COAST HIGHWAY			
Astoria-Young's Bay	Bridge Appr.	$ 85,000	
Newport	Grading & pave	65,000	
Waldport	" & Surf.	20,000	170,000
BASE LINE-PORTLAND			
82nd St.-92nd St.	Paving & widen.	$ 50,000	50,000
TUALATIN VALLEY HIGHWAY			
Hillsboro	Paving	$ 60,000	60,000
		Total - - - -	$1,395,000
DIVISION NO. I - GRAND TOTAL - - - - - - - - - - - - -			$2,951,150

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FEDERAL AID HIGHWAYS - DIVISION NO. 2.

Highway Section	Kind of Work	Miles	Amount	Total
PACIFIC HIGHWAY				
Rice Hill	Paving	1.5	$ 40,000	
Sardine Creek	Bridge		7,000	
Jackson & Griffin Crs.	Bridges		8,000	
Neal Cr.-Wall Cr.	Grading	3.0	300,000	
Winston Bridge	Bridge		160,000	
Gregg Ranch			5,000	$520,000
OREGON COAST				
Lincoln Co. Line-South	Bit. Mac.	13.3	$ 28,000	
Glenada-Gardiner	" "	20.0	32,000	
Port Orford-Euchre Cr.	" "	20.0	43,000	103,000
UMPQUA HIGHWAY				
Scottsburg-Red Bridge	Bit. Mac.	23.7	$100,000	100,000
McKENZIE HIGHWAY				
Doyle Hill-Nimrod	Bit. Mac.		$ 40,000	40,000
		TOTAL - - - - - - -		$763,000

SECONDARY SYSTEM - DIVISION NO. 2.

Highway Section	Kind of Work	Miles	Amount	Totals
CRATER LAKE HIGHWAY				
Trail-Little Butte Cr.		13.2	$ 35,000	$ 35,000
CAPE ARAGO HIGHWAY				
Mile 8.4 South Slough	Bridge		$ 75,000	75,000
POWERS HIGHWAY				
Mile 0.1 Coquille River	Hoffman Bridge		$ 30,000	
" 11.9	Bridge		1,050	
" 19.6 S. Fk.-Coquille River	"		22,500	53,550
ELKTON-SUTHERLIN HWY.				
Mile 13.5 Yellow Cr.	Bridge		$ 7,500	
" 24.3 Rochester Creek			12,000	19,500
EUGENE-SWISSHOME	Gr. & Surface		$ 53,425	53,425

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Highway Section	Kind of Work	Miles	Amount	Totals
MEDFORD-PROVOLT HIGHWAY				
Mile 4.3 Applegate River	Bridge		$ 19,500	$ 19,500
WILLIAMS HIGHWAY				
Mile 6.1 Applegate River	Bridge		$ 27,000	
" 18.5 Williams Cr.	"		15,000	42,000
		TOTAL - - - - - - - -		$297,975

CITIES - DIVISION NO. 2.

Highway Section	Kind of Work	Amount	Totals
PACIFIC HIGHWAY			
Drain	Grade & Pave	$ 40,000	
Ashland-Underpass	Grade, Bridge & Pave	50,000	
Ashland	Paving	10,000	$100,000
OREGON COAST HIGHWAY			
North Bend	Grading & Paving	$ 65,000	
Marshfield	" "	70,000	135,000
		Total - - -	$235,000
DIVISION NO. 2 - GRAND TOTAL - - - - - - - - - - - - - -			$1,290,975

FEDERAL AID SYSTEM - DIVISION NO. 3.

Highway Section	Kind of Work	Miles	Amount	Totals
COLUMBIA RIVER HIGHWAY				
Biggs-John Day	Bit. Mac.	10.0	$ 47,000	
Dillon	" "	1.4	8,000	$ 55,000
DALLES-CALIFORNIA HIGHWAY				
Ft. Klamath-Crooked Cr.	O-11	5.5	$ 14,000	
Redmond-Bend	Grading		44,000	58,000
WILLAMETTE HIGHWAY				
Summit-Odell Lake	Grading	5.0	$100,000	100,000
FREMONT HIGHWAY				
Lakeview-Crooked Creek	Grading-Surf.-Oil	10.0	$100,000	100,000

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Highway Section	Kind of Work	Miles	Amount	Totals
KLAMATH FALLS-WEED HIGHWAY				
Midland-Cal. Line	Grade-Top-Oil		$199,000	$199,000
		Total - - - - -		$512,000

SECONDARY SYSTEM - DIVISION NO. 3.

Highway Section	Kind of Work	Miles	Amount	Totals
KLAMATH FALLS-LAKEVIEW				
Beatty-Forest Bdry.	Oiling	27.0	$ 93,000	$ 93,000
WARM SPRINGS HIGHWAY				
Deschutes River-Madras	Gr. & Bridge		$ 41,500	41,500
DALLES-CALIFORNIA HIGHWAY				
Merrill-Malin	Bituminous Mac.		$ 37,000	
Altamont Canal	Bridge		7,000	44,000
HOOD RIVER HIGHWAY				
East Fork Hood River	Bridge		$ 22,500	22,500
CHILOQUIN HIGHWAY				
Williamson River	Bridge		$ 12,000	12,000
		Total - - - - -		$213,000

FEDERAL LANDS - DIVISION NO. 3.

Highway Section	Kind of Work	Amount	Totals
DALLES-CALIFORNIA HIGHWAY			
Redmond-Bend	Grade & Top	$ 50,000	$ 50,000
WARM SPRINGS HIGHWAY			
Agency-Deschutes River	Grade & Top	$ 80,000	80,000
		Total - - - - -	$130,000

CITIES - DIVISION NO. 3.

Highway Section	Kind of Work	Amount	Totals
COLUMBIA RIVER HIGHWAY			
Cascade Locks	Grade & Surface	$ 40,000	$ 40,000

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Highway Section	Kind of Work	Miles	Amount	Totals
DALLES-CALIFORNIA				
Klamath Falls-Terminal City	Paving		$ 9,000	$ 9,000
REDMOND SECTION			$ 24,000	24,000
BEND SECTION			$ 10,000	10,000
		TOTAL - - - - -		$ 85,000
DIVISION NO. 5 - GRAND TOTAL - - - - - - - - - - - - - - -				$938,000

FEDERAL AID HIGHWAYS - DIVISION NO. 4.

Highway Section	Kind of Work	Miles	Amount	Totals
OLD OREGON TRAIL				
View Point-Union Co. Line	Bit. Mac.	10.0	$100,000	
Durkee-Gales	" "	6.3	45,000	
Lime-Huntington	" "	5.7	35,000	
Dixie-Lime	Grading & Top		200,000	$380,000
CENTRAL OREGON				
Drinkwater-Chimney Cr.	Bridges		$ 20,000	
Drinkwater Ranch-Stinking-water	Grading		52,000	72,000
PENDLETON-JOHN DAY HIGHWAY				
Flowers Gulch-Middle Fork	Grading		$200,000	
Middle Fork	Bridge		30,000	
Middle Fork-Forest Bdry.			80,000	310,000
WALLOWA LAKE HIGHWAY				
Rock Creek-Lostine	Grade & Surf.-Oil	13.0	$ 90,000	90,000
		TOTAL - - - - -		$852,000

SECONDARY SYSTEM - DIVISION NO. 4.

Highway Section	Kind of Work	Amount	Totals
BAKER-UNITY			
Burnt River	Bridge	$ 8,000	$ 8,000
MEDICAL SPRINGS HIGHWAY			
Mile 29.84 - Powder River	Bridge	$ 8,000	
" 6.5	Cattle Pass	370	
" 9.75	Bridge	6,170	14,540
WASCO-HEPPNER HIGHWAY			
Mile 54.7 Rock Creek	Bridge	$ 8,000	
" 50-55 Six Mile Canyon	Bridges	4,350	12,350
JORDAN VALLEY HIGHWAY			
Mile 4.6	Bridge	$ 370	
" 9.55 Owyhee River		12,000	12,370
HEPPNER-SPRAY			
Hardman-Chapin Crs.	Grade & Surf.	$ 44,450	44,450
I. O. N.			
Through Private Lands North from McDermitt			
McDermitt-Blue Mt.		$ 5,000	5,000
	TOTAL - - - - -		$ 96,710

CITIES - DIVISION NO. 4.

PENDLETON-COLD SPRINGS			
Pendleton-North	Grading	$100,000	$100,000

FEDERAL LANDS - DIVISION NO. 4.

CENTRAL OREGON			
Drinkwater Pass-Nigger Flat	Grading	$220,000	$220,000
I. O. N. HIGHWAY			
McDermitt-North	Grading	$ 50,000	50,000
	TOTAL - - - - -		$270,000
DIVISION NO. 4 - GRAND TOTAL - - - - - - - - - - - - - - -			$1,309,110

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SUMMARY OF ALLOCATION OF PUBLIC WORKS MONEYS

Div. No.	N. R. H.	N. R. M.	N. R. S.	Total	Public Lands	Federal Aid	Grand Total	Per Cent
No. 1	$ 931,000	$1,395,000	$ 630,150	$2,956,150	$	$ 99,000	$3,055,150	46.3
No. 2	758,000	235,000	297,975	1,290,975			1,290,975	19.5
No. 3	512,000	83,000	213,000	808,000	130,000		938,000	14.2
No. 4	852,000	100,000	96,710	1,048,710	270,000		1,318,710	20.0
Totals	$3,053,000	$1,813,000	$1,237,855	$6,103,835	$400,000	$ 99,000	$6,602,835	100.0
Per Cent of $6,106,896	49.99%	29.69%	20.27%	99.95%				

In this connection the Commission directed to the Secretary of Agriculture the following preliminary statement of the proposed assignment of Oregon's share of these funds:

"(Dated) July 6, 1933

"To the Secretary of Agriculture:

"Pursuant to section 5 of the Rules and Regulations promulgated June 23, 1933, for carrying out those provisions of Title II of the National Industrial Recovery Act which authorize the emergency construction of public highways and related projects, the Oregon State Highway Commission, constituting
(Official title of State Highway Department)
the highway department of the State of Oregon, hereby submits the following preliminary statement of the proposed assignment of the State's apportionment:

"On Federal aid highway system outside Corporate limits of municipalities	$3,053,448	50%
On extensions of Federal aid highway System into and through municipalities	$1,528,724	25%
On Secondary or feeder roads	$1,526,724	25%

There are 36 counties in this State and projects will be undertaken in the following 30 counties:

"1. Baker	11. Jackson	21. Polk
2. Clackamas	12. Josephine	22. Tillamook
3. Clatsop	13. Klamath	23. Umatilla
4. Columbia	14. Lake	24. Union
5. Coos	15. Lane	25. Wallowa
6. Deschutes	16. Lincoln	26. Wasco
7. Douglas	17. Linn	27. Washington
8. Grant	18. Malheur	28. Wheeler
9. Harney	19. Marion	29. Yamhill
10. Hood River	20. Multnomah	30. Jefferson

"Note: Any assignment percentages differing from those in Section 4 of the Rules and Regulations, or any proposal to expend the funds in less than 75 per cent of the counties, must be justified by supporting data.

"Approval of this preliminary statement by you and by the Special Board for Public Works is requested."

Consideration was given by the Commission to the matter of wage scales which, under the provisions of the National Industrial Recovery

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Act, are to be inserted in and made a part of highway contracts involving use of federal aid funds. The Engineer was instructed by the Commission to ascertain from other northwestern states the rates of pay they have adopted for like purposes and to report later.

In this connection there was presented a letter from the Portland Chapter of the Associated General Contractors of America, Inc., G. B. Herington, Manager, done in meeting with representatives of the State Federation of Labor and the Building and Trades Council of Portland, in which the Commission was advised that they are now negotiating with the labor people as to the fundamentals of a code which involves fair practices as well as wages and working conditions for and with the construction industries of Oregon and the United States as a whole and requesting that the Commission defer the adoption of wage rates for use in connection with highway contracts to allow them to prepare and present their matter to the Commission. No action was taken by the Commission on this letter.

The Commission discussed whether or not in readvertising for bids for the construction of the Aurora-Woodburn and Canby Sections of the Pacific Highway in Marion and Clackamas Counties, Type "X" asphaltic concrete pavement, otherwise known as Amiesite, should be included in the specifications. After some discussion the Commission voted unanimously to eliminate this particular type of pavement in future highway contracts. The Engineer was instructed to so notify the representatives of the Amiesite pavement.

Reconsideration was given by the Commission to the request of the delegation which appeared on the previous day in behalf of the improvement of the John Day Highway. After some discussion it was unanimously agreed that the 13-mile section between Service Creek and Spray should be given a temporary rock surface, to be paid for with state funds that accrue as savings in maintenance costs.

There being no further business to come before the Commission at this time, the meeting was adjourned at 2:30 o'clock P. M., following which Chairman Scott and the Engineer conferred unofficially with Major F. R. Schanck, Portland, relative to the proposed Tualatin Tunnel.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, July 10, 1933

The State Highway Commission met in special session at 8:00 o'clock P. M. in the Rose Room, Benson Hotel. Present were:

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

Messrs. S. Murray, Chief Engineer, and A. C. Spencer, General Solicitor, representing the Union Pacific Company, appeared before the Commission regarding the elimination of railroad-highway grade crossings on the Union Pacific system in Oregon. They gave as their understanding that provision has been made in the National Industrial Recovery Act for the elimination of traffic hazards of this kind and asked the Commission to consider in its program of federal funds the allocation of a portion thereof for the elimination of thirty-eight of such crossings on the Union Pacific system, a list of which they submitted.

Chairman Scott advised that there are about one hundred fifty grade crossings on main highways in Oregon and to eliminate these at an average cost of $40,000 each would absorb practically all of the funds which Oregon is to receive from the government for highway work. He further advised that the Commission has already adopted its program for these funds, but will keep their proposition in mind, although very little encouragement can be given at this time.

Messrs. E. C. Bronaugh, Allan A. Bynon, and C. A. Harrington, representing the Amiesite Paving Company, Portland, appeared before the Commission relative to the use of the patented type of asphaltic pavement known as "Amiesite" in future highway paving contracts. Mr. Bronaugh and Mr. Bynon each made strong pleas to the Commission to rescind its previous action refusing to include specifications for this patented pavement in future contracts, stating they believed such action to be unfair inasmuch as they are a legitimate concern and are offering a pavement which in their opinion is the cheapest and best that can be constructed for the money.

Chairman Scott advised that the Commission permitted the Engineer to include the Amiesite pavement specifications in the contracts prepared for the Brooks-Aurora-Canby project, for which bids were received on June 28, on the theory that pavement prices would not be higher than heretofore, but a careful study of the bids received reveals that costs for standard asphaltic concrete pavement included as a competitive type have been raised, the reason for which is unknown. Wherefore, the Commission has reconsidered its previous action and has decided to eliminate the Amiesite type in all future highway contracts. He further stated that the admission of Amiesite specifications in the State's contracts would indicate that the Commission favors monopolies, which must be avoided for the State's best interests. The Commission's action, he added, is not to be considered as a reflection

on the men present who represent Amiesite pavement nor on the Amiesite product, but is simply an expression of what the Commission considers its public duty.

After further discussion the Commission adjourned at 11:00 o'clock P. M. to reconvene on the following morning at 9:00 o'clock A. M. in the Multnomah Hotel.

Portland, Oregon, July 11, 1933

The State Highway Commission reconvened in regular session at 9:00 o'clock A. M. in the Assembly Room, Multnomah Hotel, with all Commissioners, the State Highway Engineer and the Secretary present.

Bids as follows were received and opened for paving the Aurora-Brooks and Canby Sections of the Pacific Highway in Clackamas and Marion Counties, in accordance with previously published notice:

PACIFIC HIGHWAY
AURORA-BROOKS AND CANBY SECTIONS
ASPHALTIC CONCRETE PAVEMENT

PROJECT "A" - CANBY SECTION AND NORTH UNIT, AURORA-BROOKS SECTION

Northwest Roads Co.	$103,615.00
Parker-Schram Co.	109,193.25
United Contracting Co.	110,913.50
Theodore Arenz	111,175.50

PROJECT "B" - MIDDLE UNIT, AURORA-BROOKS SECTION

Harold Blake	$106,191.25
Northwest Roads Co.	109,997.50
Parker-Schram Co.	110,046.25
Theodore Arenz	114,920.00
United Contracting Co.	122,160.50

PROJECT "C" - SOUTH UNIT, AURORA-BROOKS SECTION

Harold Blake	$121,980.00
Parker-Schram Co.	127,959.75
Northwest Roads Co.	128,572.90
United Contracting Co.	135,435.70

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

County Judge D. F. Thompson of Coos County, accompanied by Mr. John Kern, ex-County Commissioner, appeared before the Commission regarding the allocation of National Industrial highway funds which are required to be expended for secondary highway construction work. He asked the Commission to consider the following projects when programming these funds: 1. Replacement

of ferry operated across Coos River on the Coos River Secondary Highway about six miles from Marshfield; 2. Reconstruction of two bridges on the Powers Secondary Highway No. 242; namely, Hoffman Bridge, and the bridge over the South Fork of the Coquille River near Powers, together with widening, straightening and further improvement of this road; also, the South Slough Bridge on the Cape Arago Secondary Highway near Charleston.

Chairman Scott advised Judge Thompson that the Commission has provided in its tentative budget certain sums for the improvement of the bridges mentioned, but this budget is subject to revision in the event it does not meet with the approval of the federal officials.

Judge Thompson then inquired concerning the reconstruction of the Pony Slough Bridge on the Cape Arago Secondary Highway within the city limits of North Bend. He was advised by the Engineer that it is contrary to the practice of the Commission to replace bridges located on secondary highways within the corporate limits of cities and towns.

Judge Thompson informed the Commission that the people of Coos County are perfectly satisfied with the Commission's plans to construct the five major bridges on the Oregon Coast Highway of concrete and steel, and it is their thought that the requests for changes in these plans should be ignored.

There was presented a letter from Mr. Cornelius O'Donovan, Portland, requesting the allocation of federal funds for the improvement of Third Street, Portland, from Arthur Street southerly to Barbur Boulevard (Fourth Street Highway). It was the thought of the Commission that all funds available should be applied to the construction of the Fourth Street Highway, however, the Engineer was instructed to make an investigation of the Third Street project and submit a full engineering report thereon.

The Engineer reported that the reconnaissance survey of the North Umpqua-Diamond Lake Highway, previously requested by a delegation from Douglas County, has been completed and he is now ready to commence surveys to determine a definite location for the proposed road provided this meets with the Commission's approval. He explained that the present agreement with the Highway Improvement District covers the matter of reconnaissance survey only, but includes provision for a supplemental agreement to cover the location survey, provided the tentative location selected from the reconnaissance survey meets with the District's approval; furthermore, the District has agreed to advance $20,000 of its funds to pay the cost of the location survey. He inquired if it is the wish of the Commission that he proceed to make a location survey in accordance with this agreement. After some discussion the Engineer was authorized by the Commission to make the location survey for this proposed highway, provided the North Umpqua-Diamond Lake Highway Improvement District will agree to pay the cost thereof. The Attorney was instructed to prepare an appropriate form of agreement covering this matter and to submit it to the Improvement District for execution.

A delegation from Salem, headed by Chris J. Kowitz, City Attorney,

and including C. A. Gies and C. E. Wilson, Manager, Salem Chamber of Commerce, was present and asked the Commission to allocate federal funds for the improvement of North Capitol Street, Salem, between Court Street and the north city limits, over which is routed the Pacific Highway, including the widening of this street to at least forty-four feet between curbs, and the construction of a new bridge over North Mill Creek.

Mr. Gies spoke for the improvement from the standpoint of providing safety to traffic, stating that this is the most heavily travelled section of highway in the State outside of Portland, and he believes the State is obligated to make the improvement.

Mr. Wilson presented a letter from the Board of Directors of the Salem Chamber of Commerce endorsing this project. He also presented a letter stating that this Board unanimously endorses any action the State Highway Commission may take to improve the Pacific Highway immediately south of the Salem city limits.

The Engineer advised that in his opinion North Capitol Street should be widened to a minimum of fifty-four feet between curbs to eliminate the bottle-neck condition existing in the Hollywood district, and to provide proper parking space for automobiles. Chairman Scott explained that this improvement would require the purchase of additional right of way for which the State has no funds. It would be incumbent upon the City of Salem to acquire the right of way, he said, as a condition precedent to the allocation of funds for this improvement. He suggested that a conference be held between the Commission's Construction Engineer, H. G. Smith, and the City's Engineer relative to a survey for this improvement and a report filed, following which the matter will be given further consideration. The delegation approved of this plan and agreed to arrange for such conference.

There was presented a letter from the County Court of Sherman County requesting the completion of U. S. Highway No. 97, known as the Sherman Highway, from the Wasco County line to the Criterion junction, and that federal funds be allocated for this improvement. The request was denied by the Commission, no funds being available to perform this work.

A letter was presented from the Estacada Chamber of Commerce requesting the allocation of funds to provide surveys and construction, at the earliest possible date, of the remaining sections of the Foothills Highway, Secondary Highway No. 161, between Estacada and Molalla, including the bridge over the Clackamas River near Estacada.

The Engineer reported that it will cost approximately $210,000 to do the requested work, which includes grading and surfacing on new alignment and the construction of a bridge estimated to cost $90,000.00. He advised that sufficient funds are not available therefor. The Secretary was instructed by the Commission to so inform the Estacada Chamber of Commerce.

A resolution was presented from the Portland City Council in which the Commission was requested to include in its construction program for

expenditure of National Industrial highway funds an amount for the further improvement of the Lower Columbia River Highway from Multnomah County line to Linnton. No action was taken by the Commission on this request.

A letter was presented from the Joseph Commercial Club requesting that consideration be given to the oiling, during the present summer, of the Wallowa Lake Highway between Joseph and Enterprise, a distance of six miles; also requesting the extension of the Wallowa Lake Highway from its present terminus at Joseph to the head of Wallowa Lake for the benefit of vacationists who visit the Lake, as well as the local population. The request was denied by the Commission because of lack of funds.

A communication was presented from James T. Chinnock, City Attorney, and C. R. Duer, City Auditor, Grants Pass, in which the Commission was requested to allocate federal funds for the improvement of Sixth Street, the route of the Pacific Highway through that city, from the Rogue River bridge northerly to the city's business district. This matter was referred by the Commission to the Engineer for investigation and report.

A communication was presented from A. R. Hodge, City Recorder, Waldport, in behalf of the City Council of that town, in which the Commission was requested to construct rest rooms at the southerly ferry landing in Waldport similar to those constructed at the north landing of this ferry. The request was denied by the Commission due to lack of funds.

There was presented for the approval of the Commission a resolution adopted by the County Court of Deschutes County in which formal request was made for the selection and designation as secondary state highways of the following market roads in that county:

Tumalo-Cline Falls Road: Part of Market Road No. 8 and all of Market Road No. 18 from the Bend-Sisters Section of the McKenzie Highway in Tumalo to the Redmond-Sisters Section of the McKenzie Highway at Cline Falls, 10.1 miles in length.

Tumalo-Deschutes Road: Market Road No. 15 from the Bend-Sisters Section of the McKenzie Highway to an intersection with the new location of The Dalles-California Highway at Deschutes Station, approximately 4.3 miles in length.

There was also presented for the approval of the Commission a resolution adopted by the County Court of Curry County requesting formally the designation as a secondary state highway the following county road in that county:

A road extending from the Oregon Coast Highway in the town of Port Orford, westerly to the Coast Guard Reservation Line at The Heads, a distance of approximately 0.5 miles.

The Engineer advised that these resolutions are simply formal requests for such designations to comply with the statutes, and with the

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conditions imposed by the Commission at a previous meeting when tentative approval was given to such designations. Thereupon the Commission by unanimous vote confirmed its previous action designating these roads as secondary state highways.

The Engineer reported that in a number of counties 1932 secondary state highway funds allocated to specific projects have not all been needed to complete such projects, leaving balances for reallocation to other secondary highway projects within the respective counties. He submitted a list of such balances as follows, and requested the approval of the Commission to transfers as noted:

County	Prefix from	Prefix to	Amount
Coos	106 MV-107	106 GA	$ 0.62
"	106 MV-107-A	106 GA	7.94
"	106 MV-A	106 GA	28.67
"	106 MH	106 GA	64.12
"	106 MT	106 GA	32.13
"	106 MT-507	106 GA	50.96
"	106 MT-A	106 GA	1.05
"	106 MV	106 GA	27.72
"	106 LA	106 GA	14.43
"	106 LB	106 GA	66.55
"	106 MH-111	106 GA	2.81
"	106 MT-111	106 GA	58.17
"	106 MV-111	106 GA	33.88
Deschutes	109 GA	109 GB	51.09
"	109 MW	109 DA	5.03

The Commission by unanimous vote approved the transfers of these funds as requested by the Engineer.

Consideration was given by the Commission to the matter of adoption of wage scales to be used in connection with state highway contracts. The Engineer reported that as instructed by the Commission he has directed inquiries to the highway departments of all of the northwestern states to ascertain the rates of pay they have adopted for use in connection with federal highway projects, but to date replies from all have not been received. After some discussion, the Commission decided to defer this matter until the next meeting. In connection with this matter there was presented a letter, dated June 30, 1933, from the Portland Chapter of the Associated General Contractors of America recommending certain minimum wage rates for highway work, but no action was taken thereon.

There was presented for consideration a resolution adopted by the City Council of Klamath Falls urging the Commission to select either route L-3 or L-5 for the entrance of the proposed Klamath Falls-Weed Highway into the city of Klamath Falls. There was also presented a letter signed by three members of the Klamath Falls City Council advising that the above resolution was not unanimously adopted; that they personally favored the west side routes for

this highway but wish to go on record as leaving the selection of the route to the State Highway Commission and its engineers.

In this connection there were presented communications as follows: 1. Petition signed by the business men on Main Street in Klamath Falls demanding that the present route from Weed to Klamath Falls, with its system of feeder roads coming into the city via Sixth Street be maintained and improved and objecting to the adoption of a route that will by-pass the city of Klamath Falls. 2. Letter from R. P. Brietenstein offering free right of way across vacant property or through the lot of E. L. Peterson, should the proposed west side route be adopted. 3. Letters from Midland Grange No. 781 and Henley Grange No. 708, urging the construction of a bridge "somewhere across the river south of Klamath Falls". 4. Letter from the Klamath Irrigation District requesting adoption of a route which will include a bridge across Klamath River south and west of Klamath Falls. 5. Letter from W. D. Miller, Klamath Falls, stating that he considers the State Highway Commission and its Engineer fully qualified to select the best route for this highway.

Pursuant to the instructions of the Commission on June 27, the Engineer reported that he had again carefully examined the route known as the L-8 route, being a portion of the Klamath Falls-Weed Highway project, and has found it possible to secure a much better curve south of Klamath Falls near the campground and now recommended the selection of this route because, taking everything into consideration it would be cheaper, shorter, and appeared to be to the best interest not only of the people of Klamath Falls but to the state at large. After some discussion of the matter, motion was made, duly seconded and carried by the unanimous vote of the Commission that the L-8 route, more particularly described as follows:

> Entering the city of Klamath Falls from the westerly side and crossing the Klamath River between the Kesterson and Weyerhaeuser booming grounds, the route passes immediately west of the golf course and joins the Green Springs Highway near Westover Terraces. From thence it follows the route of the Green Springs Highway, with curve reduction, to Main Street in the city of Klamath Falls,

be adopted as the route of the highway.

A letter was presented from A. E. Leek, Gladstone, offering the sum of $5.00 for the material in the temporary building used by the highway department's field engineer for a field office during the construction of the bridge over Clackamas River on the East Portland-Oregon City Highway at Gladstone. The Engineer stated that it would probably cost between $15 and $20 to remove this building with state forces; also that he attempted to secure other offers in Gladstone and Oregon City but was not successful. He recommended that the offer of Mr. Leek be accepted. Recommendation of the Engineer was approved by unanimous vote of the Commission.

A letter was presented from W. H. Lynch, District Engineer of the Bureau of Public Roads, advising that the preliminary statement of work to be performed in Oregon under Title II of the National Industrial Recovery Act has been recommended for approval and requesting that he be furnished the

names of the counties in which the projects of the three classifications will be submitted. The Engineer advised that he has furnished Mr. Lynch the information desired.

A delegation from Oregon City, consisting of M. D. Latourette, J. R. Latourette, J. G. Tobin, T. W. Sullivan, C. G. Huntley, O. A. Pace, L. O. Harding, W. H. Lines, H. O. Patterson, C. E. Brown, Lynn Jones, Father Hildebrand, Raymond Caufield, John Franzen, City Manager, and Senator Joe E. Dunne, appeared before the Commission relative to the designation of a route for the East Portland-Oregon City Highway through their city.

Mr. John Latourette acted as spokesman for the group. He stated that the people of Oregon City are practically unanimous in the selection of the Water Street route because it will be much safer for traffic than the Bluff Route which crosses many heavily traveled streets. He called attention to the fact that the electric interurban railway tracks are on Main Street and for a distance of four blocks will congest traffic in the event the Bluff Route is selected, whereas such condition will not obtain by the selection of the Water Street route. The only objection to the Water Street route, he said, is the curvature required at the Fifth Street crossing, but this, in his opinion, would not be serious provided curves of long radius are used. Mr. Latourette emphasized the attractions along the Water Street route, stating that tourists are always interested in the salmon fishing in the Willamette River which can be readily viewed from this route; also the McLoughlin Tomb is located on Water Street. It was his thought that right of way along this route can be acquired much cheaper than along the Bluff Route.

The Engineer gave figures showing comparative estimates of cost for right of way and construction on both the Water Street and the Bluff routes; also comparative engineering information as to grades, et cetera. He explained that the estimates indicate that right of way costs will be less along the Water Street route than along the Bluff route but construction of that route will be higher. He advised that it would be possible to obtain funds for construction purposes from the Federal Government under the provisions of the National Industrial Recovery Act but no such funds are available for purchase of right of way, therefore since the State has no funds for this purpose it will be up to the city of Oregon City to pay this expense.

Senator Dunne spoke in favor of the Water Street route, stating that he believed it is the better from the scenic and traffic hazard standpoint, can be constructed with lower gradients, will serve the people to a better advantage, and will form the best possible connection with the newly constructed super highway to Portland.

City Manager Franzen advised that the city of Oregon City is willing to do its share in this matter so far as is possible, but its charter provides that the City cannot pay out moneys in excess of its budget, except in cases of emergency. Furthermore, even with the vote of the people, he said, the maximum amount the City could possibly raise is $30,000.

Senator Dunne suggested that the Commission select the Water Street route now, which would give the City and the County something definite to work to in obtaining the right of way. He suggested that arrangements be effected

for the County to pay the right of way costs in installments, the State to advance the costs with the understanding that it would be reimbursed later from the receipts of gasoline tax and motor vehicle license fees.

Chairman Scott stated that he personally favored the Bluff route but was willing to consider the Water Street route provided the curves at Fifth Street are reduced to a minimum, however, in his opinion no route should be selected until the Commission has a fair promise from the City that it will acquire the right of way, since an adopted route can be changed only with difficulty.

H. L. Patterson at this point offered objections to the adoption of the Water Street route for this highway. He stated that he favored the Bluff route because the alignment is more direct, construction costs less, and its adoption will eliminate the sharp curvature at Fifth Street on the alternate route, which is a serious traffic hazard. He called attention to the fact that the Water Street route passes in front of their new post office and it would be necessary for pedestrians to cross the highway going to and from this building, which is undesirable. He also stated that Oregon City has plans for waterfront development that might interfere with the highway on the Water Street location.

Mr. C. G. Green also spoke in favor of the Bluff route, stating that 80% of the people who have homes on the hill above Oregon City favor the adoption of that route.

After further discussion Chairman Scott stated that the right of way situation is the criterion in this matter and it is essential that arrangements be made to pay the cost therefor with local funds before the Commission will take further action. If you obtain the right of way on the Water Street route, he said, and cannot obtain it on the other route, the Commission will adopt that route, or vice versa. He invited the delegation to reappear as soon as the right of way matter has been adjusted.

The Commission adjourned at 12:30 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the same room.

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

The Engineer reported that there are a number of places throughout the state where state highways cross at grade railroad tracks over which trains are no longer operated, or are operated only at very infrequent intervals, and it appeared to him that it is not absolutely necessary for passenger buses to come to a dead stop before crossing these tracks, as is required by statute. He inquired if the Commission would favor passing an order to relieve the buses from stopping at these points. After some discussion the Commission instructed the Engineer to confer with the Attorney relative thereto and to report at the next meeting.

A delegation from Portland, consisting of J. M. Wise, Mrs. Lucille

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Springer, E. M. Reagan, Lloyd F. Carter, Dave White, A. W. Davis, Dr. J. W. Harryman, R. L. Lavrack, and P. J. Billeter, representing taxpayers residing along Lombard Street, Portland, appeared before the Commission and requested an allocation of funds for the construction of an extension to East Lombard Street from its intersection with North Union Avenue easterly to a connection with the county road known as Columbia Boulevard, about thirteen or fourteen blocks, or two-thirds mile in length.

Mr. Wise headed this group. He advised that right of way for this improvement already has been acquired and that the City Engineer of Portland estimates it will cost approximately $22,000 to grade and gravel this road, using hand labor methods and the City's trucks to haul the gravel. He further advised that the City Engineer's figures indicate there are 13,000 cubic yards of material to be excavated.

Chairman Scott stated that he appreciates the importance of this project but the Commission's funds already have been allocated to other projects which are deemed by the Commission to be more desirable from a state-wide standpoint. The bulk of the funds available for the Portland district, he added, must be expended towards the completion of the Fourth Street Highway. The Engineer stated he is not familiar with this project but from the information given by Mr. Wise he is of the opinion that it would require an expenditure of between $30,000 and $35,000 to do the work required.

Mr. Carter advised that this project has the endorsement of the East Side Commercial Club, City Planning Commission and Mr. J. C. Ainsworth, former member of the State Highway Commission.

This matter was taken under advisement by the Commission.

The Engineer reported that the Federal law governing the operation of ferries does not permit the transportation of trucks laden with gasoline or other explosive materials on the ferries at the same time the ferries are carrying other traffic and on account of this law it is necessary that the oil companies, in order to avoid delays arrange at their own expense for the private transportation of their trucks across these waterways. The oil companies object to this expense, he added, because they feel they are entitled to free transportation, as is provided other classes of traffic. He asked if the Commission is willing to furnish such free service but recommended that it be denied. After some discussion the Commission decided unanimously that it would not furnish the free ferry service requested but it would require the oil companies to arrange for their own transportation in the event it is not convenient for them to use the free service at times when the ferries are not occupied.

Elmer D. Cook, City Attorney, and Major C. A. Robertson of West Salem appeared before the Commission and asked that funds be allocated for the widening and straightening of the Salem-Dallas Highway through their city. Mr. Robertson presented the arguments in support of their request, stating that actual traffic counts taken between the hours of 8:00 o'clock A. M. and 8:00 o'clock P. M. on July 7, 8 and 9, 1933 reveal that during such periods the average daily traffic was about 4,800 passenger cars and 885 trucks, most of which was local. He offered to give to the State extra right of way needed

for the improvement across his property and agreed to investigate the possibility of acquiring the balance of the right of way needed. After some discussion the Commission instructed the Engineer to make an investigation and report on this matter.

A delegation from Benton County, consisting of Messrs. M. W. Gallaher, A. C. Davis and W. C. Galloway, County Engineer, appeared before the Commission and requested funds for the improvement of the Lobster Mountain Section of the Alsea-Deadwood Secondary State Highway in Benton County. Mr. Gallaher presented the arguments in support of their request. He stated that during the 1932 season the Commission graded a two-mile section of this highway on Lobster Mountain which cannot be used until it has been surfaced. The road serves 90 families, he stated, and between Lobster Mountain and Alsea the road in its present condition is impassable during the winter months. He urged the Commission to surface the newly graded section and to extend the improvement toward the town of Alsea, which he estimated would cost approximately $125,000. He further stated that they have been assured by the Benton County Court that the County will acquire the necessary right of way for this improvement.

The Engineer advised that there is available for expenditure on this highway this year approximately $3,000 of secondary highway funds apportioned to Benton County in 1932, which he suggested be used for surfacing the newly graded section and approximately $6,125 of secondary highway funds apportioned to Benton County in 1933 which has been set up for the construction of a new bridge over the South Alsea River on this highway. To complete the grading work from Alsea to the foot of Lobster Mountain, a distance of about 5 miles, he said, will cost approximately $20,000 and to surface this section, including the portion graded last year will cost about $20,000 additional. Chairman Scott advised the group that the Commission has tentatively allocated funds in their vicinity to the best of its ability with funds available, and it appears impossible to allocate an amount in excess of the $9,225 secondary funds reported by the Engineer. To do so, he added, would require that money be taken from other projects, which the Commission is not disposed to do at this time.

Mr. J. E. Mackie, Portland, who stated he represented the National Lumber Manufacturers' Association, the Willamette Lumber Association, the West Coast Lumbermen's Association and the Western Pine Association, accompanied by Mr. Floyd W. Allen, Consulting Engineer, Portland, representing the St. Helens Creosoting Company, appeared before the Commission and presented arguments in support of the use of timber in the construction of the five major bridges which the Commission proposes to construct across the unbridged waterways on the Oregon Coast Highway with funds obtained from the Government under the provisions of Sections 202 and/or 203, 206, 207, and 208 of the National Industrial Recovery Act.

Mr. Mackie commenced their representation by interrogating the Commission's Bridge Engineer, C. B. McCullough, asking his questions from a list previously prepared. The Bridge Engineer replied to these questions until it appeared to the Chairman that Mr. Mackie's remarks were too personal and that he was attempting to discredit the Bridge Engineer, whereupon the

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Chairman reprimanded Mr. Mackie and asked him to confine his remarks strictly to engineering matters pertaining to the design and construction of bridges.

Mr. Mackie then urged the adoption of timber structures from an advertising standpoint, stating that before the timber interests can advocate the use of timber for bridge construction in other parts of the country it is first essential to show examples of such type construction in the locality of its production. He further stated that bridges of any kind are not permanent because road locations change, and compared this with the changes that periodically occur in city business centers. He gave as his opinion that it is not wise at this time to borrow money for the construction of bridges in view of the decreased revenue of the State Highway Commission caused by legislative action, and because the Commission has been cautioned by the legislature against any action which will involve further the State's credit. He declared the timber interests do not want the entire bridges constructed of timber but they feel that timber should be used when it is justified from an economic standpoint and they were assured by the Bridge Engineer that would be done.

At the request of Chairman Scott, the Bridge Engineer made a general statement in reference to the use of timber in the coast bridges. He stated that the long spans constituting the main portions of all of the five structures involved should not be constructed of timber because such a procedure would be a marked deviation from standard engineering practice for spans of this type and length. He pointed out that the Coos Bay structure involved a cantilever nearly 1,800 feet in length, that the Yaquina Bay bridge involved an arch span approximately 600 feet in length, and that two of the other structures involved movable bridges none of which types could be economically and safely constructed in timber.

Regarding the approach structures, the Bridge Engineer stated that it was possible to use either timber, steel or concrete. He further stated that with the exception of the Smith River channel of the Umpqua River crossing, he had favored the use of concrete on the grounds of economy and architectural continuity but that if the Commission desired to utilize timber for approach construction as a matter of aid to a local industry, there was no engineering or structural reason why such a procedure should not be carried out.

In reference to the bridge over Alsea Bay at Waldport concerning which particular reference had been made by Mr. Mackie, the Bridge Engineer stated that while he had originally intended to recommend a call for bids for both timber and concrete as alternate types of approach construction the results of a recent investigation made in his office were such as to lead him to believe that the saving in cost accruing through the use of timber would be too small to warrant its adoption when such factors as architectural continuity, fire hazard and the serious inconvenience to traffic accruing by virtue of the destruction of any portion of the approach structure were considered.

Relative to the bridge over the Umpqua River at Reedsport, he said that creosoted timber is not suitable for this structure.

The State Highway Engineer at the request of the Chairman stated

that in his opinion the main thing brought out at this meeting was the question of location of the bridges. For the high level types, he said, there was relatively little economy in the construction of timber approaches. Three of those under discussion, he added, have been located and designed as high level fixed structures and any change in the present plans will necessitate an entire change in location. This would eliminate their construction under the present program; furthermore, if they were to be built on low level grade lines, movable spans would have to be incorporated which would require the constant service of an operator or operators. He added that studies have been made for the past ten years of the location and design of the bridges under discussion and it was his opinion that the matter of their location has been so definitely fixed as to be somewhat irrelevant to the present discussion. The Engineer stated that to his knowledge no bridges of the size of those now under consideration have been constructed entirely of timber, for which reason he could not now recommend such type because of its experimental character. Furthermore, he doubted very much that either the Administrator of Public Works or the Bureau of Public Roads would approve such construction.

The Engineer advised that the Department's engineers have at all times endeavored to promote the use of timber in bridges and to that end have devised a composite type which in the future will probably be used in over fifty per cent of the bridges of this state; he also stated that a bulletin is now being prepared describing this type in detail, and it is the intention of the Department to mail this bulletin to a large number of engineers throughout the country.

Mr. Allen stated that their position is that if Oregon will lead in the construction of timber bridges other states will follow. It was his thought that considerable saving could be made by the use of timber in bridge construction and that they could be built equally as lasting as concrete. In this connection a delegation consisting of the following appeared before the Commission in support of the construction of the bridges of concrete and steel, in conformance with the plans already adopted by the Commission: E. H. Hill, President of the Oregon Coast Highway Association; Henry Kern, Coquille; E. A. Woodman, L. J. Rickard; D. F. Thompson, County Judge of Coos County; Lloyd Knapp; Edward W. Miller, Secretary-Manager of the Oregon Coast Highway Association; John Schroeder, Tillamook; J. C. Ponsler; and S. M. P. Dolan, President of the West Side Highway Association.

Mr. Hill advised that they are not opposing the timber interests, but they represent the counties from which the bulk of the timber to be used in the bridges will eventually come, and feel that sufficient timber will be used in the construction of the bridges of concrete to take up the slack in the lumber industry. He called upon Mr. Miller for further presentations.

Mr. Miller stated that they are not antagonistic to the timber interests but they have confidence in the Highway Commission and its engineers and their ability to select materials which, for its purposes in the construction of the bridges, are best suited. He gave as his opinion that as much timber will be used in the construction of the bridges of concrete as would be used if constructed of timber and that any economies resulting from the use of timber approaches will be more than balanced by the benefits derived from the use of

concrete, pointing out that the fire hazard will be eliminated by using concrete. He advised that the people of Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos and Curry Counties are unanimous in their support of the plans of the Commission and its engineers to construct concrete and steel structures.

Mr. Dolan stated that he simply wished to express his confidence, and that of the entire group of counties comprising the West Side Highway Association, in the Commission's adopted program for the construction of the Coast Highway bridges.

Mr. Scott advised those present that the Commission realizes it is confronting a very serious matter, wherefore, it is applying its best intelligence to this problem under the guidance of its engineers. These are great structures, he said, that include the construction of great spans for which the Commission believes timber is improper. The Newport bridge, he said, will have a 600 foot span at a height of 130 feet above the water; the Coos Bay bridge an 800 foot span at a height of 130 feet above the water; the Alsea River bridge, a span of 200 feet at a height of 70 feet; the remaining structures will be draw spans at lower elevations. The Commission doubts, he said, if anything but concrete or steel will be suitable for these structures.

The question before the Commission, he added, is whether it should approve the construction of the bridge approaches with concrete, which would cost about $500,000 or with composite construction, which would cost about $100,000 less. He pointed out that the use of untreated timber is out of the question and that more lumber will be used in the construction of concrete structures than if built of timber. The cost of maintaining timber structures, he said, is greater than that of concrete, creosoting being no safeguard against fire or the damage which might result from an accumulation of drift; furthermore, creosoted timber or piling would be subject to serious abrasion at or near the water line which would destroy to a certain extent its efficacy as a protection against decay and marine borers. The Commission is viewing the construction of these bridges, he declared, from a durability standpoint with substantial construction that will prolong their life. It was his thought that the saving in money between the two types is hardly to be considered since it involves the expenditure of only $100,000 extra in an investment of over $5,000,000 on a highway connecting the states of Washington and California upon which the State of Oregon has already spent approximately $17,500,000.

Mr. Scott called attention to the fact that there is only one timber treating plant in the State of Oregon; namely, at St. Helens, wherefore if timber is used the material would be drawn to a very large extent from that produced in the state of Washington, to the detriment of the Oregon coast counties. It was his thought that local benefits to lumber and timber producers are to be considered and that they will not be in the event the Commission adopts creosoted timber type construction. He declared that the Commission is desirous of promoting in every way possible the timber industry of the state, but not at the sacrifice of durability and low-cost maintenance, and to that end has for the past year, through its engineers, conducted experiments which have resulted in the composite type of short-span timber structures concerning which bulletins are now in preparation which will be sent shortly to engineers throughout the United States.

In this connection there were presented to the Commission resolutions adopted by a number of granges throughout the state urging the use of Oregon lumber for the construction of the major part of these bridges. There was also presented a letter from A. L. Grutze, Vice President of the Title and Trust Company, Portland, which holds title to the Umpqua Mills & Timber Company, protesting against the construction of a bridge across the Umpqua River below the property of the latter company. No action was taken on these communications.

The following persons, representing the Unemployment Relief Committees of Portland and Multnomah County, appeared before the Commission requesting the allocation of a greater proportion of National Industrial highway funds in the northwestern part of the state contiguous to Portland and Multnomah County: Raymond B. Wilcox, Chairman of the State Relief Committee; Elliott R. Corbett, Chairman of the Multnomah County Relief Committee; George Buck, County Roadmaster; C. A. Bigelow; L. G. Apperson, and O. Laurgaard, City Engineer. They stated that 73% of the unemployment of the state is located in their district and they believe a minimum of 25% of all funds available should be expended in Multnomah County. They urged the Commission to provide work for Multnomah County's unemployed within a radius of 35 or 40 miles of Portland, so that it will not be necessary to send them to remote points of the state as was done during the past winter.

Chairman Scott advised that Oregon expects to receive from the Government approximately $6,000,000 Federal funds for highway work under the National Industrial Recovery Act and that of this amount the Commission has tentatively allocated to the district within a radius of 40 miles of Portland the sum of nearly $1,400,000, or approximately 22½% of the total. He further advised that the Commission feels disinclined to increase the allotment because it would deprive other parts of the state of their just dues.

Mr. Johnson submitted a statement compiled by Mr. Arthur M. Churchill, Portland, suggesting the allocation of Federal funds under discussion.

At 5:15 o'clock P. M. Chairman Scott made the following announcement with respect to the award of contracts for which bids were received at the morning session, the Commission previously having approved such announcement by unanimous vote:

"Aurora-Brooks and Canby Sections of the Pacific Highway in Marion and Clackamas Counties, 15.95 miles of asphaltic concrete pavement, consisting of three units. The low bid for Project "A" comprising the Canby Section and the North Unit of the Aurora-Brooks Section is that submitted by Northwest Roads Company, Portland, at $103,615.00; the second low bid for this project is that submitted by Parker-Schram Company, Portland, at $109,193.25. The award of this contract will be held pending a conference with the officials of the Bureau of Public Roads.

"Project 'B', Middle Unit of the Aurora-Brooks Section. The low bid is that submitted by Harold Blake, Portland, at his bid price of $106,191.25; the next low bid is that of the Northwest Roads Company, Portland, at $109,997.50. The Commission awards the contract to the low bidder, Harold Blake, at his bid price of $106,191.25.

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"Project 'C', South Unit of the Aurora-Brooks Section. The low bid is that submitted by Harold Blake, Portland, at $121,980.00; the next low bid is that of Parker-Schram Company, Portland, at $127,959.75. The Commission awards this contract to the low bidder, Harold Blake, at his bid price of $121,980.00."

Mrs. Hattie B. Lawrence, Scappoose, appeared before the Commission and requested an allocation of funds for the improvement of a road which extends from Scappoose westerly a distance of about 5 miles to the Pisgah Mountain Home, an institution of charity for destitute men of Multnomah County. She was advised by the Commission that the road to which she refers is a county road under the jurisdiction of the County Court of Columbia County, wherefore it is necessary to decline her request because the Commission is without authority to expend its funds on roads other than state highways. She was further advised to present this project to the Columbia County Court and to the Multnomah County Relief Committee.

Mr. R. W. MaxMeyer, St. Helens, appeared before the Commission and requested that he be authorized to haul logs 48 feet in length over the Lower Columbia River Highway from Holbrook to Burlington, a distance of about 3/4 mile, where he expects to dump them into the river for further transportation. He stated that he has but a limited number of these long timbers and thought he could complete the work not later than August 15, 1933. After due consideration the Commission granted the request of Mr. MaxMeyer, subject to the following conditions: That he properly flag his movements to protect traffic; that he confine his movements to the hours between daybreak and 11:00 A. M.; that no movement be had on Saturday afternoons, Sundays or holidays; and that he would cease hauling overlength timbers after August 15, 1933; and with the understanding that the Commission would immediately revoke the permit in the event complaints are filed against his operations. Mr. MaxMeyer accepted the conditions imposed by the Commission, whereupon the Secretary was instructed to prepare a form of permit embodying such conditions.

A petition was presented from the Pendleton Public Parks Commission requesting an allocation of federal funds for the surfacing of driveways in Round-up Park located in the city of Pendleton. Commissioner Aldrich stated he would explain to the above body that the funds at the disposal of the Commission are very limited and it appears impossible to comply with their request; furthermore, there is a question as to the Commission's authority to perform work of this nature.

The Engineer reported that in order to more efficiently check heavy loads using state highways it is highly desirable to install additional platform scales. He requested authority to purchase and install scales at the following points, which he deemed most important at the present time: On the Old Oregon Trail at its junction with the Oregon-Washington Highway just east of Pendleton in Umatilla County; on the Mount Hood Highway just west of Sandy, Clackamas County; on the Pacific Highway either just south of Medford in Jackson County or near Grants Pass in Josephine County; on the Oregon Coast Highway near its junction with the Coos Bay-Roseburg Highway at Coquille, Coos County. He advised that the average cost of each installation is

approximately $2,000. After due consideration of this matter the Commission by unanimous vote authorized the purchase and installation of these scales, as recommended by the Engineer.

A delegation from Forest Grove, consisting of L. M. Graham; Dr. G. F. Via, Mayor; Lynn McCready, City Attorney; H. G. Bond, City Recorder; and John H. Thornburgh appeared before the Commission regarding improvements to the Tualatin Valley Highway through their city. They pointed out that the present highway route through their city contains a number of right angle turns, and to eliminate these dangerous points a former highway commission conducted investigations contemplating a change in the route by continuing the present one along Pacific Avenue westerly two blocks to "B" Street, thence directly south on an extension of "B" Street to a connection with the present highway near the city power plant at the southern city limits. They asked the Commission to consider this project in its program of federal funds which are to be expended for the improvement of highways within the corporate limits of municipalities, stating that such change will remove all but one of the turns on the existing route.

This delegation also asked the Commission to allocate funds for the repair of Pacific Avenue (Tualatin Valley Highway) which is now paved with hard-surface pavement but which is in very bad and dangerous condition because the pavement is breaking through in places where the sewer backfill in this street has settled, leaving the pavement without support. They stated that the city has no funds to pay for this work, hence their request for federal aid. Chairman Scott advised that the funds at the disposal of the Commission are very limited and it appears that their project cannot be undertaken without depriving other districts of funds to which they are entitled.

Mr. L. M. Graham then asked the Commission to make provision for oiling the rock shoulders adjacent to the highway pavement between Hillsboro and Forest Grove. He was informed that a satisfactory job could not be obtained until the shoulders have been reconstructed with crushed rock material, funds for which the Commission does not have at the present time.

A petition was presented from citizens of Turner, Marion County, requesting the Commission to designate as a route for the North Santiam Highway one that will pass through their city, using approximately the route of the present paved highway. The Engineer explained that the proper location for this highway follows approximately a direct line from Stayton to Salem which by-passes the town of Turner, and that the location requested by the petitioners would increase the distance between the common points by several miles, which is undesirable. The Commission ordered the petition filed for future consideration.

The Commission, after due consideration, adopted the following resolution authorizing the acquisition of real property for right of way and quarry sites, etc., needed for certain state highway improvements:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Klamath County, Crater Lake Highway				
American National Bank of Klamath Falls	Stock Pile	1.32	$ 46.20 Lump Sum	Gould
Trail-Prospect, Crater Lake Highway				
Haines, Dr. Charles A.	Grav. Site	3.26	$ 0.03 per cu. yd. 10 yr. lease	Collier
Haines, Dr. Charles A.	Stock Pile	0.21	25.00 Lump Sum 10 yr. lease	"
Rice Hill, Pacific Highway				
Strong, Mary	R/W	0.4	$125.00 Lump Sum	"
Neal Creek-Cougar Creek Section, Pacific Highway				
Putnam, Fred L.	R/W	7.57	$ 50.00 Lump Sum	Benson
Ashcraft, Geo. H.	"	1.01	Nominal ($1.00)	"
Patton, N. F.	"	5.76	$15.00 per acre	"
Casey, Robt. Estate	"	10.40	15.00 " "	"
Venable, Mamie J.	"	2.25	20.00 " " plus $685.00	"
Crosslin, Wm. J.	"	6.86	175.00 for land plus $100.00	"
Helms, Mary I.	"	1.31	44.00 " " " 36.00	"
Russell, Nellie	"	19.22	20.00 per acre	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Pacific Highway, Brooks-Aurora Section				
Husmann, Elizabeth	R/W	0.092	$500.00 Lump Sum	Devers
Gales-Lime Section, Old Oregon Trail Highway				
Seaberg, Emma C.	R/W	5.61	$550.00 for land plus $422.00	Schannep
Langley, Alfred A.	"	2.07	215.00 " " " 85.00	"
Reiber, Alvina	"	2.61	100.00 per A. plus $339.00	"
Storie, Ida M.	"	4.54	4.00 A. at $100.00 per A. Plus $320.00 0.54 A. at $10.00 per A.	"
McMinnville-Dundee Section, West Side Pacific Highway				
Schweiger, Adam	Borrow Pit	0.66	$100.00 Lump Sum 6 Mos. lease	Gardiner
Blanchard, Collie	R/W	0.07	150.00 per A.	"
Canemah Section, Pacific Highway				
Klemsen, Lena	R/W	0.006	$250.00 Lump Sum	De Souza
Fort Klamath-Klamath Falls Section, The Dalles-California Highway				
Beal, Link River	Stock Pile	0.735	$ 22.05 Lump Sum	Slavens
Pratter, Emily	" "	2.905	87.15 " "	"
Hebo Section, McMinnville-Tillamook Highway				
Vanderwal, C. N.	R/W	0.02	Nominal ($1.00)	Chandler
Otis-Siletz Section, Oregon Coast Highway				
Talbot, Roy F.	R/W	0.61	$140.00 Lump Sum	Gardiner
Aurora Section, Pacific Highway				
Baumback, A. C.	Removing house off right of way on the John Gahler property $140.00 Lump Sum			Langille
Multnomah County, Columbia River Highway				
Baumback, A. C.	Moving buildings on the Holbrook Estate, $ 95.00 Lump Sum			Rose

The Engineer reported on his investigation of the complaint of J. C. Snyder, Otter Rock, regarding the disposal of garbage in the state park at Devil's Punch Bowl. He said he arranged to have the highway patrolman dispose of this garbage at regular intervals, which will eliminate the condition

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complained of by Mr. Snyder. The report of the Engineer was accepted and approved by the Commission by unanimous vote.

Consideration was given by the Commission to the following requests for extensions of time in which to complete highway construction projects:

von der Hellen & Pierson, contract No. 1447, clearing and grading McCallister Section of Secondary State Highway No. 270 in Jackson County, requested an extension of time from June 30 to July 31, 1933, in which to complete this project, giving as their reason inclement weather during the spring months. The Engineer advised that the contractor has been unable to work because of unsatisfactory weather conditions, the excavation consisting largely of black, sticky mud which was very difficult to handle when wet. He further advised that the traveling public has not been inconvenienced by the delay, neither has the engineering cost been greatly increased. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

S. H. Newell & Co., contract No. 1364, grading Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, requested an extension of time to July 15, 1933, in which to complete this project, giving as their reason additional work requiring the construction of a concrete half-viaduct. The Engineer advised that the contractor was not responsible for overrunning the specified time limit due to the fact that the half-viaduct mentioned was not contemplated at the time the grading contract was awarded, therefore, it was not included in the contract; also, that the traveling public has not been inconvenienced by the delay, neither has the engineering cost been materially increased. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

A. S. Wallace, contract No. 1458, furnishing crushed rock for the south unit of the Redmond-Chemult Section of the McKenzie, McKenzie-Bend, The Dalles-California and Ochoco Highways in Deschutes, Crook and Klamath Counties, requested an extension of time from June 30 to July 10, 1933 in which to complete this project. The Engineer advised that the contractor was late in starting his operations which caused some inconvenience to maintenance work and will somewhat increase engineering costs, however, he thought this could be overlooked in view of the fact that he did good work thereafter. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

J. A. Terteling & Sons, contract No. 1461, grading Drinkwater Pass Section of the Central Oregon Highway in Harney County, requested an extension of time from June 15 to June 30 in which to complete this project. The Engineer advised that the traveling public has not been inconvenienced by the contractor's delay since this section of highway has not been opened to travel; also no extra engineering expense has been incurred. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by unanimous vote of the Commission.

Portland Dredging Company, contract No. 1416, construction of a bridge over Columbia Slough on Swift Secondary Highway No. 120 in Multnomah County, requested an additional extension of time to May 19, 1933, in which to complete this project. The Engineer advised that this is the second extension requested by the contractor, the first from January 31 to April 30, 1933 having been granted with the understanding that the contractor shall pay one-half of the extra engineering expense. The extension now requested, he said, is simply to clear the records so that final payment can be made and recommended that it be granted, subject to the same penalty previously imposed. Recommendation was approved by unanimous vote of the Commission.

General Construction Company, contract No. 1445, grading the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, requested an extension of time from May 31 to July 1, 1933 within which to complete this project. The Engineer advised that the contractor experienced extremely severe weather during the construction of this project which resulted in its inability to make expected progress, although every effort was made to complete the job within the specified time limit. This section does not connect with the traveled highway, he said, so the traveling public has been caused no inconvenience, neither has the overrun in time resulted in additional engineering costs to the state because the engineering party has been engaged in other work. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by unanimous vote of the Commission.

Oscar Storaasli, contract No. 1435, construction of a bridge over the South Fork of Silver Creek on Silver Creek Secondary Highway No. 163 in Marion County, requested an additional extension of time to June 30, 1933 in which to complete this project. The Engineer advised that the contract called for the completion of this project by March 31, 1933, however, weather conditions were extremely bad which forced the contractor to close down his operations, necessitating an overrun in the time limit which was granted by the Commission on May 1, 1933. Continued bad weather, he added, interfered with the contractor's operations so that he was unable to complete the project within the extended time. He further advised that the bridge is on an unused section of highway, therefore the traveling public has not been inconvenienced by the delay; also, the extra engineering cost to the state has been a minimum due to the fact that the Engineer in charge has been engaged on other work. In view of the circumstances he recommended that the extension now requested be granted and that the $25.00 per day penalty included in the provisions of the contract be waived but that the contractor be charged with all extra engineering expense over and above that ordinarily incurred in the number of working days included in this contract. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Tom Lillebo, contract No. 1440, construction of a steel bridge over Dean Creek and culverts over Koepke and Hinsdale Sloughs on the Umpqua Highway in Douglas County, requested an additional extension of time to June 22, 1933 within which to complete this project. The Engineer advised that the original date of completion was April 30, 1933, subsequently

extended by the Commission to May 31, 1933 without penalty, the reason for the delay being that the contractor was held up for two months in obtaining Port Orford cedar for the Dean Creek trestle. He further advised that the contractor kept his bridge work well ahead of the operations of the grading contractor on the adjacent section and very little, if any, inconvenience was caused either to the grading contractor or the traveling public. The only extra engineering expense incurred by the state, he added, is the salary and expenses of the resident engineer. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

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

Contract No. 1460 with J. S. Risley, for furnishing crushed rock for the Arlington-Rock Creek and Blalock-Heppner Sections of the John Day and Columbia River Highways in Gilliam County, completed June 16, 1933;

Contract No. 1435 with Oscar Storaasli, for the construction of a bridge over the South Fork of Silver Creek on Silver Creek Secondary Highway No. 163 in Marion County, completed July 10, 1933.

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

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

Contract No. 1460 with J. S. Risley for furnishing crushed rock for the Arlington-Rock Creek and Blalock-Heppner Sections of the John Day and Columbia River Highways in Gilliam County;

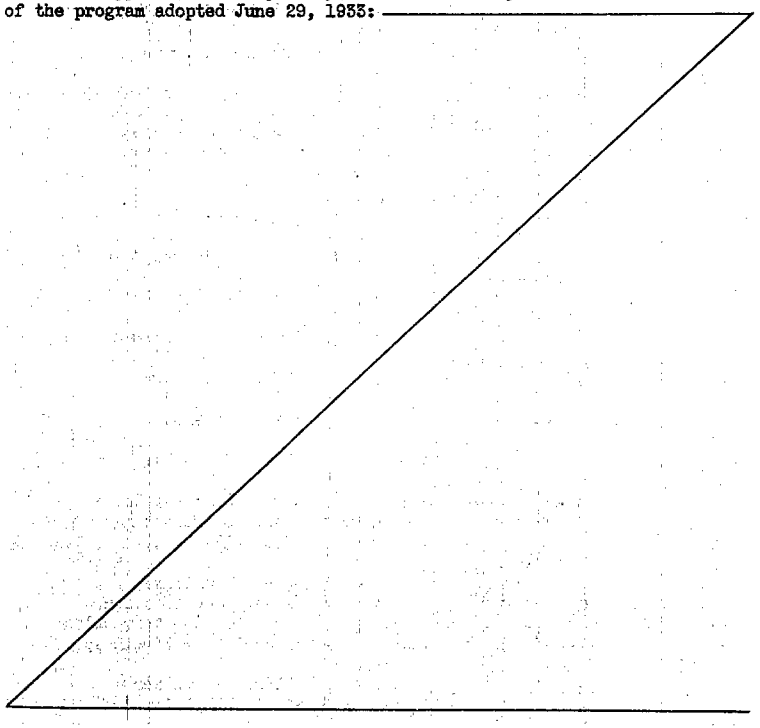
Contract No. 1435 with Oscar Storaasli for the construction of a bridge over the South Fork of Silver Creek on Silver Creek Secondary Highway No. 165 in Marion County.

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

The Commission adjourned at 6:30 o'clock P. M. to reconvene at 7:30 o'clock P. M.

The State Highway Commission reconvened at 7:30 o'clock P. M. in Room 269, Multnomah Hotel, with all members, the State Highway Engineer, and the Secretary present. Also present were W. H. Lynch, District Engineer, and T. M. Davis, Senior Highway Engineer, representing the Bureau of Public Roads with whom the Commission conferred relative to the allocation of funds which Oregon is to receive from the Government for highway construction purposes under the provisions of the National Industrial Recovery Act.

The Engineer explained that the Commission adopted a tentative budget for these funds at a meeting held on June 29, 1933, but since then information has been received from the Government to the effect that funds allocated for expenditure on municipal projects must be expended within the corporate limits of the municipalities, therefore it is now necessary to make certain changes in conformance therewith. After full consideration of this matter the following tentative program for allocation of Public Works funds was approved and adopted by the Commission by unanimous vote in lieu of the program adopted June 29, 1933:



7/11/33

OREGON STATE HIGHWAY COMMISSION
DETAILED PROGRAM OF PROPOSED CONSTRUCTION
ON PROJECTS ON FEDERAL AID SYSTEM OUTSIDE OF MUNICIPALITIES

Construction to be financed 100 per cent from Federal Public Works Funds

State Division No.	Name of Highway	County	Name of Section	Termini	Miles	Kind of Work	Estimated Cost 100% Federal Funds
1	Pacific	Clackamas	Canby-Molalla River	"M" St. in Canby to Molalla River Bridge	0.9	Grade and Pave	$ 20,000
1	"	Linn	Albany-Tangent	So. limits of Albany to one mile south of Tangent	7.3	Widen Pavement	40,000
1	West Side Pacific	Yamhill	Newberg-McMinnville	West limits of Newberg to north limits of McMinnville, except 1.5 miles in Dundee and Lafayette	10.8	Grade and Pave	108,000
1	Columbia River	Multnomah	Columbia Co. Line-Linnton	Columbia County Line to north limits of Portland	9.3	Grade, Pave & Bridges	90,000
1	" "	"	Troutdale-Crown Point	Troutdale to Crown Point, 18 miles east of Portland	-	Landscaping	15,000
1	Oregon Coast	Clatsop	Youngs Bay Bridge Approaches	Approaches to Youngs Bay Bridge immediately south of Astoria	-	Reconstruct Approaches	85,000
1	" "	"	West Lake Section	Five miles north of Seaside	0.6	Paving	15,000
1	" "	Tillamook	Kilchis River Section	Five short sections 3 miles north of Tillamook	0.5	Paving Gaps	13,000
1	" "	Lincoln and Tillamook	Neskowin-Otis	Neskowin to Otis	11.4	Bit. Macadam	40,000
1	" "	Lincoln	Otis-Siletz	Otis to Siletz River Bridge	11.5	" "	45,000
1	" "	Tillamook	Neahkahnie Mountain	One mile north of Manzanita to Neahkahnie Mountain	1.5	Grading	50,000
1	Wolf Creek	Clatsop	North Fork-Humbug Mountain	Four miles east of Coast Highway junction to Humbug Mountain	1.3	Grading	148,000
1	" "	"	Necanicum-Forest Boundary	North Fork Nehalem River and two crossings of Humbug Creek	-	Three bridges	13,000
1	Wilson River	Tillamook	Mills Bridge-Dead Man's Ck.	Five miles east of Tillamook to Dead Man's Ck.	1.2	Grading	50,000
1	Tualatin Valley	Washington	Hillsboro-Beaverton	East limits of Hillsboro to west limits of Beaverton	7.7	Widen Pavement	170,000
1	Santiam	Linn	Upper Soda-East	Eleven miles east of Cascadia - east two miles	2.0	Grading	50,000
1	Salmon River	Polk	Boyer-Grand Ronde	Tillamook County Line to Grand Ronde	4.5	Bit. Macadam	20,000
1	E. Portland-Ore. City	Clackamas	Portland-Milwaukie	South limits of Portland to Milwaukie	0.9	Grade and Pave	75,000
2	Pacific	Douglas	Rice Hill Section	Four miles south of Yoncalla to Rice Hill Station	1.5	Paving	40,000
2	"	"	Winston Bridge	Umpqua River six miles south of Roseburg	-	Bridge	160,000
2	"	Lane	Gregg Ranch Section	Approx. two miles north of Cottage Grove	0.34	Paving	8,000
2	"	Jackson	Neil Creek-Cougar Gulch	Five miles south of Ashland to Cougar Gulch	1.9	Grading	222,908
2	Oregon Coast	Lane	Lincoln County Line-South	Lincoln County Line to Berry Creek	13.1	Bit. Macadam	30,000
2	" "	Lane & Douglas	Glenada-Gardiner	Glenada to Gardiner	19.4	" "	32,000
2	McKenzie	Lane	Doyle Hill-Nimrod	8 miles east of Walterville to Nimrod	14.2	" "	45,000

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State Division No.	Name of Highway	County	Name of Section	Termini	Miles	Kind of Work	Estimated Cost 100% Federal Funds
2	Umpqua	Douglas	Scottsburg-Red Bridge	Scottsburg to 10 miles west of Drain	23.5	Bit. Macadam	$100,000
3	Columbia River	Sherman	Biggs-John Day River	Biggs to John Day River Bridge	9.9	" "	47,000
3	" "	Wasco	Dillon Section	7 miles east of The Dalles to one-half mile east of Dillon	1.4	" "	8,000
3	" "	Hood River	Cascade Locks Section	One-half mile west of Cascade Locks east through town	1.0	Grade and Pave	40,000
3	Dalles-California	Deschutes	Redmond-Bend	3 miles north of Bend-north 5 miles	5.0	Grading	44,000
3	" "	Klamath	Ft. Klamath-Crooked Creek	1 mile north of junction with Crater Lake Hwy. south to Crooked Cr. on The Dalles-California Hwy.	5.5	Oiling	14,000
3	" "	"	Klamath Falls-Terminal City	Unpaved gaps between Terminal City and north limits of Klamath Falls	-	Paved Gaps	9,000
3	Willamette	"	Summit-Odell Lake	One-half mile east of Lane County Line to east end of Odell Lake	5.0	Grading	100,000
3	Fremont	Lake	Crooked Creek-Lakeview	One mile south of Crooked Creek Bridge to north limits of Lakeview	11.4	Grade, Surf., Oil	100,000
3	Klamath Falls-Weed	Klamath	Midland-California Line	Midland Station to California Line	7.6	" " "	199,000
4	Old Oregon Trail	Umatilla	Emigrant Hill-Union County Line	2 miles north of Meacham to Union County Line	7.0	Subgrade, Reinf. & Bit. Macadam	100,000
4	Old Oregon Trail	Baker	Durkee-Gales	Durkee to point 17 miles north of Huntington	6.3	Bit. Macadam	45,000
4	" " "	"	Lime-Huntington	Lime to 0.3 mile north of Huntington	4.2	" "	35,000
4	" " "	"	Dixie-Lime	Dixie Station to Lime Station	5.4	Grade & Top.	155,540
4	Central Oregon	Malheur	Drinkwater Pass-Chimney Creek	Located 12 miles to 6 miles west of Juntura	-	Bridges	20,000
4	" "	Harney	Nigger Flat-Drinkwater Pass	Privately owned land only, between Nigger Flat (27 miles east of Burns) and Drinkwater Pass (4 miles east of Drewsey)	7.0	Grading & Bridges	52,000
4	Pendleton-John Day	Grant	Middle Fork-Flowers Gulch	Middle Fork John Day River, 13 miles south of Dale, to Flowers Gulch	5.0	Grading	200,000
4	" " "	"	Forest Boundary-Middle Fork	Nine miles south of Dale to Middle Fork John Day River	4.2	"	80,000
4	" " "	"	Middle Fork John Day River	Approximately 13 miles south of Dale	-	Bridge	30,000
4	Wallowa Lake	Wallowa	Rock Creek-Lostine	Four miles west of Wallowa to Lostine	12.6	Grade, Surf., Oil	90,000
							$3,053,448

7/11/33

TENTATIVE ALLOCATION OF PUBLIC WORKS FUNDS

Projects on Federal Aid System in Municipalities

Highway	Section	Kind of Work	Estimated Amount of Public Works Funds
	DIVISION NO. I		
Pacific	Canby	Widen Pavement	$ 15,000
"	Salem	" "	70,000
West Side Pacific	Dundee and Lafayette	" "	30,000
Portland-Ore. City	Milwaukie	Undercrossing	50,000
" " "	Oregon City	Grade and Pave	300,000
" " "	Portland	" " "	160,724
Fourth Street	"	Landscaping	15,000
Fourth Street	"	Paving and Bridges	210,000
Columbia	Astoria (Franklin Ave.)	Pavement	20,000
"	Clatskanie	Bridge	15,000
"	Portland (Linnton)	Grade and Pave	25,000
Base Line	Portland	Pavement	25,000
East Lombard St.	Portland	Grade and Pave	25,000
Oregon Coast	Newport	Grade and Pave	65,000
" "	Waldport	Grade and Surf.	20,000
Tualatin Valley	Hillsboro	Pavement Widening	20,000
Corvallis-Newport	Toledo	Grade and Surf.	20,000
" "	Corvallis	" " "	15,000
Salem-Dallas	West Salem	Widen Pavement	35,000
	Sub-total for Division No. I		$1,135,724
	DIVISION NO. 2		
Pacific	Eugene	Undetermined	$ 30,000
"	Cottage Grove	"	5,000
"	Roseburg	"	10,000
"	Grants Pass	"	10,000
"	Medford	"	20,000
"	Ashland	Undercrossing	50,000
"	"	Paving	10,000
Oregon Coast	Florence	Grade and Surf.	20,000
" "	Reedsport	" " "	35,000
" "	North Bend	" " "	50,000
" "	Marshfield	Grade and Pave	10,000
" "	Coquille	Undetermined	5,000
McKenzie	Springfield	"	5,000
	Sub-total for Division No. 2		$ 260,000

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Highway	Section	Kind of Work	Estimated Amount of Public Works Funds
	DIVISION NO. 3		
Columbia River	Hood River	Grade and Pave	$ 12,000
" "	The Dalles	" " "	32,000
The Dalles-Calif.	Bend	Pavement	40,000
	Sub-total for Division No. 3		$ 84,000
	DIVISION NO. 4		
Columbia River	Arlington	Bit. Macadam	$ 10,000
Old Oregon Trail	Pendleton	Undetermined	12,000
" " "	La Grande	"	7,500
" " "	Ontario	Grade and Pave	10,000
John Day	Condon	Pavement	7,500
	Sub-total for Division No. 4		$ 47,000
	Total for Projects on Federal Aid Highways in Municipalities		$1,526,724

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OREGON STATE
DETAILED PROGRAM
OF PROJECTS ON

Construction to be financed 100

State Division No.	Location Reference No.	Name of Highway	County	Name of Section
1	1	Nehalem	Clatsop	Creek, M. P. 12.0
1	2	"	"	Clatskanie Creek, M.P. 15.9
1	3	"	"	" " , M.P. 19.5
1	4	"	"	Beneke Creek, M.P. 29.8
1	5	"	"	Creek, M.P. 31.4
1	6	"	Columbia	" , M.P. 44.1
1	7	"	"	Ford Creek, M.P. 44.7
1	8	"	"	Lyons Creek, M.P. 44.8
1	9	"	"	Creek, M.P. 49.6
1	10	"	Washington	Summit-South
1	11	Farmington	"	Tualatin River, M.P. 8.0
1	12	Bertha-Beaverton	"	Bertha-Beaverton
1	13	Tualatin Tunnel	"	Tigard-Tunnel
1	14	Yamhill-Newberg	Yamhill	Creek, M.P. 3.1
1	15	" "	"	Chehalem Crk., M.P. 5.9
1	16	" "	"	Creek, M.P. 11.4
1	17	Beaverton-Aurora	Marion	Mill Creek, M.P. 20.8
1	18	Hillsboro-Woodburn	"	Pudding River, M.P. 41.9
1	19	Woodburn-Mt. Hood Loop	"	Butte Creek, M.P. 2.7
1	20	Cascade	"	Abiqua River, M.P. 34.3
1	21	"	"	Creek, M.P. 34.4
1	22	Little Nestucca	Tillamook	Lower Muscott, M.P. 5.5
1	23	Dallas-Coast	Polk	Butler Hill-Salt Creek
1	24	" "	"	Buell Creek, M.P. 4.8
1	25	" "	"	Salt Creek, M.P. 9.6
1	26	" "	"	" " , M.P. 9.9
1	27	" "	"	Creek, M.P. 11.2
1	28	" "	"	" , M.P. 12.9
1	29	Salem-Dallas	"	Rickreall-Salem
1	30	Independence	"	Brunks Corner-Independence
1	31	"	"	Rickreall Creek, M.P. 0.3
1	32	"	"	Creek, M.P. 2.9
1	33	North Santiam	Marion	Gates-Niagara
1	34	Albany-Lyons	Linn	Creek, M.P. 0.7
1	35	" "	"	Santiam Overflow, M.P. 1.1
1	36	" "	"	Sanderson Bridge Approach
1	37	Siletz	Lincoln	Davis Creek, M.P. 12.4
1	38	"	"	Roots Creek, M.P. 13.0

HIGHWAY COMMISSION
OF PROPOSED CONSTRUCTION
SECONDARY OR FEEDER ROADS

per cent from Federal Public Works Funds

Termini	Miles	Kind of Work	Estimated Cost 100% Federal Funds
12 miles southeast of Astoria	--	Culvert and Grading	$ 625
16 " " " "	--	Bridge and Approaches	3,125
19½ " " " "	--	" " "	4,500
30 " " " "	--	" " "	7,500
31½ " " " "	--	Culvert & Fill	1,250
One mile west of Mist	--	" " "	1,700
½ " " " "	--	Bridge & Approaches	4,375
½ " " " "	--	" " "	4,375
4 miles south of Mist	--	Culvert & Fill	1,700
8 " " " Vernonia	1.7	Grading	30,000
8 " west " Beaverton	--	Bridge & Approaches	13,750
Bertha to Beaverton	5.3	Grad., Shoulder widening and Paving	50,000
West & East Tunnel Approaches	4.8	Grading	150,000
3 miles east of Yamhill	--	Bridge and Approaches	625
6 " " " "	--	" " "	3,750
½ " west of Newberg	--	" " "	10,000
At west limits of Aurora	--	" " "	10,000
2½ miles east of Woodburn	--	" " "	15,000
3 " " " "	--	" " "	12,250
3 " north of Silverton	--	" " "	15,000
3 " " " "	--	Culvert & Fill	2,125
5½ " east of Coast Highway	--	Bridge & Approaches	12,500
Butler Hill to 6 mi. northwest of Dallas	3.5	Grading & Topping	75,000
12 miles northwest of Dallas	--	Bridge & Approaches	2,500
7 miles northwest of Dallas	--	" " "	1,875
7 " " " "	--	" " "	1,500
5½ " " " "	--	Culvert & Fill	625
4 " " " "	--	" " "	1,000
Rickreall to Willamette River Bridge at Salem	9.4	Widen Pavement	101,337
Jct. Salem-Dallas Hwy. to Independence	5.8	Grade & Surface	50,000
6 miles north of Independence	--	Bridge	6,250
3 " " " "	--	"	2,875
Gates to Niagara	5.0	Grade & Surface	75,000
7½ miles east of Albany	--	Bridge & Approaches	1,875
8 " " " "	--	" " "	7,500
8½ " " " "	1.0	Grade & Surface	20,000
19 " north of Toledo	--	Bridge & Approaches	1,750
18½ " " " "	--	" " "	5,000

State Division No.	Location Reference No.	Name of Highway	County	Name of Section	Termini	Miles	Kind of Work	Estimated Cost 100% Federal Funds
1	39	Siletz	Lincoln	Chitwood Creek, M.P. 17.5	14 miles north of Toledo	--	Bridge & Approaches	$ 1,250
1	40	"	"	Euchre Creek, M.P. 19.4	12 " " " "	--	" " "	4,375
1	41	"	"	Depot Slough, M.P. 31.0	1 " " " "	--	" " "	2,500
1	42	Alsea	Benton	Alsea Mountain-Philomath	Alsea Mtn. to 1 mile west of Philomath	6.5	Regrade & Surface	60,000
1	43	Alsea-Deadwood	"	S. Fk. Alsea River, M.P. 1.4	1½ miles south of Alsea	--	Bridge & Approaches	6,125
1	44	Halsey-Sweet Home	Linn	Creek, M.P. 15.1	15 " east " Halsey	--	Culvert	250
1	45	" " "	"	Calapooya River, M.P. 17.9	18 " " " "	--	Bridge & Approaches	8,750
2	46	Eugene-Swisshome	Lane	Swisshome-Linslaw	7 " " " Swisshome to Linslaw	5.0	Grade & Surface	62,500
2	47	Elkton-Sutherlin	Douglas	Yellow Creek, M.P. 13.5	13½ miles south of Elkton	--	Bridge & Approaches	7,500
2	48	Cape Arago	Coos	South Slough, M.P. 8.4	8 " " " North Bend	--	" " "	75,000
2	49	Powers	"	Coquille River, M.P. 0.1	South limits of Myrtle Point	--	" " "	30,000
2	50	"	"	Creek, M.P. 11.9	12 miles south of Myrtle Point	--	" " "	1,050
2	51	"	"	S. Fk. Coquille River, M.P. 19.6	In town of Powers	--	" " "	22,500
2	52	Cape Blanco	Curry	Sixes River Section	4½ mi. west of Coast Hwy., easterly	1.0	Grade and Surface	7,500
2	53	Tiller-Trail	Douglas	Thomas Creek, M.P. 0.8	1 mile east of Canyonville	--	Bridge	1,200
2	54	" "	"	Byers Stockway, M.P. 3.5	3½ miles " " "	--	"	900
2	55	" "	"	Coffee Creek, M.P. 20.4	20½ " " " "	--	"	8,500
2	56	Crater Lake	Jackson	*Little Butte Cr.-Elk Creek	Little Butte Creek Bridge near Eagle Point to Elk Creek 3½ mi. east of Trail	16.6	Bituminous Macadam	50,000
2	57	" "	"	Medford-Little Butte Creek	North limits of Medford to Little Butte Creek	9.7	" "	49,917
2	58	Medford-Provolt	"	Applegate River, M.P. 4.3	16 miles west of Jacksonville	--	Bridge & Approaches	19,500
2	59	Williams	"	" " , M.P. 6.1	6 " south of Grants Pass Jct.	--	" " "	27,000
2	60	"	"	Williams Creek, M.P. 18.5	18½ " " " " " "	--	" " "	15,000
3	61	Hood River	Hood River	E. Fk. Hood River, M.P. 12.6	12½ " " " Hood River	--	" " "	22,500
3	62	Warm Springs	Jefferson	Deschutes River Crossing	12 " northwest of Madras	1.4	Grade & Bridge	41,500
3	63	Chiloquin	Klamath	Williamson River	In town of Chiloquin	--	Bridge & Approaches	12,000
3	64	Klamath Falls-Lakeview	"	*Dairy-Bly Mountain	4 miles west of Dairy to 5 miles east of Dairy	9.0	Bituminous Macadam	31,000
3	65	" "	"	*Beatty-Forest Boundary	Beatty to 5 miles east of Bly Post Office	18.0	" "	62,000
3	66	The Dalles-California	"	Altamont Canal, M.P. 291.6	5 miles south of Klamath Falls	--	Bridge	7,000
3	67	" "	"	*Merrill-Malin	Merrill to Malin	10.0	Bituminous Macadam	37,000
4	68	Wasco-Heppner	Gilliam	Six-Mile Canyon, M.P. 50.0 to 54.7	One mile to 6 miles east of Condon	--	Bridges & Approaches	4,350
4	69	" "	"	Rock Creek, M.P. 54.7	6 miles east of Condon	--	Bridge " "	8,000
4	70	Heppner-Spray	Morrow	Hardman-Chapin Creek	Hardman (21 miles south of Heppner) to Chapin Creek	6.0	Grade & Surface	44,450
4	71	Pendleton-Cold Springs	Umatilla	*Pendleton-Cold Springs	N. limits Pendleton to Cold Sprs.	30.0	Oil (Road Mix)	75,000
4	72	Jordan Valley	Malheur	Pipe Line, M.P. 4.6	4½ miles south of Nyssa	--	Bridge	370
4	73	" "	"	Owyhee River, M.P. 9.5	9½ " " " "	--	Bridge & Approaches	12,000
								$1,526,724

*Included in partial program previously submitted.

There being no further business to come before the Commission at this time, the meeting was adjourned at 9:00 o'clock P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, July 20, 1933

The State Highway Commission met in special session at four o'clock P. M. in the office of W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, Room 315, New Postoffice Building, to discuss the programming of additional forest highway funds, amounting to approximately $1,267,000, which, under present indications, Oregon will receive from the federal government under the provisions of the National Industrial Recovery Act. Present were:

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

Also present were W. H. Lynch, District Engineer, and H. D. Farmer, Senior Highway Engineer, representing the U. S. Bureau of Public Roads; C. J. Buck, Regional Forester, and James Frankland, Forest Engineer, representing the U. S. Forest Service. After full discussion of this matter, the following tentative program for these funds was agreed upon by the Commissioners present:

	Recommended June 13, 1933	Tentatively Recommended June 13, 1933	Recommended For Future Funds	Total
Siuslaw	$ 25,000	$	$	$ 25,000
Tiller-Trail	75,000	50,000		125,000
Willamette	135,000	115,000	200,000	450,000
S. Santiam	25,000		175,000	200,000
N. Santiam	65,000		125,000	190,000
Pendleton-John Day	100,000	60,000		160,000
Weston-Elgin	50,000		100,000	150,000
Enterprise-Imnaha	100,000			100,000
Lincoln Co. Line-South			35,000	35,000
Glenada-Gardiner			40,000	40,000
Hebo-Dolph			187,000	187,000
Diamond Lake			140,000	140,000
Cascade Lakes			75,000	75,000
Canyon City-Burns		25,000	150,000	175,000
Port Orford-Euchre Creek			40,000	40,000
Maintenance	50,000			50,000
Surveys	40,000			40,000
	$ 665,000	$ 250,000	$1,267,000	$2,182,000

The Engineer reported that he directed inquiries to the highway officials of a number of the northwestern states to ascertain the wage scales they expect to use in connection with federal highway contracts and received replies from several which indicate that rates of pay in general will be increased over those for last year. The State of Washington, he said, has adopted a minimum wage for unskilled labor at $0.50 per hour; for skilled labor $0.65 per hour. In Idaho, he added, unskilled labor will be paid $0.55 per hour, and skilled labor $0.65 per hour; also, Montana reports that it has adopted a minimum wage of $0.60 per hour, and a sliding scale for various classes of work up to a maximum of $1.00 per hour. He recommended that the Commission adopt a minimum wage for both skilled and unskilled labor of $0.65 and $0.55 respectively, which would be approximately ten per cent above that paid last year. He further reported that Ben T. Osborne, Executive Secretary of Oregon Federation of Labor, has requested a hearing before the Commission on the matter of a wage scale, prior to its adoption by the Commission. After some discussion, the Commission decided to defer definite action on this subject until Mr. Osborne has made his presentation. The Secretary was instructed to invite Mr. Osborne to the next meeting as soon as the date therefor has been fixed.

The Engineer requested authority to provide a preliminary oil treatment on a one-mile section of the Oregon Coast Highway through the town of Gardiner, Douglas County which, he estimated, would cost approximately $600.00. He stated that an amount has been set up in the tentative program adopted for federal funds to construct a bituminous macadam on the Glenada-Gardiner Section of which this one-mile section is a part, but the season is now so far along that it would be impracticable to do this work this year for which reason he wishes to apply the temporary treatment at this time. After due consideration of this matter, the Commission by unanimous vote approved the request of the Engineer.

The Engineer advised that the State Highway Department has in storage at the Coquille shops a number of obsolete, discarded Liberty trucks which the Douglas County Court wishes to purchase. It was his thought that the county would pay at least $15.00 per truck, which is the amount the Commission received for similar trucks last year from Wallowa County, and requested authority to sell them at that figure. After due consideration,

the Commission authorized the Engineer to sell these trucks to the County Court of Douglas County at not less than $15.00 each.

The Commission signed an agreement with the North Umpqua-Diamond Lake Improvement District of Douglas County providing for a location survey of the proposed North Umpqua Highway, beginning at a point near Steamboat Creek Bridge following generally up the Umpqua River to Copeland Creek, thence to a connection with the Skyline Trail north of Diamond Lake, whereby the Improvement District agrees to pay the cost of this survey, estimated at about $20,000, and the state agrees to do the engineering work involved. In this connection, the Secretary presented the check of the North Umpqua-Diamond Lake Improvement District in the sum of $20,000, which was accepted by the Commission and ordered deposited with the State Treasurer in the state highway fund. The Engineer was instructed to acknowledge the receipt of this check and to advise the Improvement District that the Commission is accepting it and is conducting the survey simply as a matter of courtesy to the Improvement District and such action is not to be considered as the Commission's recognition of this highway, or as an obligation to either designate or construct it at any time.

The Engineer reported that there is quite an accumulation of scrap metal, etc., located at the Salem shops which he would like to dispose of. He requested authority to advertise this material for sale, bids to be received at the next meeting. After some discussion, the Commission authorized the Engineer to advertise this scrap metal for sale at his convenience.

The Commission discussed the adoption of policy with respect to hauling logs on state highways on Saturday afternoons, Sundays and holidays, and during hours of darkness. This matter was referred to the Engineer for recommendation.

The Commission signed the following joint letter with W. H. Lynch, District Engineer of U. S. Bureau of Public Roads, and C. J. Buck, Regional Forester, recommending allocations of the remaining portion of the State Forest Highway Contingent Fund:

"486 Oregon - General

The Forester,
Chief of Bureau,
Washington, D. C. July 20, 1933

Gentlemen:

"There remains in the State Contingent Fund for Oregon a sum of Forest Highway money sufficient to make the following allocations. It is recommended that they be approved.

Project No.	Project	Length (mi.)	Amount	Remarks
35-E2,H2,I2	Canyon City-Burns	10.2	$ 15,000	To be added to amount recommended in program letter of 6/13/33
43-A1	Diamond Lake	14.9	140,000	Surfacing
		Total---	$155,000	

Canyon City-Burns Highway, Route 35:

The sum recommended is to supplement the amount set out in the program letter of June 13, 1933, making a total of $40,000 available for that project. It was found that the preliminary estimate was low.

Diamond Lake Highway, Route 43:

The funds recommended for this project are planned to finance the surfacing of the section of this project between the Dalles-California Highway and the Cascade Lakes Highway, graded in 1931."

A letter was presented from George R. Funk, Auditor, City of Portland, enclosing a certified copy of the City of Portland Council's Resolution No. 20,724, requesting the Commission to allocate federal funds for the construction of certain road projects located within the corporate limits of the City of Portland. No action was taken by the Commission on this matter.

Resolutions were presented from a number of granges throughout the state requesting the Commission to use timber products in the construction of the major portion of the five bridges which it is proposed to construct on the Oregon Coast Highway. They were ordered filed in the records of the department.

A letter was presented from the Hermiston Commercial Club requesting the relocation and construction of the Old Oregon Trail between Pendleton and the Wallula Cut-off, via Stanfield. The Commission denied the request due to the fact that funds available are insufficient to undertake this project at the present time. The Engineer was instructed to explain to the Club the status of the Commission's finances.

The Engineer reported that requests have been received from the Board of County Commissioners of Multnomah County and from the City Council of Portland that the state paint traffic stripes on certain of the roads and streets in those districts. He further stated that he replied that the Commission would be willing to use its forces and equipment to do this work, provided the City and the County would pay the entire cost thereof, which

he estimated would amount to between $30.00 and $40.00 per mile. The Commission approved the action taken by the Engineer.

The Engineer reported that the department's Packard car, which is used for Commission purposes, is badly worn and should be replaced because it has given considerable trouble recently and cannot be depended upon to give satisfactory service. He recommended that this car be traded in as a part purchase price on a new car of similar type. After some discussion of this matter, the Commission by unanimous vote adopted the recommendation of the Engineer.

The Engineer stated that he is in receipt of information to the effect that the Highway Department of the State of Washington contemplates the construction of an extension of the road which leads from Asotin, Washington, southerly to the Oregon state line north of Flora, and is considering the adoption of a location along what is known as Bear Creek route, whereas to make a good connection with the Oregon portion of this highway, it should be constructed along Buford Creek. He gave as his opinion that while this is not a matter of immediate concern so far as the construction of the Oregon portion of this road is concerned, still it is a serious matter because of the eventual importance of the road as an interstate connection and its location should be decided accordingly. He requested authority to write the Washington Highway Department to reconsider its plans for the construction it now has in mind, which authority was granted by the unanimous vote of the Commissioners present.

The Engineer reported that he received information from the Bureau of Public Roads, Washington, D. C., relative to the rules governing the expenditure of National Industrial highway funds for the construction of roads desired by the United States Railroad Coordinator to provide adequate year-round highway service in replacement of branch line railroad service proposed to be abandoned. According to the ruling, he said, preference must be given to this type of road; however, this does not greatly affect Oregon because there is only one highway; namely, the North Santiam Highway, which might be included in that classification. There are certain points on this highway between Stayton and Hall's Camp, Marion County, he said, where the Southern Pacific branch line serving the Hammond Lumber Company above Mill City occupies the only desirable location for a highway on the north side of the North Santiam River. The cost of constructing along this section of highway, he said, could be reduced by about $300,000 if the railroad company could be induced to abandon its line at this point. Mr. Farmer stated that the railroad was constructed by joint agreement between the Southern Pacific Company and the Hammond Lumber Company and that the latter company is not inclined to abandon the road, although it might be induced to do so upon the payment of $100,000; also, the Forest Service is reluctant to approve the abandonment of the railroad because of the large stand of timber in the district it serves. He suggested that a letter be written to the United States Railroad Coordinator requesting the abandonment of this railroad, thus making possible the construction of this highway at the proper location with the forest highway funds. After some discussion of this matter, the Commission instructed the Engineer to confer with the County Court of Marion County relative thereto

and to ask the County to make such request through the Chief of the Bureau of Public Roads.

The Engineer reported that the appropriation made by Congress in the National Industrial Recovery Act for the construction of roads across public lands other than national forests, amounts to approximately $335,000. He recommended that these funds be allocated as follows: Central Oregon Highway, $225,000; I. O. N. Highway north from McDermitt, Nevada, $40,000; Warm Springs Highway, Agency to Deschutes River, $70,000. After full consideration of this matter, the Commission, by unanimous vote of the members present, approved the recommendation of the Engineer as a tentative budget for these funds.

The Commission adjourned at 5:45 o'clock P. M. to reconvene at 7:30 o'clock P. M. in the Benson Hotel.

At 7:30 o'clock P. M. the State Highway Commission reconvened in the Rose Room, Benson Hotel, with the following present: Leslie M. Scott, Chairman; E. B. Aldrich, Commissioner; R. H. Baldock, State Highway Engineer, and H. B. Glaisyer, Secretary.

The Engineer reported that the annual meeting of the American Association of State Highway Officials is to be held at Milwaukee, Wisconsin, on October 9, 10 and 11, 1933, and he as Vice-President of the Western District of that Association has been asked to deliver a paper before the members. He inquired as to whether or not the Commission desires the Oregon Highway Department to be personally represented at this meeting. After some discussion the Commission, by unanimous vote of the members present, authorized the Engineer to attend this meeting at state expense, subject to the Governor's approval. It was also decided that one or more members of the Commission should attend this meeting at state expense.

The Engineer reported that a controversy exists in Lake County over the matter of relocation of the Fremont Highway just north of Lakeview and that some difficulty is being encountered in securing right of way therefor. He asked for instructions for procedure. After some discussion, the Commission instructed him to direct a letter to the Secretary of the Lakeview Chamber of Commerce, with a copy thereof to the County Judge of Lake County, stating that if the right of way controversy is not satisfactorily adjusted in the near future the Commission will be impelled to expend elsewhere the funds allocated to this project.

The Engineer reported that Miss DeLashmutt, who owns property adjacent to the Bertha-Beaverton Highway in Multnomah County which she alleges is being affected by recurring slides caused by the reconstruction of this highway, has offered to settle with the Commission for alleged damages as follows: Either she will accept the sum of $2,000 for a lease permitting the State to construct a drainage tunnel on her property to correct this condition, or she will deed to the State her property holdings, with the exception of her house, for the sum of $12,000, and that she will expect the State to move the house onto other property. He advised the Commission that the State

has already paid Miss DeLashmutt the sum of $4,500 for right of way across her property, which sum he deems sufficient, and it appears to him the only course now is to gravel and maintain the new grade. He further advised that he has discussed with the Attorney the legal features involved and it is the Attorney's intention to write Miss DeLashmutt that her property is sliding onto the highway; if she will permit the State to enter on her property and construct a drainage tunnel to correct this condition, the State will do so at its own expense, otherwise she must assume responsibility for damages that may occur to her property. After some discussion, the Commission refused the offer of Miss DeLashmutt and instructed the Engineer to have the Attorney write such letter at once.

The Commission discussed matters pertaining to the East Portland-Oregon City Highway through the town of Oregon City but made no changes in its previous decision with respect to either the adoption of the route or its construction. The Engineer was instructed to write the Oregon City people that their project is contingent upon their securing the necessary right of way along one of the two routes heretofore under consideration.

The Commission then discussed in a general way matters pertaining to the allocation of National Industrial highway funds to be expended within municipalities. Commissioner Aldrich stated he believed the improvement of the highway routes in the towns of Enterprise, Wallowa County, and Ontario, Malheur County, should be included in the tentative budget of these funds. Chairman Scott concurred with Commissioner Aldrich; thereupon, the Engineer was instructed to include these projects in the tentative list.

There was presented for consideration of the Commission the application of contractor F. C. Dillard for an extension of time of fifteen days to August 1, 1933, in which to complete contract No. 1459 for the grading and surfacing of the Koepke and Hinsdale Slough Sections of the Umpqua Highway in Douglas County. The Engineer advised that the contractor's delay was caused partly by unfavorable weather conditions and partly because the materials encountered were more difficult to handle than was anticipated. He further advised that the traveling public has not been inconvenienced by the delay, neither has the State been put to extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by the unanimous vote of the members present.

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

Contract No. 1397, with Clifton & Applegate, for grading the Biggs-John Day River Section of the Columbia River Highway in Sherman County, completed June 10, 1933;

Contract No. 1405, with Roy L. Houck, for grading and surfacing the First Hughes Section of Secondary State Highway No. 250 in Curry County, completed July 8, 1933;

Contract No. 1423, with Liesch & Tofte, for regrading and resurfacing the Gregg Ranch Section of the Pacific Highway in Lane County, completed June 24, 1933;

Contract No. 1426, with Fred H. Slate, for grading the Manzanita Section of the Oregon Coast Highway in Tillamook County, completed June 17, 1933;

Contract No. 1445, with General Construction Company, for grading the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, completed June 24, 1933;

Contract No. 1450, with West Contract Company, for concrete paving the New Era-Canby Section of the Pacific Highway in Clackamas County, completed July 8, 1933;

Contract No. 1462, with Berke Bros., Inc., for grading and surfacing the Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County, completed July 15, 1933;

Contract No. 1465, with Saxton & Looney, construction of paving and rock shoulders on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, completed June 1, 1933;

Contract No. 1471, with Edwin C. Gerber, for furnishing crushed rock on the Hot Lake-North Powder Section of the Old Oregon Trail in Union County, completed June 30, 1933.

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

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

Contract No. 1397, with Clifton & Applegate, for grading the Biggs-John Day River Section of the Columbia River Highway in Sherman County;

Contract No. 1405, with Roy L. Houck, for grading and surfacing the First Hughes Section of Secondary State Highway No. 250 in Curry County;

Contract No. 1423, with Liesch & Tofte, for regrading and resurfacing the Gregg Ranch Section of the Pacific Highway in Lane County;

Contract No. 1426, with Fred H. Slate, for grading the Manzanita Section of the Oregon Coast Highway in Tillamook County;

Contract No. 1445, with General Construction Company, for grading the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties;

Contract No. 1450, with West Contract Company, for concrete paving the New Era-Canby Section of the Pacific Highway in Clackamas County;

Contract No. 1462, with Berke Bros., Inc., for grading and surfacing the Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County;

Contract No. 1465, with Saxton & Looney, construction of paving and rock shoulders on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County;

Contract No. 1471, with Edwin C. Gerber, for furnishing crushed rock on the Hot Lake-North Powder Section of the Old Oregon Trail in Union County;

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

The Engineer reported that District Engineer W. H. Lynch of the Bureau of Public Roads on July 13, 1933 approved the award of the contract for paving the Canby Section and the North Unit of the Aurora-Brooks Section of the Pacific Highway to the Northwest Roads Company, Portland, which submitted the low bid therefor on July 11, 1933; also, that he immediately communicated this information by telephone to the individual members of the Commission, each of whom indicated his approval of the award to the Northwest Roads Company, and the contractor was accordingly notified. He asked the Commission to confirm the award of this contract. The Commission, by unanimous vote of the members present, approved the action of the Engineer and confirmed the award of the contract in question to Northwest Roads Company, Portland, the low bidder, at its bid price of $103,615 submitted on July 11, 1933.

There being no further business to come before the Commission at this time, the meeting was adjourned at 9:00 o'clock P. M. with the understanding that the date and place for the next meeting would be set immediately upon receipt of information from the Government approving the tentative budget for expenditure of National Industrial highway funds.

State Highway Engineer

Chairman

Secretary

Commissioner

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Portland, Oregon, July 31, 1933

The State Highway Commission met in special session at 3:00 o'clock P. M. in Room 1207, Benson Hotel. Present were:

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

C. G. Anderson, Portland, appeared before the Commission in behalf of W. E. McRae, Portland, and requested permission to use the ocean beach area at Manzanita, Tillamook County, as an airplane landing field during a celebration to be held there Sunday, August 6, 1933. He advised that this celebration is being sponsored by the Manzanita Community Club and that several prominent local fliers are scheduled to be in attendance and that no other landing field is available for their use. After some discussion, motion was made, duly seconded and carried by the unanimous vote of the Commission that this request be denied.

Mr. Ben T. Osborne, Executive Secretary of the Oregon Federation of Labor, was present regarding wage rates to be paid labor employed on highway work. He urged the Commission to adopt the wage scale for each class of work in conformance with the schedule submitted by him on June 28, 1933, rather than a minimum wage to be paid all classes of labor, stating that unless this is done contractors will consider such minimum to be the maximum they will be required to pay for any labor, regardless of its classification. He objected to the adoption of a wage rate of 55¢ per hour for unskilled labor and 65¢ per hour for skilled labor because he believed those rates will not create sufficient buying power for the workers.

Chairman Scott replied that the Commission has decided to adopt a wage scale which will be about 10% over wages paid during the past season, or 55¢ per hour for unskilled labor and 65¢ per hour for skilled labor, similar to those adopted by the neighboring states of Idaho and Washington. He pointed out that these rates are plainly minimum and that contractors may and are now paying more than such minimum rates for some classes of employment.

Mr. Dale, representing the Truck Drivers' Union, stated that they will not be satisfied with a wage of 65¢ per hour. The wages paid to truck drivers a year ago, he said, were barely sufficient to provide them with food and clothing, that they now demand a living wage commensurate with improved conditions.

Commissioner Washburne stated it was his understanding that President Roosevelt shortly will submit a code which will provide rates of pay for men employed on highway work and that this code automatically will solve the wage problem.

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Chairman Scott gave as his thought that the Commission should proceed under its present plan of specifying a minimum wage for skilled and unskilled labor until the Government code has been submitted, when such changes as are necessary may be made.

Mr. Osborne indicated that it would be satisfactory with them to wait for this code, provided the Highway Commission would defer the letting of contracts until such time. He informed the Commission that they would not be satisfied unless the wage scale submitted by them was incorporated in highway contracts and threatened to cause trouble for the Commission unless their demands were complied with.

After further discussion the Commission voted unanimously to proceed under the present plan, specifying minimum wages for skilled and unskilled labor until the President's code has been received, at which time adjustments in accordance therewith will be made. Thereupon the Commission by unanimous vote adopted a minimum wage of 55¢ per hour for unskilled and 65¢ per hour for skilled labor.

Mr. A. C. Marsters, Roseburg, and Mr. Guy Cordon, District Attorney of Douglas County, appeared before the Commission and discussed privately matters pertaining to the North Umpqua Highway between Roseburg and Diamond Lake, and the Smith River Road between Gardiner and Sulphur Springs.

Mayor Joseph K. Carson and Commissioners R. E. Riley and Ormond R. Bean representing the Portland City Council, accompanied by Frank Grant, City Attorney, and O. Laurgaard, City Engineer, were present and asked the Commission to allocate 60% of the National Industrial highway funds for expenditure in the Portland district. They stated that 87% of the registered unemployed of the State are in this district and the city is financially unable to care forthem; also, since the money was appropriated for relief purposes it should be expended where the unemployment is greatest and the allocation thereof based on such need rather than on the area or highway mileage. They gave as their opinion that the city of Portland can furnish better projects than any other city or town in the state to secure the most benefit from the funds in question.

The State Highway Engineer explained the provisions of the National Industrial Recovery Act relating to the expenditure of highway funds provided for therein. Fifty per cent of such funds, he said, must be expended for the construction of federal aid highways outside of municipalities, not less than 25% within municipalities, and not more than 25% on secondary or feeder roads. Twenty-five per cent of Oregon's share of these funds, he added, amounts to $1,526,000, of which approximately 73% has been tentatively allocated to projects in the northwestern portion of the state; also approximately 30% of the total federal funds available has been so allocated for expenditure within the Portland city limits and within a radius of fifty miles thereof, as follows:

I. National Industrial Highway Funds:

a. Federal Aid highways	$ 620,000
b. Secondary or feeder roads	315,000
c. Federal Aid routes into and through municipalities	870,000
Subtotal	$1,805,000

II. Emergency Funds Remaining from the 1932 Appropriation:

a. Pacific Highway between Portland and Salem	330,000
Total	$2,135,000

Commissioner Aldrich mentioned that conditions of distress are proportionately bad in other parts of the state, which fact must be given consideration by the Commission in the allocation of these funds. After further discussion of this matter the group was informed that its request will be given consideration, however, present indications are that it will be impossible to allocate more funds to their district than is now included in the Commission's budget.

Senator Joe E. Dunne, Portland, appeared before the Commission and inquired as to its plans to continue the improvement on the Columbia River Highway opposite the Rocky Point quarry between Linnton and Scappoose. He was informed by Chairman Scott that the Commission has discontinued this project for the time being because of high right of way costs.

Senator Dunne then brought up for discussion the matter of the injunction suit now pending relative to the transportation law enacted by the 1933 legislature. When the bill was being considered by the legislature, he said, it was estimated that the State Highway Commission would obtain the sum of approximately $500,000 under its provisions, which amount, according to his understanding, is all that the Commission would have for construction purposes. If the Court renders an adverse decision in the injunction suit, he added, the State will stand to lose this revenue, which it cannot afford to do; wherefore, in his opinion the Commission should at once state its position with respect to the matter. No action was taken on this matter by the Commission.

Senator Dunne complimented the Commission on its stand regarding the use of concrete and steel in the construction of the five proposed bridges on the Oregon Coast Highway.

The Commission by unanimous vote approved the minutes of the meeting held June 13, 1933.

The Engineer reported the receipt of a letter from W. H. Lynch,

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District Engineer of the Bureau of Public Roads, requesting that the minute entry of March 15, 1933, granting an extension of time to contractor Lindstrom & Feigenson in which to complete the construction of the Mary's River bridge at Corvallis, be amplified to show that the delay in securing the approval of the Bureau of Public Roads was occasioned because of the desire of the state to use processes and methods in the construction of this bridge which are at variance with previously accepted and approved practices. He suggested that the records be amended as follows:

> Lindstrom & Feigenson, contract No. 1404, construction of bridge over Mary's River on the West Side Pacific Highway at Corvallis in Benton County, requested an extension of time of 75 days to March 15, 1933 in which to complete this project. The Engineer stated that the contractors' delay was caused largely by the fact that they were required to perform considerable extra work, which work was omitted from the contract because of the emergency that existed necessitating the advertising of the project on short notice; also time was lost because of introduction of certain experimental work which necessitated delay in construction and further delay in securing the approval by the Bureau of Public Roads. Traffic has not been seriously inconvenienced in any way, he said, and the state has been put to only very little extra engineering expense because the engineer in charge of the work handled other work at the same time. He recommended that the extension requested be granted without penalty. Recommendation approved by the Commission by unanimous vote.

The suggestion made by the Engineer was approved by the Commission by unanimous vote.

The Engineer reported the receipt of notice from W. H. Lynch, District Engineer of the Bureau of Public Roads that he is now authorized to approve the advertisement of individual projects contained in Oregon's program for expenditure of National Industrial highway funds on federal highway routes outside of municipalities, provided such projects have unquestionable priority and satisfactory plans and specifications therefor have been submitted for each. He submitted a list of such grading, surfacing and paving projects from which the Commission, with the approval of Mr. Lynch who was present, authorized him to advertise the following for bids to be received at the next meeting, Mr. Lynch's approval being given subject to the condition that the projects would not be advertised until satisfactory plans and specifications for each have been forwarded to his office:

Highway	County	Section	Classification
Columbia River	Sherman	Biggs-John Day River	Bituminous Macadam
Columbia River	Sherman	Dillon	"
McMinnville-Tillamook	Polk & Tillamook	Grand Ronde-Boyer	"
McKenzie	Lane	Doyle Hill-Nimrod	"
Old Oregon Trail	Baker	Durkee-Gales	"
Old Oregon Trail	Baker	Lime-Huntington	"

Highway	County	Section	Classification
Oregon Coast	Lane	Lincoln County Line-Berry Creek	Oiling
Oregon Coast	Lane & Douglas	Glenada-Gardiner	Oiling
Wolf Creek	Clatsop	North Fork-Humbug Mt.	Grading
Old Oregon Trail	Baker	Dixie-Lime	Grading & Topping
Pendleton-John Day	Grant	Flowers Gulch-Middle Fork	Grading
The Dalles-California	Klamath	Klamath Falls-Terminal City	Concrete paving
Willamette	Klamath	Odell Lake	Grading
Wilson River	Tillamook	Mills Bridge-Dead Mans Creek	Grading

The Engineer reported that he frequently received requests from counties and cities to perform for them certain construction work for which they agree to pay the entire cost. He explained that he has usually complied with these requests, provided it is convenient to do so and they agree in writing to pay the costs. The State has lost nothing to date by doing such work, he added, however requests are becoming more frequent involving considerable state funds, wherefore, to insure against loss he suggested that the cities and the counties be required to submit with their applications certified checks in the amount of the estimated cost of the projects. The Engineer's suggestion was approved and adopted by the Commission by unanimous vote.

A letter was presented from McKenna & Company, lumber exporters of Portland, in which they inquire whether or not the rules and regulations of the State Highway Commission require them to obtain a log hauling permit to transport maple burls over state highways. It was the thought of the Commission that the product in question does not come within the meaning of the term "logs and piling" as used in the statutes, therefore no permit would be required. The Secretary was instructed so to inform McKenna & Company.

The Engineer requested authority to acquire real property for use in connection with highway construction work. The request was granted by the Commission and the following resolution with respect thereto was adopted by the Commission by unanimous vote:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission

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outlining the bases of settlement which have been agreed upon, and

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
S. P. Wye-Canby Section, Pacific Highway				
Cantril, G. E.	R/W	.062	$500.00 per A. plus $64.10	Benson
Canemah Section, Pacific Highway				
Southern Pacific Co.	R/W	0.23	1580.00 Lump Sum	Langille
Standard Fence Co.	"		380.06 Payment for fence per agreement with Portland Gen. Electric Co. for right of way	Gardiner
Aurora Section, Pacific Highway				
Ziegler, Jennie	R/W	0.21	(Nominal $1.00)	Langille
Netter, Herwig (correction)	"	0.003	$161.00 Lump Sum	"
Hebo-Dolph Section, McMinnville-Tillamook Highway				
Wood, A. B.	Quarry Site		Lease $200.00	Chandler
Klamath County, The Dalles-California Hwy.				
Algoma Lumber Co.	Stock Pile	0.345	1 yr. lease $20.00	Lytle
Cox, Raymond	" "	0.14	4 months lease $20.00	"
Gales-Lime Section, Old Oregon Trail Hwy.				
Langley, George M.	R/W	7.42	$100.00 per A.	
		1.24	10.00 " " plus $212.00	Schannep
Langley, Frederick	"	3.03	100.00 " " " 111.00	"
Oregon Portland Cement Co.	"	7.11	5.00 " " " 128.25	Benson
O.-W. R. & N. Co.	"		75.00 Lump Sum	

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Pendleton-Dead Mans Pass, Old Oregon Trail Hwy.				
Shillal, Elizabeth Bad-roads	Stock Pile	2.23	$ 55.00 Lump Sum	Schannep
McMinnville-Dundee Section, West Side Pacific Hwy.				
Johnson, James P.	R/W	0.12	$150.00 per A.	Benson
Tigard-Middleton Section, West Side Pacific Hwy.				
Hess, Hiram J.	R/W	0.06	$250.00 per A.	Benson
Multnomah County Line-Middleton, West Side Pacific Hwy.				
Fisher, Wm. I.	R/W	0.18	$400.00 per A. plus $128.00	Benson
Multnomah County, Lower Columbia River Hwy.				
Bruchner, John C.	R/W	0.0004	Nominal ($1.00)	Bentley
Makelin, S. H. and R. B.	"	0.30	$100.00 Lump Sum	Gardiner
Reeder, Olivia & Josephine	"	1.96	300.00 per A.	Bentley
Crooked Creek-Lakeview Section, Fremont Highway				
Wilcox, Amelia	R/W	3.15	$ 35.00 per A.	
Wilcox, Amelia	"	4.62	5.00 " " plus $423.00	McCallister
Weir, Robert L.	"	2.07	100.00 " "	
Weir, Robert L.	"	3.36	10.00 " " " 286.06	"
Hunter Estate & Favell-Utley Realty Company	"	30.15	For land nominal ($1.00) plus $1067.62	"
Shepard, Richard	"	5.2	$ 5.00 per acre	"
Mt. Hood Hwy., 3½ miles East of Sandy				
Fisher, Wm. F.	Stock Pile	0.95	$ 60.00 Lump Sum 5 yr. lease	Eason
Brooks-Hubbard Section, Pacific Highway				
Adelman, Frank	R/W	0.263	1200.00 Lump Sum	Gardiner

The Engineer reported that difficulties have been encountered in acquiring extra right of way for the improvement of the West Side Pacific Highway across the lands of R. R. and S. May Dodge in Yamhill County, wherefore he requested authority for the Attorney to institute condemnation proceedings to acquire such land if it cannot be acquired otherwise. The Engineer's request was granted and the following resolution with respect thereto was

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adopted by the Commission by unanimous vote:

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

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 3 in Yamhill County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the State that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land in the Flores Fullquartz D.L.C. No. 71, Twp. 3 South, Range 3 West, W. M., said parcel being a portion of that certain piece of property described in a deed to R. R. and S. May Dodge as recorded in Book 102 at Page 97, Deed Records of Yamhill County, Oregon; said parcel of land being more particularly described as follows:

Beginning at the intersection of the west line of said D.L.C. No. 71 and the 1933 relocated center line of the West Side Pacific Highway, at Engineer's Station 195+15.5, said intersection being 2130 feet south and 8 feet west from the northwest corner of said D.L.C. No. 71; thence North 0° 29' East along said west D.L.C. line a distance of 67.9 feet to a point which is 40.0 feet westerly from (and measured at right angles to) said relocated highway center line; thence North 36° 33' East parallel to said center line a distance of 904.4 feet to the north line of said Dodge property; thence South 89° 33' East along said north property line a distance of 49.5 feet to the center line of said highway; thence South 36° 33' West along said center line a distance of 988.5 feet to the point of beginning; subject to the existing rights of the public for public highway purposes over and across the above described parcel of land.

The parcel of land described above contains 0.87 acres, of which 0.66 acres lie within the present public right of way; net new area 0.21 acres.

and

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

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

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

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

A letter was presented from Amedee M. Smith, President of the Portland Chamber of Commerce, stating that their Board of Directors requests the State Highway Commission to increase its allotment of federal funds for construction work on the Wolf Creek Highway so as to provide additional employment for men in the Portland district. The Secretary was instructed to inform Mr. Smith that the Commission expects to award another contract to complete the grading of this highway between Elsie and Necanicum but the surfacing of this highway cannot be done at this time because of the limited funds.

Numerous petitions from organizations of Portland and vicinity were presented in which the Commission is urged to immediately obtain the necessary right of way and allocate sufficient federal aid funds for the

construction of the Wolf Creek Highway between Elsie and Sunset Camp, a distance of approximately 17 miles, thereby making this highway available for use during the life of the petitioners. The Secretary was instructed to acknowledge receipt of these petitions, and to inform the signers relative to the Commission's present plans for the construction of this road.

There was presented a letter from Mr. Thomas Giffen, Canyonville, in which he states that the Southern Pacific Company is now operating its Greyhound night coaches, which he alleges weigh approximately 15 tons, over the Winston Bridge on the Pacific Highway south of Roseburg, in violation of the order of the Commission limiting the loads that may be transported over this bridge to 12½ tons; also in which he suggests that the Commission either cause the arrest of the operators of these night coaches or refund the fines paid by independent truck operators who have been prosecuted for violating the reduced load limit order. The Engineer stated he received information from the Southern Pacific Company that their buses, fully loaded, do not weigh more than 12½ tons, however, in view of Mr. Giffen's complaint he will have them weighed immediately to verify that information. After further discussion the Commission instructed the Secretary to convey such information to Mr. Giffen, further stating that it appears his complaint is one of law enforcement which should be taken up with the Department of State Police.

Numerous petitions from various organizations were presented requesting the Commission to allocate all funds possible for the construction of the South Santiam Highway.

Likewise, numerous petitions, resolutions and communications were presented requesting the allocation of all possible funds for additional construction work on the North Santiam Highway.

The Secretary was instructed to advise the petitioners that the Commission is now considering the allocation of funds for the construction of both of these highways and has included in its tentative budget certain sums for each.

A number of resolutions were presented from granges throughout the state in which the Commission was requested to make use of timber in the construction of the major portion of the five proposed bridges on the Oregon Coast Highway. The Commission ordered the resolutions filed in the records of the Department.

There was presented a letter from the Gold Hill Chamber of Commerce in which the Commission is requested to allocate some National Industrial highway funds required to be expended for municipal improvements, to the widening of the Pacific Highway through their city. The Engineer reported that he has this project under consideration and has negotiated with the Southern Pacific Company for the extra right of way required but as yet has not been able to reach an amicable settlement therefor. He advised that the present highway through Gold Hill is satisfactory to provide temporary widening work without the railroad property. After some discussion the matter was referred to the Engineer for further investigation.

A letter was presented from the County Court of Clatsop County in which they requested the Commission to provide funds to complete the surfacing of the Nehalem Secondary Highway No. 102 in Clatsop County between Sager Creek and the Columbia County line, which was graded and partly surfaced in 1932. They offered the use of the county rock crusher near Fish Hawk Falls for this work. The Engineer advised that this is a secondary highway but there are no secondary highway funds available to do this work this year; also, there are no National Industrial highway funds available because this project was not included in the Commission's program of such funds which was submitted to the Government for approval. In view of the Engineer's report the Commission declined the request of the Clatsop County Court.

A petition was presented from citizens of Eugene requesting that there be allocated toward the completion of the Willamette Highway as great a portion of forest highway funds as is possible. The Secretary was instructed to acknowledge receipt of the communication and to file it in the records of the Department.

Consideration was given by the Commission to the complaint of R. W. Hogg, West Salem, Oregon, who alleges that his property will be severely damaged if the Commission adopts the alignment laid out by its engineers for the improvement of the Salem-Dallas Highway across his property between West Salem and Rickreall. The Engineer advised that the surveys are as yet incomplete and he does not yet know where the revised line will pass through Mr. Hogg's property. After further discussion Chairman Scott advised that he would reply to Mr. Hogg's complaint.

The Engineer discussed with the Commission the matter of snow removal on the Mount Hood Highway. He stated that he has received a number of claims from the owners of property near Government Camp who allege their property has been damaged by the Highway Department's snow removal operations whereby large volumes of snow have been cast upon their property beyond the limits of the highway right of way. He advised that an opinion has been received from the Assistant Attorney which states that the State has no legal authority to cast snow on private property adjoining the highway right of way without permission from the owner, and suggests that easements be obtained from the various property owners authorizing the disposal of snow as may be required in order to provide a parking space for automobiles. It was his thought that such easements should be obtained but that the business men at Government Camp and the organizations sponsoring winter sports there should be required to obtain them, otherwise the State could be held liable for damages to private property resulting from the snow removal operations. The Assistant Attorney, who was present, confirmed his opinion as given by the Engineer. He added that without authority from the property owners the Highway Commission can be held liable for resulting damages. After some discussion the Commission approved the suggestion that easements be obtained from the various property owners and referred the matter to the Assistant Attorney to handle for the best interests of the State.

There was presented to the Commission for approval a bargain and

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sale deed whereby the State, through its Highway Commission, conveys to Henry V. Bauer a .75 acre tract of land situated in the SE¼ of Sec. 12, T. 4 S., R. 1 W., W. M., Clackamas County. The Assistant Attorney explained that this tract is a portion of a tract acquired by the State for the improvement of the Pacific Highway near Aurora and is outside the standard width right of way, therefore is of no value to the State for highway purposes. He recommended that Mr. Bauer's offer of $150.00 for this area be accepted. The recommendation of the Assistant Attorney was adopted by the unanimous vote of the Commission. The Commission thereupon signed the deed conveying the area to Mr. Bauer.

The Engineer reported that a communication has been received from contractor C. J. Montag objecting to the payment of extra engineering expense charged to him by the State as a penalty for overrunning the time limit specified in his contract for the construction of five pile trestles on the Monroe-Junction City Section of the West Side Pacific Highway in Lane County; also in which he sets forth certain claims he has against the State for extra work which he will present if he is not relieved from the payment of the extra engineering cost up to and including May 1, 1933. The Engineer advised that one of the bridges under this contract was changed from a three-span to a five-span structure because of protests made by adjacent property owners. This, he said, would automatically extend to a certain degree the time of completion of this project without penalty. In view thereof, also because Mr. Montag has agreed to pay the extra engineering costs subsequent to May 1, 1933, he recommended the modification of the Commission's previous order so as to relieve Mr. Montag of the extra engineering costs incurred during March and April, 1933. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Clifton & Applegate, contract No. 1397, grading the Biggs-John Day River Section of the Columbia River Highway in Sherman County, requested an extension of time up to and including June 10, 1933 in which to complete this project. The Engineer advised that the contractor worked very diligently during the winter months, completing most of the work within the specified time limit; also, the principal cause of the delay was the construction of a retaining wall and clean-up work which in no way inconvenienced the traveling public nor increased the engineering costs. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Odom & DuRette, contract No. 1390, clean and paint the Interstate Bridge over the Columbia River at Vancouver, Washington, requested an extension of time to June 10, 1933 in which to complete this project, giving as the cause for delay inclement weather conditions during the progress of the work. The Engineer stated that the contract called for completion of this project on October 31, 1932 with the provision that such time as the contractor was held up by order of the Engineer because of bad weather should be added to the time specified for completion. He further stated that weather conditions were such

that the contractor could work only intermittently up to December 14, 1932 when he was ordered to discontinue the work until more favorable weather in the spring. The contractor complied with this order, he added, and subsequently completed the work on July 1, 1933 with no inconvenience to the public and at very little extra expense to the State for engineering. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

F. L. Odom, contract No. 1463, construction of a bridge over the John Day River on the Columbia River Highway in Clatsop County, requested an extension of time to August 31, 1933 in which to complete this project, giving as his reason the failure of the creosoting company to provide him with materials, also unfavorable weather conditions. The Engineer advised that difficulties were encountered in the construction of an approach embankment at the east end of the bridge and it was deemed advisable to defer the driving of piling for the bridge until such time as the embankment was completed and danger of movement to the underlying material was eliminated. Accordingly he notified the contractor which resulted in his being held up about two months in completing that part of the work. The contractor was further delayed, he added, because of the necessity to splice a considerable number of creosoted piling purchased for the job, softer material having been encountered in the stream bed than was anticipated. The State incurred no extra engineering expense other than the salary of the resident engineer on the job, wherefore in view of the circumstances which caused the delay he recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Saxton & Looney & Co., contract No. 1453, grading the Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, requested an extension of time to July 31, 1933 in which to complete this project, giving as their reason the performance of extra work not included in the contract and delays incident to the securing of right of way. The Engineer advised that the contractor was not responsible for the delay in completing this project within the specified time limit, therefore he recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

Dunn & Baker, contract No. 1476, furnishing crushed rock in stock piles on The Dalles-California, Green Springs and Klamath Falls-Lakeview Highways in Klamath County, requested an extension of time to July 25, 1933 in which to complete this project, giving as their reason the furnishing of considerable quantities of material above that specified in the contract. The Engineer advised that the contractor did all possible to complete this project within the specified time limit, also the traveling public has not been inconvenienced by the delay, neither has the State incurred extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Dunn & Baker, contract No. 1409, regrading and surfacing the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, requested an extension of time up to and including May 20, 1933 in which to complete this project, giving as their reason bad weather conditions. The Engineer advised that bad weather conditions interfered greatly with the proper screening of maintenance material wherefore it was necessary for him to delay his operations until the weather improved. He further advised that the traveling public has not been inconvenienced, neither has the State incurred extra engineering expense. He recommended that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the unanimous vote of the Commission.

Washburn & Hall, contract No. 1467, construction of two bridges over Bear Creek on the Pacific Highway in Jackson County, requested an extension of time to June 21, 1933 in which to complete this project, giving bad weather conditions as the cause of their delay. The Engineer advised that the date specified in the contract for the completion of this project was May 31, 1933 but the project was actually completed on June 21, 1933, an overrun of 21 days. He further advised that bids were taken on this project on January 25, 1933, but the contractor was not awarded the contract until February 24, so he would be entitled to a 30 day extension without penalty. The traveling public, he said, has not been inconvenienced because the pavement adjacent to the bridges was not open to travel, also the only additional expense incurred is the salary of the resident engineer on the job. It was his recommendation that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

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

Contract No. 1454 with Northwest Roads Co. for paving and oiling the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, completed July 15, 1933;

Contract No. 1474 with A. S. Wallace, for furnishing crushed gravel on the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County, completed June 17, 1933;

Contract No. 1477 with Quinn-Robbins Co., Inc. for furnishing crushed rock on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County, completed July 3, 1933.

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

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

Contract No. 1454 with Northwest Roads Co. for paving and oiling the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County;

Contract No. 1474 with A. S. Wallace, for furnishing crushed gravel on the Mystic Creek-Winston Section of the Coos Bay-Roseburg Highway in Douglas County;

Contract No. 1477 with Quinn-Robbins Co., Inc. for furnishing crushed rock on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Baker County.

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

Consideration was given by the Commission at this time to the election of its Chairman for the ensuing year. Upon motion of Commissioner Aldrich, duly seconded by Commissioner Washburne, Chairman Scott was re-elected to that office.

The Commission set August 24 and 25, Portland, as the tentative date and place for the next regular meeting for the receiving of bids for highway construction projects. The Secretary was instructed to make the necessary arrangements for a room in which to hold the meeting.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:30 o'clock P. M.

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Portland, Oregon, August 8, 1933

The State Highway Commission met in special session at 10:00 o'clock A. M. in the Tyrolean Room, Benson Hotel, for the purpose of conferring with representatives of the U. S. Bureau of Public Roads and the U. S. Forest Service with respect to the programming of additional forest highway funds, amounting to $1,260,000 appropriated to the State of Oregon under the provisions of the National Industrial Recovery Act. Present were:

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

Present representing the Bureau of Public Roads were W. H. Lynch, District Engineer, and H. D. Farmer and F. E. Andrews, Senior Highway Engineers; representing the Forest Service were C. J. Buck, Regional Forester, and James Frankland, Acting Regional Engineer.

The Commission gave to several delegations opportunity to present arguments in behalf of the forest highway projects sponsored by them.

A delegation from Linn County, consisting of County Commissioners H. A. Renninger and H. F. Warren, Senator S. M. Garland, Lebanon, and J. H. Ralston, Chairman of the Roads Committee of the Albany Chamber of Commerce, appeared in behalf of the Santiam Highway. Senator Garland and Mr. Ralston presented the arguments for this group.

Senator Garland stated they believed that this highway unintentionally has been discriminated against; further, that no highway in the state is more beautiful or more useful; that none will lend itself better for future development of the territory served; that this highway will be the lowest pass across the Cascade Mountains and can be constructed with slight grades and easy curvature. He stated that Linn County has spent nearly one-half million dollars for right of way for this road and its construction, in cooperation with the State, but its funds are now exhausted and it has no further means to provide employment for some of its needy. He pointed out that this highway is one designated by the legislature as a part of the original state highway system and for that reason should be given priority in the allocation of funds available.

Mr. Ralston stated that Linn County has paid more money into the state highway fund than it has received for highway construction within its borders; that there are only two state highways in Linn County; namely, the Pacific and the Santiam. The Santiam Highway, he said, is eligible for any funds at the disposal of the State Highway Commission, being on the federal aid, forest and state highway system. He called attention to the fact that this highway was designated by the legislature as one on the original state highway system and exhibited a map prepared by the Highway Department to

verify this statement. This highway, he said, is the only one on the original system serving a large population that has not been completed and gave as his thought that the legislature in placing it on that system did not do so with the idea that its construction would be deferred until other highways subsequently designated had been completed. He declared that this road is an economic necessity to provide means for interchange of products between the Willamette Valley and Central Oregon points, wherefore the construction of the remaining gap, 18 miles in length, is fully justified. He further advised that their project has the support of all communities between Central Oregon and the coast; also, that the Oregon State Motor Association endorses the completion of this project before any new ones are started.

Frank Groves, Corvallis, advised the Commission that the Corvallis Chamber of Commerce has on various occasions gone on record as favoring the completion of the Santiam Highway; also that various Chambers of Commerce of Lincoln County have taken similar action.

A delegation from Marion County, consisting of County Judge J. C. Siegmund and County Commissioners J. E. Smith and Roy S. Melson, County Engineer Hedda S. Swart, Harry Crain, Wm. McGilchrist, Jr., Henry W. Meyers, B. E. Sisson, W. E. Hanson, W. I. Needham, and others, presented arguments in behalf of the North Santiam Highway.

Mr. Crain was spokesman for the group. He stated that the economic arguments presented by the delegation just heard are also applicable to the North Santiam project and added that such route is the shortest of any between Central Oregon and Portland and to coast points north of the McKenzie Highway. He further stated that Marion County has expended $640,000 of its funds for the construction of the road between Salem and the National Forest boundary near Mill City and in addition has pledged the sum of $250,000 for further construction within the forest area in cooperation with the U. S. Forest Service. He called attention to the fact that this road is not on the state highway system and they must depend to a very large extent on forest highway funds for its construction, it being ineligible for either state or federal aid funds. He gave as his thought that it would take considerably less money to complete the construction of the North Santiam Highway than the Santiam Highway; also that the road can be constructed with lower grades and less curvature than any of the highways that cross the Cascade Mountains. He asked particularly that funds be appropriated for the grading of the eight-mile section at the south end of this road near its junction with the Santiam Highway, which construction will open the road to traffic through its entire length.

The Engineer gave figures to show the comparative distances and cost of construction of each of the routes under discussion. To complete the construction of the North Santiam Highway from Mill City to the Santiam Highway junction, he said, using the Southern Pacific Railroad Company's grade into the Hammond Lumber Company's holdings, will cost approximately $1,175,000. Without using the railroad grade, he added, it would cost approximately $1,550,000. To complete the Santiam Highway from Cascadia to the junction with the North Santiam Highway he estimated would cost approximately $1,380,000.

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The distance from Bend to Portland via the Santiam Highway through Albany, he said, is 203.7 miles, compared with 191.4 miles via the North Santiam Highway through Salem, the North Santiam route being approximately 12 miles shorter than the other. He called attention to the fact that both routes can be shortened somewhat by the construction of cut-offs and explained that the distance from Bend to Portland via the North Santiam route can be reduced to 180.5 miles by a highway down the Clackamas River via Silverton and by-passing the city of Salem; also that the distance to Portland via the Santiam Highway can be reduced to 197.9 miles by the construction of a cut-off to the town of Jefferson, by-passing Albany. The difference between the two, using the cut-offs, he pointed out, is approximately 17 miles in favor of the North Santiam route. The Engineer further advised that the distance to Bend from Portland via the Wapinitia Highway is 197.7 miles which will be reduced to 171.7 by the construction of the proposed Warm Springs Highway extending northwesterly from Madras through the Warm Springs Indian Agency.

Chairman Scott called attention to the fact that the estimated cost to complete each of the routes under discussion is nearly the same. The question before the Commission in its conference with the Government officials, he said, is whether the funds should be concentrated on the completion of one of these highways or divided between the two, thereby delaying completion of both. The funds at the disposal of the Commission are federal moneys and the Commission is in no position to tell the Government what distribution to make, he added. He thanked the delegations for their appearance and advised that their presentations will be given due consideration by the Commission in the allocation of the funds available.

Senator B. L. Eddy, accompanied by A. C. Marsters and W. C. Harding, all of Roseburg, appeared before the Commission in the interests of the proposed North Umpqua Highway. Senator Eddy was spokesman for the group. He reiterated arguments previously presented in support of the allocation of funds to the construction of this road, adding that economically the Commission is justified in allocating funds for this purpose, not only because it will open recreational areas but will provide a commercial road for interchange of commodities between Douglas County and Central Oregon. He gave as their thought that they are entitled to a certain amount of government funds for the construction of this road because the road passes through large government holdings which are of vital concern to the Federal Government.

Mr. Eddy called attention to the fact that the Government has one of its Civilian Conservation Corps camps located near Steamboat Creek on this highway and should the Government disband this camp sometime during the winter, the men will become charges of Douglas County. In order to prevent a situation of this kind he asked the Commission to allocate some of the forest highway funds to construct a section of such road this winter so that the men will be kept busy, in addition to making a start to construct this highway. He also suggested that the surveys now under way between Steamboat Creek and Big Camas be extended westerly from Steamboat Creek to ascertain what effect future power developments will have on the road below that point.

Mr. Harding urged the construction of this road from the agricultural

standpoint. He stated that at the present time there is no road across the Cascade Mountains for a distance of 200 miles south from Eugene whereas there are six such crossings in the 125 miles north from Eugene. He appealed for this road in behalf of the farmer. The construction of the 22-mile gap on this highway, he said, will make it possible for farmers to travel between Roseburg and Central Oregon to market their produce at a greatly reduced cost in transportation.

Mr. Marsters stated that the snowfall in the Diamond Lake district is not severe. He advised that he has wintered cattle around Big Camas, which cannot be done where snowfall is heavy. It was his thought that a road through this district can be easily kept open during the winter season; also that the Commission should allocate forest funds for the construction of this road because the Government owns or controls forty-five percent of Douglas County and they feel they are entitled to Government funds.

Mr. A. D. Coulter, Seattle, President of the Cornucopia Mines Company, appeared before the Commission and requested an allocation of forest highway funds to improve the road extending from the town of Carson northerly to the town of Cornucopia in Baker County, a distance of approximately 4½ miles. He stated that their company has spent approximately $150,000 in the last two years to bring the Cornucopia mine into production and they are now ready to proceed with their operations, which will eventually furnish employment to 350 or 400 men. He advised that it is their intention to transport their concentrates from the mine to their smelter at Tacoma and there is no road available except the one in question which, he said, is in very bad condition, being narrow, winding and rough. He asked the Commission to allocate approximately $25,000 to improve this road by widening, straightening and surfacing to enable them to move these materials by truck. In reply to inquiry from Mr. Scott, Mr. Coulter stated that the traffic over the road would probably not exceed 5 cars per day. In answer to an inquiry directed by Mr. Aldrich he stated that the best authorities in the country have advised him that this mine will produce for the next 50 years. He admitted that the road is not of state-wide importance or of interest from a traffic standpoint but he thought it of sufficient interest to the State since employment will be furnished 300 or 400 men.

The State Highway Engineer advised that to construct this road on the proper location would cost approximately $60,000; to make a temporary improvement in accordance with Mr. Coulter's wishes would probably cost about $15,000 or $20,000. He doubted if the Government would approve the expenditure of forest highway funds for temporary work of this kind.

Mr. Robert N. Betts, Chairman of the Oregon State Mining Board, appeared with Mr. Coulter in behalf of this improvement. He stated that it would be possible to transport the concentrates of this mine over the existing road but it would cost considerably more than if the improvement requested were made.

Mr. Scott advised Mr. Coulter he believed the improvement of this road is a matter of private concern, however, it will be given further

consideration and he will be advised later in the session of the action taken. In this connection a letter was presented from the County Court of Baker County endorsing the project but no action was taken thereon by the Commission. This matter was considered later in the session and the request of Mr. Coulter was denied by the Commission by unanimous vote.

A delegation from Salem, consisting of Chris Kowitz, City Attorney, J. H. Davis, Assistant City Engineer, and C. A. Gies, appeared before the Commission regarding the North Capitol Street improvement in Salem which they previously requested be included in the program for allocation of National Industrial Highway funds for municipalities. Mr. Kowitz acted as spokesman for the group. He stated that the survey for this improvement has been made and the plans filed in the office of the State Highway Engineer, which plans include the widening of this road from the north city limits of Salem southerly a distance of about one mile, to 40 feet, except through the Hollywood business district where, on account of traffic congestion, they propose to widen to 50 feet. He added there is also included in the plans provisions for a new bridge over North Mill Creek and the straightening of the present alignment at Shipping Street. The estimated cost of this improvement, he said, including the bridge, is $45,000. No action was taken by the Commission on this matter.

Mr. Kowitz then asked the Commission to consider in its program for moneys to be expended in municipalities, the construction of a grade separation structure at the north city limits of Salem where the Southern Pacific Railway tracks now cross the Pacific Highway at grade. He was informed by Chairman Scott that while this project is meritorious it appears impossible to include it in the program because it is not entirely within the city limits; furthermore the cost of obtaining the necessary right of way is prohibitive.

Mr. James T. Chinnock, Grants Pass, appeared before the Commission and requested that National Industrial highway funds required to be expended in municipalities be allocated to the improvement of Sixth Street in their city, the route of the Pacific Highway. He stated this highway is now paved 20 feet in width but that the pavement is broken up badly and needs replacement; that the city has no funds for this purpose, therefore they request aid from the State Highway Commission. The Engineer advised that there is included in the tentative budget for federal funds to be expended in municipalities the sum of $10,000 for the improvement of the Pacific Highway in Grants Pass just north of the Rogue River Bridge. He further stated that it appears to him the balance of the improvement requested is a maintenance project and he doubted very much if the Government would approve the expenditure of its funds for such purpose.

The Commission adjourned at 1:00 o'clock P. M. to reconvene at 2:30 o'clock P. M. in the same room.

At 2:30 o'clock P. M. the State Highway Commission reconvened in the Tyrolean Room, Benson Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

Mr. James B. Jones, hauling contractor of Portland, appeared before the Commission and inquired whether he would be granted permission to transport

a logging locomotive on a truck and trailer over the Pacific and Willamette Highway from Eugene to Dexter, Lane County, for the Guistiana Lumber Company of Eugene. The Commission denied the request, instructing Mr. Jones to have the locomotive dismantled to come within the statutory weight limits.

The Commission at this time conferred with the representatives of the Bureau of Public Roads and the Forest Service who were present at the morning session regarding the programming of $1,260,000 forest highway funds, being the balance of such funds appropriated to Oregon under the National Recovery Act. After full discussion the Commission signed a joint letter with W. H. Lynch, District Engineer of the Bureau of Public Roads, and C. J. Buck, Regional Forester, directed to the Forester and Chief of Bureau, Washington, D. C., recommending a program for these funds as follows, the program having been agreed upon by unanimous vote of all parties concerned:

Funds Available:

Fiscal Year 1934 Apportionment		$2,186,449.00
Deductions:		
B.P.R.Administration, F.Y. 1934-35. (Washington).....	$18,000.00	
B.P.R. Administration, F.Y. 1934-35 (District Office and Regional Office)...	90,000.00	
Equipment	20,000.00	
Administration, Forest Service.....	21,860.00	
Contingent	91,589.00	
Projects covered in previous Program Letters	685,000.00	926,449.00
Total available for allocation		$1,260,000.00

Recommendations:

Project No.	Project	Approx. Length (Mi.)	Recommended Allocation	Remarks
NR-1A1	McMinnville-Tillamook	8.0	$ 185,000.00	Grading
NR-5-D3,E2,F2,J1	Oregon Coast	12.9)	75,000.00	Oil Surf.
NR-5-H1,I1	do	19.5)		
NR-10-A1,B1,D	Oregon Coast	19.4	50,000.00	Oil Surf.
NR-16-C3,E2,F4	Tiller-Trail	7.0	35,000.00	Sub-base Surf.
NR-21-G	Willamette	5.0	150,000.00	Grading
NR-23-G2,H	Santiam	8.0	170,000.00	Grading & Br.
NR-24-E1	North Santiam	4.0	80,000.00	Grading
NR-25-A6,C9	Mt. Hood)			
NR-26-A4	Wapinitia)	10.0	50,000.00	Oil Surf.
NR-37-B2,C	Weston-Elgin	6.5	100,000.00	Grading
NR-39-A1	Enterprise-Imnaha	0.2	30,000.00	Bridges
NR-43-B2,C4	Diamond Lake	24.0	150,000.00	Surf.
NR-46-A1	Cascade Lakes	5.5	75,000.00	Surf.
	Maintenance (F.Y. 1935)		75,000.00	
	Surveys		35,000.00	
	Total		$1,260,000.00	

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Consideration was given by the Commission to the bids received by the Board of Control for the purchase of a seven-passenger automobile to replace the Commission's Packard car which has served its usefulness. The Commission accepted the bid of Otto Wilson, Salem, for a seven-passenger Buick at $1,700, plus the Packard car for which he allowed $497. The only other bid received was that of Clark Cadillac Company, Portland, at $2,916 less a discount of $249 and an allowance of $525 for the Packard car, or a net bid of $2,142.

There was presented a petition signed by six property owners residing along the Alsea-Deadwood Secondary Highway in Benton County in which objection is offered to the adoption of the proposed route of this highway between the Ben Wren place and the Bardorff place, also setting forth reasons for a review and relocation of such section. The Engineer advised that the present road is crooked and if it is to be rebuilt the money should be expended on a proper alignment, which in this instance will deviate considerably from the present location along which the petitioners have constructed their homes. After some discussion of this matter it was decided unanimously by the Commission that Chairman Scott, Commissioner Washburne and the Engineer should make a joint inspection of this road within the near future.

The Engineer reported on the request of the Oregon State Board of Control and the Sodaville Community Club that funds be provided for the construction of a road from Sodaville to a connection with the Santiam Highway which will pass through the Sodaville State Park in Linn County. He advised that this road is neither on the primary nor secondary highway systems but is a market road under the jurisdiction of the Linn County Court, therefore the Commission is without authority to expend its funds for improvements thereon. The Secretary was instructed to so inform the petitioners and to advise them that the Commission feels that the amount budgeted for the improvement of the Santiam Highway under the National Industrial Recovery program is the best that can be done by the Commission for the relief of unemployment in their community.

A petition was presented from the residents of Gardiner, Douglas County, requesting that there be included in the plans for the proposed improvement on the Oregon Coast Highway through their town, provision for the widening of the proposed pavement on the north side of the street through their business district so that it will extend to the existing sidewalk thereby eliminating an unpaved gap. The Engineer advised that the request involves the widening of the pavement about 4 feet for a distance of $\frac{1}{4}$ mile and that this work could be done for approximately $1,000. He recommended that the request be approved and that the work be included in the contract for the surfacing of the Glenada-Gardiner Section which is to be done as a federal aid project with National Industrial highway funds. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Resolutions were presented from Central Grange No. 276 of Oregon City, Nehalem Valley Grange No. 284 of Jewell, and the Pleasant Valley Grange No. 537 of Tillamook, in which the Commission is urged to use Oregon lumber in the construction of the major portion of the five proposed bridges on the Oregon Coast Highway. The Commission ordered the resolutions filed in the records of the Department.

There were presented numerous petitions from organizations of Portland and vicinity in which the Commission is urged to acquire the right of way and allocate sufficient National Industrial highway funds to complete the construction of the 17-mile gap of the Wolf Creek Highway between Elsie and Sunset Camp. The Commission ordered these resolutions filed in the records of the Department.

Consideration was given by the Commission to the resolution adopted by the Common Council of Arlington in which it was requested that National Industrial Recovery funds for municipalities be allocated to the improvement of Main Street in their city. The Engineer advised that this project is being considered in the program of funds to be expended within municipalities.

A communication from the Portland City Council was presented, endorsing its previous request for the allocation of National Recovery municipal funds for certain municipal improvements within their city. No action was taken by the Commission on this matter for the reason that it now has the attention of the Engineer.

The Engineer reported that under the present ruling governing the operations of the Civilian Conservation Corps camps which are doing reforestation work throughout the state, the establishment of auxiliary camps away from headquarters is strictly prohibited. Under that ruling, he said, it is almost impossible to secure improvements in state parks because they are too small to accommodate a standard camp of 200 men. He recommended that a letter be written to Mr. Robert Fechmar, Director of Emergency Conservation Work, Washington, D. C., urging the adoption of a liberal policy with regard to the establishment of auxiliary camps so that advantage can be taken of the funds provided by the Federal Government for improvements of this nature. After some discussion Chairman Scott stated that he would write such letter.

There was presented to the Commission for approval a deed from Mr. and Mrs. J. C. Ainsworth, Portland, conveying to the State for park purposes the following described forty-acre tract of land situated adjacent to the Columbia River Highway a short distance east of Horsetail Falls: Southeast quarter of the Southwest quarter of Section 3, Township 1 North, Range 6 East, W. M., in Multnomah County, containing forty acres, more or less. The Secretary explained that this area is given to the State as a gift by the grantors so as to preserve its natural scenic beauties for future generations. The Commission by unanimous vote accepted the deed in behalf of the State and instructed the Secretary to convey to Mr. and Mrs. Ainsworth the Commission's sincere appreciation for their generous gift. The Secretary was also instructed to inform Mr. and Mrs. Ainsworth that the Commission would be pleased to name this area "Ainsworth Park" in their honor and will do so, unless they suggest some other name.

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

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Contract No. 1456 with A. Milne, for the construction of a bituminous macadam wearing surface on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, completed July 24, 1933;

Contract No. 1458 with A. S. Wallace for furnishing maintenance materials on the South Unit of the Redmond-Chemult Section of the McKenzie, McKenzie-Bend, Ochoco, and The Dalles-California Highways in Deschutes, Crook and Klamath Counties, completed July 17, 1933;

Contract No. 1461 with J. A. Terteling & Sons, for grading the Drinkwater Pass Section of the Central Oregon Highway in Harney County, completed July 27, 1933;

Contract No. 1466 with Washburn & Hall, for grading and paving the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, completed June 30, 1933;

Contract No. 1470 with Schmeer & Williams, for furnishing crushed rock for the Ironside-Brogan Section of the John Day Highway in Malheur County, completed July 15, 1933.

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

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

Contract No. 1456 with A. Milne, for the construction of a bituminous macadam wearing surface on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County;

Contract No. 1458 with A. S. Wallace, for furnishing maintenance materials on the South Unit of the Redmond-Chemult Section of the McKenzie, McKenzie-Bend, Ochoco, and The Dalles-California Highways in Deschutes, Crook and Klamath Counties;

Contract No. 1461 with J. A. Terteling & Sons, for grading the Drinkwater Pass Section of the Central Oregon Highway in Harney County;

Contract No. 1466 with Washburn & Hall, for grading and paving the Bear Creek-Ashland Section of the Pacific Highway in Jackson County;

Contract No. 1470 with Schmeer & Williams, for furnishing crushed rock for the Ironside-Brogan Section of the John Day Highway in Malheur County;

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

The Attorney reported the receipt of a letter from James L. Conley, Attorney, Portland, stating that a suit has been filed by M. L. O'Neil against the Portland Sand & Gravel Company for an alleged infringement of his patent covering certain processing of materials used in state highway construction, particularly in connection with the contract awarded that company for the surfacing of the Scottsburg-Paradise Creek Section of the Umpqua Highway in Douglas County, contract No. 1369. He inquired whether or not the Commission wishes to assist the contractor in his defense. He advised that it was not absolutely necessary for the State to intercede in this case, but if it is decided to do so he would suggest that the highway departments of the neighboring states be asked to join because this matter also involves highway construction work in all of the states. The attorney was authorized by the unanimous vote of the Commission to participate in the defense of this action.

Dr. E. B. McDaniel, President, and Mr. Ray Conway, Manager of the Oregon State Motor Association, appeared before the Commission and discussed informally a number of matters pertaining to the State Highway Department. They stated that a number of complaints have been received from tourists regarding the condition of the Oregon Coast Highway south of Yachats where bituminous macadam surface treatment has not yet been applied to the roadway. The complaints, they said, are to the effect that the present surfacing is loose and when cars are driven thereover at a high speed small rocks are scattered promiscuously, resulting in damage to automobiles such as breaking of windshields and headlights. They suggested that this matter be partially taken care of by presenting slips to all persons using the ferry service on this highway cautioning them against driving at an excessive rate of speed because of the likelihood of damage resulting therefrom, and by requesting the Department of State Police to place officers on duty between the ferries to see that traffic keeps within a reasonable speed limit. They offered to pay one-half of the cost of furnishing the slips provided the State will pay the balance. After some discussion the Commission, by unanimous vote, agreed to join with the State Motor Association in this matter and instructed the Engineer to honor the association's invoice for one-half of the cost of the slips, and to confer with the Superintendent of the Department of State Police regarding the assignment of officers to this section of highway to control the speed of traffic.

Mr. Conway then discussed with the Commission the matter of painting a center traffic stripe on state highways. He stated that they have received much favorable comment for the Highway Commission on account of such center stripes and suggested that the Commission authorize the purchase of additional equipment so that a greater mileage of such painting can be done. The Engineer advised that the Department has only one painting machine at the present time with which it is possible to paint only about five or six miles per day on original work, and from ten to twelve miles per day on

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retracement work. It will be absolutely impossible to cover the entire state with this one machine, he added, before bad weather starts in. He further advised that the average cost to paint center stripes is between $22 and $25 per mile and to duplicate the present painting equipment will cost about $2,000. After some discussion of this matter, motion was made by Commissioner Aldrich that the Engineer be authorized to purchase one new stripe painting machine. Motion was duly seconded by Commissioner Washburne and was declared by Chairman Scott to have carried by the unanimous vote of the Commission.

Mr. Cornelius W. Meyers, accompanied by Mr. W. C. Stone, representing the Meyers Contract Co., appeared before the Commission regarding an adjustment for loss incurred by them in connection with their contract No. 1396 for grade widening and shoulder construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County. Mr. Meyers presented a strong plea for additional compensation in connection with this contract, stating that when he submitted his bid for this project it was with the understanding that he would be permitted to use certain pieces of equipment; that a certain yardage of material was to be moved; and no difficulties would be encountered because of delays in securing right of way. He alleged that his operating costs were greatly increased because he was not permitted to use an elevating grader on the job; also that his unit overhead expense was considerably larger than anticipated due to the fact that the yardage of material handled greatly underran the Engineer's estimate, furthermore, considerable delay, inconvenience and expense were incurred by him because right of way for the improvements had not been acquired. He advised the Commission that there are claims outstanding against his contract in excess of $9,000 and unless the Commission grants him a favorable adjustment of his claim, the creditors will go unpaid and it will be necessary for him to turn his machinery back to the equipment house from which it was purchased. The Engineer explained the provisions of the contract, and details in connection with the final estimate, which was approved by him and submitted to the contractor for acceptance. He further stated that he had discussed with Mr. Meyers the details of his claim for extra compensation and had allowed him the sum of approximately $2,500, which was about $7,000 less than the amount demanded by Mr. Meyers. Mr. Meyers did not consent to this settlement, he said; therefore, he suggested that the matter be taken before the State Highway Commission for its consideration. After a lengthy discussion of this matter, the Commission by unanimous vote referred it to the Engineer and the Attorney with authority to arrange a settlement with the Meyers Contract Co. that would be to the best interests of the State.

The Commission also by unanimous vote instructed the Engineer and the Attorney to arrange for the settlement of a similar claim of Theodore Arenz arising out of his Contract No. 1414 for grade widening of the Aurora-Woodburn Section of the Pacific Highway in Marion County. They were instructed to cover the matter fully so that it would be disposed of definitely.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:45 o'clock P. M.

(Signatures on following page)

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, August 24, 1933

The Oregon State Highway Commission met in regular session at nine o'clock A. M. in the Assembly Room, Multnomah Hotel. Present were:

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

Bids as follows for highway construction projects and for the sale of scrap metal, tires, etc., were opened and read in accordance with previously published notice:

OLD OREGON TRAIL
DIXIE-LIME SECTION - GRADING

Theodore Arenz	$ 91,937.00
Fred H. Slate	102,936.00
Myers & Goulter	109,495.00
Earl L. McNutt	112,430.00
Morrison-Knudsen Co.	112,574.00
J. A. Terteling & Sons	124,890.00
Clifton & Applegate	127,972.50
Dunn & Baker	130,872.00
General Construction Co.	135,598.00
Lawlor-Woodward Co.	136,889.00
Guthrie-McDougall Co.	142,329.50
Kern & Kibbe	143,431.00
Sam Orino	155,441.50
P. L. Crooks & Co.	157,200.00

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

Bullis & Rees	$4,667.00
Joplin & Eldon	4,998.00
Earl L. McNutt	5,353.00
Saxton & Looney	5,992.00
A. S. Wallace	6,313.00

OREGON COAST HIGHWAY
YOUNGS BAY BRIDGE - RECONSTRUCTION OF APPROACHES

Lindstrom & Feigenson	$118,680.00
Kuckenberg-Wittman Co.	122,380.00
Gilpin Construction Co.	122,445.00
MacRae Bros.	123,989.00
Parker-Schram Co.	127,774.00
A. C. Greenwood & Co., Inc.	133,535.00

WOLF CREEK HIGHWAY
NORTH FORK-HUMBUG MOUNTAIN SECTION - GRADING

Fred H. Slate	$124,950.00
Joplin & Eldon	129,827.50
C. T. Malcom	139,595.00
Myers & Goulter	141,479.00
P. L. Crooks & Co.	162,720.00
Earl L. McNutt	167,485.00
Lawlor-Woodward Co.	174,109.00
A. C. Greenwood Co., Inc.	198,270.00
Guy F. Atkinson Co.	198,355.00

THE DALLES-CALIFORNIA HIGHWAY
TERMINAL CITY-KLAMATH FALLS SECTION - CONCRETE PAVEMENT

Dunn & Baker	$8,518.10

WILLAMETTE HIGHWAY
ODELL LAKE SECTION - GRADING

Fisher Bros.	$ 95,752.50
Myers & Goulter	104,562.50
S. H. Newell & Co.	109,350.00
von der Hellen & Pierson	113,595.00
Clarence Young	121,995.00
Dunn & Baker	125,495.00
Lawlor-Woodward Co.	141,862.50
F. C. Dillard	148,360.00

McKENZIE HIGHWAY
DOYLE HILL-NIMROD SECTION - BITUMINOUS MACADAM WEARING SURFACE

Babler Bros.	$ 43,045.00
F. J. Kernan	45,372.00
J. F. Forbes	45,992.00
A. Milne	48,140.00
Dunn & Baker	50,350.00
J. C. Compton	50,590.00

SECONDARY HIGHWAY NO. 120
COLUMBIA BOULEVARD-S. P. & S. UNDERCROSSING SECTION - REGRADING

Theodore Arenz	$ 51,272.50
Harold Blake	51,711.00
City Motor Trucking Co.	52,120.00
Parker-Schram Co.	53,305.00
Kern & Kibbe	55,642.50
Jacobsen-Jensen Co.	56,536.00
United Contracting Co.	64,375.00
Edlefsen-Weygandt Co.	67,920.00

COLUMBIA RIVER HIGHWAY
BIGGS-JOHN DAY RIVER AND DILLON SECTIONS
BITUMINOUS MACADAM WEARING SURFACE

J. F. Forbes	$ 49,082.80
Northwest Roads Co.	50,211.00
Babler Bros.	50,451.80
F. J. Kernan	53,642.00
A. Milne	55,076.00
Newport Construction Co.	55,237.90
Dunn & Baker	55,346.00
J. C. Compton	58,284.00

MARION COUNTY
RESHINGLE TWO BUILDINGS AT SALEM SHOPS

Robt. I. Wright		$ 599.00
Pruitt & Blaco		738.00
Henry G. Carl		785.56
Building Supply Co.		793.25
SCRAP STEEL:	Alaska Junk Co.	$ 1,005.00
	Adler-Lee Co.	902.50
	*A. & A. Machinery Co.	690.00
CAST IRON:	Salem Bargain House	$ 210.40
	Alaska Junk Co.	210.00
	H. Maizells	190.40
	Salem Iron Works	180.00

(continued)

*Based on gross ton

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CAST IRON: (cont'd)	Capitol Junk Co.	$ 160.00
	Adler-Lee Co.	140.80
	*A. & A. Machinery Co.	111.20
ALUMINUM:	*A. & A. Machinery Co.	$ 787.65
	Salem Bargain House	776.30
	F. Glick	758.00
	H. Maizells	726.00
	California Bag & Metal Co.	725.00
	Alaska Junk Co.	716.00
	Capitol Junk Co.	687.50
	Acme Junk Co.	686.85
	Adler-Lee Co.	550.00
BRONZE:	*A. & A. Machinery Co.	$ 639.50
	Adler-Lee Co.	576.00
	Salem Bargain House	527.10
	Salem Iron Works	525.00
	Alaska Junk Co.	512.00
	Capitol Junk Co.	465.00
	California Bag & Metal Co.	450.00
	F. Glick	439.25
	H. Maizells	411.00
	Acme Junk Co.	400.65
RADIATOR CORES:	Acme Junk Co.	$ 174.75
	Alaska Junk Co.	140.25
	Salem Bargain House	98.25
	California Bag & Metal Co.	90.00
	H. Maizells	84.38
	A. & A. Machinery Co.	76.13
	Adler-Lee Co.	56.25
	F. Glick	56.25
COPPER:	H. Maizells	$ 28.05
	Salem Bargain House	26.30
	A. & A. Machinery Co.	22.50
	Adler-Lee Co.	12.50
	Capitol Junk Co.	12.50
	Alaska Junk Co.	7.50
OLD TIRES:	Capitol Junk Co.	$ 150.00
	Willard Cochran	112.50
	F. Glick	107.50
	*A. & A. Machinery Co.	84.50
	Salem Bargain House	83.00
	Adler-Lee Co.	25.00
BATTERIES:	A. & A. Machinery Co.	$ 268.20
	Capitol Junk Co.	254.85
	H. Maizells	252.57

*Based on gross ton

(Continued)

BATTERIES: (cont'd)	Salem Bargain House	$ 250.61
	Adler-Lee Co.	250.32
	F. Glick	249.59
	Alaska Junk Co.	249.43
	Acme Junk Co.	241.65
	California Bag & Metal Co.	236.81

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

Prior to the opening of bids a letter was read from E. L. Mersereau, State Reemployment Director, National Reemployment Service, requesting that arrangements be effected for successful bidders to contact Mr. A. G. Johnson, Executive Secretary of the National Reemployment Service, relative to the placement of labor on the National Recovery projects for which bids are to be considered at this meeting. Chairman Scott asked that the successful bidders on such projects comply with this request immediately following the announcement of the contract awards. Announcement was also made that the spreading of chips by hand labor methods required in connection with bituminous macadam projects shall include the spreading of all such materials 3/4", or under, in dimension. In view of this announcement, opportunity was given by the Commission to bidders on such projects to withdraw their bids if they so desired.

J. S. Middleton, Attorney, Portland, appeared before the Commission in behalf of the Waldport Telephone Company regarding the construction of a telephone pole line along the westerly side of the Oregon Coast Highway between Waldport and Yachats in Lincoln County. He stated that the wires and fixtures of the Waldport Telephone Company now occupy a pole line jointly with the West Coast Power Company on the easterly side of this highway as required by the former State Highway Commission, but such arrangement is very unsatisfactory because leakage from the power company's wires interferes greatly with the telephone service, especially during foggy weather. He further stated that the telephone company has tried several methods of transposing its wires in an effort to overcome this interference but without success. Furthermore, they have been advised by electrical engineers familiar with the problem that the only means of establishing and maintaining a satisfactory telephone service free from noise is to reconstruct its line on the opposite side of the highway away from the power wires. The Waldport Telephone Company, he said, desires to give its patrons the best service possible; therefore, it requests permission to construct its own pole line on the westerly side of the highway.

Chairman Scott advised Mr. Middleton that it is contrary to the established policy of the Commission to permit pole line construction on the westerly side of this highway where such construction will interfere with the view of the ocean and other natural scenery. He added that while he personally appreciated the importance of good telephone service, he hesitated to grant the request, unless it could be shown conclusively that the pole line must be constructed on the westerly side of the highway in order to provide such service. It was his suggestion that the matter be given further study.

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After further discussion, the Commission referred this matter to the Engineer with instructions to confer with the electrical engineer in the office of the Public Utilities Commissioner to determine whether or not the problem can be solved without placing the telephone poles on the west side of the highway. In connection with this matter, Mr. Middleton submitted letters from the Yachats General Store, Yachats, and J. C. Plankinton, Waldport, directed to the Waldport Telephone Company, complaining of the telephone service now being rendered and demanding improvement.

Mayor W. W. Stockwell and Councilman E. C. McIntyre, Grants Pass, were present and urged the Commission to allocate National Recovery municipal funds for the improvement of Sixth Street, the route of the Pacific Highway through their city. They explained that this street has never been paved full width between the Rogue River Bridge at the south city limits and the business district, and the pavement on the remaining portion, which has been in use for 23 years, is badly in need of repairs. Chairman Scott advised that this matter has had the attention of the Commission and an amount has been set up in its budget for improvements in Grants Pass. The Engineer explained that the improvements contemplated under the present program include the widening of the existing pavement immediately north of the Rogue River bridge. After some discussion, the Commission referred the matter to the Engineer for further consideration.

Messrs. J. E. Davis and George W. Hendrix, Alsea, were present and requested an allotment of National Recovery secondary funds for the construction of a proposed road extending from the Siuslaw Highway at Blachly, Lane County, northwesterly to a connection with the Alsea-Deadwood Secondary State Highway in Lobster Valley, Benton County. They gave as their understanding that the Commission has in mind the allocation of funds for the improvement of an additional road extending from the West Side Pacific Highway at Monroe westerly to the town of Alsea; wherefore, they deemed it advisable to bring their project to the attention of the Commission before such allocation is made, since it appears to them that their project has greater possibilities. They were informed by the Commission that while their project has its merits, it is not eligible for the funds now at the disposal of the Commission; furthermore, it is too costly to undertake with the limited amount of funds available at this time, therefore it is necessary to decline their request.

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

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

County Judge R. J. Williams and County Commissioner H. A. Withers, Harney County, were present. They gave as their understanding that the adopted location for the Central Oregon Highway passes about 2½ miles south of the town of Drewsey which will leave this town with no connection with the highway except by a county road which is in poor condition. They suggested that this county road be designated and improved as a secondary state highway. The Commission denied the request because of shortage of funds.

Judge Williams then advised that Harney County has in mind to obtain a loan from the Federal Government under the provisions of the National Industrial Recovery Act to finance the construction of two bridges on its county road system, one across the Malheur River at Drewsey, the other across the South Fork of Malheur River south of Riverside, both of which are badly in need of replacement. He stated that the County is without funds to meet the government requirements; wherefore, they desire the State to advance such amount which the County will agree to repay later. He was informed by the Commission that it is without legal authority to comply with their request; furthermore, the program for the funds at the disposal of the Commission has previously been arranged. It was suggested to Judge Williams that the matter be presented to Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration.

County Judge J. M. King, Jefferson County, appeared before the Commission in the interests of the Warm Springs Highway. He stated that Jefferson County has between $6,000 and $12,000 of county money to spend for construction of this highway, but hesitates to proceed with construction operations until they know definitely whether or not the State intends to spend some of its funds on this road. He further stated that they will arrange to spend their monies on their market roads, if it is the intention of the State to spend its funds elsewhere, although they would prefer to spend it on the Warm Springs Highway because they feel that they would realize more from such an investment. Chairman Scott advised Judge King it is the belief of the Commission that a certain amount of money will be allocated for construction work on the Warm Springs Highway, although the exact amount thereof cannot be stated until the government approves the budget, neither can it be stated at this time when the work will be contracted.

Messrs. Elmer Scheese and Ray Scheese, Blaine, Oregon, members of the Board of Trustees of the Nestucca Highway Improvement District, accompanied by their Attorney Eugene E. Marsh, McMinnville, appeared before the Commission and requested an allocation of funds with which to construct the Nestucca Highway between Meadow Lake in Yamhill County, and Bear Creek in Tillamook County, a distance of eight or ten miles. Mr. Marsh was spokesman for the group. He stated that they desire only sufficient funds to construct to county road standards a direct outlet to the Willamette Valley for the people residing in the vicinity of Blaine. Yamhill County, he said, has already constructed its portion of road to the Yamhill-Tillamook County Line, and Tillamook County, in cooperation with the improvement district, built about three miles of this road in 1932.

The Engineer advised that the present constructed road has been built to very poor standards, and to rebuild such portion and complete the entire road will cost about $330,000. He further advised that the Commission has no funds available for such work; furthermore, even if funds were available the Commission could not spend them for this improvement because the road is neither a primary nor a secondary state highway. Mr. Marsh then stated that the improvement district has available in its treasury the sum of $1,200, which it intended to turn over to the State to apply on its account

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with the State for making the survey of this road. He asked the Commission to permit the district to expend this money for the improvement of this road rather than for this indebtedness.

Chairman Scott advised that the finances of the State Highway Commission are very low and that all available state funds are needed for maintenance, debt service, financing the federal highway program, and for other purposes, therefore, it is necessary to decline their request. He added that the Commission cannot undertake new projects at this time.

Mr. Ralph J. Staehli, representing the Allied Truck Owners Association was present and asked the Commission to authorize an expenditure of funds to strengthen the Winston Bridge over the Umpqua River on the Pacific Highway south of Roseburg, so that loads up to the legal limit may be transported thereover. He stated that the bridge is now posted for 12½-ton maximum load, and to come within this limit it is necessary for truck operators to break up their truck and trailer combinations into units and tow the trailers over the bridge separately, which is not only inconvenient but is costly because of the charge for tow service.

Mr. Staehli pointed out that a number of the truck operators are in the market for new equipment and desire to purchase the most modern which consists of truck and semi-trailer combinations, but hesitate to make such purchase because they understand they will not be allowed to operate such equipment over this bridge with full pay load. He further stated that this bridge is the only place on this highway where loads are restricted and gave as his thought that in view of the importance of the matter and the fact that the proposed highway bridge at this place will not be completed for about a year, the Commission is fully justified in expending some of its funds to construct temporary timber bracing under the bridge so that legal limit loads may be transported thereover.

The Engineer advised that it will cost between $4,500 and $6,000 to strengthen this bridge as requested by Mr. Staehli; also, that such construction would be of a temporary nature and would probably wash out during the high water period. Chairman Scott inquired whether or not the trucking interests will pay one-half of the cost of such an improvement, to which Mr. Staehli replied that in his opinion such arrangement would be fair and reasonable and that he would confer with the members of the association relative thereto. In reply to further inquiry of Mr. Scott, Mr. Staehli stated that he believed the trucking interests would not demand that the truss work be replaced in the event it is damaged by high water, unless the damage is inconsequential. Mr. Staehli was requested to confer with his constituents to ascertain whether or not they will cooperate in this improvement and report later in the session.

Mr. Staehli reappeared before the Commission the following morning in company with E. C. Pierce, hauling contractor, and advised the Commission that the trucking interests are unwilling to cooperate in the cost of this improvement because they feel that they are paying into the state highway fund now all that they can possibly afford. Chairman Scott suggested that inasmuch as the improvement will eliminate the tow charges, and do away with the in-

convenience of breaking up the trucking units, the truck haulers should be willing to defray a portion of the expense involved. He asked Mr. Staehli to call this feature to the attention of his associates and ask them to reconsider their decision.

A committee from The Dalles consisting of Miss Celia L. Gavin, City Attorney, County Judge F. L. Phipps, County Engineer Christ Fauerso, and George Flagg, Secretary of The Dalles Bridge Committee, appeared before the Commission regarding a proposed bridge across the Columbia River at The Dalles. Miss Gavin was principal spokesman. She stated that the City of The Dalles has voted a bond issue for the construction of a toll bridge across the Columbia River at their city and that they have obtained the required permit from the Government to construct such bridge, but that they are not economically and legally able to undertake the project. Consequently the matter is being presented to the Commission to ascertain whether or not the State would be sufficiently interested to assist them. They proposed, she said, to secure a loan from the Government under the provisions of the National Industrial Recovery Act, but feel that the possibility of obtaining such a loan would be much better if the application therefor were made in the name of the State instead of the City. She offered to turn over to the State the City's franchise and advised that the City of The Dalles will arrange to pay all interest charges on the loan and will obtain the right of way required for the improvement.

Judge Phipps stated that U. S. Highway No. 97 is the only direct north and south highway which extends across the states of Washington and Oregon east of the Cascade Mountains, and the bridge is necessary in order to provide a connecting link between the two states; also, The Dalles is a logical place for the bridge notwithstanding that the present designated U. S. Highway No. 97 is via the Sherman Highway route. To correct this feature he suggested that the Sherman Highway be redesignated U. S. Highway No. 97 East, and The Dalles-California Highway north from its junction with the Sherman Highway be designated as U. S. Highway No. 97 West. He further stated that it was their thought that the construction of this bridge is an economical necessity and is fully justified.

Mr. Flagg concurred in the remarks of the other speakers, and added that the distance from the junction point of The Dalles-California Highway and the Sherman Highway to a common point on U. S. Highway No. 97 in the state of Washington near Maryhill is only two miles longer via The Dalles-California Highway than via the Sherman Highway, and that this difference will be eventually reduced by the elimination of some of the curvature in the present U. S. Highway Route No. 97 in the state of Washington near Maryhill. Mr. Fauerso gave as his personal opinion that the proper location for a bridge across the Columbia River east of the Cascade Mountains is at The Dalles, below the site of the proposed Columbia River development dam.

Chairman Scott stated that the Commission is not in position to guarantee the payment of any debt that might be incurred in the building of this bridge. Further, that state funds cannot be pledged therefor; however, the Commission will not be adverse to assisting others to obtain this bridge

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if that is all that is required. Judge Phipps reiterated that their object in presenting this matter at this time is simply to ascertain whether or not the Commission is interested in the proposition and, if so, would it undertake the traffic investigations that are required. After further discussion the Commission, by unanimous vote, authorized the Engineer to make the traffic investigations requested by the committee and to furnish the Commission with a rough estimate of the cost of the entire project.

At 3:30 o'clock P. M. the Commission conferred with Mr. L. V. Murrow, Director of Highways for the State of Washington, relative to the application of the Portland Traction Company for relief from the payment of tolls on street cars of that company which cross the Interstate Bridge between Portland and Vancouver. Also present at this conference were Mr. C. B. Short, Vice-President and Manager of the Portland Traction Company, J. W. Hamilton, Olympia, Maintenance Engineer, and O. R. Dinsmore, Vancouver, District Engineer, representing the Washington State Highway Department.

Mr. Short outlined briefly the position of the Portland Traction Company, stating that the cost of operating its Portland-Vancouver street car line greatly exceeds the revenue derived from that line, and unless the company receives some relief in connection with its operation costs it may be necessary to discontinue the service. He gave the following figures in support of his statement: Amount paid out by the Portland Traction Company for tolls during the year 1932 based on the toll of $0.25 per car per crossing, $11,872, compared with the gross revenue of $19,199. Amount paid out during the first six months of 1933 for operating expenses and for street car tolls, approximately $41,000, compared with gross revenue for that period of about $33,000, leaving a deficit of about $7,800.00. He pointed out that the original cost of the track installation on this bridge, amounting to $20,000, was paid by the State; however, the traction company constructed and paid with its own funds for all of the overhead construction work; also, that the company during the past fifteen years has paid out in tolls the sum of $686,000. He gave as his thought that under the circumstances favorable consideration should be given to the traction company's request for toll relief.

The State Highway Engineer, Mr. Baldock, gave as his opinion that if the traction company is to be given some relief from the payment of tolls, the toll charge should not be reduced to such an extent that the revenue derived therefrom would be less than that paid by bus companies for gasoline tax and license fees which, he estimated, is $0.122 per crossing.

Mr. Murrow gave as his thought that if the toll charge is entirely eliminated, the street cars should not be permitted the use of the bridge because of the traffic hazard they create. He favored a modification of tolls as suggested by Mr. Baldock. After further consideration, the Commission and Mr. Murrow discussed this matter privately and decided unanimously to reduce the toll charge from $0.25 per car per crossing to $0.125 per car per crossing, such modification to be for a period of one year, commencing with July 1, 1933.

Following the private conference and at the request of the Commission, Mr. Murrow made the following announcement to Mr. Short: "It is the

opinion of the Oregon State Highway Commission and the Washington State Highway Department that a fair toll for street cars crossing the Interstate Bridge between Portland, Oregon, and Vancouver, Washington, would be $0.125 per car per crossing on a one-year agreement, dating from July 1, 1933."

At the request of Mr. Murrow, the Commission instructed its Attorney, Mr. Devers, to confer with the attorneys of the Portland Traction Company and to prepare a form of agreement covering this matter for the approval of all parties concerned.

The State Highway Engineer, Mr. Baldock, called attention to the fact that the traffic stripes on the Interstate Bridge are nearly obliterated and need replacement. He inquired whether or not the State of Washington will pay one-half of the expense thereof. Mr. Murrow replied in the affirmative.

The Commission discussed with Mr. Murrow matters pertaining to the construction of the proposed toll bridge across the Columbia River at The Dalles, which were presented to the Commission earlier in the session by the committee from The Dalles. Mr. Murrow stated that he was not in a position to obligate the credit of the State of Washington without legislative authority. However, he gave as his thought that if a bridge is to be constructed across the river at that point as a toll bridge it should be publicly owned.

Engineer Baldock inquired what plans the Washington Highway Department has for the construction of a road from Asotin, Washington, to the Oregon-Washington state line north of Flora, Wallowa County. Mr. Murrow replied that they have an appropriation of $125,000 for construction work on this highway but they have not yet determined upon a definite location. He further stated that it is their desire to work out the proper location jointly with the Oregon State Highway Department if possible. Engineer Baldock then stated that it was the plan of the Commission to inspect the road in question on August 30, and invited Mr. Murrow to accompany them. Mr. Murrow agreed to have a representative present.

The County Court of Clatsop County, consisting of County Judge Guy Boyington and County Commissioners Wm. Larson and James Elliott, was present. They inquired as to the plans of the Commission with respect to the paving of Franklin Avenue in Astoria which was graded by the State as an emergency project in 1931. They were informed by Chairman Scott that the Commission has reserved in its budget of National Recovery municipal funds the sum of $20,000 to complete this improvement and will advertise the project for bids as soon as possible.

Inquiry was made by the County Court as to the plans of the Commission to contract additional work this season on the Cannon Beach-Neahkahnie Mountain Road. Chairman Scott informed them that there are no funds available for further work on this highway this year.

Judge Boyington presented to the Commission a Clatsop County warrant in the sum of $11,910.53 representing the last half of the payment for the

year 1932 due the State under the agreement between Clatsop County and the former Highway Commission, entered into at the time the Cannon Beach-Neahkahnie Mountain Road was designated as a state highway. He said that this payment is being made with the understanding that the Commission will proceed with the construction of such highway in accordance with the terms of the agreement.

The County Court then discussed with the Commission the matter of extending the construction work on the Wolf Creek Highway easterly from the end of the present improvement at Ranger Station a distance of about two miles where, they said, a fine connection can be made with the existing county road leading northeasterly from the town of Elsie to Jewell, thence to Clatskanie. They declared that this is a very meritorious project since it will make a good connection with the Nehalem Secondary Highway at Jewell, thereby making usable the entire Wolf Creek Highway west from Elsie. The project does not involve heavy construction, they said, and the cost will not be great. They urged the Commission to allocate funds for this purpose, and offered to purchase the necessary right of way provided the Commission will undertake the construction. After some discussion the Commission took the matter under advisement and instructed the Engineer to make a full report thereon at the next meeting.

The Clatsop County Court then inquired whether or not the State will maintain the short road which is now being constructed from the Oregon Coast Highway to the ocean beach across the property of Rudolph Kissling at Cannon Beach. They explained that this road is about 500 feet long and is being constructed by the State as a right of way consideration in obtaining property from Mr. Kissling for the improvement of the Oregon Coast Highway and it was their thought that the State should provide for its maintenance; also, that it would be uneconomical for the County to maintain it because of its distant location from their nearest maintenance headquarters. The Engineer gave as his thought that the State's maintenance crew operating in this vicinity could maintain this road at very little extra cost and he recommended that the County's request be granted since the road is being constructed at state expense and it connects the highway with the ocean beach which, according to the provisions of the Oregon statutes, is also a public highway. After some discussion, the Commission voted unanimously to adopt the recommendation of the Engineer.

At 5:00 o'clock P. M., Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the awards having been previously agreed upon by the Commission by unanimous vote:

"Dixie-Lime Section of the Old Oregon Trail in Baker County, 4.09 miles of grading. The low bid is that submitted by Theodore Arenz, Portland, at $91,937.00 using corrugated iron pipe; the next low bid is that of Fred H. Slate, Portland, at $102,936.00 using corrugated iron pipe. The Commission awards this contract to Theodore Arenz, the low bidder, at his bid price of $91,937.00, using corrugated iron pipe.

"Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County, 0.4 miles grading and 1.72 miles surfacing. The low bid is

that submitted by Bullis & Rees, Corvallis, at $4,667.00; the next low bid is that of Joplin & Eldon, Portland, at $4,998.00. The Commission awards this contract to the low bidder, Bullis & Rees, at its bid price of $4,667.00.

"Reconstruction of approaches to bridge over Youngs Bay on the Oregon Coast Highway near Astoria in Clatsop County. The low bid is that submitted by Lindstrom & Feigenson, Portland, at $118,680.00; the next low bid is that of Kuckenberg-Wittman Co., Portland, at $122,380.00. The Commission awards this contract to the low bidder, Lindstrom & Feigenson, at its bid price of $118,680.00.

"North Fork-Humbug Mountain Section of the Wolf Creek Highway in Clatsop County, 1.34 miles of grading. The low bid is that of Fred H. Slate, Portland, at $124,950.00, using corrugated iron pipe; the next low bid is that of Joplin & Eldon, Portland, at $129,827.50, using corrugated iron pipe. The Commission awards this contract to the low bidder, Fred H. Slate, at his bid price of $124,950.00, using corrugated iron pipe.

"Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County, 1,244 lineal feet of concrete pavement. The only bid received for this project is that submitted by Dunn & Baker, Klamath Falls, at $8,518.10. The Commission has rejected this bid and has ordered this project readvertised for bids to be received at the next meeting.

"Odell Lake Section of the Willamette Highway in Klamath County, 4.26 miles of grading. The low bid is that submitted by Fisher Bros., Oregon City, at $95,752.50, using corrugated iron pipe; the next low bid is that of Myers & Goulter, Seattle, at $104,562.50, using corrugated iron pipe. The Commission awards this contract to Fisher Bros., the low bidder at their bid price of $95,752.50.

"Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, 14.24 miles of bituminous macadam wearing surface. The low bid is that submitted by Babler Bros., Portland, at $43,045.00; the next low bid is that of F. J. Kernan, Faloma, at $45,372.00. The Commission awards this contract to the lowest bidder, Babler Bros., at their bid price of $43,045.00.

"Columbia Boulevard-S. P. & S. Undercrossing Section of Secondary Highway No. 120 in Multnomah County, 1.44 miles of regrading and paving. The low bid is that submitted by Theodore Arenz, Portland, at $51,272.50; the next low bid is that of Harold Blake, Portland, at $51,711.00. The Commission has referred this matter to the Engineer for investigation with power to act. The award of the contract will be held pending such investigation.

"Biggs-John Day River and Dillon Sections of the Columbia River Highway in Sherman and Wasco Counties, 11.19 miles of bituminous macadam wearing surface. The low bid is that submitted by J. F. Forbes, Olympia, Washington, at $49,082.80; the next low bid is that submitted by Northwest Roads Co., Portland, at $50,211.00. The Commission awards this contract to J. F. Forbes, the low bidder, at his bid price of $49,082.80.

"Reshingling two buildings at the Highway Department Shops in Salem. The low bid submitted is that of Robert I. Wright, Jefferson, at $599.00; the next low bid is that of Pruitt & Blaco, Salem, at $758.00. This contract is awarded by the Commission to the low bidder, Robert I. Wright, at his bid price of $599.00.

"Sale of scrap metal and tires located at the Highway Department Shops at Salem:

"The high bid submitted for scrap steel is that of Alaska Junk Company, Portland, at $1,005; the next high bid is that of Adler-Lee Company, Portland, at $902.50. The Commission accepts the offer of the Alaska Junk Company, the high bidder, at its bid price of $1,005.00.

"The high bid submitted for cast iron is that of Salem Bargain House, Salem, at $210.40; the next high bid is that of Alaska Junk Company, Portland, at $210.00; the Commission accepts the offer of the high bidder, Salem Bargain House, at $210.40.

"The high bid for the purchase of scrap aluminum is that of A. & A. Machinery Company, Portland, at $787.65; the next high bid is that of Salem Bargain House, Salem, at $776.30; the third high bid is that of F. Glick, Portland, at $758.00. The bid of A. & A. Machinery Company is based on gross ton measurement, which is irregular, wherefore, the Commission accepts the offer of the next high bidder, Salem Bargain House, at $776.30.

"The high offer submitted for scrap bronze is that of A. & A. Machinery Company, Portland, at $639.50; the next high bid is that of Adler-Lee Company, Portland, at $576.00; the third high bid is that of Salem Bargain House at $527.10. The bid of A. & A. Machinery Company is irregular in that it is based on gross ton measurement, wherefore, the Commission accepts the offer of Adler-Lee Company, the next high bidder, at its bid price of $639.50.

"The high bid submitted for radiator cores is that of Acme Junk Company, Portland, at $174.75; the next high bid is that of Alaska Junk Company, Portland, at $140.25. The Commission accepts the offer of the high bidder, Acme Junk Company, at $174.75.

"The high bid submitted for scrap copper is that of H. Maizels, Salem, at $28.05; the next high bid is that of Salem Bargain House, Salem, at $26.30. The Commission accepts the offer of the high bidder, H. Maizels, at $28.05.

"The high bid submitted for old tires is that of Capital Junk Company, Salem, at $150.00; the next high bid is that submitted by Willard Cochran, Eugene, at $112.50. The Commission accepts the offer of the high bidder, Capital Junk Company, at $150.00.

"The high bid submitted for old batteries is that of A. & A. Machinery Company, Portland, at $268.20; the next high bid is that of Capital Junk Company, Salem, at $254.85. The Commission accepts the offer of the high

bidder, A. & A. Machinery Company, at $268.20."

Prior to the announcement of the awards, Chairman Scott asked those receiving contracts to confer immediately with Mr. A. G. Johnson, Executive Secretary of the National Reemployment Service, who was present, regarding matters pertaining to the employment of labor.

Mr. M. L. Monger, President of Valkyrie Memorial Park, and Mr. Newton C. Smith, his attorney, were present and discussed with the Commission matters pertaining to the location of the Wolf Creek Highway across their property near the Multnomah-Washington County Line. Mr. Monger pointed out that this highway as now located crosses certain of their property which they plan to develop as a cemetery; also, that it crosses the private cemetery of the R. C. Pointer family. He asked the Commission to adopt definitely a location for the road at this point so they can proceed with their development work, which is now being held in abeyance pending adoption of a definite route. He called attention to the fact that there are seventeen graves in the Pointer family cemetery which must be moved should the Commission adopt the location now surveyed, and gave as his opinion that difficulty will be encountered in an attempt to acquire the right of way through this cemetery because it would disturb the present interments. He stated that he felt he was in a better position to negotiate with the Pointer family than was the Commission and offered his services for this purpose, but would expect the State to assume the expense of transferring the interments. After some discussion, the Commission instructed the Engineer to investigate this matter and prepare an estimate of cost to construct a short section of this highway across the properties under discussion, about 2,500 feet in length, and submit it for consideration at the next meeting.

The Commission adjourned at 6:30 o'clock P. M. to reconvene at 7:30 o'clock P. M. in the Benson Hotel.

The State Highway Commission reconvened at 7:30 o'clock P. M., Room 204 Benson Hotel, with all members, State Highway Engineer, and the Secretary present.

The Commission, by unanimous vote, approved the minutes of meetings held on June 27, 28 and 29, July 10 and 11, July 20, July 31, and August 8, 1933.

The Commission conferred with W. H. Lynch, District Engineer, Bureau of Public Roads, relative to the allocation of Oregon's share of funds appropriated by Congress under the provisions of the National Recovery Act for construction of highways across public lands other than National Forests, amounting to $335,141. After some discussion, it was unanimously decided to recommend to the Chief, Bureau of Public Roads, Washington, D. C., the following projects and allocation of the funds available:

McDermitt-North, approximately fifteen miles of grading, extending from the Nevada State Line northerly across Southeastern Oregon, commonly known as the Idaho-Oregon-

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Nevada route. Grading only, $50,000. This route is not a part of the Federal Aid Highway System.

Warm Springs Highway, $70,000 for the grading and construction of a half of the Deschutes River Bridge from the Warm Springs Indian Reservation Agency, a distance of approximately 1.7 miles. This project is not a part of the Federal Aid Highway System.

Central Oregon Highway, $215,141 for grading fourteen miles from near the Drinkwater Pass to near Nigger Flat. This project is on the Federal Aid Highway System.

The Secretary reported that Capitol Post American Legion, Salem, is sponsoring a Boy Scout Camp, to consist of twenty boys, during the four-day period, September 1 to September 4, and permission has been requested to establish this camp in Silver Falls State Park. He advised that it is the recommendation of the Parks Engineer that the request be granted. After due consideration, the Commission by unanimous vote approved and adopted the recommendation of the Parks Engineer.

A resolution was presented from Columbia County Pomona Grange calling attention to the fact that this Grange owns a seven-acre tract of land located at Natal Grange Hall adjacent to the Nehalem Secondary State Highway in Columbia County on which there is a very fine stand of timber belonging to private parties; also, in which resolution they request the Commission to purchase this timber so that it may be preserved for public park purposes and agree to deed the land to the State free of cost. The Secretary was instructed to advise the Grange that the Commission regrets that it is financially unable to comply with their request due to shortage of funds and suggest to them that the matter be presented to the County Court of Columbia County for its consideration.

A letter was presented from Mrs. C. E. Lenon, Portland, Editor, Columbia River Courier, stating that there exists a fine grove of trees adjacent to the East Portland-Oregon City Highway between Milwaukie and Oregon City and suggesting that it be purchased by the State for public park purposes. The Secretary was instructed to inform Mrs. Lenon that the Commission regrets that the status of its finances at this time prohibits compliance with her suggestion.

A letter was presented from J. L. Franzen, General Manager, City of Oregon City, stating that the City Commission at its meeting held on August 1, 1933 considered the matter of purchase of right of way needed for the East Portland-Oregon City Highway through their city and instructed him to advise the State Highway Commission that there is no possible way for the City Commission, or the people of Oregon City, to raise the necessary money for the purchase of this right of way. In this connection, the Engineer reported the receipt of a letter from W. H. Lynch, District Engineer of Bureau of Public Roads, stating that the Federal Government has made heavy investments on both sides of Oregon City and they are reluctant to have traffic forced through

the existing "bottle neck" in that town; also, suggesting that the matter be reconsidered by the Commission from the standpoint of the State acquiring the right of way or investigating the possibilities of constructing an entirely new highway, by-passing Oregon City on an extension of the East 82nd Street Road out of Portland. After some discussion, the Commission decided by unanimous vote to make no change in its previous decision to require the City to purchase this right of way and instructed the Engineer to write Mr. Lynch that the State cannot spend its funds for this purpose; also to request his approval to transfer the amount budgeted for the Oregon City project to some other project within the Portland area.

A letter was presented from O. Laurgaard, City Engineer of Portland, requesting that the City of Portland be relieved from acquiring the full width of right of way for the Fourth Street project opposite the Jewish Shelter Home because one of the buildings of this institution encroaches five feet upon the proposed highway right of way, which he said will not interfere with the construction of the highway. The Engineer advised that he has not as yet had an opportunity to view the situation, but it was his thought that the City should not be relieved from acquiring the full width of right of way at this point, and should be required to see that the building is removed therefrom. In any event, arrangements should be made for the removal of the building just as soon as the land is needed or as soon as the building is not used for its present purpose. A decision in this matter was deferred by the Commission pending a further investigation by the Engineer.

The Engineer requested authority to acquire certain parcels of real property which are needed for various state highway improvements. After due consideration the Engineer's request was approved, and the following resolution relative thereto was adopted by the Commission by unanimous vote:

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the several offers or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted and that the Attorney for the

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State Highway Commission, be, and he hereby is, instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Linnton-Columbia County Line, Columbia River Highway				
Griffioen, J.	R/W	1027	Sq. Ft. at 10¢ plus $30.00	Bentley
Burgoyne, Oscar	"	667	" " " 10¢	"
Stobaugh, James C.	"	667	" " " 10¢ plus $70.00	"
Wakefield Fries & Co.	"	1400	" " " 10¢ " 10.00	"
Brooks-Hubbard Section, Pacific Highway				
Harper, John S.	Stock Pile	0.503	$125.00 Lump Sum 10 yr. lease	Neef
Marion County	R/W	0.008	Nominal $1.00	Benson
Bentley, Rex & L. M.	R/W	Easement for drain pipe	Nominal $1.00	Bentley
Barlow-Aurora Section, Pacific Highway				
Neppach Estate	R/W	0.079	$250.00 per A. plus $490.00	Gardiner
Ziegler, Jennie (correction)	"	0.021	Nominal $1.00 plus $600.00 for moving buildings	Langille
Medford-Central Point Section, Pacific Highway				
Rowland Estate, Chas. F.	R/W	0.03	$36.00 Lump Sum	Gardiner
Lake County, Klamath Falls-Lakeview Highway				
Lake County Agricultural Society	R/W	0.52	$100.00 Lump Sum	McCallister
Skipanon-Seaside Section, Oregon Coast Highway				
Davis, Alice	R/W	0.03	$ 8.00 Lump Sum	Gardiner
Otis-Siletz River Section, Oregon Coast Highway				
Freeman, Fred W.	R/W	0.55	$ 60.00 Lump Sum	Chandler
Newberg-McMinnville, West Side Pacific Highway				
Davis, Nancy E.	R/W for destruction of 3 cherry trees $ 25.00 Lump Sum			DeSouza
Stellmacher, E. C.	" Moving fence 186 rods at $50¢			DeFrance
Klamath County, The Dalles-California Highway				
Ginsbach, N. D.	Stock Pile	0.241	$20.00 Lump Sum 1 yr. lease	Lytle

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Redmond-Bend Section, The Dalles-California Highway				
O'Donnell, W. L.	R/W	4.65	$100.00 per A. plus $93.50	McCallister
Duvall, Marion L.	"	2.60	100.00 " " " 240.00	"
Low, J. R.	"	6.7	2.7 A. at $10; 4.0 A. at $65.00 plus $213.00	"
Crooked Creek-Lakeview, Fremont Highway				
Wood, S. F.	R/W	0.10	$5.00 Lump Sum	"
Howard, J. W.	"	1.88	20.00 " "	"
Villadsen, V. C.	"	3.25	28.00 " "	"
Willoughby, Richard	"	0.22	10.00 " "	"
Florence-Rainrock, Siuslaw Highway				
Eugene Sand & Gravel Co.	Gravel Pit	2.00	$250.00 Lump Sum Lease	Devers
Multnomah County, Bertha-Beaverton Highway				
Allshouse, Agnes R. Y.	R/W		$30.00 Lump Sum	Bentley
Vader, V. H.	"		41.00 " "	"

There was presented to the Commission for approval a bargain and sale deed whereby the State of Oregon, by and through its State Highway Commission, sells and conveys to Jonas M. Will, and wife, for the sum of $1.00 a certain parcel of land located in Lot 1, Block 4, in the Town of Aurora, Marion County, containing 0.007 acre. It was explained that the area is not needed for highway purposes and Mr. Will requests that it be conveyed to him to apply as partial payment for right of way required for the improvement of the Pacific Highway across his property in Aurora. The Commission, by unanimous vote, approved the transaction and thereupon signed the deed.

There was also presented to the Commission for approval a bargain and sale deed whereby the State of Oregon, by and through its State Highway Commission, sells and conveys to R. S. Murray for the sum of $1.00 a certain parcel of land located in Lot 16, Block 5 of Berryvale Addition to the City of Medford, Jackson County, containing 1,578 square feet. It was explained that this area is a triangular parcel of land lying south of the highway right of way and is not needed for highway purposes; also, that Mr. Murray has agreed to accept it as consideration in full for other land needed for the improvement of the Pacific Highway across his property; this being an exchange of properties with no cash consideration involved. The Commission approved the transaction and thereupon signed the deed.

There were presented to the Commission for consideration resolutions adopted by the following Granges: Merlin Grange No. 471, Josephine County; Ophir Grange No. 767, Curry County; Rogue River Valley Grange No. 469, Josephine County; Redwood Highway Grange No. 760, Josephine County,

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requesting the State Highway Commission to investigate the feasibility of a highway extending down the Rogue River from Grants Pass, Josephine County to Gold Beach, Curry County, for the convenience of general traffic between these points. The requests were denied by the Commission by unanimous vote, there being no funds available to conduct such investigation.

A petition was presented from Lorane Grange No. 54, Lane County, stating that the 4½-mile section at the south end of the old Territorial Road which extends from Monroe, Benton County, to Anlauf, Douglas County, has never been built, and requesting the Commission to view this section with the thought in mind of allocating funds for its immediate construction. Chairman Scott stated that he would personally inspect this project at the first opportunity.

There was presented a petition from the Board of Directors of School District No. 12, Wallowa, in which the Commission is requested to avoid changing the route of the state highway through the town of Wallowa, which would route the state highway on any side of the school grounds.

A similar petition was presented bearing the names of 56 residents of the town of Wallowa, requesting that no change be made in the present location of the state highway through their town; also, a supplementary petition thereto, signed by eight of the original petitioners, requesting that their names be stricken from the original petition and pledging their support to the revised route as laid out by the State Highway Engineer.

No action was taken by the Commission on these petitions; however, the Commission decided to view this proposed project on its inspection trip into that vicinity which is scheduled for next week.

A number of resolutions were presented from various organizations of Portland and vicinity, requesting the Commission to allocate additional funds for the construction of the Elsie-Sunset Camp Section of the Wolf Creek Highway in Clatsop County, so as to make this highway available for traffic at the earliest possible time. No action was taken by the Commission on these resolutions. In this connection, there was presented to the Commission a letter from Amedee M. Smith, President, Portland Chamber of Commerce, advising the Commission that the Board of Directors of the Portland Chamber of Commerce is not satisfied with the Commission's allocation of funds for the construction of the Wolf Creek Highway, and suggesting that an adjustment of funds be made so that greater progress during the forthcoming six months may be made on the Wolf Creek Highway construction. The Commission ordered this letter filed in the records of the department.

A resolution was presented from Douglas County Pomona Grange favoring the use of lumber in the construction of bridges and other public structures. No action was taken by the Commission on this matter.

A letter was presented from the Moro Commercial Club, Moro, Oregon, requesting an opportunity to meet with the Commission at Biggs, Oregon, to inspect and discuss the continuation of U. S. Highway No. 97 (Sherman Highway) from its intersection with U. S. Highway No. 30 (Columbia River Highway)

northerly to the Maryhill ferry landing. The Commission decided that inasmuch as the Maryhill ferry is a private undertaking, serving particularly the people of the state of Washington, it is not especially interested in the proposed road at this time. Therefore, a meeting to discuss the improvement of this road would be of no advantage, particularly in view of the fact that the Commission has no available funds at present; however, the Commission signified its willingness to meet with the Moro Commercial Club at Biggs at some convenient time.

There was presented to the Commission for consideration a letter from Mr. Horton Thompson, Mayor of the City of Sutherlin, Oregon, submitting three projects within their city limits for which an allocation of National Recovery municipal funds was requested. The matter was referred by the Commission to the Engineer for investigation, notwithstanding that it appears there are insufficient funds available to undertake their construction.

A letter was presented from the Redwood Empire Association, San Francisco, renewing their request for an allocation of funds for the reconstruction of Hayes Hill and O'Brien sectors of the Redwood Highway in Josephine County to bring them to full modern standards of safety, alignment, width and surface. The request was denied by the Commission, it being the thought of the Commissioners that these sectors are now in satisfactory condition and the money required for their improvement can be used to better advantage elsewhere.

The Engineer reported that since the completion of the East Portland-Oregon City Highway, the volume of travel on East 17th Street, which is the present route of this highway in Portland, has greatly increased and in the interests of traffic safety, this street should be declared a through street between the south city limits and Powell Boulevard; and all traffic, entering 17th Street from intersecting streets, including Milwaukie Avenue and Bybee Avenue, should be required to stop. He requested authority to direct a letter to the Portland City Commission requesting that body to declare East 17th Street a through street; also, requesting the installation of "Stop" and "Go" signals at East 17th Street and Powell Boulevard, where the volume of traffic is extremely large. After due consideration, the Commission by unanimous vote granted the Engineer's request.

Consideration was given by the Commission to the projects which are to be advertised for bids to be received at the next meeting. The Engineer was instructed to include in this letting, if possible, the Fourth Street project and the pavement construction work on the Columbia River Highway near Linnton, both projects in Multnomah County.

The Engineer reported that the Southern Pacific Company refuses to cooperate in the cost of construction of the railroad grade separation structure on the Pacific Highway at the north city limits of the City of Ashland because they feel that they have already contributed their just share for a separation structure at this point; also, because they feel that the government has appropriated funds under the National Recovery Act for such purpose. It appears, he said, if government funds are used for the construction of

this structure, the railroad company cannot be required to contribute unless they do so voluntarily. On the other hand, if the structure is built as a state project under the Oregon laws, the railroad company can be required to pay 50% of the cost. He gave as his thought that the railroad company will take the matter into court if it is forced to contribute to the improvement, which will delay the project for a year or two, and cause an undesirable situation because the highway has been constructed up to this point on both sites. He inquired as to the wishes of the Commission with respect to this matter and suggested that perhaps the railroad company could be induced to contribute toward this construction at least the amount of their claim against the State for right of way acquired from the railroad company at Rice Hill, Douglas County, in which event National Recovery funds could be used to pay the entire cost. After some discussion, the Commission approved the suggestion of the Engineer and authorized him to inform the railroad company that the State would not require their cooperation in the cost of the Ashland undercrossing structure, provided the railroad company would cancel their claim against the State for the right of way acquired from them at Rice Hill. This matter was reconsidered by the Commission on the following day at which time the Engineer again explained the situation in detail.

W. H. Lynch, District Engineer, Bureau of Public Roads, who was present at that time, gave as his opinion that since the National Recovery Act contains specific provisions for the elimination of railroad grade crossings, this project should be undertaken entirely without railroad cooperation. On account of the fact that the work must be undertaken as a state project in order to obtain 50% cooperation from the railroad company in conformance with the Oregon laws, the Commission took the matter under further advisement.

The Engineer brought to the attention of the Commission the fact that the increased cost of commodities has made it practically impossible for members of the department who travel about the state to live within the limit of expense set by the State Board of Control. He cited that in nearly all parts of the state, garage owners will no longer store state cars overnight for the prescribed fee of thirty-five cents, and it is extremely difficult to get hotel accommodations at the rate specified by the Board of Control. Furthermore, the cost of meals has increased and, as a result, employes must pay the extra necessary expense out of their own pockets which during the course of a month amounts to quite a sum. He requested authority to call this matter to the attention of the Board of Control by letter and ask that the allowances now in effect be raised. The authority requested by the Engineer was granted by the Commission by unanimous vote.

The Engineer discussed with the Commission the matter of control of traffic at the intersection of the Pacific Highway and the West Side Pacific Highway north of Junction City. After a full discussion, it was decided that traffic should not be required to stop when entering this intersection. Whereupon the Engineer was instructed to remove the "Stop" sign now existing on the Pacific Highway at this point. The Commission approved the suggestion of the Engineer that traffic stripes of different colors be painted on the pavement across this intersection to direct traffic.

Consideration was given by the Commission to the following requests for extensions of time in which to complete state highway construction projects:

Lindstrom & Feigenson, contract No. 1332, construction of a bridge over Clackamas River on the East Portland-Oregon City Highway in Clackamas County, requested an extension of time of ninety days to June 30, 1933 in which to complete this project. The Engineer advised that work on the bridge structure was completed before the completion date specified in the contract, but the contractor was unable to remove certain false work piling in the bed of the stream because of high water. The public has not been inconvenienced by the delay, he said, neither has the State incurred any extra expense thereby for which reason he recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Tom Lillebo, contract No. 1392, construction of a half-viaduct on the Columbia River Highway near the town of Umatilla, in Umatilla County, requested an additional extension of time to September 1, 1933 in which to complete this project. The Engineer advised that the date of completion specified in the contract was March 31, 1933, but this was later extended to July 15, 1933, without penalty. He further advised that subsequent to the award of this contract it was decided to extend the viaduct so that the structure is now twice as long as it was originally intended. This extension, he said, was performed under a price agreement with S. H. Newell & Company, to whom the Commission awarded the contract for grading the adjacent section, Mr. Newell in turn subletting the viaduct construction to Mr. Lillebo. The construction of both portions of the viaduct proceeded simultaneously, he added, but in view of the greater quantities involved it was not possible for the contractor to complete the structure within the extended time limit. The general public, he said, has not been inconvenienced by this delay, neither has the State incurred extra expense of any consequence; wherefore, he recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Logan Construction Company, contract No. 1424, grade widening of Albany-Tangent Section of the Pacific Highway in Linn County, requested an extension of time to June 14, 1933 in which to complete this project, giving as their reason wet soil conditions which made it impossible for them to do the finishing work. The contractors' statement was verified by the Engineer who added that the traveling public has not been inconvenienced by the delay because it has had the use of the existing pavement at all times and the State has not incurred extra expense. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation of the Engineer by unanimous vote.

C. T. Malcom and S. H. Newell & Co., contract No. 1441, regrading and resurfacing of Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, requested an extension of time to August 31, 1933 in which to complete the project. The Engineer

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advised that the contractors were seriously handicapped in their operations during the winter months on account of deep snow; also, as soon as weather conditions permitted three and four shifts of men were employed by the contractors, and the work was expedited as much as possible. He added that traffic has not been inconvenienced by the delay nor has the State incurred a great amount of extra engineering expense. Wherefore, he recommended that the extension requested be granted without penalty. The Commission approved the Engineer's request by unanimous vote.

C. J. Montag, contract No. 1443, construction of five pile trestles on Monroe-Junction City Section of the West Side Pacific Highway in Lane County, requested an additional extension of time to May 6, 1933 in which to complete this project, giving as his reason bad weather conditions. The Engineer advised that the date of completion specified in the contract was February 28, 1933, but was later extended by the Commission to April 30, 1933 without penalty, with the understanding that if the work was not completed within the extended time limit, the contractor would be assessed for all extra engineering costs subsequent to April 30, 1933. He recommended that the extension now requested be granted, subject to the conditions previously imposed and of record in the minutes of the Commission. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

J. A. Terteling & Sons, contract No. 1461, grading Drinkwater Section of Central Oregon Highway in Harney County, requested an additional extension of time to July 27, 1933 in which to complete this project. The Engineer advised that the principal reason the contractors failed to complete the work within the extended time limit was because they were required to haul certain earth cushion materials a much longer distance than was originally contemplated. He further advised that the traveling public has not been inconvenienced by the delay because the section of road under construction has not been opened to public use; also, the State's expense for extra engineering was very nominal as only one checker was on the job while the cushion material was being placed. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the unanimous vote of the Commission.

A letter was presented from R. H. Jones requesting relief from the payment of the penalty imposed on him by the Commission for failure to complete the construction of three bridges over Burnt River on the Old Oregon Trail in Baker County, contract No. 1419, within the time limit specified in the contract. The Engineer advised that the penalty imposed upon Mr. Jones was for extra engineering expense incurred by the State subsequent to the specified completion date and amounted to $1,050. This is a considerable sum, he added, considering the cost of the project, and if the contractor is required to pay it, will probably wipe out his profit causing him considerable loss; wherefore, he now recommended that the matter be reconsidered and the contractor charged with only one-half of the extra expense. The recommendation of the Engineer was approved by the Commission by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the

requirements of the contracts, or modifications thereof, and that said jobs are ready for acceptance:

Contract No. 1390 with Odom & DuRette, cleaning and painting Interstate Bridge over the Columbia River on the Pacific Highway between Portland and Vancouver, completed July 1, 1933;

Contract No. 1421 with E. C. Peck & Co., grading Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, completed July 27, 1933;

Contract No. 1424 with Logan Construction Company, grade widening of Albany-Tangent Section of Pacific Highway in Linn County, completed June 14, 1933;

Contract No. 1447 with von der Hellen & Pierson, clearing and grading McCallister Section of Secondary Highway No. 270 in Jackson County, completed July 20, 1933;

Contract No. 1448 with R. H. Jones, construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, completed July 13, 1933;

Contract No. 1453 with Saxton & Looney & Co., grading Clackamas River-Canemah Section of the Pacific Highway in Clackamas County, completed July 13, 1933;

Contract No. 1459 with F. C. Dillard, grading and surfacing Koepke and Hinsdale Slough Sections of the Umpqua Highway in Douglas County, completed July 31, 1933;

Contract No. 1475 with E. R. Metzger, furnishing crushed gravel in stock piles on the Trail-Prospect Section of the Crater Lake Highway in Jackson County, completed August 6, 1933;

Contract No. 1476 with Dunn & Baker, furnishing crushed rock in stock piles on the Klamath Falls Section of The Dalles-California, Green Springs and Klamath Falls-Lakeview Highways in Klamath County, completed July 25, 1933.

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

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts,

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and that said jobs are now ready for acceptance:

Contract No. 1390 with Odom & DuRette, cleaning and painting Interstate Bridge over the Columbia River on the Pacific Highway between Portland and Vancouver;

Contract No. 1421 with E. C. Peck & Co., grading Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County;

Contract No. 1424 with Logan Construction Company, grade widening of Albany-Tangent Section of the Pacific Highway in Linn County;

Contract No. 1447 with von der Hellen & Pierson, clearing and grading McCallister Section of Secondary Highway No. 270 in Jackson County;

Contract No. 1448 with R. H. Jones, construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County;

Contract No. 1453 with Saxton & Looney & Co., grading Clackamas River-Canemah Section of the Pacific Highway in Clackamas County;

Contract No. 1459 with F. C. Dillard, grading and surfacing Koepke and Hinsdale Slough Sections of the Umpqua Highway in Douglas County;

Contract No. 1475 with E. R. Metzger, furnishing crushed gravel in stock piles on the Trail-Prospect Section of the Crater Lake Highway in Jackson County;

Contract No. 1476 with Dunn & Baker, furnishing crushed rock in stock piles on the Klamath Falls Section of The Dalles-California, Green Springs and Klamath Falls-Lakeview Highways in Klamath County;

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

The Commission adjourned at 9:45 o'clock P. M. to reconvene at nine o'clock A. M. the following morning in the Multnomah Hotel.

Portland, Oregon, August 25, 1933

The State Highway Commission met in regular session at nine o'clock

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A. M. in the Assembly Room, Multnomah Hotel, with all members, the State Highway Engineer and the Secretary present.

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

OLD OREGON TRAIL
DURKEE-GALES AND LIME-HUNTINGTON SECTIONS
BITUMINOUS MACADAM WEARING SURFACE

Morrison-Knudsen Co.	$ 93,517.50
A. Milne	97,680.00
Newport Construction Co.	102,635.00
Dunn & Baker	108,785.00
J. C. Compton	109,195.00

OLD OREGON TRAIL
DIXIE-LIME SECTION - CULVERT AND BRIDGES OVER BURNT RIVER

Theodore Arenz	$50,873.75
Morrison-Knudsen Co.	55,753.50
J. J. Badraun	57,298.00
Kuckenberg-Wittman Co.	57,850.00
Dunn & Baker	64,087.00

WOLF CREEK HIGHWAY
BRIDGE OVER NECANICUM RIVER

Bids not considered on account of error in proposal form. Project ordered readvertised and proposals returned to respective bidders.

PENDLETON-JOHN DAY HIGHWAY
MIDDLE FORK-FLOWERS GULCH SECTION - GRADING

Myers & Goulter	$192,730.00
Lawlor-Woodward Co.	202,953.50
Kern & Kibbe	209,282.00
Guthrie-McDougall Co.	227,555.00
P. L. Crooks & Co.	228,590.00
Morrison-Knudsen Co.	236,900.00
Earl L. McNutt	237,955.00
Dunn & Baker	238,237.00
A. C. Greenwood Co., Inc.	243,265.00
von der Hellen & Pierson	244,092.00
Max J. Kuney Co.	251,790.00
Joplin & Eldon	255,784.00

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THE DALLES-CALIFORNIA AND CRATER LAKE HIGHWAYS
FORT KLAMATH-CROOKED CREEK SECTION - OIL MAT SURFACE TREATMENT

A. Milne	$17,385.00
Dunn & Baker	17,541.00
J. F. Forbes	18,840.00
Northwest Roads Co.	19,880.00
F. J. Kernan	20,220.00
J. C. Compton	20,925.00

OREGON COAST HIGHWAY
NESKOWIN-SILETZ RIVER SECTION - BITUMINOUS MACADAM WEARING SURFACE

Babler Bros.	$ 91,960.50
J. C. Compton	104,621.00
Northwest Roads Co.	107,237.50
F. J. Kernan	107,900.00
Joplin & Eldon	120,115.00

WILSON RIVER HIGHWAY
MILLS BRIDGE-DEADMAN CREEK SECTION - GRADING

Jacobsen-Jensen Co.	$37,614.00
Joplin & Eldon	44,661.00
Earl L. McNutt	44,745.00
Guy F. Atkinson Co.	47,716.00
A. T. Dolan	50,470.00
Berke Bros. Co., Inc.	53,750.00
Saxton & Looney	54,682.00
Myers & Goulter	54,682.00
J. A. Lyons	58,030.00
Birkemeier & Saremal	64,330.00

Chairman Scott announced that the award of contracts would be made at four o'clock P. M. this day, in the same room. He also announced that owing to an error in the proposal forms for the Necanicum River bridge project in Clatsop County, bids received today on that project will not be considered by the Commission, but the project will be readvertised for bids to be received at the next meeting.

Mr. Walter P. Schlickeiser, Wilsonville, appeared before the Commission and asked that funds be allocated to surface a 2.8-mile section of the Wilsonville-Tualatin Secondary State Highway immediately north from the Wilsonville ferry so that it will be in condition for oiling next year. He presented a petition of people residing in this vicinity, asking such construction. He was advised that the Commission has no secondary highway funds available with which to undertake this project, Clackamas County's apportionment for 1933 being otherwise obligated; however an investigation will be made for future reference.

Mr. E. G. Calkins, County Commissioner of Lincoln County, and H. M.

Teel, former county engineer, were present and asked the Commission for funds with which to improve the two-mile section of the Siletz Secondary Highway between the north end of the sections graded in 1931 and the south end of the sections graded by the U. S. Bureau of Public Roads in 1932. They offered the use of county equipment for this purpose provided the State will pay the operating cost which they estimated would not exceed the sum of $500.00. They urged the improvement from the standpoint of providing employment for 300 or 400 men who, they stated, are dependent upon the operation of the cooperage plant at Toledo which obtains its materials from the Siletz River district. Chairman Scott advised that the Commission has no funds for this improvement; however, an investigation will be made and an estimate of cost prepared with the thought in mind of including the project in next year's program, if there is sufficient money available at that time. The Engineer was instructed to make such investigation in company with County Commissioner Calkins.

County Commissioners E. H. Lindsey and F. L. Owens of Tillamook County conferred with the Commission regarding the Wilson River Highway. They gave as their understanding that the Commission budgeted the sum of $50,000 for construction purposes on this highway and that the low bid received by the Commission earlier in this session for grading the Mills Bridge-Deadman Creek Section was considerably lower than this amount and the engineer's estimate; wherefore, they asked additional work on this highway to take up the difference. No action was taken by the Commission on this request.

The County Commissioners then asked the Commission to authorize certain repair work on the Nehalem River Bridge near the town of Nehalem, including the replacement of stringers which they said are badly rotted. They gave as their thought, since the bridge is on the road now being used as a state highway connection between the Oregon Coast Highway and the new road around Neahkahnie Mountain, the State should maintain it. After some discussion the Commission referred the matter to the Engineer for investigation and report at the next meeting.

A delegation from Southern Oregon and Portland, headed by C. H. Demaray, President of the Grants Pass Chamber of Commerce, appeared before the Commission and urged the allocation of funds for the immediate reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County. The delegation included the following:

Representing the City of Portland, Joseph K. Carson, Jr., Mayor; representing the Portland Chamber of Commerce: Amedee M. Smith, President; Walter W. R. May, Manager; Edward N. Weinbaum, Trades Department, and the Highway Committee consisting of A. L. Fields, Clarence D. Porter and E. L. Wiggins; representing the Roseburg Chamber of Commerce: W. C. Harding, Secretary; representing the Eugene Chamber of Commerce: E. G. Harlan, Secretary; representing the Medford Chamber of Commerce and the City of Medford: S. S. Smith; representing Jackson County Court: R. E. Nealon, County Commissioner; representing Lane County: Howard Merriam; representing Jackson County, the City of Ashland and Ashland Chamber of Commerce: Senator George

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Dunn, G. M. Green and Tom Cunning; representing Josephine County, City of Grants Pass, and Grants Pass Chamber of Commerce: W. W. Stockwell, Senator James T. Chinnock and D. C. McIntyre, Councilman, Sherman S. Smith, District Attorney, and J. H. Harvey, Secretary of the Chamber of Commerce. Mr. Demaray briefly urged the necessity for this improvement and introduced the speakers.

Senator Dunn urged the improvement from the standpoint of furnishing employment this winter for many needy men in their district. He asked favorable consideration of the project and the advertising of a portion thereof for bids to be received at the next meeting of the Commission.

Mayor Carson gave as his opinion that the improvement is very badly needed and will benefit the whole state; further, that he is convinced that the proponents of the improvement are sincere in their request. Mr. Amedee M. Smith stated that the Portland Chamber of Commerce is favorable to this project.

Other speakers endorsing the project were Senator Chinnock, G. M. Green and W. C. Harding. Statistics were presented by Mr. Green supporting their request and Mr. Merriam filed a resolution adopted by the Lane County Chamber of Commerce endorsing the project.

Chairman Scott advised the delegation that the State Highway Commission has already gone on record favoring the project and previously has recommended it to the U. S. Bureau of Public Roads for approval.

W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, who was present, stated there is a question as to whether or not the project should be approved in view of the fact that the funds of the state are limited. He further stated that this is one of the projects hard to justify in view of the rules and regulations covering National Recovery projects because the state can give no assurance that the improvement will not lie dormant for five or six years. He gave as his thought that the project would be approved but could not state definitely at this time.

Mr. Ralph J. Staehli, Secretary of the Allied Truck Owners, Inc., reappeared at this time, accompanied by E. C. Pierce, hauling contractor, and reported that his associates refuse to cooperate in the cost of constructing truss work to strengthen the Winston Bridge because they feel that they are now paying into the highway fund all they can afford; furthermore, they think it is the State's duty to pay the entire cost of such work. Mr. Staehli's attention was called to the fact that the truck operators will be relieved of the payment of tow charges by the strengthening of this bridge in view of which his associates might wish to reconsider their action. He replied that he would ascertain the attitude of those whom he represented.

Mr. Sam Murray, Chief Engineer of the O.-W. R. R. & N. Company, was present and asked the Commission to authorize certain surveys at Pendleton and La Grande to obtain data for railroad-highway grade-crossing eliminations at those points. He pointed out that there is a possibility of eliminating

these grade crossings by depressing the railroad tracks so that trains will pass beneath the highway, and gave as his thought that the State might be sufficiently interested to make the surveys, estimated by him to cost approximately $400. The State Highway Engineer advised Mr. Murray that the State has no money with which to eliminate the crossings, even after surveys are made; however, he recommended to the Commission that Mr. Murray's request be granted in view of the fact that the surveys will not cost very much and the data obtained will be valuable to the State at a future date. After some discussion, motion was made by Commissioner Aldrich that the Engineer be authorized to make surveys at state expense. The motion was seconded by Commissioner Washburne and was declared by Chairman Scott to have passed by unanimous vote.

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

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

A delegation from Benton County consisting of County Judge Victor P. Moses, M. Wilhelm, Monroe, Harry M. Apt and W. C. Walters, Alsea, was present and asked the Commission to designate as a secondary state highway, make surveys, construct and maintain the county road which extends westerly from the town of Monroe to a connection with the Alsea-Deadwood Secondary State Highway about one and one-half miles south of the town of Alsea, approximately seventeen miles in length. Judge Moses was spokesman for the group. He declared that the construction of this road is an economic necessity and will provide another short-cut highway from Willamette Valley points to the sea. Judge Moses advised that Benton County has no funds to construct the road to the desired standards, wherefore, they are asking the State to assume jurisdiction thereover and give it as much consideration as possible. The following documents were presented in support of their request: Resolution by the Benton County Court requesting the designation of this road as a secondary state highway; petition signed by numerous Benton County residents requesting such designation; letter from Corvallis Chamber of Commerce endorsing the project.

Chairman Scott advised that the Commission has no funds with which to improve this road, hence it would be unwise and improper to designate it as a secondary highway at this time. He explained that the Commission has received similar requests from other parts of the state but has found it necessary to decline them because of the limited funds available. The project under discussion, he said, will be given consideration later when the Commission's finances improve.

Judge Moses then asked the Commission to turn over to Benton County for use on its market road system, the old steel bridge over Miller Creek on the West Side Pacific Highway between Monroe and Junction City which shortly will be abandoned upon completion of the new bridge at this point. He was informed by the Commission that there is a possibility that the bridge

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can be used on one of the secondary highways in Benton County, wherefore, a definite answer cannot be given to him at this time. The Engineer was instructed by the Commission to investigate such possibility and render a report thereon.

A committee representing the Third Street Improvement Association, Portland, consisting of J. H. Blaesing, E. D. Jorgenson and Cornelius O'Donovan, Secretary, appeared before the Commission requesting an allocation of National Recovery municipal funds for the improvement of Third Street, Portland, from its intersection with Arthur Street to a connection with Barbur Boulevard (Fourth Street Highway). Chairman Scott advised that the Commission is without funds to comply with their request. To do so, he said, will require the transfer of funds from the Fourth Street project, delaying its completion, which is undesirable and contrary to the agreement with the City Council regarding the Fourth Street project. The Engineer called attention to the fact that Third Street is neither on the state highway system nor an extension thereof; therefore, it is not eligible for the funds at the disposal of the Commission.

Contractor Theodore Arenz, Portland, accompanied by his brother, George Arenz, appeared before the Commission regarding his bid submitted on the previous day for regrading and repaving Columbia Boulevard-S. P. & S. Undercrossing Section of Secondary State Highway No. 120 in Multnomah County. They advised that according to their interpretation of the specifications for this project, bidders are not restricted to the use of Oregon cement; therefore, they did not confine their price inquiries to the Oregon product, but obtained quotations also from California manufacturers. An inspection of the quotations received, he said, revealed that California cement could be delivered on the job for about $1,760 cheaper than Oregon cement; wherefore, they based their bid on the use of the California product, and ask that it be accepted.

The Engineer explained that the project in question is a state project to be paid for with state funds and its purpose is to furnish employment, so far as possible, to Oregon citizens, both directly and indirectly. He called attention to the clause in the proposal form relating to the use of Oregon materials which states that preference shall be given to those manufactured in Oregon, and gave as his thought that if Mr. Arenz insists on using California cement it would be better to award the contract to the next low bidder whose bid is only $438.50 higher than Mr. Arenz' and is based on the use of Oregon cement.

Chairman Scott informed Mr. Arenz that the Commission will award the contract to him if he will agree to use Oregon cement at his bid price. After further discussion, the Commission deferred a decision in this matter for two hours to allow Mr. Arenz time to ascertain whether or not the Oregon cement companies will reduce their quotations. Mr. Arenz reappeared later in the session and informed the Commission he would accept the award of this contract based on his bid price and that he would use Oregon cement. The Commission then referred the bids to the Engineer with power to act.

The County Court of Washington County, consisting of County Judge Donald T. Templeton and County Commissioners H. D. Kerkman and James Lewis, was present and inquired if the Commission is considering additional improvements this summer along the Hillsboro-Beaverton Section of the Tualatin Valley Highway. They were informed by the Engineer that the Commission plans to receive bids in the near future for the construction of a non-skid pavement on this section; however, the work cannot be completed this year. They then inquired as to the plans for the improvement of the Nehalem Secondary State Highway and were informed by the Engineer that the Commission has budgeted a small amount of National Recovery secondary funds for the improvement of a short section of this road north of Buxton and that the contract probably would be awarded this year.

The Washington County Court also inquired if provision has been made to reconstruct the Farmington Bridge on Secondary Highway No. 142. They were informed by the Engineer that this project is included in the construction program.

The Engineer inquired as to the desires of the Commission relative to the use of the so-called "smelt sand" from the beach at Yachats, Lincoln County, in connection with the construction of the proposed bridge across the Alsea River at Waldport. He called attention to the fact that the Commission previously went on record as opposed to the removal of these sands because it was believed to interfere with the spawning of the smelt, claimed by the people of Yachats to be an important tourist attraction. He further stated that this is the only sand deposit near Waldport suitable for concrete work and if the Commission adheres to its adopted policy it will mean that sand for the Waldport bridge will have to be shipped in at an extra cost of about $25,000; furthermore, if sand is procured elsewhere, it probably will be trucked over the Alsea Highway which has an inadequate surface and will suffer materially thereby. He further stated he doubted the removal of sand for the Waldport Bridge would interfere greatly with the spawning of smelt because investigation shows that the sand deposit extends a considerable distance into the ocean and the excavations made would be filled in by the first winter storms. After some discussion of this matter, decision relative thereto was deferred by the Commission until a later date.

Consideration was given by the Commission to the matter of snow removal on the Mt. Hood Highway to provide parking space for automobiles during the winter months in the vicinity of Government Camp. The Assistant Attorney reported that in conformance with the instructions given him by the Commission at the meeting of July 31, 1933, he directed letters to the Portland Winter Sports Committee and others interested in this matter, setting forth the position of the Commission and requesting that they obtain easements from owners of property adjacent to the highway, which would permit the department to deposit snow thereon, but has received only one reply to date. He gave as his opinion that the Commission would be responsible and liable for resulting injury or damage if snow is deposited on private property without the owners' consent. In view of the Assistant Attorney's report, the Commission after some discussion decided that it would not authorize snow removal operations on this highway, except that necessary on a 20-foot strip to keep the highway open for travel, unless and until easements have been acquired from adjacent property owners permitting the snow to be deposited on their premises. It was also decided that the action taken should be given publicity through the Portland papers.

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The Engineer reported that he has investigated the possibilities of providing additional parking space for automobiles on the Mt. Hood Highway near Government Camp, and found a place where such parking space may be provided for about 800 cars by expending approximately $3,000 for excavating purposes. He inquired as to the wishes of the Commission with respect thereto. After some discussion the Commission by unanimous vote authorized the Engineer to undertake this improvement.

Mr. J. G. Meindl, attorney, Portland, appeared before the Commission in behalf of Mrs. Mary Lazelle regarding payment for certain land which, he alleges, was taken from Mrs. Lazelle several years ago for widening the Mt. Hood Highway east of Government Camp. The area taken, he said, consists of two thirty-foot strips, one on each side of the highway, containing 1.7 acres valued by Mrs. Lazelle at $1,500.00. He asked the Commission to authorize payment of this sum to Mrs. Lazelle. The Attorney advised that negotiations have been carried on for some time to acquire this right of way, but Mrs. Lazelle refused to accept his offer of $750.00 therefor.

The Engineer explained that the original highway at this point was only 40 feet wide and that improvements undertaken thereon by the U. S. Forest Service required that it be widened to 100 feet. Accordingly, a 30-foot strip on each side of the highway was taken across Mrs. Lazelle's land, for which she now seeks payment. He further explained that, in order to properly dispose of snow that may be removed from the highway during the winter season to provide parking space for automobiles, it would be necessary to acquire an easement from Mrs. Lazelle covering the use of an additional 50 feet on each side of the road. Mr. Meindl stated that he did not believe that Mrs. Lazelle would grant such easement because it would deprive her of the use of her property immediately adjacent to the highway right of way.

It was the thought of the Commission that a charge of $1,500.00 for the 1.7 acres involved is entirely too much in view of the fact that the land was of practically no value before the highway was constructed; wherefore, after some discussion, the Commission by unanimous vote denied Mr. Meindl's request and instructed the Engineer to institute condemnation proceedings to acquire the property in question in the event that appeared necessary after further negotiations with Mrs. Lazelle.

The Engineer reported that by reason of reorganization and curtailments which have been put into effect during the twelve-month period ending July 1, 1933, a large saving has accrued in department expense, which includes pay roll reductions in the regular department operations, amounting to approximately $1,000,000. Savings in items of fixed expense, he said, amounted to approximately $284,000.

A letter was presented from Moynihan & Thompson, attorneys, Salem, requesting the Commission to reconsider its decision with respect to the payment of damages to Mr. and Mrs. P. J. Welsh arising out of the improvement of the Pacific Highway in front of their place of business known as "Duck Inn", in Marion County. They gave figures indicating that the income of the Welshes has been greatly reduced by reason of the delay in completing the highway

construction operations in front of their business and stated that an injustice has been done which the Commission should adjust equitably.

The Attorney explained the details in connection with this matter and gave as his belief that since the Welshes are simply lease holders, they should be given different consideration than if they were the actual owners of the property. He recommended that they be paid the sum of $150.00 for losses that they have suffered by reason of this highway improvement. After some discussion, the Commission referred this matter to the Attorney to take up direct with the Welshes and offer them the sum of $150.00 in full payment of their claim.

The Attorney reported that difficulties have been encountered in acquiring right of way needed for the improvement of the Fremont Highway across the lands of Matilda Sewell, J. A. Hart and Herman O. Mattke, near Lakeview, Lake County, and requested authority to acquire it by condemnation. The following resolution with respect thereto was offered and adopted by the Commission by unanimous vote:

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

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 19 in Lake 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:

Matilda Sewell Property

A parcel of land being a portion of the following described property: the northwest quarter ($NW\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 3, Twp. 38 South, Range 20 East, W. M., Lake County, Oregon; the said parcel of land being all that portion of the foregoing described property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Fremont 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 381 plus 79 to Station 396 plus 30; which portion of center line is described as follows:

Beginning at center line station 381 plus 79, opposite and 50 feet distant from which point the westerly line of

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said strip of land intersects the south line of said property; said beginning point also being approximately 1354 feet north and 392 feet east of the quarter section corner on the south line of said Section 3; thence North 14 degrees 34 minutes East a distance of 1451 feet, to Station 396 plus 30, opposite and 50 feet distant from which station the easterly line of said strip of land intersects the north line of said property.

The parcel of land to which this description applies contains approximately 3.27 acres.

J. A. Hart Property

A parcel of land, being a portion of the following described property: the north half ($N\frac{1}{2}$) of the southwest quarter ($SW\frac{1}{4}$) of the northwest quarter ($NW\frac{1}{4}$) of Section 15, Twp. 38 South, Range 20 East, W. M., Lake County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Fremont 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 295 plus 24 to Station 302 plus 51; which portion of center line is described as follows:

Beginning at center line station 295 plus 24, opposite and 50 feet distant from which point the westerly line of said strip of land intersects the south line of said property; said beginning point also being approximately 755 feet east and 2028 feet south of the northwest corner of said Section 15; thence North 14 degrees 34 minutes East a distance of 727 feet to Station 302 plus 51, opposite and 50 feet distant from which station the easterly line of said strip of land intersects the northerly line of said property.

The parcel of land to which this description applies contains approximately 1.59 acres.

Herman O. Mattke Property

A parcel of land, being a portion of the following described property: the north half ($N\frac{1}{2}$) of the northwest quarter ($NW\frac{1}{4}$) of the northwest quarter of Section 15, Twp. 38 South, Range 20 East, W. M., Lake County, Oregon; the said parcel being all that portion of the foregoing described property included in a strip of land 100 feet in width, 50 feet on each side of the center line of the Fremont 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 309 plus 29 to Station 316 plus 42; which portion of center line is described as follows:

Beginning at center line station 309 plus 29, opposite and 50 feet distant from which point the westerly line of said strip of land intersects the south line of said property; said beginning point also being approximately 683 feet south and 1107 feet east of the northwest corner of Section 15; thence North 14 degrees 34 minutes East a distance of 713 feet to Station 316 plus 42, opposite and 50 feet distant from which station the easterly line of said strip of land intersects the north line of said Section 15.

The parcel of land to which this description applies contains approximately 1.59 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcels of land be procured for 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, Lake 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 RESOLVED FURTHER 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

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acquire title to the said premises and all rights therein for the purposes herein stated.

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

"Durkee-Gales and Lime-Huntington Sections of the Old Oregon Trail in Baker County. The low bid is that submitted by Morrison-Knudsen Co., Boise, Idaho, at $93,517.50; the second low bid is that submitted by A. Milne, Portland, at $97,680.00. The Commission awards this contract to Morrison-Knudsen Co., the low bidder, at its bid price of $93,517.50.

"One culvert and five bridges over Burnt River on the Dixie-Lime Section of the Old Oregon Trail in Baker County. The low bidder is Theodore Arenz, Portland, at $50,873.75; the next low bidder is Morrison-Knudsen Co., Boise, Idaho, at $55,753.50. The Commission awards this contract to the low bidder, Theodore Arenz, at his bid price of $50,873.75.

"Middle Fork-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County. The low bid is that of Myers & Goulter, Seattle, at $192,730.00, using corrugated iron pipe; the next low bid submitted is that of Lawlor-Woodward Co., Seattle, at $202,953.50, using corrugated iron pipe. The Commission awards this contract to the low bidder, Myers & Goulter, at their bid price of $192,730.00, using corrugated iron pipe.

"Fort Klamath-Crooked Creek Section of The Dalles-California Highway and Crater Lake Highway in Klamath County. The low bid is that of A. Milne, Portland, at $17,385.00; the next low bid is that of Dunn & Baker, Klamath Falls, at $17,541.00. The award of this contract will be held pending a conference with the U. S. Bureau of Public Roads, which matter is being referred by the Commission to the Engineer with power to act.

"Neskowin-Siletz River Section of the Oregon Coast Highway in Lincoln, Tillamook and Polk Counties. The low bid is that submitted by Babler Bros., Portland, at $91,960.50; the next low bid is that of J. C. Compton, McMinnville, at $104,621.00. The Commission awards this contract to Babler Bros., the low bidders, at their bid price of $91,960.50.

"Mills Bridge-Deadman Creek Section of the Wilson River Highway in Tillamook County. The low bid is that of Jacobsen-Jensen Co., Portland, at $37,614.00, using corrugated iron pipe; the next low bid is that of Joplin & Eldon, Portland, at $44,661.00, using corrugated iron pipe. The Commission awards this contract to the low bidder, Jacobsen-Jensen Co., at its bid price of $37,614.00, using corrugated iron pipe."

The Commission set Saturday, September 16, 1933, and Wednesday, October 4, 1933, Portland, as the dates and place for the next two regular meetings of the Commission to receive bids on highway construction projects. The Secretary was instructed to arrange for necessary accommodations.

The Engineer renewed his request for a decision whether the railroad grade separation structure on the Pacific Highway at the north city limits of Ashland shall be constructed as a federal aid project with N. R. A. funds without cooperation from the Southern Pacific Company, or as a state project to be financed with state and railroad company funds. No decision was rendered by the Commission with respect thereto.

At 4:30 o'clock P. M. the Commission adjourned to the office of Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, Room 217, New Federal Building, to discuss informally matters pertaining to the application of the Commission for a loan and grant of N. R. A.funds with which to finance the construction of five proposed bridges on the Oregon Coast Highway.

Mr. Hockley expressed his desire to cooperate as much as possible with the Commission in order to expedite the approval of the bridge projects so that their construction will not be delayed. He explained that they have in preparation a large program of public works projects covering the entire state, and it is their intention to submit a partial list of such projects, amounting to about $2,000,000 to the Administrator of the Public Works Act within the next thirty days for his approval, others to follow at frequent intervals. It is expected, he said, that the Alsea River bridge project on the Oregon Coast Highway at Waldport will be included in the first list, and the remaining bridges will be included in the next partial list, or as soon thereafter as is possible. He asked the Commission to resubmit its application for a loan and grant of N. R. A. funds to finance these bridges, making a separate and distinct application for each of the bridges.

Following the conference with Mr. Hockley, the Commission decided to cooperate with him so far as is consistent with the best interests of the state and unanimously adopted the following resolutions modifying the State's original application for N. R. A. funds with which to finance the bridges under discussion:

WHEREAS, the United States Government has by the enactment of the National Industrial Recovery Act, approved June 16, 1933, made available funds for the construction of public works including publicly owned bridges, which funds have been offered to the states as loans and/or loans and grants, and

WHEREAS, the State of Oregon has expended in the construction of the Oregon Coast Highway since 1918 the sum of approximately $20,000,000, the full benefit of which investment cannot be enjoyed by the general public for the reason that intersecting said highway are two rivers and three bays or arms of the ocean, traffic over which streams is now served by ferries operated at the expense of the State, and

WHEREAS, the annual cost to the State of Oregon to maintain and operate said ferries is approximately $125,000, which amount due to the anticipated increase in the volume and character

of traffic will in the very near future reach the probable sum of $175,000 per year, and

WHEREAS, it is recognized that ferry service regardless of how efficient it may be made is never so satisfactory or adequate as the accommodation afforded by bridge facilities, and

WHEREAS, it is the judgment of the Commission that the best interests of the general public and of the State of Oregon will be served through the construction of bridges over the said streams, to wit:

Bridge over Yaquina Bay
Bridge over Alsea Bay
Bridge over the Siuslaw River
Bridge over the Umpqua River
Bridge over Coos Bay

and that the construction costs of said bridges be financed in the first instance with funds procured from the Federal Government pursuant to the provisions of the National Industrial Recovery Act, and

WHEREAS, by virtue of the provisions of Chapters 297, 399 and 431, General Laws of Oregon, 1933, the Governor of the State of Oregon is authorized and empowered upon request of this Commission to borrow from the Federal Government funds with which to construct said bridges, and

WHEREAS, this Commission has heretofore, by resolution duly adopted and entered in its minutes, declared its intention to construct said bridges and did request the Honorable Governor of the State of Oregon to apply to the Federal Government under the provisions of the National Industrial Recovery Act for a loan and a grant of funds sufficient to construct all of said projects, which said application made by the State of Oregon by its Governor is now on file with the Administrator of Public Works, and

WHEREAS, the State Engineer, who is for the State of Oregon the direct representative of the Administrator of Public Works, has requested that for the purpose of promoting at this time a limited program of public works there be selected from the State's original application for funds with which to construct the said five bridges the project or bridge designated as the Alsea Bay bridge, it being the understanding that by complying with the Engineer's said request the State will in no wise jeopardize or unfavorably affect its rights and privileges under said original application, and

WHEREAS, for the purpose of cooperating with the Administrator of Public Works and his Oregon representative, the State Highway Commission deems it advisable to modify its said application to conform to the request of said State Engineer;

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

1. That, in keeping with the purpose and plan of the State Highway Commission as declared in its resolution heretofore adopted, by which resolution this Commission has determined to construct on the Oregon Coast Highway five bridges, for which purpose the State by its Governor applied to the Federal Government, under the provisions of the National Industrial Recovery Act, for a loan and a grant of funds, and in response to the request of the State Engineer so to do, this Commission does now lift from said application the bridge designated as the Alsea Bay bridge and does hereby promote for early and immediate approval and allocation by the Federal Government the funds necessary for the construction of said bridge.

2. That Honorable Julius L. Meier, Governor of the State of Oregon, be and he hereby respectfully is requested to apply to the United States Government for a loan and grant in the total sum of $711,000, such fund to be used to defray the cost and expense incident to the construction of the said Alsea Bay bridge.

3. That J. M. Devers, Attorney for the Commission, be and he hereby is authorized and directed to prepare all necessary papers and give direct and immediate attention to the matter of procuring said funds for the purpose herein set out.

4. That the Federal Government be requested to provide said funds on the basis of seventy per cent. loan and thirty per cent. grant.

5. That the Commission does respectfully urge and recommend that said loan be made on the basis proposed in Circular No. 2 under Table No. 1B issued and circulated by the Public Works Administrator, except as said table is modified in the following suggested table:

Total Estimated Cost		$711,000
Government Grant 30%	--	213,300
Government Loan 70%	--	497,700

Table of Annual Payments
Amortization Period 30 Years
Interest at 4%

Year	Unpaid Balance at Beginning of year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
1	$ 497,700	$ - - -	$ 19,908	$ 19,908
2	497,700	- - -	19,908	19,908
3	497,700	- - -	19,908	19,908
4	497,700	- - -	19,908	19,908
5	497,700	- - -	19,908	19,908

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Year	Unpaid Balance at Beginning of Year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
6	$ 497,700	$ 7,700	$ 19,908	$ 27,608
7	490,000	9,000	19,600	28,600
8	481,000	10,000	19,240	29,240
9	471,000	11,000	18,840	29,840
10	460,000	12,000	18,400	30,400
11	448,000	13,000	17,920	30,920
12	435,000	14,000	17,400	31,400
13	421,000	15,000	16,840	31,840
14	406,000	16,000	16,240	32,240
15	390,000	17,000	15,600	32,600
16	373,000	18,000	14,920	32,920
17	355,000	19,000	14,200	33,200
18	336,000	20,000	13,440	33,440
19	316,000	21,000	12,640	33,640
20	295,000	22,000	11,800	33,800
21	273,000	23,000	10,920	33,920
22	250,000	24,000	10,000	34,000
23	226,000	25,000	9,040	34,040
24	201,000	26,000	8,040	34,040
25	175,000	27,000	7,000	34,000
26	148,000	28,000	5,920	33,920
27	120,000	29,000	4,800	33,800
28	91,000	30,000	3,640	33,640
29	61,000	31,000	2,440	33,440
30	30,000	30,000	1,200	31,200

6. That said debt be evidenced by project revenue notes secured by a long-term lease or trust deed on said bridges and all properties and rights of way which are necessary parts thereof. Whether said instrument be a long-term lease or a trust deed shall be at the option of the Federal Government.

7. That the Honorable Julius L. Meier, as Governor of the State of Oregon, be and he hereby respectfully is requested to execute any and all necessary papers or documents required for the accomplishment of the acquisition of said funds.

8. That this Commission by this resolution does hereby direct and order the execution by the Commission of any papers, instruments or documents or the doing of anything or act necessary to carry out the purpose sought to be accomplished by this proceeding, all of which shall be within the authority and scope of the laws of the State of Oregon and particularly within the provisions of Chapter 399, General Laws of Oregon, 1933.

9. That this Commission does hereby recommend that the preparation and execution of the contract covering said loan be deferred until the State's original application has been approved and then the subject of this application be covered in the contract covering the other projects set out in the original application.

10. That this modification of the State's original application shall in no manner be construed as an abandonment or waiver of any plan or benefit sought to be accomplished under the application heretofore filed, but that it is hereby declared to be the purpose of the State to forthwith press for final consideration and approval said subject.

WHEREAS, the United States Government has by the enactment of the National Industrial Recovery Act, approved June 16, 1933, made available funds for the construction of public works including publicly owned bridges, which funds have been offered to the states as loans and/or loans and grants, and

WHEREAS, the State of Oregon has expended in the construction of the Oregon Coast Highway since 1918 the sum of approximately $20,000,000, the full benefit of which investment cannot be enjoyed by the general public for the reason that intersecting said highway are two rivers and three bays or arms of the ocean, traffic over which streams is now served by ferries operated at the expense of the State, and

WHEREAS, the annual cost to the State of Oregon to maintain and operate said ferries is approximately $125,000, which amount due to the anticipated increase in the volume and character of traffic will in the very near future reach the probable sum of $175,000 per year, and

WHEREAS, it is recognized that ferry service regardless of how efficient it may be made is never so satisfactory or adequate as the accommodation afforded by bridge facilities, and

WHEREAS, it is the judgment of the Commission that the best interests of the general public and of the State of Oregon will be served through the construction of bridges over the said streams, to wit:

Bridge over Yaquina Bay
Bridge over Alsea Bay
Bridge over the S[illegible] River
Bridge over the Um[illegible] River
Bridge over Coos Bay

and that the construction costs of said bridges be financed in the first instance with funds procured from the Federal Government pursuant to the provisions of the National Industrial Recovery Act, and

WHEREAS, by virtue of the provisions of Chapters 297, 399 and 431, General Laws of Oregon, 1933, the Governor of the State of Oregon is authorized and empowered upon request of this Commission to borrow from the Federal

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Government funds with which to construct said bridges, and

WHEREAS, this Commission has heretofore, by resolution duly adopted and entered in its minutes, declared its intention to construct said bridges and did request the Honorable Governor of the State of Oregon to apply to the Federal Government under the provisions of the National Industrial Recovery Act for a loan and a grant of funds sufficient to construct all of said projects, which said application made by the State of Oregon by its Governor is now on file with the Administrator of Public Works, and

WHEREAS, the State Engineer, who is for the State of Oregon the direct representative of the Administrator of Public Works, requested that for the purpose of promoting at an early date a limited program of public works there be selected from the State's original application for funds with which to construct the said five bridges the project or bridge designated as the Alsea Bay Bridge, and thereafter select from said group of five bridges one or two other structures for inclusion in subsequent programs of public works to be formulated by the said Engineer and the State Advisory Committee with which requests the State complied with the understanding that by so doing the State would in no wise jeopardize or unfavorably affect its rights and privileges under said original application, and

WHEREAS, for the purpose of cooperating with the Administrator of Public Works and his Oregon representative, the State Highway Commission deems it advisable to finally modify its said original application to conform said application to the changes in the record occasioned by the splitting of said application at the request of the said Engineer;

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

1. For the purpose of furthering the State's plan and purpose to construct five bridges on the Oregon Coast Highway with the funds procured from the United States under the provisions of the National Industrial Recovery Act for the accomplishment of which an application was filed with the Government but which application was at the request of the State Engineer segregated or split into separate applications, as a result of which there remains for separate consideration the Siuslaw River bridge and the Umpqua River bridge, there be urged for consideration and approval the said two bridges and that funds for this construction be requested.

2. That Honorable Julius L. Meier, Governor of the State of Oregon, be and he hereby respectfully is requested to apply to the United States Government for a loan and grant in the total sum of $1,008,150, such fund to be used to defray the cost and expense incident to the construction of the said Siuslaw River and Umpqua River bridges.

3. That J. M. Devers, Attorney for the Commission, be and he hereby is authorized and directed to prepare all necessary papers and give direct and immediate attention to the matter of procuring said funds for the purpose herein set out.

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4. That the Federal Government be requested to provide said funds on the basis of a seventy per cent. loan and thirty per cent. grant.

5. That the Commission does respectfully urge and recommend that said loan be made on the basis proposed in Circular No. 2 under Table 1B issued and circulated by the Public Works Administrator, except as said table is modified in the following suggested table:

Total Estimated Cost	$1,008,150
Total Estimated Cost (exclusive of interest during construction)	978,786
Govt. Grant, 30% of Labor and Materials ...	293,636
Govt. Loan, 70% of Labor and Materials	685,150
100% of Interest During Construction	29,364
Total Government Loan	714,514

TABLE OF ANNUAL PAYMENTS
Amortization Period 30 Years — Interest at 4%.

Year	Unpaid Balance at Beginning of Year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
1	$ 714,514	$ - -	$ 28,581	$ 28,581
2	714,514	- -	28,581	28,581
3	714,514	- -	28,581	28,581
4	714,514	- -	28,581	28,581
5	714,514	- -	28,581	28,581
6	714,514	15,514	28,581	44,095
7	699,000	17,000	27,960	44,960
8	682,000	18,000	27,280	45,280
9	664,000	19,000	26,560	45,560
10	645,000	20,000	25,800	45,800
11	625,000	21,000	25,000	46,000
12	604,000	22,000	24,160	46,160
13	582,000	23,000	23,280	46,280
14	559,000	24,000	22,360	46,360
15	535,000	25,000	21,400	46,400
16	510,000	26,000	20,400	46,400
17	484,000	27,000	19,360	46,360
18	457,000	28,000	18,280	46,280
19	429,000	29,000	17,160	46,160
20	400,000	30,000	16,000	46,000
21	370,000	31,000	14,800	45,800
22	339,000	32,000	13,560	45,560
23	307,000	33,000	12,280	45,280
24	274,000	34,000	10,960	44,960
25	240,000	35,000	9,600	44,600

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Year	Unpaid Balance at Beginning of Year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
26	$ 205,000	$ 37,000	$ 8,200	$ 45,200
27	168,000	39,000	6,720	45,720
28	129,000	41,000	5,160	46,160
29	88,000	43,000	3,520	46,520
30	45,000	45,000	1,800	46,800

6. That said debt be evidenced by project revenue notes secured by a long-term lease or trust deed on said bridges and all properties and rights of way which are necessary parts thereof. Whether said instrument be a long-term lease or a trust deed shall be at the option of the Federal Government.

7. That the Honorable Julius L. Meier, as Governor of the State of Oregon, be and he hereby respectfully is requested to execute any and all necessary papers or documents required for the accomplishment of the acquisition of said funds.

8. That this Commission by this resolution does hereby direct and order the execution by the Commission of any papers, instruments or documents or the doing of anything or act necessary to carry out the purpose sought to be accomplished by this proceeding, all of which shall be within the authority and scope of the laws of the State of Oregon and particularly within the provisions of Chapter 399, General Laws of Oregon, 1933.

9. That this Commission does hereby recommend that the preparation and execution of the contract covering said loan be deferred until the State's original application has been approved and then the subject of this application be covered in the contract covering the other projects set out in the original application.

10. That this Commission respectfully recommends that all five bridges be treated as one project of Public Works as promoted in the State's original application but which were separated to conform to the request and recommendation of the State Engineer and that all of said proposed improvements and the loans and grants allocated by the government for the construction thereof be covered by one and the same instrument or contract. This Commission further recommends that the loan be made pursuant to the plan proposed under Table IB in Circular No. 2 prepared and issued by the Public Works Administration, except as said table has been altered to conform to the circumstances peculiar to the project proposed by the State.

11. That there is attached hereto, marked "Exhibit No. 11" a table of annual payments covering the entire loan for which application has been made, which table is respectfully submitted for the consideration and approval of the Public Works Administration.

WHEREAS, the United States Government has by the enactment of the National Industrial Recovery Act, approved June 16, 1933, made available funds for the construction of public works including publicly owned bridges, which funds have been offered to the states as loans and/or loans and grants, and

WHEREAS, the State of Oregon has expended in the construction of the Oregon Coast Highway since 1918 the sum of approximately $20,000,000, the full benefit of which investment cannot be enjoyed by the general public for the reason that intersecting said highway are two rivers and three bays or arms of the ocean, traffic over which streams is now served by ferries operated at the expense of the State, and

WHEREAS, the annual cost to the State of Oregon to maintain and operate said ferries is approximately $125,000, which amount due to the anticipated increase in the volume and character of traffic will in the very near future reach the probable sum of $175,000 per year, and

WHEREAS, it is recognized that ferry service regardless of how efficient it may be made is never so satisfactory or adequate as the accommodation afforded by bridge facilities, and

WHEREAS, it is the judgment of the Commission that the best interests of the general public and of the State of Oregon will be served through the construction of bridges over the said streams, to wit:

Bridge over Yaquina Bay
Bridge over Alsea Bay
Bridge over the Siuslaw River
Bridge over the Umpqua River
Bridge over Coos Bay

and that the construction costs of said bridges be financed in the first instance with funds procured from the Federal Government pursuant to the provisions of the National Industrial Recovery Act, and

WHEREAS, by virtue of the provisions of Chapters 297, 399 and 431, General Laws of Oregon, 1933, the Governor of the State of Oregon is authorized and empowered upon request of this Commission to borrow from the Federal Government funds with which to construct said bridges, and

WHEREAS, this Commission has heretofore, by resolution duly adopted and entered in its minutes, declared its intention to construct said bridges and did request the Honorable Governor of the State of Oregon to apply to the Federal Government under the provisions of the National Industrial Recovery Act for a loan and a grant of funds sufficient to construct all of said projects, which said application made by the State of Oregon by its Governor is now on file with the Administrator of Public Works, and

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WHEREAS, the State Engineer, who is for the State of Oregon the direct representative of the Administrator of Public Works, has requested that for the purpose of promoting at this time a limited program of public works there be selected from the State's original application for funds with which to construct the said five bridges the project or bridge designated as the Alsea Bay bridge, it being the understanding that by complying with the Engineer's said request the State will in no wise jeopardize or unfavorably affect its rights and privileges under said original application, and

WHEREAS, for the purpose of cooperating with the Administrator of Public Works and his Oregon representative, the State Highway Commission deemed it advisable to modify its said application to conform to the request of said State Engineer, and said Commission did so revise its said request, which revised application is now pending, and

WHEREAS, the said Honorable C. C. Hockley, as State Engineer for the Public Works Administrator, has requested and recommended that the State further revise its said original application and select therefrom another bridge or bridges and promote the same for early approval by the Administrator of Public Works, and

WHEREAS, it has been and is the purpose and plan of this Commission and the purpose and plan of the State of Oregon to promote as a single unit for public works program all of said five coast bridges for the reason that each of said bridges constitutes and is a part of an entire and larger plan and project; namely, the elimination of ferry service from the Oregon Coast Highway, which highway is one of the major thoroughfares of the State and is not only a state highway but is likewise a federal highway and therefore is interstate in character, and

WHEREAS, notwithstanding the State's undivided purpose to carry through to completion the construction of said five bridges and the accomplishment of a loan and grant of funds for such purpose, as disclosed in the State's original application, the State is nevertheless anxious to cooperate with the Public Works Administrator and his Oregon representative, and therefore the State in response to the recommendation and request of the Honorable C. C. Hockley deems it advisable to revise again its said original application for the purpose of promoting for consideration at this time an application for funds with which to construct the Yaquina Bay bridge and the Coos Bay bridge;

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

1. That, in keeping with the purpose and plan of the State Highway Commission as declared in its resolution heretofore adopted, by which resolution this Commission has determined to construct on the Oregon Coast Highway five bridges, for which purpose the State by its Governor applied to the Federal Government, under the provisions of the National Industrial Recovery Act, for a loan and a grant of funds, and in response to the request of the

State Engineer so to do, this Commission does now lift from said application the bridge designated as the Yaquina Bay bridge and the bridge designated as the Coos Bay bridge and does hereby promote for early and immediate approval and allocation by the Federal Government the funds necessary for the construction of said bridges.

2. That Honorable Julius L. Meier, Governor of the State of Oregon, be and he hereby respectfully is requested to apply to the United States Government under the provisions of the National Industrial Recovery Act for a loan and grant in the sum of $2,255,052 to be used to defray the cost and expense incident to the construction of the Coos Bay bridge and for a loan and grant in the sum of $1,128,418 to be used to defray the cost and expense incident to the construction of the Yaquina Bay bridge, making a total of $3,383,470 necessary amount for both bridges.

3. That J. M. Devers, Attorney for the Commission, be and he hereby is authorized and directed to prepare all necessary papers and give direct and immediate attention to the matter of procuring said funds for the purpose herein set out.

4. That the Federal Government be requested to provide said funds on the basis of seventy per cent. loan and thirty per cent. grant.

5. That the Commission does respectfully urge and recommend that said loan be made on the basis proposed in Circular No. 2 under Table No. 1B issued and circulated by the Public Works Administrator, except as said table is modified in the following suggested table:

Total Estimated Cost	$3,383,470
Total Estimated Cost (exclusive of interest during construction)	3,253,338
Government Grant, 30% of Labor and Materials	976,001
Government Loan, 70% of Labor and Materials	2,277,337
100% of Interest during Construction	130,132
Total Government Loan	2,407,469

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Table of Annual Payments
Amortization Period 30 Years
Interest at 4%

Year	Unpaid Balance at Beginning of Year	Payment on Principal at End of Year	Interest Payment at End of Year	Total Payments at End of Year
1	$ 2,407,469	$ - - - -	$ 96,299	$ 96,299
2	2,407,469	- - - -	96,299	96,299
3	2,407,469	- - - -	96,299	96,299
4	2,407,469	- - - -	96,299	96,299
5	2,407,469	- - - -	96,299	96,299
6	2,407,469	48,469	96,299	144,768
7	2,359,000	52,000	94,360	146,360
8	2,307,000	56,000	92,280	148,280
9	2,251,000	60,000	90,040	150,040
10	2,191,000	64,000	87,640	151,640
11	2,127,000	68,000	85,080	153,080
12	2,059,000	72,000	82,360	154,360
13	1,987,000	76,000	79,480	155,480
14	1,911,000	80,000	76,440	156,440
15	1,831,000	84,000	73,240	157,240
16	1,747,000	88,000	69,880	157,880
17	1,659,000	92,000	66,360	158,360
18	1,567,000	96,000	62,680	158,680
19	1,471,000	100,000	58,840	158,840
20	1,371,000	104,000	54,840	158,840
21	1,267,000	108,000	50,680	158,680
22	1,159,000	112,000	46,360	158,360
23	1,047,000	116,000	41,880	157,880
24	931,000	121,000	37,240	158,240
25	810,000	125,000	32,400	157,400
26	685,000	129,000	27,400	156,400
27	556,000	133,000	22,240	155,240
28	423,000	137,000	16,920	153,920
29	286,000	141,000	11,440	152,440
30	145,000	145,000	5,800	150,800

6. That said debt be evidenced by project revenue notes secured by a long-term lease or trust deed on said bridges and all properties and rights of way which are necessary parts thereof. Whether said instrument be a long-term lease or a trust deed shall be at the option of the Federal Government.

7. That the Honorable Julius L. Meier, as Governor of the State of Oregon, be and he hereby respectfully is requested to execute any and all

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necessary papers or documents required for the accomplishment of the acquisition of said funds.

8. That this Commission by this resolution does hereby direct and order the execution by the Commission of any papers, instruments or documents or the doing of anything or act necessary to carry out the purpose sought to be accomplished by this proceeding, all of which shall be within the authority and scope of the laws of the State of Oregon and particularly within the provisions of Chapter 399, General Laws of Oregon, 1933.

9. That this Commission does hereby recommend that the preparation and execution of the contract covering said loan be deferred until the State's original application has been approved and then the subject of this application be covered in the contract covering the other projects set out in the original application.

10. That this modification of the State's original application shall in no manner be construed as an abandonment or waiver of any plan or benefit sought to be accomplished under the application heretofore filed, but that it is hereby declared to be the purpose of the State to forthwith press for final consideration and approval said subject.

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

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Commissioner

Portland, Oregon, September 15, 1933

The State Highway Commission met in special session at eight o'clock P. M., in Room 204, Benson Hotel. Present were:

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

The Engineer reported the receipt of a letter from W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, which stated that he cannot

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approve the award of the contract for the grading of the Neahkahnie Mountain Section of the Oregon Coast Highway, Tillamook County, bids for which are to be received by the Commission on September 16, until opportunity has been given the State Parks Commission to pass upon the location adopted for this road. Mr. Lynch was present and gave as his thought that this courtesy should be extended to the State Parks Commission and suggested a joint inspection of the located line by an engineer from the State Highway Department, an engineer from the U. S. Bureau of Public Roads, and a member of the State Parks Commission. After some discussion, Mr. Lynch's suggestion was approved by the Commission and it was agreed that the award of the contract for the grading of the Neahkahnie Mountain Section shall be held pending such joint inspection.

The Engineer reported the results of surveys which have been made during the past few months in Malheur County to determine a location for the Oregon sector of a proposed road extending from Boise, Idaho, to Winnemucca, Nevada, commonly known as the "I. O. N. Highway", together with results of surveys for a branch of this road extending to Crane, Oregon, and reconnaissance surveys in Idaho to determine the most practicable connection at the state line. The most feasible route for this road, he said, extends northerly from McDermitt, Nevada, to a point near Scotts Butte, about 6 miles south and 10 miles west of Rome, where it divides--one branch extending in a northwesterly direction to Crane, another in a northerly direction to Harper, and a third extending easterly and northerly, by-passing the towns of Rome and Jordan Valley to the Idaho state line, about two miles northeast of Malloy Ranch. He exhibited a map showing the routes surveyed and explained that they have been laid out with due regard for both local and interstate traffic, bearing in mind that extensions may be required later into adjacent territories. He further explained that in order to determine a proper connection with the Idaho portion of this road, reconnaissance surveys were made along several routes in that state which reveal that the most practicable one is that known as the Squaw Creek route which crosses the Oregon-Idaho state line, about 2.2 miles northeast of Malloy Ranch and extends in a northeasterly direction down Squaw Creek and Alkali Creek drainages to the Snake River Valley at Marsing, Idaho, where it connects with the oiled highways in Idaho leading to Nampa, Caldwell, and Boise. He presented figures to show the comparative costs and lengths of the alternate routes under consideration and recommended the adoption of a route in Oregon that will connect with the Squaw Creek route. He also recommended that this road across the state of Oregon, together with its branch to Crane, be designated as a public lands highway and that the portion extending northerly from McDermitt, Nevada, a distance of twenty miles, be designated as a secondary state highway. The recommendations of the Engineer were approved by the Commission, and the following resolutions with respect thereto were offered and adopted by the unanimous vote of the members present:

WHEREAS, the Federal Government has made available funds for the construction of "roads through public lands" in the State of Oregon, and other states, and

WHEREAS, the State of Nevada and the State of Idaho are jointly with the State of Oregon interested in the construction of

a road known as the I. O. N. Highway, and

WHEREAS, the roads hereinafter described are roads through public lands in the State of Oregon and are therefore roads upon which may be expended in the construction thereof a portion of said Federal funds, and

WHEREAS, said hereinafter described roads will, when constructed, connect on the south with a public lands road in the State of Nevada, and will connect on the east with a public lands road in the State of Idaho, and

WHEREAS, this Commission is informed that it is the purpose and plan of the State of Idaho to construct said public lands road in the State of Idaho which forms the eastern connection with the road hereinafter described, and that it is the purpose and plan of the State of Nevada to construct in said state the public lands road which forms the southern connection of the road hereinafter described, and

WHEREAS, it is the judgment and decision of this Commission that the roads hereinafter described should be by proper action of this Commission recognized and designated as public lands roads qualified to share in said Federal funds;

NOW THEREFORE, it is hereby resolved by this Commission, sitting in regular session, as follows:

1. That a road beginning at a point on the Oregon-Nevada state line near McDermitt, Nevada, and running thence in a northerly direction to a point south of Scotts Butte; thence in a northeasterly direction south of Rome and south of Jordan Creek to a crossing of said Jordan Creek west of the mouth of Hooker Creek; and thence in a northeasterly direction to a point on the Oregon-Idaho state line near Malloy Ranch approximately twenty miles north of Jordan Valley; also a road beginning at a point south of Scotts Butte on the above described road and running thence in a northwesterly direction along the most feasible route or location to a connection with the main highway between Burns and Crane, be and said highways hereby are, and each is, designated and declared to be and are hereby adopted as public lands roads, and as such public lands roads are hereby qualified for construction and improvement with funds made available, or which may hereafter be made available, by the Federal Government for such purposes.

2. That the State Highway Engineer be, and he hereby is, authorized and directed to make such surveys and do such other things as may be necessary to accomplish the construction of said roads with such funds, or with such other funds as are now or may hereafter be made available therefor.

3. That said Engineer be and he hereby is authorized and directed to confer with the United States Bureau of Public Roads and with the proper authorities of the states of Idaho and Nevada for the purpose

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of working out, so far as feasible, practicable and lawful under the Laws of the State of Oregon, a cooperative and uniform plan or program for the construction of said highway within each of said states to the end that the greatest possible uses and public benefits may be accomplished by reason of the construction of the said roads heretofore described.

WHEREAS, that certain public highway in Malheur County, beginning on the Oregon-Nevada State Line at a point near McDermitt, Nevada, and extending thence in a northerly direction for a distance of twenty miles to the township line between townships 37 and 38 South, Range 42 West, W. M., is in the judgment of the Highway Commission a road which will contribute to and promote the completion of an adequate and connected system of secondary highways in said Malheur County, which said highway is intercounty in character and is correlated with the state highway system, and

WHEREAS, it has been mutually agreed by and between the County Court of Malheur County and the State Highway Commission that said road should be designated and adopted as a secondary state highway;

THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and affirmatively participating, that the road beginning at the Oregon-Nevada State line at or near McDermitt, in the State of Nevada, and extending in a northerly direction a distance of approximately twenty miles to the township line between townships 37 and 38 South, Range 42 West, W. M., be and said road hereby is designated and adopted as a secondary state highway, and shall be known as Secondary State Highway No. 456;

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the Commission and a certified copy thereof delivered to the County Court of Malheur County.

The Engineer reported that an inspection has been made of the small frame building belonging to the Jewish Shelter Home located on the Fourth Street Highway right of way in South Portland which discloses that this building encroaches upon the highway right of way about five feet at the north end of the building, and about twelve feet at the south end of the building. It is obvious, he said, that the building itself will not interfere with the improvement of this highway; however, inquiry reveals that if the City of Portland is not required to obtain a full width right of way at this point the adjacent property owners will demand similar favors. Furthermore, contiguous property on which to move this building can now be purchased for a reasonable sum whereas, later on, after the highway is opened to travel, cannot be purchased except at great expense. It was his thought that the Commission should insist that the City of Portland fulfill its obligation and acquire the full 100-foot right of way at this time. After some discussion the Commission approved the Engineer's suggestion and instructed him to write the City Commissioners that the State Highway Commission demands a full width right of way

and the removal of the building of the Jewish Shelter Home, in accordance with their agreement with the State pertaining to this project.

The Engineer reported that an offer has been made by the City of Enterprise to donate to the State for use as section headquarters the following described tract of land situated within the city limits:

> All of Lots 1 and 2, and the east one-half of Lot 3 in Block 5 of the original townsite of Enterprise, Oregon, being a tract 110 feet wide and 150 feet long, at the southwest corner of North and River Streets, containing 0.41 acre, more or less.

He stated that the tract is advantageously located adjacent to the Wallowa Lake and Enterprise-Flora Highways and is bordered on two sides with paved streets. He recommended the acceptance of the gift. The recommendation of the Engineer was adopted by the Commission by unanimous vote and the Secretary was instructed to acknowledge the gift with thanks.

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

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

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

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

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

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Redmond-Bend Section, The Dalles-California Highway				
Cannon, Wm.	R/W	1.4	A. at $50.00 plus $90.00	McCallister
		2.0	" " 20.00	
Steidl, Ida M.	"	1.30	200.00 Lump Sum	"
Duval, W. H.	"	0.62	" 100.00 plus $24.15	"
Monson, Martin	"	2.00	" 1.00 " 95.25	"
Duval, A. J.	"	3.48	170.00 for land plus $92.25	"
Gift, W. P.	"	0.15	5.00 for land plus $6.00	"
Crooked Creek-Lakeview Section, Fremont Highway				
Leehman, W. H.	R/W	7.38	at $100.00	
		4.49	" 10.00 plus $782.90	"
Leehman, W. H. & J. A. Bishop	"	3.27	" 25.00 plus $217.12	"
Pfrang, Wm.	"	11.05	" 100.00	
		6.60	" 10.00 plus $2079.00	"
Multnomah County, Bertha-Beaverton Highway				
Gilason, John	R/W	1000	Sq.Ft. at $0.068 plus $12.00	Bentley
Cress Estate, J. M.	"	2600	" " " 0.07	"
Florea, Mariea	"	0.0413	A. " $1000.00 plus $33.70	"
Walker, Verne	"	450	Sq.Ft. 30.00 Lump Sum	"
Bendix, H.	"	67	" " 5.00 " "	"
Aurora Section, Pacific Highway				
Kraus, Elizabeth (Correction)	R/W	0.03	$140.00 Lump Sum	Devers
Steinhoff, E. L. (")	"	0.238	1050.00 " "	Gardiner
Will, Jonas M. (")	"	0.008	145.00 " "	"
Klamath County, Green Springs Highway				
Weyerhaeuser Timber Co.	Stock Pile	1.29	$1.00 Lump Sum	Lytle
Jackson County, Crater Lake Highway				
Young, Ralph B. & Dewitt Blamer	Stock Pile	0.23	$25.00 Lump Sum 3 yr. lease	Collier
Union County, Wallowa Lake Highway				
Hug, Bertha	Snow fence	R/W 1.89	$50.00 per A. plus $38.50	Benson
Benton County, Alsea-Deadwood Highway				
Batdorf, Sam	Gravel Site		3¢ per cu. yd. lease 9 mos.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Dixie-Lime Section, Old Oregon Trail Highway				
Reiber, Olivia W.	Gravel Site	6.469	$100.00 Lump Sum	Benson
S. P. Wye-Canby Section, Pacific Highway				
Amundson, Sam	R/W	0.40	$355.00 Lump Sum	Devers
Newberg-McMinnville Section, West Side Pacific Highway				
Dodge, R. R.	R/W	0.21	$400.00 Lump Sum	DeSouza
Rice Hill Section, Pacific Highway				
Strong, Earl	R/W	1.0	$100.00 Lump Sum	Collier
Reedville Section, Tualatin Valley Highway				
Churchley, C. D.	R/W	0.02	at $700.00 per acre	Bentley
Jack, B. A.	"	0.055	" 700.00 " " plus $16.50	"
Imlay, Lucille	"	472	Sq.Ft. $20.00 for land plus $45.00	"
Kelley, Christina A.	"	2463	" " at $0.037 per Sq.Ft. plus $15.00	"
Kelley, Christina A. & Margaret M. Imlay	"	1304	" " " $0.037 per Sq.Ft. plus $135.00	"
Imlay, Margaret M.	"	204	" " " $0.037 per Sq.Ft. plus $15.00	"
Holtz, Wm.	"	610	" " " $0.04 per Sq.Ft.	"
Jannsen, A. M., Drilling Co. Inc.	"	6527	" " " $0.04 " " " plus $138.92	"
Huntington Slides, Old Oregon Trail Highway				
South, Lucinda	R/W	7.33	at $100.00 per A. plus $639.50	Devers
Clackamas County, Mt. Hood Highway				
Lazelle, Mary A.	R/W Appr.	1.25	$750.00 Lump Sum	Gardiner

A letter was presented from Baker County Chamber of Commerce requesting the elimination of two narrow turns on the Baker-Homestead Highway, one between Richland and Baker, the other between Richland and Halfway, to provide greater safety to traffic on this highway. The Engineer stated that he advised the Chamber of Commerce that he will have an investigation made to determine the cost of the improvement, also, that the Highway Commission is short of funds so that it would be impossible to undertake the work at this time. The Commission approved the action taken by the Engineer.

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A letter was presented from the Paisley Commercial Club, Paisley, requesting the designation as a forest highway of the proposed road extending from Paisley, Lake County, southwesterly to Bly, Klamath County. The Commission denied the request and instructed the Secretary to inform the Paisley Commercial Club that there is now a large, unimproved mileage on the forest highway system which the Commission believes should be constructed before new roads are added.

A letter was presented from the Elgin Women's Club urging the Commission to construct a sidewalk on the state highway bridge at the edge of their city for the benefit of pedestrian traffic. The Commission denied the request because the bridge is incapable of sustaining the additional load, supports already having been placed under the bridge to make it safe for present traffic. The Secretary was instructed so to inform the Elgin Women's Club, and advise them that the Commission will consider the construction of sidewalks when a new bridge is built at this point.

A communication was presented from the Reedsport Chamber of Commerce requesting an immediate survey of the Umpqua Highway between Scottsburg and Reedsport, Douglas County, to obtain data for the preparation of plans for widening and straightening this section of road at an early date. In this connection, a telegram was presented from W. A. Lovelace, Chairman of Board of Directors of the Umpqua Highway Improvement District, stating that that District will pay for this survey provided the State will allow the District credit for such expenditure later, and further provided that no other funds are available. The Engineer was instructed to prepare an estimate of cost to make this survey for the consideration of the Commission at the next meeting.

A communication was presented from L. M. Lepper, President of the East Side Commercial Club, Portland, urging additional highway construction work on the Wolf Creek Highway, between Elsie and Sunset Camp, and suggesting that timber owners be requested to donate the required right of way. There was also presented another letter from Mr. Lepper renewing his request for such construction work and suggesting that labor for such work be transported daily by railroad from Portland, as was done by the City of Portland last winter in connection with improvements in Multnomah Falls and Benson Parks. There being no funds available for additional improvements on this highway, the Commission took no action on these requests but ordered them filed in the records of the department.

There was presented a resolution from Deer Creek Valley Grange, Josephine County, requesting investigation of a feasible route for a highway down Rogue River from Grants Pass to Gold Beach. The Commission denied the request due to lack of funds for the purpose.

A letter was presented from A. B. Clark, Pendleton, urging the immediate survey of the Blue Mountain Highway from Flora, Wallowa County, northerly to the Oregon-Washington state line and construction of certain sections of this proposed road this winter as an unemployment relief measure. In this connection, the Engineer advised that it is essential that a survey of this proposed road be made in the near future in order to arrange for a

proper connection at the state line with that portion within the state of Washington and to have accurate data on hand when this project comes up for construction. He requested authority to conduct such survey. After some discussion, the Commissioners by unanimous vote approved the Engineer's request, but denied the request of Mr. Clark for the construction of any portion of this highway during the coming winter.

A resolution was presented from the Wallowa County Court requesting the designation as a secondary state highway of the following described road: Beginning at the terminus of the present constructed Enterprise-Flora Highway and continuing thence in a northerly direction to a connection with the Blue Mountain Highway in the state of Washington at the Oregon-Washington state line. The request was denied by the Commission because it was thought inadvisable to extend the secondary highway system until additional funds for secondary highway improvements become available.

A letter was presented from Hon. George P. Winslow, Tillamook, in which he expressed himself opposed to the diversion of state highway funds for other purposes.

A letter was also presented from Hon. Jay H. Upton, President of The Dalles-California Highway Association, stating that the communities served by The Dalles-California Highway will resent any attempt to divert funds heretofore allocated for the improvement of The Dalles-California Highway for the benefit of some other section of the state of Oregon. The Commission took no action on these communications.

A resolution adopted by the Portland City Council was presented, in which the Commission was requested to include in the plans and specifications for the improvement of either Southwest Barbur Boulevard (Fourth Street Highway) or the East Side Highway (East Portland-Oregon City Highway), or some other state highway within the Portland city limits, provisions for the placing of at least one mile of Super-Safe Form Tile, designed and manufactured by the Highway Form Company, Portland. The Engineer stated that the use of this form tile has been tried out in a number of instances on state highways; viz., as a center line stripe on the Clackamas River Bridge near Oregon City; as traffic markers and headers on the Pacific Highway north of Salem; also, in concrete pavement at Medford, and bituminous macadam work between Waldport and Newport. These experiments, he said, were made in an endeavor to use Oregon products and assist in developing a permanent center line marker at low cost, but all resulted in failures. He gave as his opinion that the experiments conducted have demonstrated, so far as the state highway system is concerned, that the tiles are not feasible or practicable, and suggested that the City of Portland be so advised. After due consideration, the Commission approved the Engineer's suggestion and instructed the Secretary to convey such information to the City Commissioners of Portland.

A communication was presented from Mr. Chas. P. Pray, Superintendent of Department of State Police, requesting permission to erect a memorial tablet on the Pacific Highway right of way approximately one-half mile south

of Mile Post 271 in honor of Officer B. M. Baucom of the State Police Department who was shot down at that point in the performance of his duties. The Engineer stated that in addition to the installation of the tablet it will be necessary to install approximately 48 feet of 12" pipe for drainage, and also provide parking space, estimated to cost approximately $75. He recommended that Mr. Pray's request be approved, and that the State assume the cost of providing the parking space and the necessary drainage. The recommendation of the Engineer was approved by the unanimous vote of the Commission.

The Engineer requested authority to cancel the department's claim against one D. S. Miller whose truck burnt in August, 1932, on the Columbia River Highway, necessitating repairs to the pavement in the sum of $22.78. He explained that he has been unable to locate Mr. Miller and the request is made simply to clear the department records. The Engineer's request was granted by the unanimous vote of the Commission.

The Engineer requested authority to trade in as part payment for new equipment of similar type fifteen of the Department's Chevrolet and Ford trucks which are in need of replacement; also, to purchase outright five additional trucks of the same type needed for next year's requirements. He explained that the N.R.A. code for the automobile industry becomes effective on October 1, 1933, after which date the State will be unable to obtain discounts heretofore enjoyed; also, undoubtedly, truck prices will increase. He gave as his thought that inasmuch as new equipment will be needed by next spring, at the latest, advantage should be taken of prevailing discounts and low prices; furthermore, the purchase of new equipment at this time will eliminate considerable expense in overhauling the present equipment. He estimated that the purchase of new trucks at this time would involve an expenditure of approximately $12,850, compared with an estimated cost of between $15,000 and $17,000 if the purchase is deferred until spring. After due consideration, the Commission authorized the Engineer to purchase the trucks as he requested.

The Engineer also requested authority to purchase six truck-mounted, spring-type graders for use in connection with maintenance of desert type roads and fifteen additional mold-board, push-type snow plows. He estimated the cost of the graders at $550.00 each or a total of $3,300.00 and explained that their use will eliminate the necessity of purchasing additional high priced power graders; furthermore, they can be operated on some of the departments FWD trucks, making it possible to use these trucks the entire year, whereas heretofore they have been used for snow removal purposes during the winter months only. He estimated the cost of the snow plows at $100.00 each or a total of $1,500.00. After due consideration, the Engineer's request was granted by the Commission by unanimous vote.

The Engineer reported that the Department's stock of metal signs, route markers and sign posts is very low; wherefore, he requested authority to replenish this supply before prices increase. He estimated the signs and route markers would cost about $2,500, and a car load of posts about $700. The authority requested by the Engineer was granted by the Commission.

The Engineer reported that the Department has in storage at the La Grande shops an obsolete V-type snow plow which the County Court of Union County desires to purchase, offering therefor the sum of $50.00. He recommended that the offer be accepted. The recommendation of the Engineer was approved by the Commission.

The Engineer reported that investigation has been made of secondary highways in Benton County to find a place to use the old steel bridge across Miller Creek between Monroe and Junction City, but no suitable location can be found; therefore, he recommended that it be turned over to the Benton County Court for its use on its county road system. After some discussion, the recommendation of the Engineer was adopted by the Commissioners present, provided that Benton County will remove the bridge and clean up the site; also, that it will erect barricades at each end of the old bridge location for traffic safety.

The Engineer requested a decision with respect to the removal of smelt sand from the ocean beach near Yachats to be used in connection with the construction of the proposed bridge across Alsea Bay at Waldport. After some discussion, the Commissioners present decided that they would permit the removal of the sand for such purpose, provided Commissioner Washburne offers no objection. The Secretary was instructed to ascertain Mr. Washburne's attitude regarding this matter at the first opportunity. (Commissioner Washburne in telephone conversation with the Secretary on September 18 approved the decision of the other Commissioners.)

The Engineer submitted an estimate of cost to construct the Ranger Station-Elsie Section of the Wolf Creek Highway, as instructed by the Commission August 24, upon request of the Clatsop County Court, but no action thereon was taken by the Commission.

The Engineer also submitted a report on the cost to construct a short section of the Wolf Creek Highway westerly from Multnomah-Washington county line, a distance of about 2,000 feet, across Valkyrie Memorial Park and the private cemetery of R. C. Pointer family. To construct this highway on the present survey across the Pointer cemetery, he said, will involve an expenditure of approximately $25,000 and to construct across Valkyrie Memorial Park will involve an additional expenditure of about $25,000, or a total of approximately $50,000 for the entire improvement. He explained that it is possible to relocate the highway so as to avoid the Pointer cemetery but the original location must be adhered to across Valkyrie Park in order to make a proper connection with Canyon Road into Portland. He inquired whether the Commission wishes to make such change or adopt the location as now surveyed notwithstanding the high expense involved. After some discussion, the Commission decided that the highway should be relocated so as to avoid the Pointer cemetery and authorized the Engineer to make surveys in accordance therewith. The Commission authorized the Attorney to institute condemnation proceedings to acquire the right of way across Valkyrie Memorial Park if that becomes necessary.

There was presented to the Commission a resolution adopted by the

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County Court of Grant County requesting the selection and designation as a secondary state highway of the following described county road in Grant County:

> Part of Market Road No. 1, extending from the John Day Highway at Kimberly in a northeasterly direction to the bridge over the North Fork of the John Day River at Monument, Oregon, but not including the bridge, approximately 14.5 miles in length.

The Secretary explained that this resolution is simply to fulfill the legal requirements with respect to the designation of secondary state highways, the Commission having previously designated this road as a secondary state highway at its meeting held on May 19, 1933. The Commission therefore approved the resolution and confirmed its action taken on May 19, 1933.

The Engineer requested a decision with respect to the method of financing the railroad grade elimination structure on the Pacific Highway at Ashland, which was deferred from the previous meeting. After some discussion the Commission decided to build this structure as a federal project to be paid for with National Recovery funds rather than as a state project which would require that it be paid for with state and railroad company funds. The Commission also decided to construct the undercrossing on the East Portland-Oregon City Highway at Milwaukie as a federal aid project rather than as a state project, and instructed the Engineer to proceed with his plans for both of the projects in accordance with that understanding.

The Engineer reported that Dr. H. E. Kelty, former County Judge of Lake County, has offered objections to the construction of the Fremont Highway at the north city limits of Lakeview along the line of the adopted survey and recommends a location which will enter their city about 800 feet east of the location as now laid out. The route suggested by Dr. Kelty, he said, will eliminate one right-angle turn; however, it will route traffic past the Lakeview public schools and will also divert traffic away from one of the town's main business streets where considerable monies have been invested in business improvements. Furthermore, it will necessitate extending the Klamath Falls-Lakeview Highway about 800 feet to connect with the Fremont Highway. He recommended that no change be made in the alignment previously adopted for this highway. A decision with respect thereto was deferred by the Commission until the following day.

The Engineer reported that improvements contemplated for the Wallowa Lake Highway in the towns of Enterprise and Wallowa, Wallowa County, involve the re-routing of the highway in those towns and, in accordance with the provisions of the Oregon statutes, public hearings must be held in those towns to consider remonstrances to the proposed changes. He recommended that such hearings be held on Thursday, October 19, 1933, in the town of Wallowa, at ten o'clock A. M., and in Enterprise at two o'clock P. M. The recommendation of the Engineer was approved by the unanimous vote of the Commissioners present and the Secretary was instructed to so notify the city officials.

The Engineer reported that placer miners are carrying on mining

operations in the town of Jacksonville which include excavation work under some of the city streets from abutting property and that tunnels are being constructed along bed rock approximately 30 feet below the street surface. He inquired whether or not the Commission wishes to take action to enjoin the operations in view of the fact that they are being carried on under a city street that has been designated as a secondary state highway route. The Attorney advised that in his opinion neither the state nor the municipality of Jacksonville can successfully enjoin such excavation work by the abutting property owners unless such work interferes with the legitimate use of the street by the public for public travel and other public uses incidental to streets, such as the laying of gas, water, and sewer mains, etc. The records show, he said, that the town of Jacksonville was platted in 1871 and according to the decisions of the Supreme Court of this state the filing of a plat vests in the public only an easement to use the streets for public purposes, fee title to the property remaining vested in the adjoining owners, subject to the public easement. In view of the Attorney's opinion the Commission took no action with respect to this matter.

The Engineer reported the receipt of a letter from Contractor Theodore Arenz, who submitted the low bid on August 24, 1933 for regrading and paving Columbia Boulevard-S. P. & S. Undercrossing Section of Secondary Highway No. 120 in Multnomah County, stating that he would accept the award of this contract at his bid price and would use Oregon manufactured cement in connection therewith as requested by the Commission. He further reported that upon receipt of this letter he awarded the contract to Mr. Arenz on September 2, 1933. The Commission, by unanimous vote, confirmed the award of this contract to Mr. Arenz.

The Engineer also reported the receipt of information from the Bureau of Public Roads approving the award of the contract for the construction of an oil mat surface on the Fort Klamath-Crooked Creek Section of The Dalles-California and Crater Lake Highways to the low bidder, A. Milne, Portland, at his bid price submitted on August 25, wherefore, on September 12 he awarded the contract to Mr. Milne as authorized by the Commission. The Commission, by unanimous vote, confirmed the award of this contract to Mr. Milne.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Theodore Arenz, Contract No. 1436, regrading and repaving Molalla River-Aurora Section of the Pacific Highway in Marion and Clackamas Counties, requested an additional extension of time to August 28, 1933 in which to complete this project. The Engineer stated that the date of completion specified in the contract was June 15, 1933 but this was extended to July 15 without penalty. He further stated that the contractor's delay was caused largely by bad weather conditions during the winter months; also, that the public has not been inconvenienced by the delay, nor has the State incurred a great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commissioners present.

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The Engineer reported that Dr. H. E. Kelty, former County Judge of Lake County, has offered objections to the construction of the Fremont Highway at the north city limits of Lakeview along the line of the adopted survey and recommends a location which will enter their city about 800 feet east of the location as now laid out. The route suggested by Dr. Kelty, he said, will eliminate one right-angle turn; however, it will route traffic past the Lakeview public schools and will also divert traffic away from one of the town's main business streets where considerable monies have been invested in business improvements. Furthermore, it will necessitate extending the Klamath Falls-Lakeview Highway about 800 feet to connect with the Fremont Highway. He recommended that no change be made in the alignment previously adopted for this highway. A decision with respect thereto was deferred by the Commission until the following day.

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operations in the town of Jacksonville which include excavation work under some of the city streets from abutting property and that tunnels are being constructed along bed rock approximately 30 feet below the street surface. He inquired whether or not the Commission wishes to take action to enjoin the operations in view of the fact that they are being carried on under a city street that has been designated as a secondary state highway route. The Attorney advised that in his opinion neither the state nor the municipality of Jacksonville can successfully enjoin such excavation work by the abutting property owners unless such work interferes with the legitimate use of the street by the public for public travel and other public uses incidental to streets, such as the laying of gas, water, and sewer mains, etc. The records show, he said, that the town of Jacksonville was platted in 1871 and according to the decisions of the Supreme Court of this state the filing of a plat vests in the public only an easement to use the streets for public purposes, fee title to the property remaining vested in the adjoining owners, subject to the public easement. In view of the Attorney's opinion the Commission took no action with respect to this matter.

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Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

Theodore Arenz, Contract No. 1436, regrading and repaving Molalla River-Aurora Section of the Pacific Highway in Marion and Clackamas Counties, requested an additional extension of time to August 28, 1933 in which to complete this project. The Engineer stated that the date of completion specified in the contract was June 15, 1933 but this was extended to July 15 without penalty. He further stated that the contractor's delay was caused largely by bad weather conditions during the winter months; also, that the public has not been inconvenienced by the delay, nor has the State incurred a great amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the unanimous vote of the Commissioners present.

S. H. Newell & Co., Contract No. 1468, grading Rice Hill Section of Pacific Highway in Douglas County, requested an extension of time from August 15 to October 15, 1933 in which to complete this project, giving as their reason for delay bad weather conditions and the occurrence of a large slide. The Engineer stated that the reasons given by the contractors for the delay are correct. He further advised that traffic on this highway has not been seriously inconvenienced because it has had the use of the old highway at all times; also, that the extra engineering expense amounted to a small sum as the engineer's time was divided between this work and other work. He recommended that the extension requested be granted without penalty. The Commissioners approved the recommendation of the Engineer.

Lindstrom & Feigenson, Contract No. 1469, construction of approaches to the Santiam River Bridge on the Pacific Highway in Linn and Marion Counties, requested an extension of time from June 30 to July 20, 1933 in which to complete this project. The Engineer advised that the contractors encountered difficulties on this work which were beyond their control and, consequently, they were unable to complete the project within the time limit specified. The traveling public has not been inconvenienced he said, because it has had the use of the old highway at all times; also, the State has not incurred an appreciable amount of extra engineering costs. He recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission.

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

Contract No. 1395 with Oregon Bridge & Dredging Co., paving Milwaukie-Oregon City Section of East Portland-Oregon City Highway in Clackamas County, completed August 5, 1933;

Contract No. 1427 with Newport Construction Co., surfacing Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County, completed August 5, 1933;

Contract No. 1438 with J. A. Lyons, regrading Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, completed August 12, 1933;

Contract No. 1467 with Washburn & Hall, construction of two bridges over Bear Creek on the Pacific Highway in Jackson County, completed June 21, 1933;

Contract No. 1469 with Lindstrom & Feigenson, grading and paving approaches to Santiam River Bridge on the Pacific Highway in Linn and Marion Counties, completed July 15, 1933.

The following resolution accepting the above projects was offered andadopted by the unanimous vote of the Commissioners present:

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

Contract No. 1395 with Oregon Bridge & Dredging Co., paving Milwaukie-Oregon City Section of East Portland-Oregon City Highway in Clackamas County;

Contract No. 1427 with Newport Construction Co., surfacing Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County;

Contract No. 1438 with J. A. Lyons, regrading Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County;

Contract No. 1467 with Washburn & Hall, construction of two bridges over Bear Creek on the Pacific Highway in Jackson County;

Contract No. 1469 with Lindstrom & Feigenson, grading and paving approaches to Santiam River Bridge on the Pacific Highway in Linn and Marion Counties;

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

The Engineer submitted a complete schedule of National Recovery construction projects arranged according to their priority and asked the Commission to schedule meeting dates for receiving bids for their construction. He recommended the following: October 5, October 25, November 15, December 7, December 28, 1933 and January 18, 1934. The recommendation of the Engineer was adopted by the Commissioners and the Secretary was instructed to make the usual arrangements to hold these meetings in Portland.

There being no further business to transact at this time the meeting was adjourned at 10:45 o'clock P. M.

Portland, Oregon, September 16, 1933

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Assembly Room of the Multnomah Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer

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J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Bids, as follows, for highway construction projects and for the sale of scrap metals, tires, etc., were opened and read in accordance with previously published notice.

Prior to the opening of bids for paving the Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County, opportunity was given bidders to withdraw their bids for that project in the event that they had failed to write in unit bid prices for "surface finish coat" in accordance with the Highway Department's circular letter dated September 14, 1933.

WOLF CREEK HIGHWAY
BRIDGE OVER NECANICUM RIVER

Enquist Construction Co.	$ 4,846.00
A. T. Dolan	4,902.00
Associated Construction Co.	5,161.00
Portland Dredging Co.	5,254.00
Averill & Philpott	5,395.80
Joplin & Eldon	5,422.00

THE DALLES-CALIFORNIA HIGHWAY
UNIT NO. 3, REDMOND-BEND SECTION - GRADING

Wm. Endicott & Co.	$ 33,967.25
March Construction Co.	40,149.00
F. H. May & Co.	42,281.15
Birkemeier & Saremal	42,333.50
J. A. Lyons	43,777.25
James Borin	49,305.75
Joplin & Eldon	52,666.00
The United Contracting Co.	53,152.50
Saxton & Looney	54,444.25
G. I. Stebbins Construction Co.	55,074.50
Kern & Kibbe	55,367.75
Hauser Construction Co.	60,971.20
P. L. Crooks & Co.	61,305.00
Morrison-Knudsen Co.	65,787.50

PENDLETON-JOHN DAY HIGHWAY
MIDDLE FORK-FOREST BOUNDARY SECTION - GRADING

Myers & Goulter	$86,062.00
Morrison-Knudsen Co.	95,309.00
Lawlor-Woodward Co.	95,767.50
Tony Marrazzo	98,557.00

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PACIFIC HIGHWAY
NEIL CREEK-BARRON CREEK SECTION - GRADING

von der Hellen & Pierson	$177,212.50
General Construction Co.	187,779.00
Guy F. Atkinson Co.	188,364.50
Haas, Doughty & Jones	200,590.00
Joplin & Eldon	202,880.50
Lawlor-Woodward Co.	203,862.50
J. A. Lyons	205,500.00
Kern & Kibbe	208,671.00
P. L. Crooks & Co., Inc.	214,145.00
Earl L. McNutt	214,958.75
Morrison-Knudsen Co.	218,825.00
Myers & Goulter	222,475.00
A. C. Greenwood Co.	225,530.00
C. T. Malcom	229,112.50
F. C. Dillard, Yunker & Wiecks	259,495.00
Guthrie-McDougall Co.	268,048.00

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

David W. Johnson & W. D. Miller	$8,205.50
Dunn & Baker	8,518.10
J. C. Compton	8,761.50
The United Contracting Co.	9,137.50
G. I. Stebbins Construction Co.	9,327.70

FREMONT HIGHWAY
WHITE ROCK-LAKEVIEW SECTION - GRADING AND SURFACING

Morrison-Knudsen Co.	$84,175.00
Earl L. McNutt	87,668.50
F. C. Dillard, Yunker & Wiecks	95,206.50
Wren & Greenough	99,137.50
Dunn & Baker	99,160.50
March Construction Co.	100,271.50
Joplin & Eldon	102,034.00

SANTIAM HIGHWAY
SODA FORK SECTION - GRADING

Berke Bros., Inc.	$52,267.50
Kern & Kibbe	58,190.00
P. L. Crooks & Co., Inc.	59,495.00
James Borin	60,435.00
J. A. Lyons	61,070.00
Lawlor-Woodward Co.	62,515.00
Saxton & Looney	63,030.00
F. C. Dillard, Yunker & Wiecks	65,290.00

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COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY LINE-LINNTON SECTION - PAVING

Parker-Schram Co.	$59,698.00
Kern & Kibbe	61,584.50
The United Contracting Co.	61,819.50
Harold Blake	61,897.00
Northwest Roads Co.	63,324.50

OREGON COAST HIGHWAY
KILCHIS RIVER-TILLAMOOK SECTION - PAVING

A. T. Dolan	$15,228.00
Harold Blake	16,232.00
The United Contracting Co.	16,733.00
Jacobsen-Jensen Co.	17,782.00
Northwest Roads Co.	19,788.00

OREGON COAST HIGHWAY
NEAHKAHNIE MOUNTAIN SECTION - GRADING

Fred H. Slate	$32,876.00
Earl L. McNutt	34,748.60
Berke Bros., Inc.	36,001.50
Saxton & Looney	36,488.00
Joplin & Eldon	39,094.00
A. T. Dolan	39,122.50
La Dee Logging Co.	42,142.50
F. C. Dillard, Yunker & Wiecks	43,675.00
Kern & Kibbe	48,016.50
The United Contracting Co.	49,320.00
Johnston, Hanson & Johnston	50,409.50
P. L. Crooks & Co.	50,975.00
O. N. Pierce & M. L. O'Neil & R. J. O'Neil	51,760.00
Jacobsen-Jensen Co.	56,083.00

SCRAP METAL, TIRES, BATTERIES, ETC.

At La Grande

SCRAP STEEL

Alaska Junk Company	$332.00
Fred W. Durbin	145.00
The Dalles Furniture Store	100.00

CAST IRON

Alaska Junk Company	$162.40
The Dalles Furniture Store	44.00
Fred W. Durbin	29.20

ALUMINUM

F. Glick	$131.00
The Dalles Furniture Store	80.00
Fred W. Durbin	63.60
Alaska Junk Company	14.12
H. Maizels	Irregular
Blue Mountain Hide & Fur Co.	Irregular

BRONZE

Alaska Junk Company	$25.30
Blue Mountain Hide & Fur Co.	17.50
F. Glick	16.75
Fred W. Durbin	12.60
The Dalles Furniture Store	12.50
H. Maizels	Irregular

COPPER GASKETS

Blue Mountain Hide & Fur Co.	$2.00
The Dalles Furniture Store	1.50
Fred W. Durbin	1.36
Alaska Junk Company	1.01
H. Maizels	1.01

RADIATOR CORES

Fred W. Durbin	$154.05
H. Maizels	145.60
Alaska Junk Company	97.50
The Dalles Furniture Store	97.50
Blue Mountain Hide & Fur Co.	79.30
F. Glick	71.50

OLD TIRES

Willard Cochran	$40.00

BATTERIES

The Dalles Furniture Store	$128.25
Alaska Junk Company	116.85
Blue Mountain Hide & Fur Co.	109.75
H. Maizels	106.88
Fred W. Durbin	92.63
F. Glick	88.35

At Coquille

SCRAP STEEL

Fred W. Durbin	$5.80

CAST IRON

H. Maizels	$22.60
Fred W. Durbin	3.65

ALUMINUM

Alaska Junk Company	$36.54
H. Maizels	31.62
Marshfield Bargain House	27.00
Fred W. Durbin	19.08

BRONZE

Alaska Junk Company	$24.66
H. Maizels	24.36
Marshfield Bargain House	21.00
Fred W. Durbin	15.12

RADIATOR CORES

Fred W. Durbin	$43.58
H. Maizels	39.38
Alaska Junk Company	21.35
Marshfield Bargain House	19.25

OLD TIRES

Willard Cochran	$30.00
Pacific Wrecking Company	10.00

UNSERVICEABLE THEW CRANE

Fred W. Durbin	$11.60

Chairman Scott announced that awards of contracts would be made at 4:30 o'clock P. M. in the same room.

At 11:00 o'clock A. M. a group, consisting of John H. Luihn, Cameron Squires, Frank Shull, County Commissioner, Amedee M. Smith, President, Portland Chamber of Commerce, George L. Rauch, Attorney, Mayor Joseph K. Carson, U. L. Upson, Secretary, Uptown Association, and Ormond R. Bean, City Commissioner, members of a committee of 36 Portland citizens appointed by Mayor Carson, appeared before the Commission and requested a reallocation of the National Recovery Act funds apportioned to Oregon for highway purposes so as to provide at least $1,800,000 of such funds for expenditure within the city limits of Portland and Multnomah County. Mr. Luihn was chairman of this group.

There also appeared before the Commission at this time, in opposition to the request of the above-mentioned committee, a large delegation representing at least 26 counties of the state outside of Multnomah County. Robert W.

Sawyer, Bend, headed this delegation which included Earl H. Hill, Cushman, President, Oregon Coast Highway Association; C. H. Demaray, Grants Pass, representing the Pacific Highway Association; Roy W. Ritner, Pendleton, representing Three Flags Highway Association; C. A. Gies, Salem, representing East Side Pacific Highway Association; Samuel H. Garland, Lebanon, and County Judge Earl B. Day, Jackson County.

Chairman Scott announced that the Portland committee would be given first opportunity to present their arguments, following which the opposition would be heard; also, each group would be given opportunity for rebuttal.

In opening the arguments for the Portland committee, Mr. Luihn called attention to the seriousness of the unemployment and relief situations in Multnomah County. He gave as their thought that Multnomah County has not received its just share of the government funds available and that the allocation made by the Commission does not carry out the intent of the National Recovery Act, therefore, they ask for a readjustment of the funds. He introduced Mr. Squires as principal spokesman for the committee.

Mr. Squires presented resolutions adopted by 44 organizations which, he said, represent 88,000 citizens of Portland and vicinity who urge a more equitable distribution of the funds; also a list of projects in Portland and Multnomah County which, he said, are eligible for the funds in question. He stated that their committee feels that the amount of federal funds allocated by the Commission to Portland and Multnomah County is too small compared with the percentage of the unemployed in this district indicated by figures compiled by the State Relief Committee. He gave figures to show that during the months of July and August, 1933, families on the relief rolls of Multnomah County, not including transients and single men, represented more than 60% of the total families listed on the relief rolls throughout the state and stated that the allocation of funds should be made in the same proportion. He declared that the National Recovery Act provides that 50% of the monies appropriated for highway purposes must be spent on federal highways outside of municipalities, 25% must be spent in incorporated cities and towns, and 25% may be spent on lateral roads, and gave figures to show how such allocations have been made in other states. He further stated that the intent of the appropriation is to provide work in the districts where the unemployed reside and their committee feels that the State Highway Commission has overlooked this, and has allocated the funds according to highway improvement needs rather than for the purpose contemplated. More than 60% of Oregon's unemployed, he said, reside in Portland and Multnomah County, but will not receive the benefits of this federal aid under the present allocation; wherefore, this committee believes that a reallocation of funds should be made and at least 60%, or $1,800,000, of the federal monies that must be expended on secondary roads and within the corporate limits of cities and towns, should be allocated to Portland and Multnomah County. In behalf of the committee he demanded a statement from the State Highway Commission as to whether or not it intends to allocate to Portland and Multnomah County at least $1,800,000 of this federal money.

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Mr. Shull gave as his understanding that the funds appropriated by Congress for highway work under the provisions of the National Recovery Act are for the express purpose of relieving unemployment; therefore, the Commission is obligated to provide a construction program that will best carry out the purpose of the Act, which appears to them has not been done. It does not follow, he said, that because Congress has based its apportionment to the several states on population, area and mileage of federal roads, the states should likewise use that basis in the distribution of its funds to the different sections of the state. He objected to sending Multnomah's unemployed to other parts of the state because, he said, after paying transportaion costs, hospital fees, board and lodging, very little remains for the laborers' families. He predicted that grave trouble would arise in Multnomah County this winter unless every dollar possible is expended for relief purposes in that vicinity.

Mr. Smith spoke of the action previously taken by the Portland Chamber of Commerce endorsing the improvement of the Pacific Highway over the Siskiyou Mountains in Jackson County and the construction of the I.-O.-N. Highway in Malheur County and stated that that body will not retract from that stand. He gave as his opinion that the Commission's program includes projects which cannot be undertaken for a year or two, and asked the Commission to review the program and eliminate all such projects; otherwise, he said, the monies will be tied up and will be of no value for relief purposes this winter. He especially requested that more liberal consideration be given to the allocation of funds for secondary highway construction.

Mr. Rauch gave his interpretation of the provisions of the National Recovery Act. The spirit of the law, he said, is to allocate the funds with the view of increasing employment quickly and unless that is done the government will withdraw them from Oregon for use elsewhere.

Mayor Carson stated they wished to cooperate with the rest of the state in every way possible. He pointed out that Multnomah County has more registered automobiles within its boundaries than all of the other counties and that its people have contributed the major portion of the money credited to the state highway fund; that the federal money now available is for relief purposes and statistics will prove that from the standpoint of population there is more necessity in expending this money in the metropolitan area where people congregate than in outlying districts. People from every county in the state come to Portland to find work, he added, and employment must be provided for them. He gave figures to show that building activities in the Portland district, which in normal times amounted to as much as $26,000,000 annually, have decreased to but a fraction thereof and declared that if all of the federal funds were allocated to the Portland district it would not nearly meet the normal requirements.

Mr. Upson gave figures to show that Multnomah County has contributed to date into the state highway fund the sum of approximately $38,000,000; in addition thereto, he said, the county has expended for construction of highways and bridges within its borders the sum of approximately $26,000,000, many of which projects, he said, are now integral parts of the state highway

system. The federal appropriation, he added, is made available to the State Highway Commission for one purpose only--unemployment relief; therefore, they believe that a large share of the money should be expended in the Portland area where 87% of the unemployment of the state exists.

City Commissioner Bean also spoke for the reallocation of funds, stating that they have no desire to rob other counties of the state of their just dues, but simply are asking for as much help as can be given.

Mr. Sawyer spoke for the opposition, stating that all of Oregon, outside of Portland, is represented at the meeting today in protest against the request made by the Portland committee, the city of Portland and Multnomah County. He advised that at a meeting of representatives of their delegation held prior to this meeting a vote was taken, unanimously sustaining the allocation of the federal funds heretofore made by the Commission. He declared that Mr. Rauch's interpretation of the act is not correct; the primary purpose of the money being for highway construction. This, he said, is clearly brought out by a reading of the act and the rules and regulations governing the expenditures of the funds. He called particular attention to Section 6 of the act and declared that if the primary purpose of the highway appropriation was for the relief of unemployment that fact would have been clearly stated in the regulations.

The section of the act referred to by Mr. Rauch, Mr. Sawyer continued, applies to public works and has no bearing on the administration of the funds appropriated for highway construction. He called attention to the fact that if the construction program arranged by the Commission, which has taken a long time to prepare and is now tentatively approved by the government officials in Washington, is disarranged, employment cannot be furnished quickly but labor will have to wait weeks, and possibly months, for the program to be rearranged. He gave as his thought that the State Highway Commission has given due consideration to the relative need of employment in the arrangement of this program.

Judge Phipps concurred in the remarks of Mr. Sawyer and added that as a representative of the State Association of County Judges and Commissioners, he wished the Commission to know that the Association unanimously approves the present allocation of funds. The figures presented by Mr. Squires relative to the percentage of unemployment in Multnomah County during the months of July and August, he said, are not representative because the ratio of unemployment in the up-state counties during those months is much less than in Multnomah County. He especially protested against any amount being taken away from the 25% allotted to cities and towns for the benefit of the City of Portland.

Mr. Hill endorsed the arguments presented by Messrs. Sawyer and Phipps. He stated that they feel the Commission has equitably and fairly divided the funds and it would be an imposition at this time to reallocate those funds because the relief problem in the coastal section is comparatively as great as in Multnomah County. He further stated that the Oregon Coast Highway Association unanimously supports the findings of the Commission.

Mr. Demaray also endorsed the present program of the Commission. If this program is not followed out, he said, in so far as it concerns the Pacific Highway in Southern Oregon, that district will have no unemployment relief work this winter.

Mr. Ritner stated that farmers of the state have been paying gasoline tax and license fees into the state highway fund for years and are still using unimproved roads. He especially protested the diversion of National Recovery secondary funds.

Mr. Gies stated that the East Side Pacific Highway Association believes the Commission has been very fair in apportioning the National Recovery highway funds. The communities along the East Side Pacific Highway, he said, are against any reapportionment of funds which would delay projects included in the Commission's present program. To do so, he said, would tend to augment unemployment.

Mr. Garland questioned that Portland has 60% of the unemployment in the state and gave as his thought that the Portland committee did not obtain facts regarding unemployment in the up-state counties. He further stated that the demands of the Portland committee are unreasonable and selfish and declared that if the Commission will proceed in the way it has been doing in the allocation of funds available it will have the support of the entire state outside of Multnomah County.

Mr. Day gave as his opinion that the allocation of more money to Portland will simply attract more needy to Portland from the other districts of the state. If the funds are distributed throughout the state, he said, it would be an incentive for the "floaters" to leave the city and return to the rural communities where they belong. He called attention to the fact that there is a likelihood that a special session of the legislature will be called within a short time, one of the primary purposes of which will be to provide relief for the unemployed and every county of the state will contribute its share toward raising money for that purpose. He predicted that the distribution of money would be left in the hands of a committee and that Multnomah County would receive the lion's share.

Chairman Scott pointed out that the diversion of 60% of the National Industrial Recovery secondary and municipal funds will mean the reallocation of approximately $1,000,000 of the total available monies which have already been allocated to existing projects.

In rebuttal Mr. Rauch stated he wished to confine his remarks to the spirit of the law, and in support of his arguments read aloud a portion of Section 202 of the National Industrial Recovery Act, stressing subdivision "A" thereof, which reads in part as follows:

> "The Administration, under the direction of the President, shall prepare a comprehensive program of public works, which shall include among other things the following: A. Construction, repair and improvement of public highways and parks, public buildings, and any

> publicly owned instrumentalities and facilities; * * "

He asked the Commission to look at this matter from a humanitarian standpoint.

Mr. Squires stated that Portland is not demanding Oregon state highway funds but is demanding its just share of the federal funds "which were dropped into the lap of the State Highway Commission through the instigation of the President of the United States for the relief of the unemployed". He argued that the money should be spent where relief is most needed. The farmer, he said, is not starving but there are many people in the cities who are now nearly in that condition, wherefore, the farmer should wait. He gave additional figures with respect to the unemployment condition of the State and advised that these were obtained from the State Relief Committee appointed by the Governor, and are considered authentic. He asked the Commission to "stretch a point" in its interpretation of the law and "cut the red tape". He also urged the Commission to consider this problem from a humanitarian standpoint. He reiterated that they expect a formal answer from the Commission as to whether it intends to reallocate the funds available so that Portland and Multnomah County will receive at least $1,800,000.

Commissioner Aldrich called attention to the fact that the National Industrial Recovery Act does not limit the amount of money that may be spent for highway purposes to $400,000,000, but rather states that grants to the highway departments of the several states shall not be less than $400,000,000. It is in the province of the Administration, he said, to increase the amount forthis purpose; therefore, it would appear proper that an effort should be made to ask for such increase. He gave as his understanding that the American Association of State Highway Officials, which is to hold its annual meeting in the near future, will undertake to secure such an increase because it is believed that relief for the unemployed can be given much more quickly through highway construction work than by means of other public works.

At the request of Chairman Scott, the Secretary read aloud letters received by the Commission from Representative George P. Winslow, Tillamook, Chairman of the State Legislative Roads and Highways Committee, objecting to the diversion of funds at the disposal of the Commission; also letter from Senator Jay H. Upton stating that any attempt to divert funds allocated to the improvement of The Dalles-California Highway to some other section will be earnestly and vigorously resented by the communities served by The Dalles-California Highway.

In support of the arguments presented by the group headed by Mr. Sawyer, the following resolution was filed by Mr. Sawyer with the Commission:

> "Be It Resolved by the Association of County Judges, Coast Highway Association, Pacific Highway Association, East Side Pacific Highway Association, Dalles-California Highway Association, Three Flags Highway Association, and Chambers of Commerce throughout the State in joint Convention, assembled, that we unalterably oppose any change of or interference with the allocation of the Oregon State Highway Commission, of funds for highway construction,

improvements and maintenance in the State of Oregon, believing as we do that any such change or interferance will disrupt a carefully considered equitable plan of state wide application and result in further delaying the relief program throughout the State, with resultant misery and distress to thousands of our citizens, as well as throw the whole state into contention and confusion.

"Dated Portland Sept. 16th-1933."

After further discussion, Chairman Scott announced that the Commission will endeavor to make a statement this afternoon, but before doing so they wish to carefully consider the presentations made at this meeting.

The meeting was adjourned at 1:00 o'clock P. M. to reconvene at 2:00 o'clock P. M. in the same room.

At 2:30 o'clock P. M. the State Highway Commission reconvened in the Assembly Room, Multnomah Hotel, with Chairman L. M. Scott, Commissioner E. B. Aldrich, R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary, present.

Chairman Scott made the following announcement: "Regarding the matter of the Multnomah County petition for reallocation of National Industrial Recovery funds, the Commission wishes to confer with Mr. Carl G. Washburne, the third member, who will be absent until Monday. We believe that this matter is one that requires full consideration by the full Commission and the statement that we shall make in answering the petition we wish to prepare with some care so we have concluded to defer the matter of this decision until early next week. The Commission will make all possible speed in the matter just as in the preparation of the projects the Engineers have made all possible speed and we believe that we are in advance of all other states in the preparation of our projects and the starting of them."

County Judge M. R. Biggs, Crook County, was present and renewed his request for the completion of the improvement of the six-mile section of the Ochoco Highway immediately west of the National Forest Boundary in Crook County by resurfacing and oiling either this fall or next spring. The request was denied by the Commission because of lack of funds.

Senator F. M. Franciscovich, Astoria, appeared before the Commission and inquired what action the Commission contemplates with respect to the trucking of logs over the Oregon Coast Highway in Clatsop County. He gave as his understanding that the main objection of the Commission to hauling logs on this highway is the hazard created by hauling long logs around the many sharp curves. To eliminate this hazard, he said, the log haulers have stated their willingness to confine the hauling of long logs 40 feet and over in length to the two-hour period immediately following daybreak, and during the balance of the day they agree to limit their hauling to logs not exceeding 32 feet in length.

The Engineer stated that Senator Franciscovich's suggestion limiting the hauling of long logs to the early morning hours is a good one;

however, the Commission is not only concerned with the hazard to traffic, but also is particularly concerned about the damage log hauling does to the road. He pointed out that the cost of maintaining the section of highway over which log hauling is being carried on greatly exceeds the cost of maintaining the adjacent section, wherefore, the operators have been advised that probably it will be necessary to reduce the maximum load limits to protect the highway during the winter months.

Senator Franciscovich stated that the log haulers positively cannot operate on a 50% or 60% reduced load limit. He gave as his thought that the load limit should not be reduced to less than 75% of the statutory limits and that such reduction should not be ordered until absolutely necessary.

After further discussion it was mutually agreed that as soon as the rainy weather starts the maximum load limit on this section of highway should be reduced to 75% of the legal limit and further reduced to 50% of the legal limit later if that is found necessary. It was also agreed, as a traffic safeguard, that the hauling of logs 40 feet or over in length over this section shall be confined to the two hours of the day immediately following daybreak and during the balance of the day the hauling shall be limited to logs not exceeding 32 feet in length.

County Judge Fred Reynolds, Lake County, was present and advised that the Lake County Court wishes to assure the Commission that the location adopted for the improvement of the Fremont Highway just north of Lakeview is very acceptable because it not only eliminates two curves in the present alignment but retains the highway away from their school as well.

Chairman Scott inquired whether or not the Lake County Court objects to the line proposed by Dr. H. E. Kelty, former County Judge, which enters Lakeview about 800 feet east of the location adopted by the Commission, to which inquiry Judge Reynolds replied in the affirmative. Judge Reynolds then asked the Commission to carefully consider an allocation of funds to remove two danger points on the Klamath Falls-Lakeview Highway in Drews Valley; also he requested an appropriation for the surfacing of the Silver Lake-Horse Ranch Section of the Fremont Highway. The Engineer explained that the Commission is without funds to undertake these improvements at the present time.

Mr. W. J. Carlson, Cascade Locks, appeared before the Commission and requested the improvement of the Columbia River Highway through the town of Cascade Locks in order to furnish work for some of their unemployed. The Engineer explained that the time is not propitious to undertake the improvement requested because there is a possibility that the proposed Bonneville Dam will be approved for construction, in which event the reconstruction of the highway at this time will be futile and the probabilities are that the Government will not reimburse the State for any such expenditure.

A delegation from Tillamook County, consisting of H. H. Rosenberg,

County Judge, E. H. Lindsey and F. L. Owens, County Commissioners, Oscar Effenberger and John Schroeder, President and Secretary respectively, of Tillamook Chamber of Commerce, and H. T. Botts, appeared before the Commission regarding several highway matters in that county. Judge Rosenberg stated that it was their understanding that the State Highway Commission has budgeted $50,000 for construction work on the Wilson River Highway, and that the contract recently awarded by the Commission for work on that highway amounted to approximately $38,000. He asked that the difference between the amount budgeted and the amount contracted be expended for additional work on this road, and suggested the graveling of a 1½-mile section west of Mills Bridge. The right of way has been acquired, he said, and the improvement can be made on the permanent alignment; furthermore, this road will enable the timber owners to haul out box wood and other timber damaged in the recent Wilson River forest fire.

The Engineer advised Judge Rosenberg that the Commission has only a certain amount of money for construction work which it has allocated to various projects throughout the state. Some of these, he said, will overrun the estimates; others will underrun the estimates and, until projects on the present program have been contracted, the Commission will have no idea as to whether or not there will be any savings which can be applied to additional projects. Judge Rosenberg asked the Commission to bear this road in mind, should supplementary funds become available, and to inspect the project. Chairman Scott stated that he would look this project over with the Engineer in the near future.

County Commissioner Owens requested additional construction work on Little Nestucca Secondary Highway No. 130. He gave as his understanding that the cost to complete the project now under way on this highway will be about $6,000 less than the amount appropriated for the work which, together with approximately $7,000 unexpended secondary highway monies, will make approximately $13,000 available for new secondary highway construction. He asked that this money be expended for construction work to extend the present project, and that Tillamook County be allowed to do the work with county forces. The Engineer advised that there is an unexpended balance of $13,000 of secondary highway funds apportioned to Tillamook County. He gave as his thought that, if the Commission desires to extend the construction work on the Little Nestucca Highway, the work should be done by contract rather than by county forces because usually more value is received by contract work. Mr. Owens approved the contracting of this work, provided the contract would specify the employment of Tillamook County men. The Engineer advised that that could be done. After further discussion, the Commission took the matter under advisement.

County Commissioner Lindsey renewed his request for repairs to the Nehalem River Bridge. Action thereon was deferred by the Commission pending the Engineer's report on the present condition of the bridge.

Mr. Botts made an urgent appeal for the construction of the Wilson River Highway. He stated that the construction of this road is of vital importance to Tillamook County since the recent forest fire which, he said, destroyed approximately 12,000,000,000 feet of timber in the county, representing about one-half of the property value of the county. The loss to Tillamook County and the State of Oregon, he said, will amount from $100,000,000 to $250,000,000, and Tillamook County is in greater need of the Wilson River Road than ever before and must have the road in order to salvage the timber in the burnt area. He said that they are not asking the Commission to reallocate the federal highway funds so as to deprive other parts of the state of funds to which they are entitled, but they understand that there are other federal funds which might be obtained upon proper application, and it is those funds they are asking the Highway Commission to obtain for their project.

The Engineer gave the following estimates of cost to construct certain sections of the Wilson River Highway:

From the end of the present contract easterly to Red Bridge, a distance of 4.47 miles	$191,000
From the end of the present contract easterly to Fall Creek, a distance of 5.75 miles	241,500
From the end of the present contract easterly to Jordan Creek, a distance of 10.1 miles	384,500
From Mills Bridge westerly to Tillamook, including a new bridge over Wilson River	150,000

Chairman Scott informed the delegation that the Commission has this matter under discussion at the present time and will give them an answer later.

A delegation from Lincoln County consisting of E. G. Calkins, County Commissioner, Carl Gildersleeve, County Clerk, H. M. Teel, former County Engineer, and F. C. Robison, former County Judge, was present regarding Lincoln County's indebtedness to the State for advancing payment to the Government for certain forest highway work on the Siletz River Forest Highway covered by agreement between the State and the County, dated March 16, 1932. They acknowledged the claim, which amounts to $5,000, but stated that according to the agreement payment is not due until the County collects certain tax monies which at present are delinquent. They asked that the County be permitted to work out a portion of its indebtedness by constructing with county forces and equipment a two-mile section of the Siletz River Secondary Highway so as to open up this road for travel throughout its entire length. They estimated the cost of the improvement to be about $3,000 and asked that the County be given credit for such expenditure. After some discussion the Commission, by unanimous vote, accepted the County's offer and instructed the Attorney to prepare an agreement covering this matter, such agreement to specify a maximum credit of $3,000, and that the rental charge for county equipment used on the work shall be the same as that charged for state equipment of similar type.

Mr. Russell Hubbard, Reedsport, appeared before the Commission and

asked for a survey of the Scottsburg-Reedsport Section of the Umpqua Highway in Douglas County. He stated that the Umpqua Highway Improvement District which previously offered to advance the money for this survey, in the event the State was without funds, has found it necessary to withdraw its offer because it now understands that the survey will cost more than they estimated. He was informed by Chairman Scott that the State is without funds to undertake this survey now. Mr. Hubbard then called attention to the fact that Douglas County owes the State some money for highway improvement work, and advised that it is the intention of the District to get the County Court to pay part of this indebtedness, if possible. He inquired whether or not the Commission would be willing to make this survey in case Douglas County can be prevailed upon to pay a portion of its account. He was informed by Chairman Scott that the Commission's finances are very low and the Commission has other uses for all monies it receives.

County Judge Jas. D. Burns of Gilliam County was present and asked the Commission to reimburse Gilliam County in the sum of $12,000 for a portion of the expenditures made by the County in 1932 for construction work on Rock Creek Secondary Highway No. 300. He stated that Gilliam County is without funds to care for its unemployed this winter and the State's contribution will assist greatly in relieving that situation. In support of his request he called attention to the fact that the County in 1932 entered into an agreement with the State for the construction of the Rock Creek Road on a three-year basis and, in accordance therewith, the County spent $18,000 of its funds to improve this road with the belief that the State would cooperate by an expenditure of $12,000 of its funds; however, such agreement was nullified by action of the 1933 legislature, placing all secondary highways under the jurisdiction of the State which places the County in a position of having no money with which to provide work for its unemployed. Gilliam County, he added, would not have spent its money for this work if it had had any idea that the provisions of the agreement would not be carried out; therefore, it believes it is entitled to reimbursement.

Chairman Scott advised Judge Burns that the Commission entered into similar agreements with several other counties, and if it undertook to reimburse Gilliam County it would be necessary also to reimburse the others, which cannot be done because the Commission has no state funds for such purpose. He added that the obligation rightfully belongs to the legislature inasmuch as the agreement was nullified by the action of that body.

Mr. L. W. Ellis, Secretary of Multnomah Booster Club, Multnomah, appeared before the Commission and requested the improvement of the West Side Pacific Highway through the business section of the town of Multnomah, about 1,400 feet in length. He stated that under present conditions merchants of Multnomah are unable to obtain plate glass insurance for their store fronts because of damage caused by rocks thrown by passing traffic. He asked the Commission to widen this highway for three lanes of traffic, and stated that the town of Multnomah will raise funds by popular subscription to pay the cost of constructing the rest of the street, including curbs and sidewalks. He estimated the improvement would cost about $4,200, of which the town of Multnomah would pay about $2,500. Chairman Scott advised that the Commission has no funds with which to undertake this improvement at this time,

since available funds have been previously allocated to other projects. After further discussion, the Commission instructed the Engineer to make a survey of this project and report at his convenience.

Mr. Walter Schlickeiser, Wilsonville, appeared before the Commission and renewed his previous request for the improvement of a 2½-mile section of the Boones Ferry Road (Secondary State Highway No. 141) north from the Wilsonville Ferry in Clackamas County. The Engineer estimated that to properly construct this road will cost about $10,000. Chairman Scott advised Mr. Schlickeiser that the State has no funds at the present time for this improvement, but will keep it in mind for next year in the event that funds are then available; however, no promises can be made.

At 4:30 o'clock P. M., Commissioner Aldrich announced the following awards of contracts for which bids were received at the morning session, the awards having been previously approved by the Commission by unanimous vote:

Bridge over Necanicum River on the Wolf Creek Highway near Necanicum in Clatsop County. The low bid is that submitted by Enquist Construction Company, Troutdale, at $4,846.00; the next low bid is that submitted by A. T. Dolan, Tillamook, at $4,902.00. The Commission awards this contract to the low bidder, Enquist Construction Company, at its bid price of $4,846.00.

Grading Unit No. 3, Redmond-Bend Section of The Dalles-California Highway in Deschutes County. The low bid is that submitted by Wm. Endicott & Company, Redmond, at $33,967.25; the next low bid is that submitted by March Construction Company, Spokane, at $40,149.00. The Commission awards this contract to the low bidder, Wm. Endicott & Company, at its bid price of $33,967.25.

Grading Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County. The low bid is that submitted by Myers & Goulter, Seattle, at $86,062.00; the next low bid is that submitted by Morrison-Knudsen Company, Boise, Idaho, at $95,309.00. The Commission awards this contract to the low bidder, Myers & Goulter, at their bid price of $86,062.00.

Grading Neil Creek-Barron Creek Section of the Pacific Highway in Jackson County. The low bid is that submitted by von der Hellen & Pierson, Medford, at $177,212.50. The next low bidder is General Construction Co., Seattle, at $187,779.00. The Commission awards this contract to the low bidder, von der Hellen & Pierson, at their bid price of $177,212.50.

Concrete pavement on Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County. The low bid is that submitted by David W. Johnson and W. D. Miller, Klamath Falls, at $8,205.50; the next low bid is that submitted by Dunn & Baker, Klamath Falls, at $8,518.10. The Commission awards this contract to David W. Johnson and W. D. Miller, the low bidders, at their bid price of $8,205.50.

Grading and surfacing White Rock-Lakeview Section of the Fremont Highway in Lake County. The low bidder is Morrison-Knudsen Company, Boise, Idaho, at $84,175.00; the next low bidder is Earl L. McNutt, Eugene, at $87,668.50. The Commission awards this contract to the low bidder, Morrison-Knudsen Company, at its bid price of $84,175.00.

Grading Soda Fork Section of the Santiam Highway in Linn County. The low bidder is Berke Bros. Inc., Portland, at $52,267.50; the next low bidder is Kern & Kibbe, Portland, at $58,190.00. The Commission awards this contract to the low bidder, Berke Bros. Inc., at its bid price of $52,267.50.

Paving Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County. The low bid is that submitted by Parker-Schram Co., Portland, at $59,698.00. The next low bid is that submitted by Kern & Kibbe, Portland, at $61,584.50. The Commission awards this contract to the low bidder, Parker-Schram Co., at its bid price of $59,698.00.

Paving Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County. The low bid is that submitted by A. T. Dolan, Tillamook, at $15,228.00; the next low bid is that submitted by Harold Blake, Portland, at $16,232.00. The Commission awards this contract to the low bidder, A. T. Dolan, at his bid price of $15,228.00.

Grading Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County. The low bid is that submitted by Fred H. Slate, Portland, at $32,876.00; the next low bid is that submitted by Earl L. McNutt, Eugene, at $34,748.60. The award of this contract is held pending a conference with the Bureau of Public Roads, and the bids are referred to the Engineer with power to act.

Sale of scrap metal and tires, located at the Highway Department Shops at La Grande and Coquille:

The high bid submitted for scrap steel located at La Grande is that submitted by Alaska Junk Company, Portland, at $332.00. The next high bid is that of Fred W. Durbin, Portland, at $145.00. The Commission accepts the offer of the high bidder, Alaska Junk Company.

The high bid submitted for scrap cast iron located at La Grande is that of Alaska Junk Company, Portland, at $162.40; the next high bid is that submitted by The Dalles Furniture Store, La Grande, at $44.00. The Commission sells the scrap cast iron to the high bidder, Alaska Junk Company.

The high bid submitted for scrap aluminum located at La Grande is that of F. Glick, Portland, at $131.00; the next high bid is that of The Dalles Furniture Store, La Grande, at $80.00. The Commission accepts the offer of F. Glick, the high bidder.

The high bid for scrap bronze located at La Grande is that submitted by Alaska Junk Company, Portland, at $25.30; the next high bid is that of Blue Mountain Hide & Fur Co., Portland, at $17.50. The Commission accepts the offer of Alaska Junk Company for the scrap bronze.

The high bid submitted for old copper gaskets located at La Grande is that of Blue Mountain Hide & Fur Company, Portland, at $2.00; the next high bid is that of The Dalles Furniture Store, La Grande, at $1.50. The Commission sells the copper gaskets to the high bidder, Blue Mountain Hide & Fur Company.

The high bid submitted for old radiator cores located at La Grande is that of Fred W. Durbin, Portland, at $154.05; the next high bid is that of H. Maizels, Salem, at $145.60. The Commission accepts the offer of Fred W. Durbin for this item.

The only bid submitted for old tires located at La Grande is that of Willard Cochran, Eugene, at $40.00. This offer is accepted by the Commission.

The high bid submitted for old batteries located at La Grande is that submitted by The Dalles Furniture Store, La Grande, at $128.25; the next high bid is that of Alaska Junk Company, Portland, at $116.85. The Commission sells the old batteries to The Dalles Furniture Store, the high bidder.

The only bid submitted for the scrap steel located at Coquille is that of Fred W. Durbin, Portland, at $5.80. This offer is accepted by the Commission.

The high bid submitted for scrap cast iron located at Coquille is that of H. Maizels, Salem, at $22.60; the next high bid is that of Fred W. Durbin, Portland, at $3.65. The Commission sells the scrap cast iron to the high bidder, H. Maizels.

The high bid submitted for scrap aluminum located at Coquille is that of Alaska Junk Company, Portland, at $36.54; the next high bid is that of H. Maizels, Salem, at $31.62. The Commission accepts the offer of the high bidder, Alaska Junk Company, for this item.

The high bid for scrap bronze located at Coquille is that of Alaska Junk Company, Portland, at $24.66; the next high bid is that of H. Maizels, Salem, at $24.36. The Commission accepts the offer of the high bidder, Alaska Junk Company.

The high bid submitted for old radiator cores located at Coquille is that of Fred W. Durbin, Portland, at $43.58. The next high bid is that of H. Maizels, Salem, at $39.38. The Commission accepts the offer of the high bidder, Fred W. Durbin.

The high bid received for old tires located at Coquille is that of Willard Cochran, Eugene, at $30.00. The next high bid is that submitted by Pacific Wrecking Company, Marshfield, at $10.00. The Commission accepts the offer of the high bidder, Willard Cochran.

The only offer received for the unserviceable Thew crane located

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at Coquille, is that of Fred W. Durbin, Portland, at $11.60, which offer is accepted by the Commission.

The County Court of Umatilla County, consisting of Clive Cheshire, County Judge, J. O. Hales and Wm. Meiners, Commissioners, appeared before the Commission. They gave as their understanding that the Commission has set up in its budget for National Recovery Act funds the sum of $75,000 for oiling the Cold Springs Highway, but that there is some doubt as to whether or not the project will receive the approval of the federal Government, in which event Umatilla County will be in a position of having no highway construction work to assist in relieving their unemployment problem this winter. They asked the Commission to reallocate this money to some other project in their county and suggested a railroad grade crossing elimination project at Pendleton.

The Engineer advised that in addition to the Cold Springs project the Commission has an amount of $100,000 budgeted for the improvement of the Old Oregon Trail over the summit of the Blue Mountains, the work to consist of construction of bituminous macadam wearing surface and furnishing crushed rock, which will provide some employment for Umatilla County men. He further advised that the monies allocated to the Cold Springs project are National Recovery secondary funds which cannot be used for primary highway construction; also, there are no other suitable secondary highway projects in Umatilla County to which to reallocate the funds and the sum is not sufficient to undertake the railroad grade separation project suggested by the County Court. After further discussion, it was decided to make no alteration in the present program with respect to the funds allocated for the Cold Springs project.

The Commission signed an agreement with the City of Portland providing for the maintenance by the City of that portion of the Columbia River Highway within the city limits extending from Linnton to the north city limits of Portland, which section is to be improved by the State as a National Recovery Municipal project.

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

Chairman

State Highway Engineer

Commissioner

Secretary

SEP 16 1933

PART 2

OF

VOLUME XVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

OCTOBER 4, 1933

T O

DECEMBER 27, 1933

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OREGON STATE HIGHWAY COMMISSION

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

- - -

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

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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		Minutes of August 24 and 25 approved.
		Tillamook County. Report on joint inspection by engineers of Highway Department and Bureau of Public Roads and J. Yeon of Neahkahnie Mountain Section location. Confirmation of award of contract for grading.
4356		Douglas County. Umpqua Highway Improvement District, tax statement presented; district unable to advance money for Scottsburg-Reedsport survey.
		Salary schedule, written report submitted by Engineer.
		Multnomah County. Settlement with Miss Inez DeLashmutt re construction of drainage tunnel.
4357		Clackamas County. Mt. Hood Highway snow removal to provide parking space; attempt to be made to secure leases.
		Transfer of F. Stults (in charge of snow removal) to some other part of state ordered.
		American Association of State Highway Officials. John Beakey authorized to attend meeting at Milwaukee.
4358		Washington County. Tualatin Valley Highway; request of Joe Keller for use of portion of right of way sold by him, denied.
		Multnomah County. Resolution from Portland Realty Board demanding reallocation of National Recovery Act funds.
		Tillamook County. Communications requesting immediate construction of Wilson River Highway to provide for removal of timber from burnt-over area.
		Benton County. Lease on five walnut trees on Albany-Corvallis Highway requested by Mrs. J. Reynolds.
		Clatsop County. Arch Cape Tunnel, immediate construction requested.
		Baker. City unable to fulfill agreement re improvement of Old Oregon Trail within city limits.
4359		Curry County. Euchre Creek-Port Orford Section, improvement requested by Ophir Grange.
		Ferry service, increase requested by Oregon Motor Stages.
		Cottage Grove. Improvement of Pacific Highway through city requested.
		Wolf Creek Highway. Petition from Manhattan Beach and vicinity requesting construction between Elsie and Sunset Camp.
4360		Multnomah County. City of Portland agrees to maintain portion of West Side Pacific Highway within city limits.
		Grant County. Petition to Secretary of Interior for withdrawal from public entry of recreational area.
		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.

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4362	October 4	Right of way condemnation authorized:
		Mary Lazelle, Mt. Hood Highway, Clackamas County;
		S. Bonlocke and wife, Tualatin Valley Highway, Washington County;
4363		W. H. Leehmann and J. A. Bishop, Fremont Highway, Lake County;
		Ben R. Chandler, Oregon Coast Highway, Coos County.
4370		Washington County. Hillsboro, agreement providing for maintenance by city of portion of Tualatin Valley Highway.
		Lincoln County. Agreement with County Court re reimbursement of monies advanced in connection with construction of Siletz River Forest Highway.
		Secondary highway funds, transfers approved.
		Extensions of time:
4371		F. C. Feldschau & Son, Jack Horner Creek-Mohler Section;
		Oregon Bridge & Dredging Company, Multnomah County Line-Middleton and West Dayton-Lafayette Sections;
		Oregon Bridge & Dredging Company, Miller Creek-Junction City Section.
		Umatilla-Washington State Line Section, reconsideration of penalty imposed on Newport Construction Co.
4372		Contracts completed and accepted:
		Beaver Creek Section, C. A. Mills & Co.;
		Multnomah County Line-Middleton and West Dayton-Lafayette Sections, Oregon Bridge & Dredging Company;
		Paradise Creek-Red Bridge Section, F. J. Kernan;
		Humbug Mountain-Ranger Station Section, La Dee Logging Co.;
		Odell Lake-Walker Mountain Section, Kern & Kibbe;
		Molalla River-Aurora Section, Theo. Arenz;
		Miller Creek-Junction City Section, Oregon Bridge & Dredging Co.;
		Bridge over Santiam River, Clackamas Construction Company and Liesch & Tofte;
4373		Three bridges on Willamette Highway, Starr & McCall;
		Bridge over Miller Creek, A. G. Enright.
4374		Next meeting October 25, 1933.
	October 5	Bids opened on following projects:
		Two bridges over Humbug Creek;
		Bridge over John Day River, trestles over Granite Creek;
4375		Little Butte Creek-Elk Creek Section, oil mat surface treatment;
		Klamath Falls-Forest Boundary Section, bituminous macadam and oil mat surface treatment;
		Merrill-Malin Section, bituminous macadam and oil mat surface treatment;
		Drinkwater Pass-Chimney Creek Section, bridges and culverts;
		Sheridan Street-Portland City Limits Section, pavement, rock surfacing work;
4376		Emigrant Springs-Summit Section, rock surfacing, bituminous macadam;
		Hillsboro-Beaverton Section, asphaltic concrete pavement;
		Farmington bridge over Tualatin River.

Page	Date 1933	Subject
4376	October 5	Conference with Governor Meier and local representatives of P.W.A. re loan and grant of $15,000,000.
4377		Umatilla County. Old Oregon Trail, elimination of two curves between Echo and Pendleton requested. Estimate of cost ordered prepared.
4378		Gilliam County. Survey between John Day River and Arlington authorized.
		Surveys of projects considered for construction with federal loan and grant funds authorized.
		Coos County. Bridge over South Slough near Charleston, plans and specifications ordered prepared and submitted to War Department.
		Lincoln County. Alsea Bay bridge, advertisement authorized.
		Washington County. Wolf Creek Highway, right of way across property of R. C. Pointer and Valkyrie Memorial Park, condemnation authorized.
4381		Clatsop County. Arch Cape Tunnel, construction urged; suggestion that county's payments under agreement be applied.
		Astoria. Reconstruction of bulkheads, inclusion in contract for Franklin Avenue pavement requested.
4382		Tillamook County. Nehalem River bridge, repairs authorized.
		Lincoln County. Waldport Telephone Company, request to reconstruct pole line on west side of highway between Waldport and Yachats considered and denied.
4383		Clackamas County. East Portland-Oregon City Highway, immediate widening to forty feet requested.
		Undercrossing at south limits and improvement through Milwaukie discussed.
		Wolf Creek and Wilson River Highways; delegation present.
4385		Multnomah County. Troutdale-Bonneville project discussed.
		Announcement of awards:
4387		Two bridges over Humbug Creek;
		Bridge over Middle Fork of John Day River, trestles over Granite Creek;
		Little Butte Creek-Elk Creek Section, bit. macadam and oiling;
		Klamath Falls-Forest Boundary Section, bit. macadam and oiling;
		Merrill-Malin Section, bituminous macadam and oiling;
		Three bridges and six culverts on Drinkwater Pass-Chimney Creek Section;
		Sheridan Street-Portland City Limits Section, pavement and rock surfacing;
4388		Emigrant Springs-Summit Section, surfacing and bit. macadam;
		Hillsboro-Beaverton Section, asphaltic concrete pavement;
		Farmington bridge over Tualatin River.
		Ferry service at Newport and Waldport, extension requested by Oregon Motor Stages.
		Metal pipe and concrete pipe, policy adopted.
4389		Lincoln County. Oregon Coast Highway, present route through Waldport to be widened.

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4389	Oct. 19	Wallowa. Hearing on matter of rerouting Wallowa Lake Highway through town.
4393		Douglas County. Request from Reedsport for sidewalk along Umpqua Highway from 2nd St. to bridge over Scholfield Slough.
		Clackamas County. Authority granted to purchase small tract needed for improvement of curve just east of Orient.
4394		Jackson County. Ashland Undercrossing, discussion of order of Public Utilities Commissioner.
		Wolf Creek and Wilson River Highways. Communications urging construction.
		Umatilla County. Old Oregon Trail, Engineer's report on elimination of curves at Joe Ramus' place and at Nolin.
		Clatsop County. Two bridges over Humbug Creek on Wolf Creek Highway, award of contract confirmed.
4395		Claim for reimbursement for medical services presented from C. W. Kline; rock thrown through windshield by road scraper.
		Dump body for Chevrolet truck sold to City of Enterprise.
		Morrow County. Boardman; building and lot purchased from Standard Oil Company.
		June 30 designated as date for closing books and accounts for biennial report.
		Lincoln County. Request of Oregon Motor Stages for extended ferry service at Waldport and Newport denied.
4396		Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways.
4398		Lane County. Oregon Coast Highway, right of way for Siuslaw bridge approaches not to be purchased until federal funds for construction are assured.
		Clatsop County. Wolf Creek Highway, Necanicum River bridge; State to take over contract and make settlement with contractors.
		Color scheme of white with green trimmings adopted for Highway Department buildings.
		Multnomah County. John B. Yeon Park, portion required by Government in connection with Bonneville Dam; right of entry granted.
4399		Baker County. Reconnaissance surveys ordered for relocation of state highways around two proposed reservoir sites on Powder River.
		Advertising signs on private property adjacent to highways; control discussed.
		Enterprise. Hearing on matter of rerouting Wallowa Lake Highway through town.
4403	Oct. 24	Loan and grant provisions of National Recovery Act; matter of obtaining additional funds discussed.
		Douglas County. North Umpqua Highway; Commission asked to advance funds to complete survey between Steamboat Creek and Hoaglin.
4404		Allocation of additional federal funds discussed; basis of distribution decided.
4405	Oct. 25	Bids received on following projects:
		West Lake and Astoria Sections, pavement and rock shoulders;
		Seaside-Jack Horner Creek Section, crushed rock;
		Scottsburg-Red Bridge Section, bit. macadam, crushed gravel and surfacing, crushed gravel in stock piles;
		Stinkingwater Mountain-Drinkwater Pass Section, grading;
4406		Two bridges near Drewsey;
		Green Springs Rock Production Project;
		Agency-Deschutes River Section, grading;
		Bridge over Deschutes River and two bridges over Shitike Creek;
		Boyd-Madras Section, crushed rock in stock piles;
4407		Midland-California Line Section, grading;
		Siletz River-Newport Section, crushed rock in stock piles;
		Bridge, grading and surfacing near Nyssa, Jordan Valley Secondary Highway;
		North Salem Section, pavement widening and resurfacing;
		Multnomah County Line-Linnton Section, pavement.
		Antelope-Mitchell Highway. Survey and construction proposed.
4408		Wasco County. Sherman Highway, oiling between Shaniko and Kent requested.
4409		John Day Highway. Improvements requested from Fossil south to Ochoco Highway.
		Engineer to make report on all routes into John Day Valley.
4410		Linn County. Santiam Highway, delegation present.
4411		Multnomah County. Inquiry re plans for reconstruction between Troutdale and Bonneville; opposition to location on north side of railroad.
		Douglas County. Request for survey and construction of remaining portion of Umpqua Highway between Scottsburg and Reedsport.
		Tillamook County. Request for relief from payment due under agreement re Cannon Beach Road.
		Dump bodies and hoists. Mitchell, Lewis & Staver request acceptance of their bid because Oregon concern.
4412		Conference with Governor Meier re application for loan and grant of federal monies.
		Awards of contracts announced:
		West Lake Section, pavement and rock shoulders;
4413		Seaside-Jack Horner Creek Section, furnish crushed rock;
		Scottsburg-Red Bridge Section, bit. macadam, crushed gravel surfacing and furnish crushed gravel in stock piles;
		Stinkingwater Mountain-Drinkwater Pass Section, grading;
		Two bridges near Drewsey;
		Green Springs Rock Production Project;
		Agency-Deschutes River Section, grading;
		Bridge over Deschutes River and two bridges over Shitike Creek;
		Boyd-Madras Section, furnish crushed rock;
4414		Midland-California Line Section, grading;
		Siletz River-Newport Section, furnish crushed rock;

Page	Date 1933	Subject
4414	Oct. 25	Announcement of awards - cont'd Bridge on Jordan Valley Secondary Highway near Nyssa; North Salem Section, pavement widening and resurfacing; Multnomah County Line-Linnton Section, concrete pavement. Tentative program for $15,000,000 Public Works money adopted.
4418		Multnomah County. Eighty-second Street, Stark Street (Base Line Road) and Lombard Street designated federal aid highways.
4419		Wasco County. The Dalles bridge across Columbia River; Commission cannot spend funds for investigation.
4420		Clackamas County. Engineer's report re elimination of traffic hazard on Mt. Hood Highway at Orient. Portland Traction Company. Request for State to repair and maintain street car tracks on Interstate Bridge denied. Baker County. Baker-Homestead Highway, report on elimination of curves.
4421		Clackamas County. Pacific Highway, request of E. M. Cousin for drainage of his premises. Yamhill County. Request for drain tile and fill in front of Dundee Methodist Church denied. Klamath County. List of projects presented by Chamber of Commerce for PWA program. Lake County. Right of way in Lakeview for improvement of Fremont Highway; agreement ordered prepared. Lane County. Right of way for Siuslaw River bridge and approaches, county to cooperate. Multnomah County. Portion of John B. Yeon Park deeded to Government for use in connection with Bonneville Dam.
4422		Acquisition of right of way, quarry sites, etc., resolution covering various highways.
4424		Washington County. West Side Pacific Highway, right of way across property of J. M. and Agnes Burroughs, condemnation authorized. Multnomah County. Columbia River Highway, right of way across property of C. W. Klum and W. M. Ackley, condemnation authorized.
4427		Lane County. County bridge project about 20 miles from mouth of Siuslaw River approved by Commission. Log hauling permits; responsibility for issuance discussed.
4428		Tillamook and Clatsop Counties. Communication from W. C. Calder re agreement covering construction of Cannon Beach-Neahkahnie Mountain Section. Clatsop County. Previous action re Necanicum River bridge confirmed. Tillamook County. Letter from B. P. R. suggesting study of burnt area with view of constructing low-type feeder roads for salvaging burnt timber. Wallowa County. Enterprise, route of Wallowa Lake Highway adopted.
4429		Wallowa, route of Wallowa Lake Highway adopted. N. R. A. projects; specifications to include clause providing that preference be given to local materials, etc.
4430	Oct. 25	Railroad grade separation structures; list of those included in N. R. A. program.
4431		Jackson County. Ashland undercrossing, request for modification of order from Public Utilities Commissioner. Tillamook County. Possibility of securing additional funds for highway construction in district which suffered loss from forest fires. Clatsop County. Agreement with city of Astoria re maintenance of Columbia River Highway within city. Extension of time: Starr & McCall, three bridges on Willamette Highway. Contracts completed and accepted:
4432		Bridge over Clackamas River, Lindstrom & Feigenson; Half-viaduct near Umatilla, Tom Lillebo; Reshingling office building and storage building No. 3, Salem, Robert I. Wright; Sand Station-Washington State Line Section, S. H. Newell & Company; Lobster Mountain Section, Yunker-Wiecks & Co., Fort Klamath-Crooked Creek Section, C. T. Malcom and S. H. Newell & Co.; Jack Horner Creek-Mohler Section, F. C. Feldschau & Son; Hug Point-Arch Cape Section, P. L. Crooks & Company, Inc.
4433		Communications and resolutions presented to Commission: Lane County Court commending efforts to secure additional federal loan and suggesting improvement between Junction City and Eugene; Eugene Chamber of Commerce requesting reconstruction between Junction City and Eugene; Pacific Highway Association, requesting apportionment of $1,800,000 to Siskiyou Mountain project; and requesting allocation for reconstruction of Pacific Highway over Turkey Hill in Douglas County;
4434		Lane and Douglas Counties, construction and oiling of old Territorial Road; Ashland, petition re Underpass Section. Next meeting November 15, 1933.
4435	Nov. 3	Multnomah County. Burlington Water District requests State to advance cost of reconstruction of water pipe line.
4436		State Advisory Board, P. W. A. conference re proposed application for public works money for highway construction.
4441		Loan and grant of public works funds, resolution re application.
4445		Clatsop County. Award of contract for furnishing crushed rock for Seaside-Jack Horner Creek Section confirmed. Marion County. North Salem Section; award cancelled and project ordered readvertised.
4446		Log hauling permits to be issued by Public Utilities Commissioner.
	Nov. 14	C. W. A. funds; matters pertaining to program discussed.
4448		Multnomah County. Investigation to be made of proposed bridge across Willamette River on extension of Fremont Street.

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4448	Nov. 14	Civil Works program; Commission to assume no responsibility.
		Minutes of September 15 and 16 and October 4 and 5 approved.
		Portland. Engineer instructed to renew request that East 17th Street be made "stop street" from south city limits to Powell Boulevard.
		Oregon Coast Highway bridges. Advertisement authorized.
		Harney County. Contract for 3 bridges and 6 culverts on Drinkwater Pass-Chimney Creek Section re-awarded to second bidder. Penalizing low bidder discussed.
4449		Theodore Arenz. Letter re penalty for default of North Salem contract.
		Douglas County. Reedsport, request for sidewalk on Oregon Coast Highway denied.
		Load limit; reduction ordered between Seaside and Mohler. Reduction ordered between Alsea and Lincoln County line.
4453		Lincoln County. Attorney's opinion re prohibiting peddlers on Yaquina Bay ferry approaches.
		Shaniko-Mitchell Highway, Attorney's opinion re status as state highway.
		Wallowa County. Enterprise, city unable to acquire right of way; monies reallocated to other projects.
		I.-O.-N. Highway. Engineer's letter to W. H. Lynch re completion approved by Commission.
		Secondary highway funds; transfer of balances approved: Multnomah County; Jefferson County; Hood River County.
4454		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4456		Deschutes County. Deed signed conveying tract adjacent to Dalles-California Highway to Mrs. Adelaide Alt.
		Hood River County. Property to complete Wygant State Park presented to State.
4457		Douglas County. Relinquishment of portion of park at Elk Creek tunnel requested by State Board of Forestry.
		Multnomah County. Letter from Swift & Company re width of right of way for secondary highway.
		Yamhill County. Petition requesting surveys of two routes between Middleton and Newberg and demanding that highway enter Newberg over present bridge on First Street.
		Clatsop County. Letters from residents of Tolovana Park requesting completion of Cannon Beach-Neahkahnie Mountain Section.
		Roadside beautification, letter from Mrs. Jessie M. Honeyman suggesting appointment of Prof. A. L. Peck as consultant.
4458		Jackson County. Telegram requesting civil works appropriation for work on Little Butte Creek Sec. Highway and Sam's Valley Sec. Highway.
		Crook County. Letter requesting improvement of Jones Mill-Summit Sec. of Ochoco Highway and protesting construction of Mitchell-Shaniko Highway.

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4458	Nov. 14	Portland to the sea, resolution from Property Owners' Protective Ass'n urging additional federal funds.
		Resolution by Union Avenue Ass'n urging Commission to borrow funds for completion.
		Clatsop County. Arch Cape Tunnel, inclusion in proposed $15,000,000 program requested by Astoria Chamber of Commerce.
		Marion County. Aurora; safety lanes to be marked on pavement.
4459		Clackamas County. Surfacing of 1½-mile section of secondary highway between Sandy and Eagle Creek included in CWA program.
		Umpqua River Navigation Co., claim for reimbursement for extra amount paid to employes under NIRA denied.
		Oregon Pacific Highway Ass'n, letter of commendation.
		Lake County. Protest by M. E. Maddock against relocation of Klamath Falls-Lakeview Highway in front of his service station.
		Extensions of time: C. A. Mills & Co., Beaver Creek Section;
4460		A. G. Enright, Miller Creek bridge; R. H. Jones, three bridges over Burnt River; F. L. Odom, John Day River bridge near Astoria; Joplin & Eldon, Necanicum-North Fork Section.
4461		Contracts completed and accepted: Necanicum-North Fork Section, Joplin & Eldon; John Day River bridge near Astoria, F. L. Odom; Middle and South Units, Aurora-Brooks Section, Harold Blake; Canby and Canby-Aurora Sections, Northwest Roads Co.; Doyle Hill-Nimrod Section, Babler Bros.
4462		Next meeting, December 7, 1933.
		Jackson County. Right of way for Pacific Highway south of Central Point, previous offer to J. C. Love not to be increased.
		Color scheme for department buildings; white with black trimmings adopted.
		Clatsop County. Claim of C. E. Ash for damages to boat caused by colliding with submerged piling under John Day River bridge; piling to be removed and charged to contractor.
4463		Jackson County. Crater Lake Highway, installation of snow stakes near Union Creek authorized.
		Multnomah County. Request for improvement of Third Street in Portland denied.
		Douglas County. Survey from Scottsburg bridge westerly; Umpqua Highway Imp. District authorizes payment to apply on cost. North Umpqua Highway. Bureau of Public Roads requested to complete survey with forest highway funds.
		Lane County. Siuslaw Highway, Pacific Tel. & Tel. Co. permitted to construct pole line on north side near Cushman.
4464	Nov. 15	Proposals opened on following projects: Nehalem Highway, two bridges near Mist;
4465		Sixes River Section, grading and surfacing; Rice Hill Section, pavement and surfacing;

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4465	Nov. 15	Proposals received, cont'd Winston Bridge Section, pavement and grading; Winston Bridge near Roseburg; Bridge over Rock Creek and six trestles near Condon; Bridge over Williamson River at Chiloquin;
4466		Albany-Tangent Section, widening, resurfacing pavement and surfacing; Jackson Creek-McDermitt Section, grading and surfacing; Bridge over Owyhee River near Nyssa; North Salem Section, widening and resurfacing; Hardman-Rock Creek Section, grading;
4467		Eighty-second Avenue-East City Limits Section, curbs and pavement; Buell-Salt Creek Section, grading and surfacing, bridge over Salt Creek and concrete stock pass.
		Oregon Coast Highway Association, road program presented by Ed. W. Miller.
4468		Columbia County. Projects requested for inclusion in Civil Works program.
		John Day Highway. Improvement from Fossil to Ochoco Highway junction requested by delegation from Grant, Gilliam, Wheeler, Morrow and Wasco Counties.
4470		Mitchell-Antelope Road, estimate of cost.
		Gilliam County. Condon-Wasco Road, inquiry as to cost.
		Crook County. Ochoco Highway, improvement requested and county equipment offered.
4471		Malheur and Baker Counties. Designation and construction of highway from Huntington to Bridgeport requested
		Malheur County. I.-O.-N. Highway, designation requested.
		Clackamas County. Claim for right of way between Oswego and West Linn presented by Lage Wernstedt.
		Multnomah County. Designation of E. 39th Ave. requested to connect Columbia River and East Portland-Oregon City Highways.
4472		Fourth Street Highway; removal of slide and provision for drainage facilities requested by city; suggested as civil works project.
4473		Washington County. Hillsboro; city reports inability to secure right of way for flattening turns on Tualatin Valley Highway; cooperation offered by Commission.
		Announcement of awards:
4474		Two bridges on Nehalem Sec. Highway near Mist; Winston bridge; Williamson River bridge; Bridge over Rock Creek and six trestles on Six Mill Canyon Section; Owyhee River bridge near Nyssa; Sixes River Section , grading and surfacing; Rice Hill Section, pavement and surfacing; Winston Bridge Section, grading and pavement;
4475	Nov. 15	Awards- cont'd Albany-Tangent Section, widening, pavement and bituminous macadam wearing surface; Jackson Creek-McDermitt Section, grading and surfacing; North Salem Section, pavement widening and resurfacing; Hardman-Rock Creek Section, grading; Eighty-second Avenue-East City Limits Section, concrete curbs and concrete pavement; Buell-Salt Creek Section, grading, bridge and stock pass.
		Forfeiture of bid deposits, announcement by Chairman.
4476		Public works funds, resolutions authorizing filing of applications for loans and grants: Ashland-Siskiyou Summit Section, Pacific Highway; Pendleton-Cold Springs Junction Section, Old Oregon Trail;
4477		Horse Ranch-Silver Lake Section, Fremont Highway; Redmond-Bend Section, The Dalles-California Highway; Klamath Falls-Midland Section, Klamath Falls-Weed Highway;
4478		Portland-Washington County Line Section, Fourth Street Highway; Columbia County Line-Linnton Section, Columbia River Highway;
4479		Soda Fork-East Section, Santiam Highway; Troutdale-Multnomah Falls Section, Columbia River Highway;
4480		Mehama-Mill City Section, North Santiam Highway; Newberg-McMinnville Section, West Side Pacific Highway.
		Marion County. Agreement with city of Salem re maintenance of Pacific Highway between north city limits and Center Street.
4481	Nov. 20	Civil works program discussed with State Relief Committee and PWA officials.
4484	Nov. 22	Lakeview. Hearing re changing route of Fremont Highway.
4490		Present route retained. Photostat machine. Purchase authorized. Automobiles. Five to be turned in on new ones and ten new ones purchased in addition. Yamhill County. Dundee; request for tile drain and fill in front of Methodist Church denied. Oregon Coast Highway Association; letter offering cooperation and services in securing PWA funds for bridges. S Relocation surveys authorized: Revision of Old Oregon Trail, Stanfield toward Pendleton, and Hermiston to Umatilla;
4491		Revision of Redwood Highway over Hayes Hill; Revision of Umpqua Highway between Scottsburg and Reedsport. Award of contract for two bridges near Mist confirmed. Lake County. Complaint of M. E. Maddock re damage to service station business by reconstruction of Klamath Falls-Lakeview Highway.
4492	Dec. 6	Oregon Coast Highway Association. Ed W. Miller present in interest of bridges; asking that Attorney be sent to Washington, authority granted.

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4492	Dec. 6	Roadside beautification. Geo. H. Otten offers services as assistant to D. E. Thompson, landscape architect.
4493		Surveys for proposed program for $15,000,000 Public Works monies, completion authorized.
		Public works loans and grants; further applications to be withheld.
		Marion County. Silver Falls State Park; purchase of 40-acre timber tract from Mrs. Alta P. Drews deferred.
4494		Clatsop County. Bradley Park, reduction of $15 a month requested by J. J. Lynott; referred to Parks Engineer.
		Minutes of October 19, 24 and 25, November 3, 20 and 22 approved.
		Marion County. Engineer's letter to W. H. Lynch giving reasons for adoption of route between Mill City and Gates approved.
		Mowing machines; purchase of twelve authorized.
		Center stripe painting machine, purchase authorized.
		Crushed gravel projects authorized:
		Haines-Pleasant Valley;
		Payette Spur-Ontario;
		Nyssa-Vale;
		Lexington-Heppner-Jones Hill;
		Pilot Rock-Pendleton-Reith;
		Hilgard-Hot Lake-LaGrande-Elgin.
		Gilliam County. Application of G. E. Huddleston for permit for pole line along Condon-Heppner Secondary Highway considered.
4495		Yaquina Bay ferry. Extra compensation requested to offset increased operating costs under N.R.A. code.
		Harney County. Contract for two bridges near Drewsey; E. W. McCall declared in default.
4496		Bid deposits on defaulted contracts ordered returned:
		E. W. McCall, two bridges near Drewsey;
		R. F.Nichol, 3 bridges and 6 culverts, Drinkwater Pass-Chimney Creek Section;
		Theodore Arenz, North Salem Section.
		Defaulted contracts; bid deposits to be collected in future.
		Multnomah. Surface treatment of pavement shoulders authorized.
		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4499		Maintenance agreements re Pacific Highway signed with cities:
		Grants Pass, Roseburg, Ashland, Medford.
		Umpqua Highway Improvement District. Offer of $1,750 toward cost of survey west of Scottsburg accepted.
		Request for application of payment due district on district's indebtedness to county.
4500		Salmon River-Grand Ronde Highway Improvement District. Request for payment due from Commission under Chapter 293, Laws 1933.
		Secondary highway system adopted:
4501		Baker County;
		Benton County;
4502		Clackamas County;
4503	Dec. 6	Secondary highway system adopted - cont'd
		Clatsop County;
		Columbia County;
4504		Coos County;
		Crook County;
4505		Curry County;
4506		Deschutes County;
4507		Douglas County;
		Gilliam County;
		Grant County;
4508		Harney County;
4509		Hood River County;
		Jackson County;
4510		Jefferson County;
4511		Josephine County;
		Klamath County;
4512		Lake County;
		Lane County;
4513		Lincoln County;
4514		Linn County;
4515		Malheur County;
4516		Marion County;
4517		Morrow County;
		Multnomah County;
4518		Polk County;
4519		Sherman County;
		Tillamook County;
4520		Umatilla County;
4521		Union County;
4522		Wallowa County;
		Wasco County;
		Washington County;
4523		Wheeler County;
4524		Yamhill County.
4526		Lake County. Fremont Highway, north entrance into Lakeview; telegram from County Court re right of way.
		Polk County. West Side Pacific Highway; proposed relocation Rickreall to Orr's Corner protested.
		Malheur County. Petition requesting Commission to keep open and maintain portion of Jordan Valley Secondary Highway to be abandoned after completion of Owyhee River bridge.
4527		Klamath County. Federal funds requested for improvement of Goodlow Mountain-Barnes Valley Road.
		Newport Oil Company requests relief from expense of providing ferry service for gasoline trucks.
		Multnomah County. East 39th Avenue, communications presented endorsing project.
		Douglas County. Request for designation as secondary highway of road from Anlauf to Lane County line.

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4527	Dec. 6	Klamath County. Klamath Lake Secondary Highway; snow removal requested by Crystal Lumber Company.
4528		Extensions of time: S. H. Newell & Company, Sand Station-Washington State Line Section; A. G. Enright, two bridges on Hug Point-Arch Cape Section; S. H. Newell & Co., Rice Hill Section; O. N. Pierce & Company, Mill Creek bridge near Buell;
4529		Bullis & Rees, Bummer Creek-Lobster Mountain Section; A. Milne, Fort Klamath-Crooked Creek Section. Contracts completed and accepted: Sandy-Twin Bridges Section, Logan Construction Co.; Mill Creek bridge near Buell, O. N. Pierce & Company; Dillon and Biggs-John Day River Sections, J. F. Forbes;
4530		Fort Klamath-Crooked Creek Section, A. Milne; Kilchis River-Tillamook Section, A. T. Dolan. Next meeting December 28, 1933.
4531	Dec. 7	Announcement by Chairman re enforcement of bid bonds and specifications. Proposals received: Bridge over Beneke Creek; Hoffman Bridge over Coquille River; Bridge over Yellow Creek;
4532		Rice Hill Section, concrete pavement and surfacing; South Roseburg Section, pavement widening and concrete curbs; Winston Bridge Section, grading and paving; Arlington Section, bituminous macadam and concrete curbs and gutter; Condon Section, bituminous macadam;
4533		Stinkingwater Mountain Section, grading; North Ashland Section, asphaltic concrete pavement and rock shoulders; South Medford Section, concrete pavement and concrete curbs; Bridge over Applegate River; Bridge over Williams Creek;
4534		Grants Pass Section, asphaltic concrete pavement; Bridge over U. S. R. S. Canal "A"; Bridge over Santiam Overflow Channel; Sanderson Bridge Section, grading and surfacing; Ontario Section, regrading and bituminous macadam;
4535		Bridges over Vermont Street and Newberry Street Gulches; Bridge over McCarty Creek; Cummings Hill Section, grading and surfacing; Bridge over Chehalem Creek.
4536		Resolution in conformity with provisions of H. B. No. 78 re loan and grant for coast bridges.
4540		Columbia County. Clatskanie Associated Drainage Districts requesting improvements to Columbia River Highway.
4541		Clackamas and Multnomah Counties. Delegation urging completion of East Portland-Oregon City Highway.

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4542	Dec. 7	Lincoln County. Widening for parking at Depoe Bay requested by J. C. Braley. Lake County. North entrance into Lakeview; continuation of construction requested. Civil works projects; Engineer authorized to sign application. Lane County. Report of reconnaissance surveys Eugene-Mapleton cut-off.
4543		Deschutes County. Paving Dalles-California Highway through Redmond requested.
4544		Awards of contracts announced: Bridge over Beneke Creek; Hoffman Bridge over Coquille River; Bridge over Yellow Creek; Rice Hill Section, pavement and surfacing; South Roseburg Section, pavement widening and curbs; Winston Bridge Section, grading and paving;
4545		Arlington Section, bituminous macadam and concrete curbs and gutter; Condon Section, bituminous macadam; Stinkingwater Mountain Section, grading work; North Ashland Section, concrete pavement and rock shoulders; South Medford Section, concrete pavement and concrete curbs; Bridge over Applegate River; Bridge over Williams Creek;
4546		Grants Pass Section, asphaltic concrete pavement; Bridge over U. S. R. S. Canal; Bridge over Santiam overflow channel; Sanderson Bridge Section; Ontario Section, regrading and bituminous macadam; Bridges over Vermont Street Gulch and Newberry Street Gulch; Bridge over McCarty Creek;
4547		Cummings Hill Section, grading and surfacing; Bridge over Chehalem Creek. Multnomah County. Revised program for National Recovery highway projects adopted. Multnomah and Washington Counties. Tualatin Tunnel connecting road project eliminated from program.
4548		Wasco County. Resolution re acquisition of right of way within city limits of The Dalles.
4550		Clackamas County. Route through Milwaukie considered; investigation ordered.
4551	Dec. 19	Newport. Hearing re rerouting Oregon Coast Highway within city.
4552		Waldport. Hearing re rerouting Oregon Coast Highway within town.
4554		Florence. Hearing re rerouting Oregon Coast Highway within town.
4556		Minutes of November 14 and 15 approved. John Day Highway; completion in preference to Mitchell-Antelope; decision deferred. Public works funds, letter re regional committee to develop plans for regional improvements.

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4556	Dec. 19	Clatsop County. Right of way at Beneke Creek bridge, letter from Attorney; delay in award of contract discussed.
4557		Washington County. Agreement re acquisition of right of way across Valkyrie Memorial Park.
		Klamath County. Snow removal on Rocky Point-Seven Mile Section of Klamath Lake Secondary Highway denied.
		Umpqua Highway Improvement District; payment due district under Chapter 298 to be applied to Douglas County's indebtedness to State.
		Salmon River-Grand Ronde Highway Improvement District; payment due district under Chapter 298 authorized.
		Hood River County. Commission asked to enter into subagreement with J. B. Laber re buildings in right of way at Cascade Locks.
4558		Multnomah County. Fourth Street Highway; Engineer authorized to expend $1,000 for protection of new grade.
		Coos County. Hoffman Bridge, contract awarded.
		Multnomah County. Agreement with city of Portland to maintain bridges over Vermont Street Gulch and Newberry Street Gulch; contract for bridges awarded.
		Burlington Water District. Agreement re removing and relaying district's water pipe lines on Columbia River Highway.
4559		Gilliam County. Reconsideration of request of G. E. Huddleston for permission to construct pole line between Condon and junction with Lonerock county road.
		Lincoln County. Park sites at Harborton and South Beach presented to State by County.
		Multnomah County. Resolution re conveying portion of John B. Yeon state park to United States.
4561		Marion County. Silver Falls State Park, state to pay for portion of cost of building.
		Tillamook County. Wilson River Highway, immediate construction of short section west from Mills Bridge requested.
4562		Sale of confections, etc. on ferry boats, request of E. E. McLendon denied.
		John B. Yeon State Park, request for permission to operate candy and pop corn wagon denied.
		Clackamas County. Eagle Creek-Sandy Section, Woodburn-Mt. Hood Loop Sec. Highway, immediate surfacing demanded. Cooperation with county agreed upon.
		CWA projects. Engineering or engineering supervision only to be contributed by Highway Commission.
4563		Crook County. Construction of road northeasterly from Paulina suggested by letters from organizations.
		Portland. Agreements providing for maintenance of NRM projects in city signed.
		Awards confirmed:
		82d Avenue-East City Limits Section, pavement;
		Bridges over Vermont and Newberry Street Gulches.
		Acquisition of property for right of way, quarries, etc., resolution covering various highways.
4565	Dec. 19	Lincoln County. Right of way for Alsea bridge approach; one half amount of options to be offered; condemnation authorized.
		American Association of State Highway Officials, bill for 1934 dues approved.
		Multnomah County. Report of drainage conditions in vicinity of Powell Valley Highway and East 87th Street, Portland.
		Clatsop County. Bradley Park concession; report of Parks Engineer re failure to reach agreement with J. J. Lynott.
4566		Marker stripes; request from Oregon Society of Democratic Engineers for permanent construction.
		Landscaping under NRA program; projects discussed.
		Proposed $15,000,000 Public Works program discussed.
	Dec. 20	Reedsport. Hearing re rerouting Oregon Coast Highway through town.
4568		Douglas County. Umpqua Highway, additional construction between Scottsburg and Reedsport requested.
4569		Elk Creek tunnel, painting of center stripe on pavement authorized.
		North Bend. Hearing re altering entrance of Oregon Coast Highway into city from north.
4570		$15,000,000 Public Works funds, application withdrawn.
		Bonds. No more to be issued for road purposes until legislature approves.

Salem, Oregon, October 4, 1933

The State Highway Commission met in special session at two o'clock P. M. in the office of Governor Julius L. Meier in the Capitol Building. Present were:

Governor Julius L. Meier
Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were Henry Hanzen, State Budget Director, and C. B. McCullough, Assistant State Highway Engineer.

Informal discussion was held pertaining to financial matters including the possibility of obtaining additional funds from the Federal Government under the loan and grant clauses of the National Recovery Act to be expended for unemployment relief through the medium of highway construction.

Governor Meier proposed that an application should be filed with the Public Works Administration for a loan and grant of $15,000,000 in addition to that already filed to obtain funds with which to finance the construction of the five bridges on the Oregon Coast Highway. After some discussion the Commission agreed to the Governor's proposal and it was decided by all that such application should be filed with the State Advisory Board of the Public Works Administration as soon as possible after first conferring with the members of that Board to determine their attitude with respect thereto. There followed a general discussion of the matter including the distribution of the funds to various highway projects throughout the state to derive the most benefit therefrom. The Attorney was instructed to arrange a meeting with the State Advisory Board to be held in the Multnomah Hotel, Portland, at eleven o'clock A. M. on the following day, if possible.

The meeting was adjourned at four o'clock P. M., whereupon the Commission reconvened immediately in the office of the State Highway Engineer, Room 325, State Office Building, and disposed of routine matters of the department, all members being present and participating.

The Commission approved the minutes of the meeting held on August 24 and 25, 1933.

The Engineer reported that a joint inspection has been made of the adopted location for the Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County by the engineers of the Highway Department and the Bureau of Public Roads, in company with Mr. John Yeon, member of the State Parks Commission, which resulted in Mr. Yeon approving the location subject to some minor revisions, and Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, approving the award of the contract for the

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grading of this section to contractor Fred H. Slate, who submitted the low bid therefor at the meeting held on September 16, 1933. He further reported that upon receipt of Mr. Lynch's approval, he awarded the contract for this grading work to Mr. Slate on September 26, 1933, at his bid price of $32,876.00, in conformance with authority granted him by the Commission at its previous meeting. After due consideration, the Commission confirmed the award of this contract to Mr. Slate, the low bidder, at his bid price of $32,876.00.

A tax statement was presented from the Umpqua Highway Improvement District showing that the Improvement District's delinquent taxes amount to the sum of $54,175.09, indicating that because of such delinquency the District is unable to advance monies to finance the survey of the Scottsburg-Reedsport Section of the Umpqua Highway in Douglas County which they previously offered to do. No action was taken by the Commission on this matter.

The Engineer submitted a written report on the matter of salaries paid highway department employes. He pointed out that due to low salary schedules, now in effect, the department has lost a number of good technical men who have obtained employment elsewhere at higher salaries than paid by the Oregon Highway Department and, unless something is done to make it possible to increase the salary schedules now in force, the probabilities are that other good men will leave the department service, which will greatly handicap the organization. He suggested that inasmuch as the present salary schedule was fixed by the legislature, the attention of that body should be called to the inequity of such a schedule since it does not take into consideration changing economic conditions, nor does it enable the Commission to fix salaries in accordance with fluctuating prices of commodities and demand for personal service. The Commission took this matter under advisement.

The Attorney reported that satisfactory settlement has been made with Miss Inez DeLashmutt, et al, with respect to matter of constructing a tunnel and other drainage facilities on their property adjacent to the Bertha-Beaverton Highway in Multnomah County, and that an easement has been procured from these parties permitting such tunnel construction work, the consideration involved being $350.00. After due consideration, the Commission by unanimous vote adopted the following resolution regarding the matter:

WHEREAS, there has been submitted to the Highway Commission for approval and acceptance an easement executed by Inez DeLashmutt, et al, conveying to the State an easement for the construction of a tunnel and other drainage facilities through properties owned by the grantors named in said easement, and

WHEREAS, it appears to be for the best interests of the State and of said property owners that said easement be accepted and said tunnel construction work be promoted at this time;

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present and participating, that the said easement executed by Inez DeLashmutt, Margaret A.

DeLashmutt, Rodger DeLashmutt, Dorothy DeLashmutt Davis, and R. J. Davis, by Margaret A. DeLashmutt, with Power of Attorney, be and said easement hereby is accepted upon the terms and conditions therein specified;

BE IT FURTHER RESOLVED, that a voucher be put through in the regular manner for the payment of the consideration of $350 therein specified;

BE IT FURTHER RESOLVED, that the Engineer of the Oregon State Highway Commission be and he hereby is instructed to carry through the necessary procedure and do the necessary work to accomplish the construction of the said tunnel and other and related drainage facilities;

BE IT FURTHER RESOLVED that this resolution be entered in the records of the Commission and a certified copy of the same delivered to Inez DeLashmutt for the benefit of herself and the other grantors named in said easement.

Chairman Scott stated that he had been interviewed by Mr. Roy K. Terry, President of the Winter Sports Association, Portland, with respect to the removal of snow this winter on the Mt. Hood Highway and adjacent property, to provide parking space for automobile owners who wish to view or participate in winter sports at Government Camp and vicinity. Mr. Terry, he said, advised that with one exception there will be no difficulty in procuring leases without cost from the property owners affected, permitting the disposal of snow on their property where necessary. After some discussion of this matter, the Commission decided that an attempt should be made to secure such leases and instructed the Attorney to prepare the lease forms and obtain the property owners' signatures thereto. The Engineer was instructed by the Commission to furnish the Attorney with descriptions of the land required.

The Commission also decided, inasmuch as there is local criticism against Mr. Fred Stults, who has heretofore had charge of snow removal operations in that vicinity, that it would be best to transfer Mr. Stults to some other part of the state and replace him with another man who is familiar with such operations. The Engineer was instructed by the Commission to arrange such transfer.

The Engineer advised the Commission that on account of the controversy now existing over the Truck and Bus Law enacted by the 1933 legislature, and the fact that this matter will be brought before the special session of the legislature which, it appears, will be held in the near future, it would be well to obtain full information as to how truck and bus operations are controlled in other states and the attitude of various state highway officials with respect thereto. He further advised that this matter would be discussed at the annual convention of the American Association of State Highway Officials at Milwaukee, wherefore, he requested authority for Mr. John Beakey, Traffic Engineer, to attend this convention at the

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State's expense for the purpose of obtaining all data possible concerning this feature. After due consideration the Commission, by unanimous vote, granted the Engineer's request.

The Attorney reported that Mr. Joe Keller, from whom the Commission purchased land for the improvement of the Tualatin Valley Highway at Beaverton, wishes to obtain the use of certain portions of the property sold by him and has requested that the State's right of way stakes at the intersection of the old and new highway at this point be set back for his benefit. The Attorney further advised that the State acquired the property in question by deed and paid Mr. Keller the price he demanded therefor; also, that if the right of way stakes are set back to conform with Mr. Keller's wishes, it would indicate that the State desires to abandon its property beyond the limit of the stakes, which impression is undesirable. Furthermore, it is not within the province of the Commission to let Mr. Keller have this property. He recommended that Mr. Keller's request be denied. After some discussion the recommendation of the Attorney was approved by the Commission by unanimous vote, and the Attorney was instructed to convey such decision to Mr. Keller.

A resolution was presented from the Portland Realty Board demanding reallocation of National Recovery Act funds at the disposal of the Commission so as to provide an increased amount thereof for the benefit of Multnomah County. The Commission took no action on this resolution.

The Secretary presented communications from the following individuals and organizations of Tillamook: City Council; The First National Bank; Reehr Furniture Company; Connie Dye, and Tillamook Box Company. Request was made in these communications that the Commission construct immediately the Wilson River Highway in order to provide facilities for the removal of timber in the area recently burnt over by the Wilson River forest fire and, if necessary, to file an application with the Federal Government for a loan and grant of National Recovery Act funds for this purpose. No action was taken on these requests.

A letter was presented from Mrs. J. Reynolds, Corvallis, requesting a lease on five English walnut trees located on the Albany-Corvallis Highway in front of her property, a short distance north of Corvallis. The Commission referred this matter to the Engineer with power to act.

The Engineer reported that the Clatsop County Court has again requested the Commission to allocate funds for the immediate construction of the Arch Cape Tunnel on the Oregon Coast Highway in Clatsop County. He further reported that he informed County Judge Boyington that the Commission's program of available funds was prepared after careful consideration and the tunnel was not included therein because there are insufficient funds for the purpose; also, that there was very little likelihood that the program can be altered at this time because it has already been approved by the Commission and the District, Regional and Washington, D. C. offices of the Bureau of Public Roads. The report of the Engineer was approved by the Commission.

A letter was presented from Mr. Bert L. Harvey, Mayor of the City

of Baker, stating that the City of Baker has been unable to fulfill its part of the agreement between the City and the State Highway Commission, dated September 27, 1932, with respect to the improvement of the Old Oregon Trail within the city limits due to difficulties encountered in obtaining funds from the Public Works Administration to finance the city's share of this improvement. The Commission ordered this communication filed in the records of the department.

A resolution was presented from Ophir Grange No. 767, Curry County, requesting the immediate improvement of the Euchre Creek-Port Orford Section of the Oregon Coast Highway in Curry County. The Engineer advised that this improvement, which consists of 20.0 miles reconstruction work and oiling, has already been placed on the program as a forest highway project and will be constructed by the Government next summer. No action was taken by the Commission on this resolution.

A communication was presented from Oregon Motor Stages which operate a passenger bus service on the Oregon Coast Highway between Astoria, Oregon, and Eureka, California. They stated that because of the insistent demand of the public they found it necessary on September 16 of this year to inaugurate night service, leaving Marshfield at 7:40 P. M. for Portland, via Waldport and Newport, arriving in Portland at 6:25 A. M.; also, because of the lateness of the hour when their buses arrive at Waldport and Newport, they are unable to catch the last regular ferry service at those points, necessitating a special ferry trip at each place at a daily extra expense of $4.00, which they can ill afford. They requested that free ferry service at Waldport and Newport be increased to accommodate bus service, which would mean extending such service at Waldport to 11:30 P. M. and at Newport to 12:10 A. M. In support of this request, communications were also presented from the following: Oregon Coast Highway Association; Senator Allan A. Bynon, Portland; J. J. Tobin, Newport; G. A. Carmichael, City Recorder, Newport; Marshfield Chamber of Commerce; Siuslaw Chamber of Commerce, Florence; Waldport Lions' Club, Waldport; Toledo Chamber of Commerce; Robert E. Davey, Editor, Newport Journal; Lafe Compton, Coquille; and Newport Chamber of Commerce.

The Engineer reported that it will cost the State approximately $120.00 a month extra to comply with the request of the Oregon Motor Stages. He recommended that the request be denied. The decision was deferred by the Commission until the following day when Mr. Lemen, President of Oregon Motor Stages, will be present.

A resolution was presented from the Cottage Grove Chamber of Commerce requesting the immediate improvement of the Pacific Highway through their city. The Engineer reported that he advised the Chamber of Commerce that it is expected that contracts for all municipal projects, under the provisions of the National Recovery Act, will be awarded before the first of the year. The action of the Engineer was approved by the Commission.

A petition was presented signed by Mrs. May Enright Lytle, and other residents and property owners of Manhattan Beach and vicinity,

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requesting an allocation of additional funds for the construction of the Wolf Creek Highway between Elsie and Sunset Camp. The Commission ordered the petition filed in the records of the department.

A communication was presented from George R. Funk, Auditor, City of Portland, enclosing a copy of Portland Ordinance No. 64,942, whereby the City of Portland agrees to maintain at its own cost and expense and satisfactory to the State Highway Commission and the U. S. Bureau of Public Roads, that portion of the West Side Pacific Highway (otherwise known as Fourth Street Highway and West Barbur Boulevard) within the city limits of Portland. The Commission accepted the communication and ordered it filed in the records of the department.

The Commission signed a petition directed to the Honorable Secretary of the Interior, Washington, D. C., for the withdrawal from public entry and transfer to the State of Oregon, under the provisions of the Recreational Act of June 14, 1926, the following described parcel of land:

> Southeast quarter of southwest quarter (SE¼ of SW¼) and the south half (S½) of the southeast quarter (SE¼) of Section 20, and the north half of the northeast quarter (N½ of the NE¼) of Section 29, all in T. 11 S., R. 26 E. W. M., comprising a total of 200 acres situated in Grant County, State of Oregon.

The Engineer explained that the petition in no way obligates the Commission to acquire the property in question, but is simply to ascertain from the Government the value that it places on this land. He further explained that the area contains valuable fossil beds which are of public interest, it being the only fossil area in the John Day region now accessible to the general public by existing roads and it is, therefore, quite important that the area be acquired by the State to preserve it for public purposes, together with other fossil bed areas in that vicinity heretofore acquired by the State.

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

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the basis of settlement which has been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Crooked Creek-Lakeview Section, Fremont Highway				
Chandler, S. B.	Gravel Site 5		$250.00 Lump Sum	McCallister
Western Cities Co.	R/W	0.036	1.00 (Nominal)	"
Mattke, Herman O.	"	1.60	25.00 Lump Sum	"
Hart, J. A.	"	1.59	25.00 " "	"
Canby-Aurora Section, Pacific Highway				
Steinhoff, E. L.	Easement for Drain Pipe		$1.00 Nominal	Gardiner
Medford-Central Point, Pacific Highway				
Zinn, C. R.	R/W	30 Sq.Ft.	$5.00 Lump Sum	Gardiner
Neil Creek-Barron Creek Section, Pacific Highway				
Southern Pacific Co.	R/W	3.43	$68.00 Lump Sum	Benson
Christensen, John	"	11.43	15.00 per acre	"
Klamath County-Midland-State Line				
Travers, Edna L. (Guardian)	Quarry Site	8.58	$250.00 Lump Sum	McCallister
Gay, Ben	" "	10.0	325.00 Lump Sum	"
Multnomah County Line-Linnton, Columbia River Highway				
Weisenfluh, Bert	R/W	2000 Sq.Ft.	at 10¢ per Sq. Ft. plus $45.00	Bentley
Reedville Section, Tualatin Valley Highway				
Hoxworth, Lucile	R/W	0.15	at $1000.00 per acre	Bentley

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Newberg-McMinnville, West Side Pacific Highway				
Chaffee, Urban	R/W	0.07	at $150.00 per A. plus $14.00	Gardiner
Dixie-Lime Section, Old Oregon Trail Highway				
Oregon Portland Cement Co.	Gravel Pit	3.11	at $25.00 per Acre	Benson
Oregon Portland Cement Co.	" "	2.75	at $30.00 " "	"
" " " " "	"	3.34	at $30.00 " "	"
Florence-Glenada Section, Oregon Coast Highway				
Schroeder, Eunice L.	R/W	3000 Sq.Ft.	$144.00 Lump Sum	Benson
Yates, Jennie S.	"	131 "	" at 4¢ per Sq. Ft.	"
North of Corvallis, West Side Pacific Highway				
The Union Central Life Ins. Co.	R/W	1.5	at $100.00 per Acre	Gardiner
Multnomah County, Bertha-Beaverton Highway				
DeLashmutt, Inez	Drainage Tunnel Rights		$350.00 Lump Sum	Devers
Wasco County, Columbia River Highway				
Shogren, F. A.	Stock Pile	0.50	$75.00 Lump Sum 3 Yr. Lease	Hodge
Reil, Frederick W.	" "	0.98	60.00 " " 3 Yr. Lease	"
Hood River County, Columbia River Highway				
Jones, J. O.	Stock Pile	0.55	$50.00 Lump Sum, 3 Yr. Lease	Hodge
Woodward, Richard	" "	0.37	75.00 " " 3 Yr. Lease	"
Sherman County, Sherman Highway				
Moore, H. F.	Stock Pile	0.48	$12.50 Lump Sum 5 Yr. lease	Hodge

The Engineer reported that difficulties have been encountered in acquiring rights of way needed for several highway improvements and that it appears necessary to institute condemnation proceedings to acquire such property. He requested that authority be granted to the Attorney to condemn the following properties:

1. Property of Mary Lazelle for improvement of the Mt. Hood Highway near Government Camp, in Clackamas County;

2. Property of S. Bonlocke and wife, for improvement of the Tualatin Valley Highway near the town of Aloha, in Washington County;

3. Property of W. H. Leehmann and J. A. Bishop for improvement of the Fremont Highway near Lakeview, in Lake County;

4. Property of Ben R. Chandler for improvement of the Oregon Coast Highway near North Bend, in Coos County.

After due consideration the Commission approved the Engineer's request and adopted unanimously the following resolutions with respect thereto:

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

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 26 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, being a portion of the following described property: The northeast quarter ($NE\frac{1}{4}$) of Section 23, Twp. 3 South, Range $8\frac{1}{2}$ East, W. M., Clackamas County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the south line of Third Street of the Townsite of Pompeii and the relocated center line of the Mt. Hood Highway at Engineer's Station 10 plus 23.5, said point of intersection being South 0 degrees 38 minutes West 60 feet and South 89 degrees 22 minutes East 70.8 feet from the southwest corner of Block 10 of Pompeii, said point also being 565 feet south and 1440 feet west of the northeast corner of said Section 23; thence South 89 degrees 22 minutes East along the south line of said Third Street a distance of 85.65 feet; thence parallel to and 50 feet distant from the relocated center line of said highway on a 523 foot radius curve left (the long chord of which curve bears South 65 degrees 00 minutes East) a distance of 139.4 feet; thence South 72 degrees 38 minutes East a distance of 431.5 feet; thence on a 905 foot radius curve left (the long chord of which curve bears South 82 degrees 44 minutes East) a distance of 319.1 feet; thence North 87 degrees 10 minutes

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East a distance of 159 feet; thence on a 2342 foot radius curve right (the long chord of which curve bears South 89 degrees 31 minutes East) a distance of 271.4 feet; thence South 1 degree 15 minutes East a distance of 50.17 feet to a point on the relocated center line of said highway at Engineer's Station 24 plus 46.2; thence along the said center line on a 2292 foot radius curve left (the long chord of which curve bears North 88 degrees 53 minutes West) a distance of 224 feet to center line station 22 plus 22.2; thence South 0 degrees 17 minutes East a distance of 50 feet; thence parallel to and 50 feet distant southerly from the said relocated center line on a 2242 foot radius curve left (the long chord of which curve bears South 87 degrees 43 minutes West) a distance of 43.7 feet; thence South 87 degrees 10 minutes West a distance of 159 feet; thence on a 1005 foot radius curve right (the long chord of which curve bears North 82 degrees 44 minutes West) a distance of 354.3 feet; thence North 72 degrees 38 minutes West a distance of 431.5 feet; thence on a 623 foot radius curve right (the long chord of which curve bears North 58 degrees 42 minutes West) a distance of 303.1 feet to a point on the south line of Third Street; thence South 89 degrees 22 minutes East along said south line of Third Street a distance of 74.7 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 3.04 acres, of which 1.21 acres lie within the existing right of way; net new area 1.83 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Clackamas County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

THEREFORE, BE IT RESOLVED that the State Highway Commission shall and the said Highway Commission does hereby declare that it is necessary and that it will be of advantage to the State of Oregon for the State to acquire for right of way purposes for use in connection with the permanent construction, improvement, and maintenance of the said highway the 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

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declared to be and the same is part of and included within the rights of way of said highways.

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

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

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 29 in Washington County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the State that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land in the west half ($W\frac{1}{2}$) of Lot 190 of the Johnson Estate Addition to the town of Aloha in Section 12, Twp. 1 South, Range 2 West, W. M., Washington County, Oregon, said parcel being a portion of a 40 foot strip of land lying on the northerly side of and adjoining the center line of the Tualatin Valley Highway as relocated over and across said Lot 190; the said parcel of land being more particularly described as follows:

Beginning at the southwest corner of grantors' property, which point is 195.10 feet south and 219.86 feet west of the northeast corner of said Lot 190, and which point is 13.19 feet North 0 degrees 09 minutes West from the said relocated center line at Engineer's Station 135 plus 72.2; thence North 0 degrees 09 minutes West along the west line of said Lot 190 a distance of 27.26 feet to an intersection with the northerly line of the said 40 foot strip of land; thence on a line parallel to and always 40 feet distant northerly from the said relocated center line as follows: South 81 degrees 37 minutes East a distance of 4.75 feet to a point of tangency to a 915.0 foot radius curve left; thence on said curve left a distance of 107.1 feet, more or less, to a point on the east line of grantors' property, which point is North 0 degrees 06 minutes West a distance of 40.02 feet from the said relocated center line at Engineer's

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Station 134 plus 61.7; thence South 0 degrees 06 minutes East along the east line of grantors' property a distance of 29.33 feet to an intersection with the northerly line of the present 50 foot highway right of way; thence in a general westerly direction along the northerly line of the said present right of way as follows: On a 691.3 foot radius curve right a distance of approximately 83 feet to a point of tangency; thence North 81 degrees 37 minutes West a distance of 27.5 feet to the point of beginning, containing approximately 0.07 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Washington County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

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

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

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

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a

system of state highways in the State of Oregon; and

WHEREAS, in the permanent location, improvement, construction, and maintenance of said highways, and particularly that portion of State Highway No. 19, known as the Fremont Highway, in Lake County, Oregon, it has been found necessary, and the State Highway Commission has and does hereby determine and declare that it is and will be necessary and of advantage to the State of Oregon, that the State acquire either by purchase, agreement, or by the exercise of the power of eminent domain, the property of W. H. Leehmann and J. A. Bishop hereinafter described, which property is necessary and is to be used for the purpose of securing, manufacturing, and transporting to said highway rock, sand, gravel, or other mineral deposits for use as road materials in the construction of said highway, which property is described as follows, to-wit:

A parcel of land, being a portion of the following described property: The northeast quarter (NE¼) of the southwest quarter (SW¼) of Section 3, Twp. 38 South, Range 20 East, W. M., Lake County, Oregon; the said parcel being described as follows:

Beginning at the center of said Section 3, Twp. 38 South, Range 20 East, W. M.; thence west along the north line of said property a distance of 400 feet; thence south a distance of 500 feet; thence east a distance of 400 feet to the east line of said property; thence north along said east line a distance of 500 feet to the point of beginning; containing 4.59 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for the purposes herein stated; and

WHEREAS, the boundaries of said parcel of land heretofore have been ascertained and surveyed;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission shall, and the said Highway Commission does hereby, declare that it is necessary and that it will be of advantage to the State of Oregon for the State to acquire the property above described for the purpose of securing and manufacturing rock, sand, gravel, and other materials and the transporting of the same for use in connection with the permanent construction, improvement, and maintenance of the said Fremont Highway, and the said Highway Commission does hereby further declare that the said property is needed and necessary for said purposes upon the grounds and for the reasons herein stated and in order to properly maintain and improve said highway.

BE IT FURTHER RESOLVED that the boundaries of the above described parcel of land be and the same hereby are defined, designated, and adopted by the State Highway Commission.

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

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

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 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, being a portion of the following described property: Sections 3 and 10, Twp. 25 South, Range 13 West, W. M., Coos County, Oregon, and being a part of that tract of land which was conveyed by that certain deed from Simpson Lumber Company to Simpson Estate, recorded in Volume 73, page 365, of Coos County Deed Records; the said parcel being all that portion of the foregoing described property included in a strip of land 100 feet in width, 50 feet on each side of the relocated center line of the Oregon Coast Highway, and being more particularly described as follows:

Beginning at the intersection of the south line of said property and the relocated center line of said highway at Engineer's center line station 85 plus 16, said intersection also being approximately 2640 feet north and 1200 feet east of the northwest corner of Block 42, Western Addition to the city of North Bend, and also being 4020 feet north and 4190 feet east of the southwest corner of said Section 10; thence North 79 degrees 46 minutes East along the south line of said property a distance of 47 feet; thence North 65 degrees 41 minutes East a distance of 6.6 feet to a point, said point being 50 feet distant easterly from (when measured at right angles to) the said center line at Station 84 plus 97.2; thence North 8 degrees 41 minutes 34 seconds East parallel to and 50 feet distant easterly from the relocated center line of said highway a distance of 1544.2 feet to a point on the U. S. Harbor Line; thence North 63 degrees 00 minutes West along said Harbor

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Line a distance of 87.53 feet to an angle point in said Harbor Line; thence South 29 degrees 00 minutes West along the west line of said property a distance of 48.68 feet to a point, said point being 50 feet distant westerly from (when measured at right angles to) the said center line at Station 69 plus 71.2; thence South 8 degrees 41 minutes 34 seconds West parallel to and 50 feet distant from the relocated center line of said highway a distance of 1561.9 feet to a point on the south line of said property; thence North 79 degrees 46 minutes East along said south line a distance of 52.86 feet to the point of beginning, containing 3.61 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, 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 highways.

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

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The Commission signed an agreement with the City of Hillsboro providing for the maintenance by the City of that portion of the Tualatin Valley Highway within the Hillsboro city limits extending from the east city limits to the intersection of Base Line Street and Fifth Street, which section is to be improved by the State as a National Recovery Municipal project.

The Commission signed an agreement with the County Court of Lincoln County regarding reimbursement to the State of monies advanced by the State for the payment of Lincoln County's obligation to the federal government in connection with the construction of the Siletz River Forest Highway in Lincoln County, which agreement was prepared in conformance with the orders of the Commission given at its meeting held on September 16.

The Engineer reported that in some instances secondary highway funds of the 1932 apportionment, which were set up for certain specific secondary highway projects have not all been required to complete those projects and certain balances remain which are available for transfer to other projects. He recommended that such balances be transferred, as follows:

County	Transfer	From Job. No.	To Job No.
Baker	$ 183.59	101 ML	101 DA
"	271.89	101 MV	101 DA
"	67.40	101 MH	101 DA
"	5.09	101 ML-111-A	101 DA
"	15.74	101 MH-111-A	101 DA
"	161.37	101 KA	101 DA
Benton	413.22	102 GA	102 GB-1
"	155.66	102 GA	102 GB-2
Clackamas	5.52	103 KA	103 GC
"	125.30	103 KB	103 GC
Columbia	130.32	105 ML	105 MH-111-A
Curry	24.47	108 VA	108 GA
Douglas	1,192.66	110 VA	110 GD
"	5,452.12	110 GC	110 GD
"	95.19	110 ML-507	110 GD
"	46.48	110 ML	110 GD
"	790.49	110 MR	110 GD
"	591.97	110 MR-111-A	110 GD
Benton	248.80	102 GA-1	102 GD
"	333.15	102 GB-1	102 GD
"	208.98	102 GC	102 GD
"	361.69	102 MH	102 GD
"	394.12	102 MK	102 GD
"	28.01	102 ML	102 GD
"	146.82	102 ML	102 GB-2
Columbia	90.10	105 ML	105 VA

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

F. C. Feldschau & Son, contract No. 1455, furnishing crushed rock for the Jack Horner Creek-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, requested an additional extension of time from July 1, 1933 to October 1, 1933 in which to complete this project. The Engineer stated that the date of completion specified in the contract was April 30, 1933, but this was extended by the Commission without penalty to July 1, 1933. He further stated that the public has not been inconvenienced by the delay; however, the State has incurred some extra engineering expense, although the total engineering expense is less than 10% of the total contract price. He recommended that the extension requested be granted without penalty in view of the fact that the contract amount is very low and the contractors have, undoubtedly, lost some money on the job. The recommendation of the Engineer was adopted by the unanimous vote of the Commission.

Oregon Bridge & Dredging Company, contract No. 1408, construction of concrete pavement on the Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties, requested an extension of time from June 1, 1933 to August 15, 1933, in which to complete this project. The Engineer advised that the date of completion specified in the contract was January 15, 1933, but this was extended by the Commission without penalty to June 1, 1933. The extra time now requested, he said, was necessitated primarily by the fact that the contractor was required to remove nine half-panels of concrete. The traveling public, he added, has not been inconvenienced by the delay, and the extra engineering expense incurred by the State is negligible. He recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

Oregon Bridge & Dredging Company, contract No. 1442, grading and paving Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties, requested an additional extension of time from August 15, 1933 to August 30, 1933, giving as their reason inclement weather and heavy rains which caused a soft subgrade and delayed their paving operations. The Engineer verified the reasons given by the contractors for delay in completing the project within the specified time limit. He called attention to the fact, however, that the date of completion specified in the contract was January 15, 1933, and this was extended by the Commission without penalty to July 15, 1933 and again extended without penalty to August 15, 1933; also, that the traveling public has not been inconvenienced by the delay, and the State has incurred no additional engineering expense. He recommended that the extension now requested be granted, and that the contractors be not penalized. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

The Engineer asked for reconsideration of the penalty imposed by the Commission on Newport Construction Co. for overrunning the time limit specified in its contract No. 1427 for surfacing the Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County. He explained that the date of completion specified in the contract was June 15, 1933, but this was extended by the Commission to July 15, 1933 without penalty with the provision that if the project was not completed by that date,

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the contractor would be charged with the extra engineering expense incurred by the State. The contractor failed to complete the project by July 15, he said, consequently the State incurred extra engineering expense in the sum of $407.94 which amount, according to the decision of the Commission, was to be assessed against the contractor. Subsequent to the action of the Commission granting the request for extension of time, he added, certain conditions beyond the control of the contractor arose in connection with the work which further delayed the time of completion; otherwise, the work would have been done within the extended time. On account of such condition, he recommended that the Commission reconsider its previous action and release the contractor from the imposed penalty. After due consideration the Commission, by unanimous vote, adopted the Engineer's recommendation.

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

Contract No. 1388 with C. A. Mills & Co., grading, surfacing and trestle construction on the Beaver Creek Section of Secondary Highway No. 102 in Washington County, completed August 10, 1933;

Contract No. 1408 with Oregon Bridge & Dredging Company, construction of concrete pavement on Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties, completed August 10, 1933;

Contract No. 1412 with F. J. Kernan, surfacing Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County, completed August 15, 1933;

Contract No. 1420 with La Dee Logging Co., grading Humbug Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County, completed September 15, 1933;

Contract No. 1422 with Kern & Kibbe, grading Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County, completed August 24, 1933;

Contract No. 1436 with Theo. Arenz, regrading and repaving Molalla River-Aurora Section of the Pacific Highway in Marion and Clackamas Counties, completed August 28, 1933;

Contract No. 1442 with Oregon Bridge & Dredging Co., grading and paving Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties, completed August 31, 1933;

Contract No. 1367 with Clackamas Construction Company

and Liesch & Tofte, construction of a bridge over the Santiam River at Jefferson in Marion and Linn Counties, completed August 31, 1933;

Contract No. 1449 with Starr & McCall, construction of three timber bridges on the Willamette Highway in Klamath County, completed September 16, 1933;

Contract No. 1415 with A. G. Enright, construction of a bridge over Miller Creek near Monroe on the West Side Pacific Highway in Benton County, completed September 13, 1933.

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

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

Contract No. 1388 with C. A. Mills & Co., grading, surfacing and trestle construction on the Beaver Creek Section of Secondary Highway No. 102 in Washington County;

Contract No. 1408 with Oregon Bridge & Dredging Company, construction of concrete pavement on Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties;

Contract No. 1412 with F. J. Kernan, surfacing Paradise Creek-Red Bridge Section of the Umpqua Highway in Douglas County;

Contract No. 1420 with La Dee Logging Co., grading Humbug Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County;

Contract No. 1422 with Kern & Kibbe, grading Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County;

Contract No. 1436 with Theo. Arenz, regrading and repaving Molalla River-Aurora Section of the Pacific Highway in Marion and Clackamas Counties;

Contract No. 1442 with Oregon Bridge & Dredging Co., grading and paving Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties;

Contract No. 1367 with Clackamas Construction Company

and Liesch & Tofte, construction of a bridge over the Santiam River at Jefferson in Marion and Linn Counties;

Contract No. 1449 with Starr & McCall, construction of three timber bridges on the Willamette Highway in Klamath County;

Contract No. 1415 with A. G. Enright, construction of bridge over Miller Creek near Monroe on the West Side Pacific Highway in Benton County;

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

The Commission confirmed the date of October 25, 1933 as the date for the next regular meeting for receiving bids on highway construction projects.

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

Portland, Oregon, October 5, 1933

The State Highway Commission met in regular session at nine o'clock A. M. in the Assembly Room of the Multnomah Hotel. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

R. H. Baldock, State Highway Engineer, arrived at 11:30 o'clock A. M.

The Commission received bids on highway construction projects in accordance with previously published notice, as follows:

WOLF CREEK HIGHWAY
TWO BRIDGES OVER HUMBUG CREEK

Associated Construction Co.	$ 7,997.25
Brookfield Company	8,910.50
Portland Dredging Co.	10,014.00

PENDLETON-JOHN DAY HIGHWAY
BRIDGE OVER JOHN DAY RIVER - TRESTLES OVER GRANITE CREEK

Myers & Goulter	$43,985.00
C. J. Montag	49,922.00
Dunn & Baker	55,661.00

CRATER LAKE HIGHWAY
LITTLE BUTTE CREEK-ELK CREEK SECTION - OIL MAT SURFACE TREATMENT

Northwest Roads Co.	$ 43,565.00
J. C. Compton	43,805.00
Dunn & Baker	44,135.00
A. Milne	47,687.50
F. J. Kernan	55,280.00

KLAMATH FALLS-LAKEVIEW HIGHWAY
KLAMATH FALLS-FOREST BOUNDARY SECTION
BITUMINOUS MACADAM AND OIL MAT SURFACE TREATMENT

Dunn & Baker	$ 94,454.50
J. C. Compton	100,090.00
Northwest Roads Co.	107,260.00
United Contracting Co.	107,804.50
Babler Bros.	112,532.50
Harold Blake	112,728.00
F. J. Kernan	125,525.20

THE DALLES-CALIFORNIA HIGHWAY
MERRILL-MALIN SECTION
BITUMINOUS MACADAM AND OIL MAT SURFACE TREATMENT

Dunn & Baker	$22,723.00
J. C. Compton	25,377.00
A. Milne	24,529.50
Northwest Roads Co.	24,874.50
United Contracting Co.	26,623.50
Harold Blake	29,504.50
F. J. Kernan	29,782.00

CENTRAL OREGON HIGHWAY
BRIDGES AND CULVERTS - DRINKWATER PASS-CHIMNEY CREEK SECTION

	Alternate "A" (Conc. boxes)	Alternate "B" (Metal pipe)
R. F. Nichol	$ 20,871.50	$ 24,841.25
Dunn & Baker	26,830.00	31,539.00
Lindstrom & Feigenson	28,819.50	31,838.00

WEST SIDE PACIFIC HIGHWAY (FOURTH STREET)
SHERIDAN STREET-PORTLAND CITY LIMITS SECTION
PAVEMENT, ROCK SURFACING WORK

Harold Blake	$125,435.00
Jacobsen-Jensen Co.	127,860.00
Theodore Arenz	129,130.00

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Sheridan Street-Portland City Limits Section - continued

Parker-Schram Co.	$135,575.00
Northwest Roads Co.	138,481.00
Kern & Kibbe	142,835.00
United Contracting Co.	143,455.00
Edlefsen-Weygandt Co.	149,861.00
Dunn & Baker	169,434.00

OLD OREGON TRAIL
EMIGRANT SPRINGS-SUMMIT SECTION - ROCK SURFACING, BITUMINOUS MACADAM

Northwest Roads Co.	$109,873.00
A. Milne	114,301.50
Joplin & Eldon	119,764.50
Wren & Greenough	119,899.00
Dunn & Baker	123,074.00
Saxton & Looney	129,270.00
Standard Asphalt Paving Co.	134,818.00
Newport Construction Co.	152,107.50

TUALATIN VALLEY HIGHWAY
HILLSBORO-BEAVERTON SECTION - ASPHALTIC CONCRETE PAVEMENT

Kern & Kibbe	$191,178.00
Harold Blake	193,085.00
Parker-Schram Co.	194,418.50
Northwest Roads Co.	199,155.00
United Contracting Co.	202,766.50

FARMINGTON SECONDARY HIGHWAY
BRIDGE OVER TUALATIN RIVER

Joplin & Eldon	$27,927.50
Kern & Kibbe	33,040.60
Pierce, O'Neil & O'Neil	35,580.00
Gilpin Construction Co.	36,119.00
Birkemeier & Saremal	36,791.00

Chairman Scott announced that the Commission would award contracts at four o'clock P. M. in the same room.

At eleven o'clock A. M. the Commission conferred privately in Room 231, Multnomah Hotel, with Governor Julius L. Meier and the following local representatives of the Public Works Administration: Mr. Marshall Dana, Regional Adviser, Mr. Bert E. Haney, Chairman, State Advisory Board, and Mr. C. C. Hockley, State Engineer for Oregon, with regard to obtaining additional federal funds, under the loan and grant provisions of the National Recovery Act, to be expended for highway construction in this state as a measure of unemployment relief. Governor Meier presided at the meeting. He outlined the financial condition of the State, and stated that at a meeting of the

State Highway Commission held in his office on the previous day, it was decided to file an application with the Public Works Administration for a loan and grant of $15,000,000 of National Recovery Act funds to alleviate unemployment in this state through highway construction, if such action seems advisable after first consulting with the local representatives of the Public Works Administration.

Chairman Scott asked Messrs. Dana, Haney and Hockley to express themselves relative to this matter, and particularly as to whether or not the filing of such application would impair applications heretofore filed by the State for similar funds with which to finance the construction of the five bridges on the Oregon Coast Highway.

Mr. Haney advised that indications are that Oregon will be allotted not to exceed $20,000,000 of the Public Works money, out of which must come the $5,100,000 for the construction of the five Oregon Coast Highway bridges and the amounts required to construct the many municipal projects throughout the state, such as sewage disposal plants, water works systems, public buildings, etc., many of which have been filed with the State Advisory Board. If $15,000,000 are apportioned to highway construction, he added, no funds will remain for municipal projects; wherefore, he would not vote for such projects if by so doing it would jeopardize the other public works, although he is favorable to the State obtaining additional monies for highway work. Both Mr. Dana and Mr. Haney gave as their opinion that if the State decides to apply for additional funds for highway construction, applications should be filed separately for each project because it is very doubtful that an application for a blanket amount would be approved.

There followed a general discussion of this matter and consideration of a number of important highway projects throughout the state which might be constructed with the funds desired, including the following: Wolf Creek Highway; Wilson River Highway; Klamath Falls-Weed Highway; reconstruction of the Pacific Highway south of Salem; reconstruction of the Old Oregon Trail at the summit of the Blue Mountains; relocation of the Columbia River Highway between Troutdale and Dodson, near the proposed Bonneville Dam; reconstruction of the Pacific Highway over the Siskiyou Mountains, and construction of the Cold Springs Highway in Umatilla County.

The meeting was adjourned at twelve o'clock M. to reconvene at 1:30 o'clock P. M. in the Assembly Room, Multnomah Hotel.

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

Mr. J. C. Hoskins, Stanfield, Oregon, appeared before the Commission in behalf of the West Umatilla and North Morrow County Association and requested construction work on the Old Oregon Trail between Echo and Pendleton to eliminate two curves, one known as the Nolin curve, the other as the Joe Ramus curve. The Engineer informed Mr. Hoskins that the Commission is without funds to make this improvement; furthermore, the proper way to

improve this highway is to reconstruct it on an entirely new alignment between Pendleton and Hermiston, which would be less expensive than reconstructing on the present alignment. After some discussion of this matter, the Engineer was instructed by the Commission to prepare an estimate of cost to eliminate the two curves in question. Chairman Scott advised that he would look this project over in the near future in company with the Engineer.

The Engineer requested authority to conduct a survey for a revision of the Columbia River Highway between John Day River and Arlington so that plans and specifications may be prepared for the improvement of this section in case additional federal monies become available. The authority requested by the Engineer was granted by the unanimous vote of the Commission.

The Engineer also requested authority to make surveys of those projects which have been considered for construction with federal loan and grant funds in order to bring existing surveys up to date so there will be no delay in submitting full information to the State Advisory Board along with the State's application for such funds. After due consideration the Commission, by unanimous vote, granted the Engineer's request.

The Engineer was authorized and instructed by the Commission to prepare plans and specifications for the construction of a bridge over South Slough on the Cape Arago Highway near Charleston in Coos County, and to submit the same to the Chief of Engineers and the Secretary of War for approval.

The Engineer advised that the State's application for a loan and grant of federal funds with which to finance the construction of the proposed bridge across the Alsea Bay on the Oregon Coast Highway at Waldport, Lincoln County, is now in the hands of the government officials at Washington, D. C., and early approval of the application is expected. He requested authority to advertise this project for bids immediately upon the receipt of notice of such approval. The Engineer's request was granted by the Commission by unanimous vote, it being understood that the advertisement for bids should run for a period of thirty days to enable contractors to fully familiarize themselves with plans and specifications.

The Attorney reported that negotiations have been carried on with Ralph C. Pointer and the owners of Valkyrie Memorial Park for the purchase of right of way for the Wolf Creek Highway across their properties just west of the Multnomah-Washington County line and the owners are willing to sell their land, but demand at least the sum of $2,000 per acre for the right of way, and $2,500 damages for severance of six acres and other expense, which he considers exorbitant. He requested authority to condemn the property in the event that satisfactory settlements cannot be obtained. After some discussion the authority requested by the Attorney was granted by the Commission. The following resolution relative thereto was offered and adopted by the Commission by unanimous vote:

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

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 47 in Washington County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the State that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the lands hereinafter described, which lands are to be used for right of way purposes, to-wit:

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 1, Twp. 1 South, Range 1 West, W. M., Washington County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the westerly line of Valkyrie Memorial Park property and the center line of the Wolf Creek Highway at Engineer's Station 3269 plus 44.3, said intersection being 805 feet north and 1290 feet west of the southeast corner of said Section 1; thence North 32 degrees 36 minutes 10 seconds West along the westerly line of said property a distance of 53.11 feet; thence North 77 degrees 07 minutes 30 seconds East parallel to and 50 feet distant from the center line of said highway a distance of 106.22 feet; thence South 32 degrees 36 minutes 10 seconds East along the easterly line of said property a distance of 106.22 feet; thence South 77 degrees 07 minutes 30 seconds West parallel to and 50 feet distant from the center line of said highway a distance of 106.22 feet; thence North 32 degrees 36 minutes 10 seconds West a distance of 53.11 feet to the point of beginning, containing 0.22 acres.

ALSO:

A parcel of land lying in the southeast quarter ($SE\frac{1}{4}$) of the southeast quarter ($SE\frac{1}{4}$) of Section 1, Twp. 1 South, Range 1 West, W. M., Washington County, Oregon; the said parcel being described as follows:

Beginning at the intersection of the westerly line of the Pointer property and the center line of the Wolf Creek Highway at Engineer's Station 3270 plus 50.52, said intersection also being 827 feet north and 1190 feet west of the southeast corner of said Section 1; thence North 32 degrees 36 minutes 10 seconds West along the said westerly line a distance of 53.11 feet; thence North 77 degrees 07 minutes 30 seconds East parallel to and 50 feet distant northerly from the center line of said highway a distance of 617.58 feet; thence North 12 degrees 52 minutes 30 seconds West a distance of 50 feet; thence North 77 degrees 07 minutes 30 seconds East parallel to and 100 feet distant northerly from the said center line

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a distance of 109.04 feet; thence South 28 degrees 24 minutes East along the east line of said property a distance of 103.78 feet to a point on the center line of said highway at Engineer's Station 3277 plus 95.58; thence South 36 degrees 19 minutes 30 seconds West a distance of 121.4 feet to a point in the center line of the Old Canyon Road; thence west along the south line of said property a distance of 131.57 feet to a point 50 feet distant from and opposite center line station 3275 plus 75.44; thence South 77 degrees 07 minutes 30 seconds West parallel to and 50 feet distant southerly from said center line a distance of 506.86 feet; thence North 32 degrees 36 minutes 10 seconds West a distance of 53.11 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 1.91 acres, of which 0.11 acre lies within the existing Canyon Road right of way; net new area 1.80 acres.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcels of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, 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 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.

County Judge Guy Boyington and County Commissioners William Larson and James Elliott of Clatsop County, and County Commissioner E. H. Lindsey of Tillamook County were present and urged the Commission to provide funds for the immediate construction of the Arch Cape Tunnel on the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway in Clatsop County. Judge Boyington was spokesman for the group. He gave as their thought that in the contracting of work on the Commission's construction program, savings will accrue between the amounts budgeted for the work and the amounts for which the work is contracted, and suggested that these savings be used to finance the construction of the tunnel. He further stated that they believe the State is obligated to perform this construction work at once in order to fulfill the agreement entered into between the former State Highway Commission and Clatsop and Tillamook Counties when this road was designated as a state highway and they feel they are fully justified in making this demand. Judge Boyington pointed out that in conformance with the aforesaid agreement, Clatsop County has paid into the state highway fund the sum of $50,000, but still owes the State a balance of $50,000, of which amount $25,000 is due in 1933 and will be paid one half by November 10, 1933 and one half soon after the first of the year. He suggested that this money together with the amounts already paid by the County be applied toward the construction of this tunnel.

The Engineer advised that the Commission has no funds for construction of this tunnel since available funds have already been allocated to other projects; furthermore, it will not be possible to use the County's payments for this purpose because that money is now being used for other needs.

Chairman Scott concurred with the Engineer and advised further that the Commission has found it necessary to postpone many worthy projects throughout the state, including the Arch Cape tunnel, because of lack of funds.

Judge Boyington then inquired as to the plans of the Commission with respect to the reconstruction of bulkheads on the state highway route in the city of Astoria which, he said, are in very bad condition and need replacement. He gave as his thought that the Commission should include this work in the contract for the pavement of Franklin Avenue, Astoria, which is programmed for construction with National Recovery Municipal funds.

The Engineer advised that investigations have been made which reveal that it would cost approximately $170,000 to replace the bulkheads as requested by Judge Boyington; also, that the bulkheads are in worse condition between Twenty-third Street and Thirtieth Street in Astoria, which is beyond the limits of the Franklin Avenue paving project. He gave as his thought that if additional monies were available for expenditure in Astoria, it would be better to spend them for the construction of a cut-off between the east end of Commercial Street and Twenty-ninth Street to eliminate two right angle turns in the present route at this point. There is no other

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route through Astoria, he added, which would avoid the streets over which the highway is now routed. After further discussion of this matter, the Commission denied the request because of shortage of funds.

Commissioner Lindsey renewed his request for repairs to the county bridge over the Nehalem River on the present state highway route between Wheeler and Nehalem, Tillamook County. The Engineer advised that investigations have been made of this bridge which reveal it to be in poor condition and in need of the following improvements:

Redecking drawspan and replacing decayed nailing strips, estimated to cost	$ 700.00
Repairing and repainting handrail, estimated to cost	300.00
Cleaning and painting steel truss, estimated to cost	2500.00

He recommended that the State assume the cost of this work inasmuch as the road is now being used as a state highway route. After some discussion, the Commission approved the Engineer's recommendation with the understanding that only the redecking work should be done this year, the balance of the work to be deferred until next year.

Mr. F. L. Christensen, one of the partners of Waldport Telephone Company, accompanied by his attorney, Mr. J. S. Middleton, Portland, appeared before the Commission regarding the reconstruction of their telephone line on the west side of the Oregon Coast Highway between Waldport and Yachats, Lincoln County, which matter was previously presented to the Commission at its meeting held on August 24, 1933. Mr. V. H. Dunkin, Assistant Engineer from the office of the Public Utilities Commissioner of Oregon, who made a special investigation of this problem at the request of the State Highway Commission, also appeared.

Mr. Middleton reiterated arguments previously presented in support of their request. Mr. Dunkin submitted a written report on his findings. He explained that there are two ways by which the present telephone service can be improved so as to eliminate noise -- either to rebuild the telephone line on the opposite side of the highway on a separate set of poles, entirely removed from the power company's lines, or to replace the present iron wires on the existing poles with copper wires. Tests show, he said, that the present iron wire circuit contains 700 noise units which is not out of reason. By using copper wire circuits, he added, the noise on the line will not be reduced, but the voice audibility will be increased approximately four times, so that with the same number of noise units satisfactory commercial service can be rendered.

After due consideration of the presentations made by Mr. Middleton and Mr. Dunkin, the Commission denied the request of the Waldport Telephone Company to build its pole line on the west side of the highway and advised

the company to replace its present iron wires with copper circuits in conformance with Mr. Dunkin's report.

A delegation from Clackamas County consisting of County Judge W. O. Vaughn and County Commissioner Arthur H. Borland, D. J. Sage, County Roadmaster, Walter Corbett, W. R. Telford, M. D. Latourette, Oregon City, H. G. Starkweather, Oak Grove, and Charles F. Dean, Milwaukie, appeared before the Commission and requested an appropriation of funds for the immediate widening of the East Portland-Oregon City Highway to the full width of forty feet. They were informed by Chairman Scott that the Commission is without funds; therefore, is unable to comply with their request.

Mr. Dean inquired concerning the plans of the Commission regarding the construction of a railroad undergrade structure on the new alignment of the East Portland-Oregon City Highway at the south limits of Milwaukie. He was informed that this project is on the Commission's program for construction with National Recovery Act funds. Mr. Dean then brought up the matter of improving this highway through the town of Milwaukie, where, he said, difficulties will be encountered because of existing railroad tracks. He suggested a conference between the County Court of Clackamas County and the State Highway Commission to discuss this matter. It was mutually agreed that such conference should be held as soon as the Engineer returns from the annual meeting of the American Association of State Highway Officials and that the County Court and Mr. Dean should be notified as soon as a definite date has been set for such conference.

A delegation headed by J. H. Luihn, Portland, appeared before the Commission in the interests of the Wolf Creek and Wilson River Highways. Speaking for these improvements were the following: Cameron Squires, Portland; County Judge H. H. Rosenberg, Tillamook County; County Commissioner E. H. Lindsey, Tillamook County; H. T. Botts, Tillamook; L. M. Lepper, President, East Side Commercial Club, Portland; F. A. Beltz, former County Judge of Tillamook County; L. M. Graham, attorney, Forest Grove; Arthur Churchill, Portland, and Senator Joe E. Dunne, Portland. Mr. Luihn introduced the speakers.

Mr. Squires submitted a written statement from the City and County Road Committee of Multnomah County appointed by Mayor Joseph K. Carson, Portland, in which the Commission was urged to take the necessary steps to secure a loan and grant of federal funds with which to finance the early construction of these roads. The City and County Committee, he said, believes the Commission should take such action in view of the fact that monies allotted by the Government for highway work, according to information received from the Public Works Administration in Washington, D. C., are the first monies to be put to work, affording the quickest unemployment relief.

Judge Rosenberg urged the construction of these highways from the standpoint of salvaging the timber that was destroyed in the recent Tillamook County forest fire. He stated that the Wilson River fire destroyed timber valued at about $6,000,000 as shown by the Tillamook County assessment rolls, thereby reducing the county's assessment rolls from $20,000,000 to $14,000,000.

Tillamook County, he said, is allowing its timber owners a discount of 50% on their assessment valuations because of the timber destroyed.

County Commissioner Lindsey stated that the County Court has been advised by the timber interests that if highways are constructed to the burnt-over area they can salvage from forty to fifty per cent of the timber that was damaged in this fire. In reply to inquiry of Chairman Scott as to how much of the timber in the burnt area will be marketed over the proposed Wilson River Highway and how much over the P. R. & N. railroad down Salmonberry River, Commissioner Lindsey stated that the natural way to move this timber is by the Wilson River. Chairman Scott also inquired if the timber interests would contribute to the construction of this highway and, if so, how much. Mr. Lindsey replied that he did not know, but imagined that they would be willing to contribute right of way.

Mr. Botts stated that the people of Tillamook County feel that the construction of the Wilson River Road is of vital importance to their welfare. He gave as his thought that 75% of the timber in the burnt area will be moved down the Wilson River Highway if that road is constructed.

Chairman Scott stated that it has been impressed upon the State Highway Commission that the choice of projects upon which the Public Works monies will be applied will not be made by this Commission, but by the Public Works Administration in conjunction with the Bureau of Public Roads. It has also been impressed upon the Commission, he said, that there will be no blanket allotment of highway funds at the disposal of the Highway Commission to apply here, there, and elsewhere as this Commission may elect, but each project submitted will be judged by the Public Works Adminstration at Washington upon its own individual merits, which means that the State cannot borrow a given sum by its own choice of any apportionment method and cannot successfully apply for a loan of ten, twelve or fifteen million dollars and allocate it to various projects that may be desired. All the Commission can do, he said, is to pass to the Public Works Administration and the Bureau of Public Roads various projects under consideration, and each one will be judged by those bodies according to its individual merits. He then asked Mr. Luihn and others of the Portland group which project, from the Portland point of view, they consider as the most important for submission, but received no definite reply.

In answer to inquiry of Mr. Squires, Chairman Scott reiterated that the Commission cannot successfully apply to the Public Works Administration for a blanket sum of money to be allocated to highway projects. In all probability, he said, the Federal Government will fix a certain sum which will come to Portland, or Oregon, for all purposes and that sum may include some highway money; also, in all probability, for practical purposes, the money for the Portland sewer work, for the Portland water front project, for the Eugene power works, and other projects over the state, many of which are now before the Public Works Board, will be included in a certain sum total. If the Highway Commission files the applications for funds for the construction of the Wolf Creek project, Wilson River project, and other projects it has in mind, the effect will be to reduce the amounts for the other classes

of Public Works projects. He pointed out that the Commission has received information to the effect that Oregon, in the eyes of the Washington authorities, has been very liberally considered in the allocation of federal funds thus far. The State Highway Commission, he added, is confronted with these problems and others, including what constitutes fair apportionments of funds, bearing in mind improvement needs, population, miles of highways, area of state, and locality, and revenues paid to the state highway fund. All of these things, he said, make impossible any arbitrary use of power by the State Highway Commission. He again asked what project Portland people prefer for recommendation to the State Highway Commission, mentioning the Wolf Creek Highway, Wilson River Highway, and the reconstruction of the Columbia River Highway between Portland and the proposed Bonneville dam.

Mr. Lepper pointed out that the former Highway Commission agreed at one time to conduct a survey for the relocation of the Columbia River Highway between Troutdale and Warrendale and inquired what the present Commission has done with respect to such survey. He was informed by Chairman Scott that this survey has been under way for some time and indications are that it will be completed within one month or six weeks; that it would involve construction of sixteen or eighteen miles of highway at an estimated cost of approximately $2,000,000. Mr. Lepper then gave as his thought that the reconstruction of the Columbia River Highway is a project independent of all other projects. He stated that Portland wants all three roads constructed--Portland-Bonneville, Wilson River and Wolf Creek. He suggested that the Portland-Bonneville project could be financed as a special Congressional project in connection with the construction of the Bonneville dam to be paid for with federal grant funds.

Chairman Scott stated that it has been indicated to the State Highway Commission that the Troutdale-Bonneville project is the strongest one that it could recommend for additional federal funds.

Mr. Botts then suggested that it might be well to apply for only sufficient funds to build a portion of the Wilson River Road. F. A. Beltz, former County Judge of Tillamook County, spoke for the construction of the Wilson River Highway from a business standpoint. He gave as his opinion that it would cost a comparatively small sum to build a highway from Tillamook to the burnt-over area.

L. M. Graham declared that the Wilson River project is one of the oldest in the state, and that the Wolf Creek project grew out of the consideration of the Wilson River project; both projects should be considered as one.

Arthur Churchill spoke for the construction of both Wolf Creek and Wilson River Highways from the unemployment standpoint. The unemployment problem, he said, is acute in the Northwest area, and people must have either jobs or money; these projects are ideal for unemployment relief.

Chairman Scott again pointed out that the sum total allotted to all of the Oregon projects under the Public Works bill is a fixed arithmetical

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sum in the minds of the officials at Washington, and when amounts are taken away from this sum for the construction of highways, it reduces the amount for other purposes by a like sum. He called attention to the fact that the money to pay for the cost of the proposed highway coast bridges must come from Oregon's total allotment, and inquired whether or not any of these should be suspended.

Senator Dunne declared that the Portland-Bonneville project is an emergency project and the Commission should not adjourn today without voting $2,000,000 bonds for its construction. Applications for funds with which to construct this project and the Wilson River and Wolf Creek projects should be submitted immediately to the Public Works Administration which, he said, shall determine whether or not highway projects should be given preference over sewer, water works and other projects.

County Judge F. L. Phipps of Wasco County stated that while he was not antagonistic toward Portland and the northwest counties in their desire to obtain a short road to the sea, he wished to point out that other sections of the state have their rights and unemployment problems as well as Portland, and if the Commission is to borrow money for highway improvements these should be taken into consideration. He objected to the borrowing of money for the construction of the Wolf Creek and Wilson River Highways alone, and gave us his thought that the Portland-Bonneville project should be given preference over others.

Chairman Scott concluded the discussion by stating that the Commission will take this matter under most careful consideration. The increased debt to the state, he said, must be carefully balanced against the need of employment and the feasibility and relative importance of the various projects; also, any program of this kind must have the approval of the Public Works Administration as to each project submitted, as well as the approval of the people of this state as nearly as the Commission can determine that approval.

In connection with this matter, communications were presented from L. M. Lepper, President, East Side Commercial Club, Portland; Forest Grove Chamber of Commerce; Tillamook City Council; and the Highway Committee of Hillsboro Chamber of Commerce, favoring the securing of additional federal funds for building the Wilson River and Wolf Creek roads. There were also presented communications from G. M. Green, Business Manager, Ashland Daily Tidings; Earl C. Reynolds, Executive Secretary, Klamath County Chamber of Commerce; and Thomas H. Ness, President of Marshfield Chamber of Commerce, protesting against the diversion of National Recovery Act funds now allocated to specific projects, and demanding that consideration be given to other projects throughout the state in the event that additional highway monies are obtained from the Federal Government.

At 4:45 o'clock P. M., Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having previously approved the awards by unanimous vote:

Construction of two bridges over Humbug Creek on the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County. The low bid is that submitted by Associated Construction Co., Portland, at $7,997.25; the next low bid submitted is that of Brookfield Company, Astoria, at $8,910.50. The Commission refers the bids to the Engineer for investigation with power to act.

Construction of a bridge over Middle Fork of the John Day River and four frame trestles over Granite Creek on the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County. The low bid is that submitted by Myers & Goulter, Seattle, at $43,985.00; the next low bid is that submitted by C. J. Montag, Portland, at $49,922.00. The Commission awards this contract to Myers & Goulter, the low bidders, at their bid price of $43,985.00.

Little Butte Creek-Elk Creek Section of the Crater Lake Highway in Jackson County, 3.0 miles of bituminous macadam and 13.5 miles of oil mat surface treatment. The low bid is that of Northwest Roads Co., Portland, at $43,565.00; the next low bid is that of J. C. Compton, McMinnville, at $43,805.00. The Commission awards this contract to Northwest Roads Co., the low bidder, at its bid price of $43,565.00.

Klamath Falls-Forest Boundary Section of the Klamath Falls-Lakeview Highway in Klamath County, 26.0 miles of bituminous macadam, and 16.1 miles of oil mat surface treatment. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $94,454.50; the next low bid is that submitted by J. C. Compton, McMinnville, at $100,090.00. The Commission awards this contract to the low bidders, Dunn & Baker, at their bid price of $94,454.50.

Merrill-Malin Section of The Dalles-California Highway in Klamath County, 4.0 miles of bituminous macadam, and 6.1 miles of oil mat surface treatment. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $22,723.00; the next low bid is that of J. C. Compton, McMinnville, at $23,377.00. The third low bid is that of A. Milne, Portland, at $24,529.50. The low bidders, Dunn & Baker, qualified their bid by stating that they would accept only one contract for this class of work at this meeting. Due to the fact the Commission has already awarded to them a contract for similar work in Klamath County, the contract for the Merrill-Malin work is awarded to the second low bidder, J. C. Compton, at his bid price of $23,377.00.

Three bridges and six culverts on the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney County. The low bid is that submitted by R. F. Nichol, Vale, at $20,871.50, using concrete box culverts, and $24,841.25 using metal pipe culverts; the next low bid is that of Dunn & Baker, Klamath Falls, at $26,830.00, using concrete box culverts, and $31,539.00, using metal pipe culverts. The Commission awards the contract to R. F. Nichol, the low bidder, at his bid price of $20,871.50, using concrete box culverts.

Sheridan Street-Portland City Limits Section of the West Side Pacific Highway (Fourth Street) in Multnomah County, pavement and rock

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surfacing work. The low bid is that submitted by Harold Blake, Portland, at $125,435.00; the next low bid is that submitted by Jacobsen-Jensen Co., Portland, at $127,660.00. The Commission awards the contract to Harold Blake, the low bidder, at his bid price of $125,435.00.

Emigrant Springs-Summit Section of the Old Oregon Trail in Umatilla County, 6.05 miles crushed rock surfacing, and 7.1 miles bituminous macadam. The low bid is that submitted by Northwest Roads Co., Portland, at $109,873.00; the next low bid is that submitted by A. Milne, Portland, at $114,301.50. The Commission awards the contract to the low bidder, Northwest Roads Co., at its bid price of $109,873.00.

Hillsboro-Beaverton Section of the Tualatin Valley Highway in Washington County, 8.97 miles of asphaltic concrete pavement. The low bid is that submitted by Kern & Kibbe, Portland, at $191,178.00; the second low bid is that of Harold Blake, Portland, at $193,085.00. The Commission awards this contract to the low bidders, Kern & Kibbe, at their bid price of $191,178.00.

Construction of a bridge over the Tualatin River on Farmington Secondary Highway No. 142, near Hillsboro in Washington County. The low bid is that submitted by Joplin & Eldon, Portland, at $27,927.50; the next low bid is that of Kern & Kibbe, Portland, at $33,040.60. The Commission awards this contract to Joplin & Eldon, the low bidders, at their bid price of $27,927.50.

Mr. R. W. Lemen, Portland, representing Oregon Motor Stages, was present and asked the Commission to extend the free ferry service across Yaquina Bay and Alsea Bay at Newport and Waldport for the convenience of night bus travel on this highway. He asked that the regular ferry service at Waldport be extended from 10:30 P. M. to 11:30 P. M., and that at Newport be extended from 10:40 P. M. to 12:10 A. M. The Engineer advised that to extend the free ferry service as requested by the Oregon Motor Stages would cost the State approximately $1[illegible]0.00 per month. Chairman Scott stated that he was not in favor of this extra expense; however, the matter would be referred to the Engineer for additional information and a definite decision would be rendered at the next regular meeting on October 25.

The Engineer requested the adoption of a policy with respect to the use of concrete and metal pipe used in highway construction work. He recommended that temporarily, during the period of depression, this business be divided equally between manufacturers of concrete and metal culverts on the basis of length and size, one half of the total lineal feet on any job to be metal pipe and the balance concrete pipe, and that hereafter the specifications for culvert pipe contain such provisions. The calling for competitive bids on metal and concrete pipe culverts, he said, has indicated that the concrete pipe people were not able to compete, and the probability is that they will soon be forced out of business which would result in giving the metal culvert people a monopoly wherein they could later increase their prices. He added that there is little question but that the concrete pipe industry affords more employment to Oregon labor; also, that competition

between the various concrete pipe manufacturers and between the several metal pipe manufacturers will hold the cost of pipe culverts within reasonable limits. After due consideration of this matter, and in view of the emergency now existing, the Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that the plans for the improvement of the Oregon Coast Highway through the town of Waldport involve the rerouting of the highway on an entirely new alignment so as to eliminate two right-angle turns on the present route. He also reported that investigation reveals that exorbitant demands are being made by the various land owners for the new right of way required. The present route could be used, he said, provided the right of way were widened; however, it would be impossible to eliminate the two turns without great expense because of the proximity of the railroad belonging to the U. S. Spruce Production Corporation. There is a possibility, he added, that the Spruce Corporation will abandon its railroad at some time in the future, in which event its roadbed could be used for highway purposes and in the meantime traffic could use the present route. He estimated that it would cost about $20,000 less to widen the present route than to acquire full width right of way on the revised alignment and inquired as to the wishes of the Commission with respect thereto. After some discussion, the Commission decided to make improvements along the present route and authorized the Engineer to acquire the additional land necessary to widen this route to an 80-foot width.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:30 o'clock P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Wallowa, Oregon, October 19, 1933

The State Highway Commission met in special session at ten o'clock A. M. in the City Council Chambers, in conformance with the notice previously given the Wallowa City Council, to hear objections or remonstrances against the plan of the Commission to reroute the Wallowa Lake Highway through this town. Present were:

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

Also present were: W. C. Williams, Division Engineer, and W. W. Stiffler, Resident Maintenance Engineer of the State Highway Department, and about twenty-five citizens of the town of Wallowa, including L. F. Allen, Mayor; Ray Johnson, Councilman; Cecil Chrisman, City Attorney; John Bratton, City Recorder; Bruce Cox, hardware merchant; James A. Dement, Editor of the Wallowa Sun; Dr. J. B. Gregory, Chairman of School Board; L. Couch, member of School Board; Stanley Shell; W. E. Fields; J. P. Gillespie; C. L. Bales, and F. H. Brownlee.

Commissioner Aldrich called the meeting to order and briefly explained its purpose. In response to his request, Attorney Devers explained the law which requires that when a state highway route through an incorporated city or town has been established for three years or more, such route or point of entrance shall not be changed without first calling a public hearing. He pointed out that the Commission has authority to change the route of highways in towns and cities, if it so desires, and has at times done so in the past when the city affected would cooperate in the cost of the work involved; also, that the funds now at the disposal of the Commission are federal funds, a portion of which the Commission expects to spend within municipalities without cooperation, except that it will require the cities to furnish the required right of way.

The Engineer explained that when sufficient funds become available, the Commission plans to reconstruct the Wallowa Lake Highway west from the town of Wallowa so as to eliminate excess curvature in the present alignment, and that the improvement now contemplated within the Wallowa city limits is an integral part of such plan. He exhibited a map showing the proposed rerouting of the highway in the corporate limits, described in general as follows:

> Commencing at a point on the present highway about 400 feet west of the west city limits of Wallowa, thence in a southeasterly direction to the intersection of Fourth and Madison Streets, thence south on Madison Street to First Street; thence east on First Street to a connection with the present highway at Storie Street.

Opportunity was then given to the citizens present to express their viewpoints.

Mr. Brownlee inquired where the idea for the proposed change originated. He was informed by the Engineer that the plan originated with the engineering department of the State Highway Commission in arranging a construction program for federal grant monies allotted to Oregon under the provisions of the National Recovery Act for expenditure within municipalities.

He further stated that the necessity for this improvement has been apparent for many years and is connected with the proposed general improvement of the Wallowa Lake Highway between Wallowa and Wade's Point. Mr. Brownlee stated that the present highway passes in front of his store on Fifth Street and any rerouting would ruin his business, wherefore, he was opposed to the change; he also opposed the proposed route because, he said, it passes in front of the school building and will create a hazard to school children. He offered to donate land to flatten the curve in front of his store building, if the Commission will improve the highway on its present alignment.

Mr. Couch called attention to a petition previously filed with the Commission opposing any change in the present route. He stated that he opposed the change when the petition was presented and still wishes to go on record as being opposed to it. He also voiced his objections to the rerouting of this highway on the east side of the Wallowa River which would by-pass the town of Wallowa.

Dr. Gregory spoke in favor of the change proposed by the Commission. He stated that when the matter was discussed by the School Board, he was the only member who favored it because he believed it would be a great improvement over the existing route; could be made without injury to their school grounds and would not create a hazard to school children. He was informed by the Engineer that the original plan for this improvement has been altered, so that the highway will not now touch the school grounds.

Commissioner Aldrich inquired whether or not the proposed change will be a general menace to the school, to which Dr. Gregory replied in the negative. He also said that not many accidents occur on the present highway within their city limits.

Mayor Allen stated that the proposed change has been discussed considerably by the citizens, but no concerted action has been taken either for or against it. The citizens of Wallowa, he said, are most interested in what may happen if the proposed change is not approved because they feel that if the present plan is not adopted there is a possibility that another route will be selected later which will by-pass the town entirely. He gave as his thought that the change now proposed will be most beneficial to the citizens of the town and that the citizens of the town will offer very little objection thereto. He inquired if the monies allocated to this project would be spent in the town of Wallowa in the event that the Commission decides to make no alteration in the present alignment at this time. Commissioner Aldrich replied that the money would probably be spent elsewhere. Commissioner Washburne confirmed the statement of Commissioner Aldrich.

Mr. Brownlee inquired as to whether or not any of this money will be spent for right of way. He was advised by Commissioner Washburne that the right of way must be furnished by the city since the funds for the improvement are federal funds and the government requires that no part thereof shall be expended for land purchases. In reply to further inquiry as to when the work contemplated will be undertaken, the Engineer stated that on

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account of the nature of the work it probably could not be done until spring, and then by contract; also, that labor would be taken from the unemployed lists of Wallowa County.

Mr. Chrisman declared that any change in the existing route will injure certain business interests on their main street and they would rather retain the present route than injure these interests were it not for the fact that there is a possibility the highway would be rerouted later so as to miss their town entirely; also because they believe the present route will not satisfactorily carry the increased traffic they anticipate will result from the completion of the Enterprise-Lewiston Highway. He also spoke for the proposed improvement from the standpoint of unemployment relief, and declared that people of Wallowa will not resent any action that the State Highway Commission takes in regard to this matter.

Commissioner Aldrich in reference to the Enterprise-Lewiston Road stated that the Commission has no money at this time for this project. He gave as his thought that this is a natural place for future federal funds, and that the road will probably be completed before many years.

Mr. Johnson stated that he has no business interests on the present highway, and it would make no particular difference to him which route the Commission chose; however, something should be done to eliminate the curves on the present route. If a change could be made without injuring the businessmen, he said, that should be done; however, if that appears an impossibility, then for the good of the town and because of the unemployment relief that the work will bring, he favored rerouting the highway as proposed by the Engineer.

Mr. Shell favored the proposed change.

Mr. Fields favored the retention of the present route. He gave as his thought that eventually a route will be adopted which will miss their town altogether; wherefore, any monies now expended on the new line would be wasted.

The Engineer advised that he would not recommend a change that would by-pass any town like Wallowa, since there is so much inter-communication between towns and the only ones to be benefited by such change would be tourists.

Mr. Cox stated that he signed a petition favoring the retention of the present highway route; however, in view of the presentation made by the Commission at this meeting, notwithstanding the damage to his personal business, he is now of the opinion that it would be to the best interests of all concerned if the proposed change is made rather than to take the chance that the highway will be rerouted later so as to miss their town entirely.

Mayor Allen asked that one point be clarified: "Where did the idea of the change originate? Did I ever mention this thing to the Highway Commission or its engineers before it was brought up by the highway engineers?"

Division Engineer Williams replied: "The idea originated in the State Highway Department; when we started to make plans to improve the alignment we inspected these curves with the thought in mind of correcting them in some way. The idea originated from the engineer working under my supervision out of La Grande."

Mr. Brownlee gave as his understanding that the change would not be made unless the town of Wallowa furnished the right of way, to which Commissioner Aldrich replied that the right of way must be provided by the City, because federal funds cannot be used for that purpose.

Mr. Dement stated that he believed that he has contacted as many of the Wallowa citizens as any man in the community regarding the proposed change, and he finds that the general consensus of opinion favors it. He gave as his belief that as time goes on the objectors will approve the change and will fall in accord therewith.

Commissioner Aldrich concluded the hearing by stating that the Commission will carefully consider the arguments presented and will probably take definite action at its next meeting which is to be held on Wednesday, October 25. He asked that anyone who has anything to say, or to file, on this matter do so before that time.

The hearing was adjourned at eleven o'clock A. M.

Enterprise, Oregon, October 19, 1933

The State Highway Commission met in special session at one o'clock P. M. in the dining room of the Enterprise Hotel.

Present were: E. B. Aldrich, Acting Chairman; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary.

A communication was presented from W. G. Benson, City Attorney of Reedsport, Oregon, requesting the construction of a sidewalk along the Umpqua Highway in their city from Second Street easterly to the bridge over Scholfield Creek, a distance of approximately 750 feet, for the benefit of school children. The matter was referred by the Commission to the Engineer for investigation and report.

The Engineer reported the receipt of an inquiry from Governor Meier regarding the request of David Robinson, attorney of Portland, for the improvement of the Mt. Hood Highway at its junction with the Powell Valley Road, just east of the town of Orient in Clackamas County, to eliminate a dangerous curve at that point which recently has been the scene of a number of traffic accidents. He advised that investigation has been made and, pending a permanent improvement at this point, a guard fence has been installed and the highway surface has been given a non-skid wearing surface as a temporary expedient, but to properly correct the condition the curve should be flattened to improve the sight distance which is now impaired by

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a cedar hedge. He requested authority to purchase a small parcel of land needed for such improvement. After some discussion, the Engineer's request was granted by the Commission by unanimous vote.

The Secretary presented a number of newspaper clippings from G. M. Green, Business Manager of Ashland Daily Tidings, concerning the railroad undercrossing on the Pacific Highway at the north city limits of Ashland, but the Commission took no action thereon. In this connection the Attorney reported that the Public Utilities Commissioner has handed down an adverse finding with respect to this matter, and has ordered an improvement at this place which involves the use of the present undercrossing and limits the Southern Pacific Company's cooperation to about $9,000.

The Engineer explained that the improvement ordered by the Public Utilities Commissioner contemplates the use of the present railroad undercrossing and the construction of two 18° curves to connect therewith, which is very undesirable because it does not correct the present hazard and necessitates abandonment of a portion of the newly constructed pavement just north of the crossing. After some discussion, the Commission instructed the Attorney to confer with the Public Utilities Commissioner and secure, if possible, a modification of the present order to permit the application of the railroad company's cooperation toward the cost of constructing a new undercrossing structure on the new alignment and the use of the state-type structure.

A communication was presented from L. M. Lepper, President of the East Side Commercial Club, Portland, enclosing editorial clippings from the Oregon Journal which urge the immediate construction of the Wilson River and Wolf Creek Highways. There was also presented a resolution adopted by the East Side Commercial Club, urging the Commission to take immediate steps to secure from the Public Works Administration additional federal funds with which to complete these highways. No action was taken by the Commission on these communications.

The Engineer reported on the reconstruction of the Echo-Pendleton Section of the Old Oregon Trail to eliminate curves at Joe Ramus' place, Mile Post 208.8, and at Nolin, Mile Post 213.7, which was referred to him at the last meeting. To remove the Joe Ramus' curve, he said, will cost approximately $9,230, and the highway would still contain two 10° curves at this point. To eliminate the Nolin curve, he said will cost approximately $10,700. He recommended that the work be not done for the reason that the ultimate relocation of the Old Oregon Trail between Echo and Pendleton will be approximately one mile north of the present location; also, if this section is at any time relocated and brought up to modern standards, the work proposed at the Nolin and Ramus curves will not fit in with any modern scheme of location, inasmuch as the road at present is on the side hill, and if relocated will, undoubtedly, be placed on the floor of the valley. After due consideration, the Engineer's recommendation was adopted by the Commission by unanimous vote.

The Engineer reported that an investigation has been made of the Associated Construction Co., which submitted the low bid on October 5 for the construction of two bridges over Humbug Creek on the Humbug Mountain-Ranger

Station Section of the Wolf Creek Highway in Clatsop County, and that the objections offered by the U. S. Employment Service with respect to this contractor have been overcome satisfactorily. Whereupon, on October 16, 1933, in conformance with authority granted him by the Commission, he awarded the contract for this work to the Associated Construction Co., at its low bid price of $7,997.25. The Commission confirmed the award of this contract to Associated Construction Co. at its bid price.

A letter was presented from C. W. Kline, Salt Lake City, requesting reimbursement in the sum of $9.00 for medical services rendered him in caring for an injury to his forefinger which occurred on October 2 when a rock was thrown by a Highway Department roadscraper through the window of his automobile as he was driving on the Pacific Highway a short distance north of Salem. The Engineer advised that the claim is in a small amount and he would recommend payment thereof were it not for the fact that it would establish a precedent difficult to follow in passing on similar claims, of which many are filed. After some discussion, the Commission denied payment of this claim.

The Engineer reported the receipt of a letter from the City of Enterprise stating their desire to purchase one of the Highway Department's discarded dump bodies used on Chevrolet trucks. He advised that the Department has an obsolete-type dump body at the department shops at La Grande and recommended that it be sold to the City of Enterprise for the sum of $40. The Engineer's recommendation was approved by the Commission by unanimous vote.

The Engineer reported that the Standard Oil Company of California has abandoned its gasoline distributing station at Boardman and has offered to sell to the State for the sum of approximately $350 its building and lot located at that place. The building, he said, is 26 feet wide and 65 feet long, is constructed of heavy metal, including the roof, and is located on a lot about 100'x120' in dimensions. The Department has no maintenance building at that place, he said, and to duplicate this building would cost several times what the Standard Oil Company offers to sell it for; wherefore, he recommended that the company's offer be accepted. After due consideration the Commission, by unanimous vote, approved the Engineer's recommendation.

The Commission, by unanimous vote, designated June 30 prior to the regular meeting of the state legislative assembly as the date for the closing of books and accounts for the Commission's biennial report to the Governor so as to conform with Chapter 21 of Oregon Laws for 1933, the previous authorized date for this report being September 30.

Consideration was given by the Commission to the request of the Oregon Motor Stages for extending ferry service on the Oregon Coast Highway across the Alsea River at Waldport and Yaquina Bay at Newport, which was presented at the meeting held on October 5 and referred to the Engineer for additional information. The Engineer advised that it would cost the State approximately $120 per month extra to extend the ferry service as requested.

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He recommended that the request be denied. The recommendation of the Engineer was adopted by the Commission by unanimous vote of the members present.

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

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Burlington Section, Columbia River Highway (Lower)				
Udell, Fay	R/W	2000 Sq.Ft.	at 10¢ per Sq.Ft. plus $250.00	Bentley
Larson, Wilhelm	"	1334 " "	at 10¢ " " " " $604.00	"
Leonard, Francis C.	"	2667 " "	at 10¢ " " " " $133.30	"
Florence-Glenada Section, Oregon Coast Highway				
Oleson, Alice	R/W	4792 Sq.Ft.	$34.54 Lump Sum	Benson
Briggs, Frank	"	1873 " "	at ½¢ per Sq. Ft.	"
Cox, Chas. F., Estate	"	6970 " "	$55.85 Lump Sum	"

Continued

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence-Glenada Section, Oregon Coast Highway - continued				
Ponsler, J. C.	R/W	Lot	$300.00 plus $600.00	Benson
Nabb, Lena	"	2 Lots at $300.00 per lot plus $1,203.00		"
Schroder, Geo. T.	"	Lot	$144.00 plus $912.00	"
Rice, Olof	"		$387.00 Lump Sum	"
Stueven, Roland	"	1960 Sq. Ft.	$40.00 Lump Sum	"
Johnson, R. L. & Myra E.	"	20,400 " "	at 4¢ per Sq. Ft.	"
Lothgren, Ada M.	"	174 " "	" 4¼¢ " " "	"
Kyle, Edwin H.	"	9600 " "	$700.00 Lump Sum	"
Pihlgren, Alfred	"		$5000.00 " "	"
Russell Point-North Bend Section, Oregon Coast Highway				
Coleman, Elizabeth	R/W	0.57	$110.00 Lump Sum	Parker
Reedville Section, Tualatin Valley Highway				
Kelley, Christina A. & Margaret M. Imlay (Correction)	R/W	1304 Sq. Ft.	at $0.037 plus $185.00	Bentley
Sherman County, Sherman Highway				
Moore, E. F.	Stock Pile	0.50	$10.00 Lump Sum 5 yr. lease	Lytle
Wasco County, The Dalles-California Highway				
Staats, Arabella	Stock Pile	0.5	$12.50 Lump Sum 5 yr. lease	Lytle
Hood River County, Columbia River Highway				
Todd, Catherine	Stock Pile	1.00	$60.00 Lump Sum 3 yr. lease	Lytle
Crooked Creek-Lakeview Section, Fremont Highway				
Moore, J. H.	R/W	1.88	$35.00 Lump Sum	McCallister
Silver Lake-Horse Ranch, Fremont Highway				
Franks, L. W.	Gravel Pit	10 A.	$10.00 per Acre	McCallister
Otis-Siletz River, Oregon Coast Highway				
Cadonau, Florian	R/W	1.64	$49.30 Lump Sum	Gardiner
Alsea Bay Crossing, Oregon Coast Highway				
Johnson, W. T.	R/W	0.18	$1750.00 Lump Sum	McCallister

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In connection with this matter, the Commission wished the record to show that the prices agreed upon for the right of way for the approaches to the proposed bridge at Florence and Glenada are satisfactory, but the property is not to be purchased until it is definitely determined that the State will receive federal funds for the construction of the bridge at that point.

The Engineer reported that the Commission on September 16 awarded a contract to the Enquist Construction Company of Troutdale for the construction of a bridge over the Necanicum River on the Wolf Creek Highway near Necanicum, in Clatsop County, for $4,846. This company, he said, is a partnership consisting of seven partners who planned to do this work themselves without hiring outside help. Immediately upon the award of the contract, he added, the contractors started operations and expended a considerable sum in connection therewith, but have now been forced to discontinue operations for the reason that they are not conforming with the U. S. Employment Service regulations regarding employment which require that only two members of a partnership can be employed on a job. The contractors informed him, he said, that they submitted such a low bid for this work because they planned to do the work themselves and if they are now compelled to hire other labor, they will lose money; therefore, they wish to be relieved of their contract and ask reimbursement for the expenditures already made by them. The Engineer suggested that inasmuch as this is a small project, the State could take over the work and complete it as a federal aid project and secure reimbursement from the Federal Government at the unit prices in the contract. Such procedure, he said, is within the federal aid requirements and, in view of the circumstances, he recommended that it be done; also, that a fair settlement be made with the contractors for work already performed by them. After due consideration, the Commissioners voted unanimously to adopt the Engineer's recommendation and authorized him to complete this work with state forces and settle with the contractors for a reasonable sum.

Consideration was given by the Commission to the color scheme for Highway Department buildings throughout the state. Commissioner Washburne suggested that the buildings be painted white with green trimmings. Commissioner Aldrich concurred and the Engineer was instructed to use this combination of colors hereafter.

The Engineer reported that in connection with the proposed Bonneville Dam, the Federal Government requires a portion of the state park, known as the John B. Yeon Park, situated in Lot 2, Section 21, Township 2 North, Range 7 East of the Willamette Meridian in Multnomah County, and through Major C. F. Williams of its engineering corps has expressed its desire to purchase the area needed; also, that the Government requests temporary right of entry pending negotiations for such purchase. The Chairman of the Commission has approved the request, he said, but before so notifying Major Williams, it was his desire that the matter be presented to the other Commissioners to ascertain their viewpoints. After some discussion of this matter, Commissioners Aldrich and Washburne concurred with the views of Chairman Scott and voted to give the Government the right of entry to this property pending consummation of sale.

A letter was presented from Mr. Leo Adler, President, Baker County Chamber of Commerce, requesting surveys for relocation of the state highways around two proposed reservoir sites on the Powder River in Baker County. The Engineer reported that investigation has been made which discloses that one of the sites is located in the Powder River Canyon, approximately one half mile south of Baker City, and will require the reconstruction of about five miles of highway; the other is located in what is known as Boulder Gorge on the Sumpter Valley Secondary Highway about 15 miles southwest of Baker, and will necessitate the relocation of approximately 3.5 miles of this highway. He explained that it is the intention of the Baker County Chamber of Commerce to file an application for federal funds with which to construct irrigation dams in the Powder River at these points and it is necessary to include in this application, among other things, an estimate of cost of reconstructing the highways. To prepare such estimates, he said, will require preliminary surveys, approximately 15 miles in length, which will cost about $1,500. A rough estimate could be made, he added, at less cost and perhaps would serve the purpose. He inquired whether or not the Commission wished to make such expenditure. After some discussion, the Commission instructed the Engineer to make reconnaissance surveys of two or three days' duration.

Commissioner Washburne brought up the matter of control of advertising signs on private property adjacent to highway rights of way. He suggested that an attempt should be made when negotiations are being carried on for the purchase of right of way, to acquire leases from the property owners granting to the State exclusive privilege of erecting and maintaining signs on their property for a considerable distance away from the highway so that the scenic view will not be marred by commercial advertising signs. After some discussion, the suggestion was approved by the Commission and the Engineer was instructed to see that it is carried out in future right of way negotiations.

At two o'clock P. M., in accordance with previous notice given to the City Council of Enterprise, the Commission convened in the Enterprise City Council Chambers to hear remonstrances or objections to the plan of the Commission to reroute the Wallowa Lake Highway through this city.

Present at this meeting were: E. B. Aldrich, Acting Chairman; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary.

Also present were W. C. Williams, Division Engineer, and W. W. Stiffler, Resident Maintenance Engineer of the State Highway Department, and the following citizens: W. F. Savage, Mayor, City of Enterprise; County Judge Edgar Marvin; J. A. Burleigh; Geo. P. Cheney, Editor, Enterprise Record Chieftain; Charles Zurcher; Dr. C. P. Hockett; George Clark; and C. C. Boswell, stage driver.

Commissioner Aldrich called the meeting to order and explained in a general way its purpose and necessity. At his request the Attorney explained the legal features involved. The Engineer explained the engineering

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In connection with this matter, the Commission wished the record to show that the prices agreed upon for the right of way for the approaches to the proposed bridge at Florence and Glenada are satisfactory, but the property is not to be purchased until it is definitely determined that the State will receive federal funds for the construction of the bridge at that point.

The Engineer reported that the Commission on September 16 awarded a contract to the Enquist Construction Company of Troutdale for the construction of a bridge over the Necanicum River on the Wolf Creek Highway near Necanicum, in Clatsop County, for $4,846. This company, he said, is a partnership consisting of seven partners who planned to do this work themselves without hiring outside help. Immediately upon the award of the contract, he added, the contractors started operations and expended a considerable sum in connection therewith, but have now been forced to discontinue operations for the reason that they are not conforming with the U. S. Employment Service regulations regarding employment which require that only two members of a partnership can be employed on a job. The contractors informed him, he said, that they submitted such a low bid for this work because they planned to do the work themselves and if they are now compelled to hire other labor, they will lose money; therefore, they wish to be relieved of their contract and ask reimbursement for the expenditures already made by them. The Engineer suggested that inasmuch as this is a small project, the State could take over the work and complete it as a federal aid project and secure reimbursement from the Federal Government at the unit prices in the contract. Such procedure, he said, is within the federal aid requirements and, in view of the circumstances, he recommended that it be done; also, that a fair settlement be made with the contractors for work already performed by them. After due consideration, the Commissioners voted unanimously to adopt the Engineer's recommendation and authorized him to complete this work with state forces and settle with the contractors for a reasonable sum.

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Present at this meeting were: E. B. Aldrich, Acting Chairman; Carl G. Washburne, Commissioner; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary.

Also present were W. C. Williams, Division Engineer, and W. W. Stiffler, Resident Maintenance Engineer of the State Highway Department, and the following citizens: W. F. Savage, Mayor, City of Enterprise; County Judge Edgar Marvin; J. A. Burleigh; Geo. P. Cheney, Editor, Enterprise Record Chieftain; Charles Zurcher; Dr. C. P. Hockett; George Clark; and C. C. Boswell, stage driver.

Commissioner Aldrich called the meeting to order and explained in a general way its purpose and necessity. At his request the Attorney explained the legal features involved. The Engineer explained the engineering

features, pointing out that the Commission's plans provide for the elimination of a number of hazardous turns in the present highway route through Enterprise by rerouting the highway along the following alignment: Commencing at the intersection of the present highway with Forsythe Street; thence southeasterly across Block "A" to West Third and Main Streets; thence east on Main Street to River Street; thence south on River Street to Grant Street; thence east on Grant Street to a point about midway between East Third Street and East Fourth Street; thence in a southeasterly direction to a connection with the present highway at Rocky Point, the southern extremity of East Fifth Street. He exhibited a map showing the proposed changes. Mr. Aldrich then invited those present to express themselves either for or against the project.

Mr. Burleigh stated that he represented a number of citizens who feel that the proposed changes are not beneficial and will be of no particular benefit to the traveling public nor to the people of Enterprise. It was his thought that the changes will only increase speed of traffic through their town, thereby increasing traffic hazards. The proposed change at West Third and Main Streets, he said, will be especially dangerous because it will create a five-point intersection at this place instead of four, as at present, and will enable traffic to enter Main Street at a high rate of speed. Furthermore, such change will have a tendency to divert traffic from North Street, the present route, which is unfair and unjust to businesses established along that route. The proposed change on Grant Street, he declared, will be especially hazardous to school children. The expenditure of funds for the proposed changes, he added, is uncalled for and is a useless waste of highway monies; also, if the State can find no better way to expend its money in Enterprise, it had better spend it elsewhere. He suggested that the Commission either retain the present route and cut back the sharp curve at Rocky Point to improve the sight distance, or reroute the highway west from Rocky Point along Residence Street or Alamo Street to River Street; thence north along South River Street to a connection with the present route at Grant Street.

Mr. Cheney also spoke in favor of the alternate route proposed by Mr. Burleigh. He stated that the Rocky Point curve has always been considered the worst feature on the present route and should be absolutely eliminated. It was his opinion that this can be done only by the adoption of the Residence Street or Alamo Street alternate routes proposed by Mr. Burleigh. Mr. Cheney also objected to the proposed change at West Third and Main Streets. As an alternate proposition at that location he suggested that the present route on North Street be extended easterly along North Street a distance of two blocks to River Street, thence south on River Street to Residence Street or Alamo Street, thence east as proposed by Mr. Burleigh. He pointed out that the adoption of this route would make it possible for traffic to pass through the town using only two right-angle turns, whereas there are six such turns on the present route. Furthermore, the adoption of this route will give a direct highway connection to their railroad depot, warehouses, forest buildings, and other established businesses. He also pointed out that River Street is now paved to its intersection with Residence Street and that Residence Street is graveled.

The Engineer pointed out that the adoption of the route proposed

by Mr. Burleigh and Mr. Cheney will involve the construction of a bridge just west of Rocky Point; also, that there are houses at corners of River and Residence Streets, and River and Alamo Streets, which would have to be moved. The cost to construct such route, he added, would be considerably more than that to construct along the route proposed by the Commission. He inquired whether or not the City is in a position to acquire right of way for the proposed change. Mayor Savage replied that the City has no funds on hand, nor has any amount been set up in their budget for such purpose. He predicted that it will be many years before the City's finances will permit the purchase of right of way on the route proposed by Mr. Burleigh, but gave as his thought that it would be an easy matter to acquire at this time the necessary right of way along the route proposed by the Commission. Concerning the hazard to school children, he stated that he did not believe that the route proposed by the Commission would be any more dangerous for them than the present route because the highway would be no closer to the school.

The Engineer stated that the Commission has certain funds for expenditure in Enterprise and wishes to expend this money only for improvements of a permanent nature. In view of the opposition to the Commission's plans, he suggested that surveys be made of all the proposed routes and that the selection of a definite route be deferred until a careful study has been made of each.

Mr. Cheney endorsed the Engineer's suggestion.

Mr. Zurcher spoke in favor of the Alamo Street route to eliminate the present curve at Rocky Point. He objected to the proposed change at West Third Street.

Commissioner Washburne asked Mayor Savage if it would be his suggestion to the Highway Commission that as long as the city has no money available for right of way, the project should be postponed until the city obtains funds for such purpose. Mayor Savage evaded a reply to this question, but stated that the route as surveyed appeared satisfactory to him. He also stated that many accidents occur at the east entrance of this highway into their town and now is the opportune time to make improvements.

Mr. Clark stated that he was not particular which way the highway was routed, but endorsed any route that would eliminate the present curve at Rocky Point. He also stated that he owns a one-acre tract of land along the present surveyed route north of Residence Street, and that he would not object to the highway being constructed across his property, provided he received a fair consideration for the right of way.

Mr. Boswell stated that the Rocky Point curve is the worst curve on the Wallowa Lake Highway between Enterprise and La Grande. He endorsed any change to eliminate this curve, also the curve on the present route at East Fifth and Grant Streets.

Commissioner Washburne inquired whether or not the business men

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would object to rerouting the highway off Main Street, as proposed by Mr. Cheney. Mr. Zurcher replied that such change would meet with strenuous objection on the part of the business men.

Dr. Hockett stated that he opposed any change in the present route at the west city limits because it would adversely affect his service station business at West Third Street. He also opposed any change in the present route at the east entrance because, he said, it would encourage faster driving and no benefits would be received from such change, except that it would eliminate one right-angle turn.

The Engineer inquired whether or not anyone objected to the elimination of the curves on the present route at Rocky Point and the intersection of East Fifth and Grant Streets. It was the unanimous opinion of those present that these curves should be eliminated.

Commissioner Aldrich confirmed the statement of the Engineer that when a road is constructed it should be built in the proper location where it will ultimately stay. He closed the discussion by thanking the citizens for the expression of their views and informed them that the Commission will base its decision on a very careful consideration of the arguments presented.

There being no other persons wishing to be heard, the meeting was adjourned at three o'clock P. M., following which the Commission and the Engineer made a personal inspection of the alternate routes proposed by Mr. Burleigh and Mr. Cheney. The Engineer at that time was authorized by the Commission to conduct surveys to ascertain the probable cost of constructing the highway along these routes and to present a report thereon at the regular meeting of the Commission which is to be held on October 25.

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Acting Chairman

H. B. Glaisyer
Secretary

Carl G. Washburne
Commissioner

Portland, Oregon, October 24, 1933

The State Highway Commission met in special session at three o'clock P. M. in Room 231, Multnomah Hotel. Present were:

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

The Commission discussed the matter of obtaining additional funds from the Federal Government, under the provisions of the loan and grant provisions of the National Recovery Act. In this connection the Engineer presented for consideration two lists of highway projects eligible for such funds, one of which was based on securing a loan and grant of $10,000,000, and the other on a loan and grant of $12,500,000; both amounts being in addition to the $5,100,000 already applied for to finance the construction of the five bridges on the Oregon Coast Highway. The discussion was confined to the $12,500,000 budget. Several plans for the distribution of such amount to the several districts of the state were carefully considered but no definite decision was arrived at, action thereon being deferred until later in the evening.

The Commission adjourned at 6:45 o'clock P. M. to reconvene at eight o'clock P. M. in the same room.

The State Highway Commission reconvened in Room 231, Multnomah Hotel, at eight o'clock P. M., with all members, the State Highway Engineer, the Attorney, and the Secretary present.

A delegation from Douglas County consisting of A. C. Marsters and Glenn Wimberly, Roseburg, Chairman and Secretary, respectively, of the North Umpqua-Diamond Lake Highway Improvement District; W. C. Harding, Secretary, Roseburg Chamber of Commerce; E. C. Koppen, Medford, engineer for California-Oregon Power Company; and C. C. Archibald, Roseburg, resident manager of the California-Oregon Power Company, appeared before the Commission by previous appointment and asked the Commission to advance funds to complete the survey of the twenty-mile section of the North Umpqua Highway between Steamboat Creek, the westerly end of the present survey, and Hoaglin. Mr. Marsters was spokesman for the group. He stated that the Highway Department's engineers are about through with their surveys east of Steamboat Creek, and now would be an opportune time to complete them west of that point, while the crew is still organized, in order to obtain full information regarding the proposed power development sites between Steamboat Creek and Hoaglin. He further stated that the Improvement District would be glad to pay for such survey, but is without funds at this time, wherefore, they are asking the State to advance the cost thereof and agree to reimburse the State later. In support of this request, Mr. Marsters reiterated arguments previously presented relative to the necessity for this road.

The Engineer advised that it will cost approximately $20,000 to extend the present survey as requested by Mr. Marsters; also, that the Commission needs all of its available funds to finance its federal aid program and for other purposes. The Attorney advised that the Commission is without authority to advance funds to the District or the County, even if funds were available. After a lengthy discussion, the Commission denied the request; however, it was agreed that since this road is a forest highway, the matter would be given further consideration when future forest highway funds become available and the program therefor is discussed with representatives of the Bureau of Public Roads and Forest Service.

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In connection with this matter, Mr. Marsters filed a brief of the arguments presented; also, a petition signed by fifteen citizens of Medford and Jackson County, requesting additional funds to complete this survey.

The Commission at this time renewed its discussion of the proper allocation of additional federal funds which was commenced at the afternoon session. It was decided to limit the discussion to a budget of $12,500,000, because it was thought that amount is all that the State can guarantee to repay under present conditions. After due consideration, motion was made by Commissioner Aldrich that the funds be allocated according to the federal apportionment of National Recovery Act funds -- seven eighths in the same manner as regular federal aid highway funds are apportioned and one eighth in proportion to population. He declared that such allocation would be justified by the fact that the Federal Government has already allocated $31,000,000 for the construction of the proposed Bonneville Dam, and it is quite likely that the State's application for $5,100,000 for the construction of the five Oregon Coast Highway bridges will be approved.

Commissioner Washburne seconded the motion. A vote was then taken on the motion, Commissioner Aldrich voting for it, and Chairman Scott and Commissioner Washburne voting against it. Chairman Scott declared the motion defeated. Motion was then made by Chairman Scott that the funds be allocated on the basis of 80% to Western Oregon and 20% to Eastern Oregon. He declared such distribution to be justified because approximately 80% of the population of the state is centralized in the Northwest District. The motion was duly seconded by Commissioner Washburne and a vote was taken thereon resulting in its defeat by negative votes of Commissioners Aldrich and Washburne. Motion was then made by Commissioner Washburne that the distribution be made on the basis of 70% to Western Oregon, comprising Divisions 1 and 2, and 30% to Eastern Oregon, comprising Districts 3 and 4, and further distributing 56% to District 1, 14% to District 2, 14% to District 3, and 16% to District 4. The motion was duly seconded by Commissioner Aldrich and a vote thereon taken, all Commissioners voting in favor of it. Chairman Scott declared the motion adopted by the unanimous vote of the Commission.

Consideration was then given to the allocation of funds to the various projects within each district and a tentative program was outlined; however, no definite decision was made until the following day.

The Commission adjourned at midnight.

Portland, Oregon, October 25, 1933

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Arabian Room, Multnomah Hotel. Present were:

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

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

OREGON COAST HIGHWAY AND COLUMBIA RIVER HIGHWAY
WEST LAKE SECTION AND ASTORIA SECTION
CONCRETE PAVEMENT AND ROCK SHOULDERS

E. R. LaPointe	$36,665.00
Jacobsen-Jensen Co.	39,131.00
The United Contracting Company	42,273.00

OREGON COAST HIGHWAY
SEASIDE-JACK HORNER CREEK SECTION - CRUSHED ROCK IN STOCK PILES

A. H. Erickson	$ 7,085.00
Saxton & Looney	8,725.00
J. W. & J. R. Hillstrom	9,600.00
Brookfield Company	9,960.00
O. B. Randall and Ed. Kelly	10,000.00
A. T. Dolan	10,850.00
Arthur A. Hardesty	11,700.00
Joplin & Eldon	11,750.00
Arthur Gentemann	12,425.00

UMPQUA HIGHWAY
SCOTTSBURG-RED BRIDGE SECTION
BITUMINOUS MACADAM, CRUSHED GRAVEL AND SURFACING,
CRUSHED GRAVEL IN STOCK PILES

	No. 3 Oil	Tar
J. C. Compton and Saxton & Looney	$106,032.50	$107,682.50
The United Contracting Company	117,877.50	117,930.00
Babler Bros.	120,615.00	122,415.00
Northwest Roads Company	121,140.00	120,835.00
Edwin C. Gerber	124,452.50	- - - - -
F. J. Kernan	135,130.00	- - - - -

CENTRAL OREGON HIGHWAY
STINKINGWATER MOUNTAIN-DRINKWATER PASS SECTION - GRADING

Joplin & Eldon	$126,585.00
Clifton & Applegate	132,416.50
Earl L. McNutt	137,170.50
S. H. Newell & Co.	151,770.00
General Construction Company	161,897.00
Lawlor-Woodward Company	174,271.50
Dunn & Baker	177,941.50
Guthrie-McDougall Company	188,465.50
Morrison-Knudsen Company	190,482.00

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CENTRAL OREGON HIGHWAY
TWO BRIDGES NEAR DREWSEY

E. W. McCall	$8,439.45
Clifton & Applegate	9,455.00
Tom Lillebo	10,514.00
Oregon-Washington Bridge Co.	10,770.50
F. H. May	10,796.50
Guthrie-McDougall Company	11,887.50
Dunn & Baker	12,475.00

GREEN SPRINGS HIGHWAY
GREEN SPRINGS ROCK PRODUCTION PROJECT

A. S. Wallace	$ 9,480.00
M. C. Lininger & Son	11,265.00
R. I. Stuart & Sons	14,640.00
David W. Johnson & W. D. Miller	15,480.00
A. Milne	15,765.00
Earl L. McNutt	17,265.00

WARM SPRINGS HIGHWAY
AGENCY-DESCHUTES RIVER SECTION - GRADING

Interstate Construction Co.	$44,340.50
Saxton & Looney	55,734.00
J. A. Lyons	56,365.00
Birkemeier & Saremal	56,702.00
Parker-Schram Company	58,345.00
Joplin & Eldon	59,424.00
P. L. Crooks & Co.	62,460.00
Kern & Kibbe	67,160.00
F. C. Dillard, Yunker & Wiecks	69,481.00
Earl L. McNutt	79,053.00
G. I. Stebbins Construction Co.	103,479.80

WARM SPRINGS HIGHWAY
BRIDGE OVER DESCHUTES RIVER AND TWO BRIDGES OVER SHITIKE CREEK

C. J. Montag	$44,212.00
Theodore Arenz	51,318.00
J. J. Badraun	58,879.00
Parker-Schram Company	59,427.00
Portland Bridge Co.	66,540.00

THE DALLES-CALIFORNIA HIGHWAY
BOYD-MADRAS SECTION - CRUSHED ROCK IN STOCK PILES

Schmeer & Williams	$18,480.00
J. W. & J. R. Hillstrom	19,800.00
Joplin & Eldon	22,770.00
A. Milne	23,250.00
Newport Construction Co.	25,040.00

KLAMATH FALLS-WEED HIGHWAY
MIDLAND-CALIFORNIA LINE SECTION - GRADING

Dunn & Baker	$ 91,184.50
Parker-Schram Company	94,575.00
Theodore Arenz	98,775.50
Wren & Greenough	103,435.00
George French, Jr.	121,650.00
Earl L. McNutt	130,440.00
Homer G. Johnson	133,660.00
C. T. Malcom	147,754.50

OREGON COAST HIGHWAY
SILETZ RIVER-NEWPORT SECTION-CRUSHED ROCK IN STOCK PILES

Saxton & Looney	$12,850.00
A. T. Dolan	12,974.00
J. W. & J. R. Hillstrom	13,800.00

JORDAN VALLEY SECONDARY HIGHWAY
BRIDGE, GRADING AND SURFACING NEAR NYSSA

Pierce, O'Neil & O'Neil	$19,341.00
J. A. Terteling & Sons	19,781.00
Quinn-Robbins Company, Inc.	25,596.00

PACIFIC HIGHWAY
NORTH SALEM SECTION - PAVEMENT WIDENING AND RESURFACING

Theodore Arenz	$37,299.50
The United Contracting Company	50,537.00
J. C. Compton	51,157.00
Harold Blake	52,199.00
Northwest Roads Company	54,131.00

COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY LINE-LINNTON SECTION - CONCRETE PAVEMENT

Theodore Arenz	$ 87,420.00
Parker-Schram Company	99,375.00
Kern & Kibbe	107,408.00
Jacobsen-Jensen Co.	114,320.00
Harold Blake	115,446.00
The United Contracting Company	116,797.50

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

A delegation, consisting of County Judge P. A. Retrum and County Commissioner F. B. French of Grant County, Herman Oliver, John Day, A. I. Johnson, Prairie City, Ben Taylor, Mitchell, Adam Murray, Leslie Martin,

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D. C. Martin, and J. E. Snow, Dayville, and Glen Chandler, Canyon City, appeared before the Commission and urged that funds be provided for the survey and construction of the proposed highway extending from the town of Mitchell, in Wheeler County, in a northwesterly direction to the town of Antelope in Wasco County. Judge Retrum headed this group and introduced the speakers.

Mr. Taylor stated that theirs is a large stock-raising country and that they are badly handicapped because of lack of roads to transport their livestock to market. The construction of the Mitchell-Antelope road, he said, will reduce the distance from Mitchell to Portland by thirty-five miles and will save the stockmen a considerable sum in transportation costs. He called attention to the fact that this highway was on the state highway system adopted by a former Commission in 1917, but was removed therefrom later. He asked the Commission to reestablish it as a state highway, make the necessary survey and construct a portion of it at an early date. Mr. Oliver concurred in the remarks of Mr. Taylor. He added that the John Day Valley has no rail transportation, and this road will not only serve Wheeler County, but will serve all of the John Day country and will extend into Baker and Malheur Counties. He declared that the road would not only reduce the transportation cost in moving their stock to market, but would also shorten the distance to Portland, which means that there will be much less shrinkage on any of their produce which they wish to ship to Portland. He also urged a survey at this time.

Others speaking in behalf of this project were Mr. Chandler, Mr. Snow, and Mr. Johnson.

Chairman Scott advised that in the minds of the Commission the proposed road is the natural outlet from the John Day Valley into Portland; however, it is an expensive project to construct. He doubted very much that this project would be approved for construction with the new federal aid funds which the State hopes to receive from the Federal Government because, he said, such funds are to be used primarily to afford relief and employment rather than for highway needs, and they must be spread out all over the state for construction work where unemployment exists.

Commissioner Washburne stated that he made a personal inspection of the territory served by the proposed road only last week and was very favorably impressed with its necessity. After further discussion, Chairman Scott thanked the delegation for its appearance and stated that the Commission regrets that it cannot give them more encouragement at this time.

Mr. John Silvertooth, Antelope, was present, representing a delegation from Shaniko. He asked the Commission to allocate funds to oil the south end of the Sherman Highway between Shaniko and Kent, which section, he said, is in very bad condition. No action was taken by the Commission on this request.

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

The State Highway Commission reconvened at 1:30 o'clock P. M. in the

Marine Room, Multnomah Hotel, with all Commissioners, State Highway Engineer, Attorney and Secretary present.

A delegation from Wheeler and Grant Counties, consisting of W. H. Steiwer, R. S. Misener, Fossil, George Carsner, Edward Tilley, E. L. Morse, Spray, J. D. Boyer, Monument, and J. P. French, Long Creek, appeared before the Commission and requested improvements to the John Day Highway from Fossil south to the junction with the Ochoco Highway. Mr. Steiwer headed the group and introduced the speakers.

Mr. Boyer pointed out that the John Day Highway is one of the main state highways and its construction was one of the first undertaken by the State, but has not yet been completed to state standards. He urged the early construction and oiling of this road, especially the section from Fossil south to Kimberly. He declared that Condon is the biggest wool shipping center in the world, and the only way for the stockmen of their district to transport their wool and other produce to the market is over the John Day Highway. Furthermore, all supplies taken into their district must be trucked in over the John Day Highway, since there is no railroad in their district and no other highway is available. It was his thought that the tonnage of produce trucked over this road justifies its early completion to state standards.

Mr. Morse stated that the John Day Highway affords the only mail route in and out of their district and, if it is reconstructed to standard requirements, all of Grant County will have an excellent outlet.

Mr. Steiwer concurred in Mr. Boyer's statements that the John Day Highway is the only way for wool to be shipped out of Northern Grant and Wheeler Counties. He advised that the annual shipment of wool from Condon amounts to approximately 2,000,000 pounds.

Mr. Herman Oliver and Mr. Ben Taylor, Mitchell, advocates of the proposed Mitchell-Antelope Road, were present. Chairman Scott asked them if both John Day Highway and the Mitchell-Antelope Road were open to traffic, which they would prefer. Mr. Oliver replied that they would naturally prefer the Mitchell-Antelope Road because it was nearer to Portland and would provide a straighter road. Chairman Scott then inquired if funds will not permit opening up both roads, which they preferred. Mr. Oliver replied that the people of the John Day Valley and east would prefer the Mitchell-Antelope road.

Chairman Scott pointed out that it would cost approximately $1,500,000 to reconstruct the John Day Highway from Fossil to the Ochoco Highway junction, and approximately a like amount to construct the road from Mitchell to Antelope; also, that there are five important, expensive routes into the John Day Valley. The Commission, he said, is without funds to undertake these improvements at the present time, wherefore, it seems that the proper thing to do would be to investigate all routes and determine upon one route to improve in installments as funds permit. Chairman Scott's suggestion appeared to be satisfactory to those present; whereupon, after

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further discussion, the Commission instructed the Engineer to make such an analysis of all routes under consideration and to submit a complete report thereon to be used in determining upon which route into the John Day Valley the Commission's funds should be concentrated.

A delegation, consisting of D. O. Woodworth, County Judge, H. A. Renninger and H. F. Warren, County Commissioners of Linn County, C. H. Murphy, Albany, S. M. P. Dolan, W. F. Groves, and L. N. Traver, Corvallis, Senator S. M. Garland, T. R. MacMillan and P. A. Mitchell, Lebanon, D. H. Peoples, Bend, appeared before the Commission in the interests of the Santiam Highway. Mr. Murphy headed the delegation and introduced the speakers.

Senator Garland was principal spokesman for the group. He pointed out that the bank situation in Linn County has been very unfavorable for some time, five of the county's banks out of a total of ten being closed, thus impairing industry and seriously affecting their unemployment situation. He urged the Commission to allocate funds to continue construction work on the Santiam Highway in order to relieve this condition in their county as well as in the other counties represented by the Santiam Highway Association, including Lincoln, Benton, Jefferson and Deschutes, where similar conditions exist. He declared that Linn County has paid for construction work on the Santiam Highway over $500,000 of county funds, and that that money was not paid without an implied promise from the Highway Commission that it would not be wasted. He also declared that the Santiam route affords the lowest pass and shortest route from Central Oregon to the Willamette Valley south of Portland. Their only hope to secure unemployment relief and the construction of this highway, he said, is by the use of federal funds while they are available.

Mr. Dolan endorsed Senator Garland's remarks in behalf of the Corvallis Chamber of Commerce and other organizations west of Corvallis.

Mr. Peoples urged the completion of this road in the interest of the people of Bend and Central Oregon. He stated that the people whom he represents are interested in both the Santiam Highway and the North Santiam Highway, but on account of the type of road, they prefer the Santiam because it can be constructed with low grades and better alignment; also, because they believe that snow conditions on the Santiam will be less troublesome than on the North Santiam.

Judge Woodworth also spoke in favor of the Santiam Highway. He stated that snow difficulties on the Santiam Highway will be much less than on the North Santiam, and whereas there are certain places on the North Santiam route where snowdrifts twenty four feet in depth will be encountered, the maximum depth of snowfall on the Santiam Highway will not exceed from four to six feet.

Senator Garland filed resolutions adopted by various civic organizations along the Santiam route between Lincoln County and Deschutes County, endorsing the Santiam Highway and urging the Commission to allocate sufficient funds to complete it throughout.

Chairman Scott advised the delegation that the Commission will carefully consider their arguments.

Mrs. Clara Laarson, Troutdale, was present and inquired as to the plans of the Commission to reconstruct the Columbia River Highway between Troutdale and Bonneville. She was informed by the Engineer that surveys of two alternate routes are now in progress, one on the south side of the O.-W. R. R. & N. Co. tracks, and one on the north side, and that indications are that the Commission will adopt the route which lies on the north side of the railroad because it appears that it will be much cheaper to construct and will provide the best alignment. Mrs. Laarson objected to the location of the highway on the north side of the railroad and filed a petition signed by residents of Troutdale and vicinity, opposing such location. No action was taken by the Commission on this matter.

Mr. W. A. Lovelace, Reedsport, was present and asked the Commission to survey and construct the remaining portion of the Umpqua Highway in Douglas County between Scottsburg and Reedsport. He filed with the Commission a financial statement of the Umpqua Highway Improvement District, indicating that the District has expended, in connection with this road for construction and maintenance, bond principal and interest payments, and for other expense, the sum of $349,655.37; also that there remains in its treasury, as of October 23, 1933, a surplus of only $150.58; wherefore, it cannot assume any financial obligations at this time. No action was taken by the Commission on this matter.

H. H. Rosenberg, County Judge, E. H. Lindsey and F. L. Owens, County Commissioners of Tillamook County, were present and asked the Commission to relieve their county from this year's payment of $25,000 due under its agreement with the State pertaining to the designation of the Cannon Beach Road as a state highway. They explained that the finances of Tillamook County are in very poor condition at the present time due to failure of people to pay their taxes, and indications are that such condition will become worse as a result of the recent disastrous forest fire in their county; also, that it is very unlikely that the people will approve that item in their budget which is now being prepared -- hence the request.

Chairman Scott advised that the State's finances are also very low and the Commission needs every cent of revenue that it can obtain. He pointed out that there are other counties that owe money to the State and if Tillamook County is relieved of its payment, no doubt these counties will ask for similar relief, which cannot be given without greatly embarrassing the Commission. The Commission appreciates the predicament now obtaining in Tillamook County, he said, but finds it necessary to decline their request.

W. O. Munsell, President and General Manager of Mitchell, Lewis & Staver Company, Portland, was present. He explained that at the request of the Board of Control his company, along with others, submitted quotations to that Board to furnish dump bodies and hoists for eighteen Highway Department Chevrolet trucks, all of the bids received therefor having been

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referred to the State Highway Department for recommendation. The low bid, he said, was that submitted by Perfection Hoist & Body Company of Galion, Ohio, a concern foreign to the State of Oregon, at $2,822.22, whereas his bid was for $3,112.20. He gave as his thought that local concerns should be given preference; therefore, he asked the Commission to recommend to the Board of Control the acceptance of his bid, notwithstanding that it is not the low bid. The Engineer advised that he has always recommended to the Board of Control the acceptance of the low bid, provided the equipment or commodity was satisfactory and complied with the Highway Department specifications. He further advised that in the opinion of the Highway Department's master mechanic, the dump bodies and hoists which the Perfection Hoist & Body Company agreed to furnish are satisfactory in every way and are as good for highway department purposes as any of those offered by the other bidders; furthermore, they can be purchased for approximately 18% less cost than those offered by Mr. Munsell's concern.

Mr. Munsell advised that his company pays approximately $15,000 annually in taxes and has in its employ thirty persons; therefore, they feel inasmuch as they are a local concern that they are entitled to this business, notwithstanding they are not the low bidder. He pointed out that there is a provision in the law which provides that preference may be given to local concerns. Commissioner Washburne stated that there is no question but what the Commission desires to favor local products. Chairman Scott concurred with Commissioner Washburne and advised Mr. Munsell that the preferment stated in the law is limited to 5%, whereas his bid exceeds the low bid by 18%. After further discussion Chairman Scott announced his intention to recommend to the Board of Control the acceptance of the low bid of the Perfection Hoist & Body Company.

At four o'clock P. M. the Commission met with Governor Meier in his apartment in the Benson Hotel for a discussion of matters pertaining to the filing of an application with the Public Works Administration for a loan and grant of federal monies to be used for highway construction purposes. It was decided at this conference that the State should apply for a loan and grant of $15,000,000, being exclusive of that for which application has already been made in behalf of the Oregon Coast Highway bridges, and that a blanket application for such amount should be filed with the State Advisory Board as soon as possible.

At five o'clock P. M. the Commission reconvened in the Marine Room, Multnomah Hotel, at which time Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having previously agreed to these awards by unanimous vote:

West Lake Section of the Oregon Coast Highway and Astoria Section of the Columbia River Highway in Clatsop County, construction of concrete pavement and rock shoulders. The low bid submitted is that of E. R. LaPointe, Portland, at $36,665.00. The next low bid is that of Jacobsen-Jensen Co., Portland, at $39,131.00. The Commission awards this contract to the low bidder, E. R. LaPointe, at his bid price of $36,665.00.

Seaside-Jack Horner Creek Section of the Oregon Coast Highway in Clatsop County, furnish crushed rock in stock piles. The low bid is that submitted by A. H. Erickson, Seaside, at $7,085.00; the next low bid is that submitted by Saxton & Looney, Corvallis, at $8,725.00. The award of this contract is held pending an investigation by the Engineer to whom the bids are referred with power to act.

Scottsburg-Red Bridge Section of the Umpqua Highway in Douglas County, bituminous macadam construction, crushed gravel surfacing, and furnish crushed gravel in stock piles. The low bid is that submitted by J. C. Compton and Saxton & Looney, McMinnville, at $106,032.50, using No. 3 road oil, and $107,682.50, using tar. The next low bid is that of the United Contracting Company, Portland, at $117,877.50, using No. 3 road oil, and $117,930.00, using tar. The Commission awards this contract to the low bidders, J. C. Compton and Saxton & Looney, at their alternate bid price of $106,032.50, using No. 3 road oil.

Stinkingwater Mountain-Drinkwater Pass Section of the Central Oregon Highway in Harney County, 10.47 miles of grading work. The low bid is that submitted by Joplin & Eldon, Portland, at $126,585.00; the next low bid is that of Clifton & Applegate, Spokane, at $132,416.50. The Commission awards the contract to the low bidders, Joplin & Eldon, at their bid price of $126,585.00.

Construction of two bridges on the Central Oregon Highway near Drewsey in Harney County. The low bid is that submitted by E. W. McCall, Klamath Falls, at $8,439.45; the next low bid is that submitted by Clifton & Applegate, Spokane, at $9,455.00. The Commission awards this contract to the low bidder, E. W. McCall, at his bid price of $8,439.45.

Green Springs Rock Production Project on Green Springs Highway in Jackson County. The low bidder is A. S. Wallace, Roseburg, at $9,480.00. The next low bidder is M. C. Lininger & Son, Ashland, at $11,265.00. The Commission awards this contract to the low bidder, A. S. Wallace, at his bid price of $9,480.00.

Agency-Deschutes River Section of the Warm Springs Highway in Jefferson County, 2.41 miles of grading work. The low bid is that submitted by Interstate Construction Co., Portland, at $44,340.50; the next low bid is that of Saxton & Looney, Corvallis, at $55,734.00. The Commission awards this contract to the low bidder, Interstate Construction Co., at its bid price of $44,340.50.

Construction of a bridge over Deschutes River and two bridges over Shitike Creek on the Warm Springs Highway near Madras, in Jefferson County. The low bid is that submitted by C. J. Montag, Portland, at $44,212.00; the next low bid is that submitted by Theodore Arenz, Portland, at $51,318.00. The Commission awards this contract to C. J. Montag, the low bidder, at his bid price of $44,212.00.

Boyd-Madras Section of The Dalles-California Highway, furnish

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crushed rock in stock piles. The low bid is that of Schmeer & Williams, Portland, at $18,480.00; the next low bid is that of J. W. & J. R. Hillstrom, Marshfield, at $19,800.00. The contract is awarded by the Commission to the low bidder, Schmeer & Williams, at their bid price of $18,480.00.

Midland-California Line Section of the Klamath Falls-Weed Highway, 7.45 miles of grading work. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $91,184.50. The next low bid is that of Parker-Schram Company, Portland, at $94,575.00. The Commission awards this contract to the low bidders, Dunn & Baker, at their bid price of $91,184.50.

Siletz River-Newport Section of the Oregon Coast Highway in Lincoln County, furnish crushed rock in stock piles. The low bid is that of Saxton & Looney, Corvallis, at $12,850.00. The next low bid is that of A. T. Dolan, Tillamook, at $12,974.00. The Commission awards the contract to the low bidder, Saxton & Looney, at their bid price of $12,850.00.

Construction of a bridge on the Jordan Valley Secondary Highway near Nyssa, in Malheur County, including 1.18 miles of grading and surfacing work. The low bid is that of Pierce, O'Neil & O'Neil, Portland, at $19,541.00. The next low bid is that of J. A. Terteling & Sons, Boise, Idaho, at $19,781.00. The Commission rejects all bids received for this project and orders the project readvertised for bids to be received at the next meeting.

North Salem Section of the Pacific Highway in Marion County, pavement widening and resurfacing work. The low bid is that of Theodore Arenz, Portland, at $37,299.50. The next low bid is that of the United Contracting Company, Portland, at $50,537.00. The Commission awards this contract to the low bidder, Theodore Arenz, at his bid price of $37,299.50.

Multnomah County Line-Linnton Section of the Columbia River Highway in Multnomah County, 2.65 miles of concrete pavement. The low bid is that of Theodore Arenz at $87,420.00; the next low bid is that of Parker-Schram Company, Portland, at $99,375.00. The Commission awards this contract to the low bidder, Theodore Arenz, at his bid price of $87,420.00.

The Commission resumed its discussion of projects to be included in the program for construction with the $15,000,000 Public Works money for which application is to be filed with the Public Works Administration. After full consideration the following program was tentatively adopted, based on the distribution decided upon by the Commission earlier during this session, which was 70% to Western Oregon and 30% to Eastern Oregon:

DIVISION NO. I - $8,400,000

HIGHWAY Section	Kind of Work	Miles	Amount	Total
COLUMBIA RIVER HIGHWAY				
Troutdale-Multnomah Falls	Grade & Pave	15.0	$1,425,000	
Columbia Co. Line-Linnton To complete	Paving	4.4	150,000	
				$1,575,000

HIGHWAY Section	Kind of Work	Miles	Amount	Total
WOLF CREEK HIGHWAY				
Ranger Station-Elsie	Grading	2.42	$ 100,000	
Elsie-Sunset Camp	"	17.64	1,550,000	
Necanicum-Sunset Camp	Surfacing	29.0	350,000	
				$2,000,000
WILSON RIVER HIGHWAY				
Tillamook-Mills Bridge	Grade & Top.	3.36	$ 135,000	
Deadman Creek-Fox Creek	" " "	6.98	365,000	
Fox Creek-McNamer's Camp	" " "	12.93	500,000	
McNamer's Camp-Glenwood	" " "		1,400,000	
				$2,400,000
WEST SIDE PACIFIC HIGHWAY				
(4th St.) Portland City Limits to Mult. Co. Line	Paving & Overcr.	3.63	$ 225,000	
Middleton-Newberg (Rex Hill)	Grade & Pave	6.50	350,000	
Newberg-McMinnville	Widen Pavement	9.00	100,000	
McMinnville-Clow Corner	" "	23.0	280,000	
Monmouth-Benton County Line	" "	9.5	70,000	
Corvallis - M. P. 94.2	" "	8.0	100,000	
				$1,125,000
PACIFIC HIGHWAY				
Salem-Jefferson	Grade & Pave	5.0	$ 350,000	
Jefferson-Albany	" " "	8.0	250,000	
				$ 600,000
SANTIAM HIGHWAY				
Soda Fork-East	Grad. & Surf.	7.0	$ 350,000	
				$ 350,000
NORTH SANTIAM HIGHWAY				
Mehama-Mill City	Grading	8.0	$ 200,000	
Mehama-Gates	Surf. & Oil	12.0	150,000	
				$ 350,000
		Total		$8,400,000

DIVISION NO. II - $2,100,000

PACIFIC HIGHWAY				
Ashland-Neil Creek	Grading	4.8	$ 100,000	
Barron Creek-Wall Creek	"	1.7	225,000	
Wall Creek Undercrossing	Structure		30,000	
Wall Creek-Summit	Grading	3.2	295,000	
Summit-Tunnel	"	0.132	70,000	
Ashland-Summit	Paving	11.3	280,000	

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HIGHWAY Section	Kind of Work	Miles	Amount	Total
PACIFIC HIGHWAY - cont'd				
Junction City-Eugene	Grad. & Pav.	12.0	$ 450,000	
Rice Hill-Oakland	" " "	8.0	200,000	
				$1,650,000
WILLAMETTE HIGHWAY				
Salt Creek-County Line	Grade & Top.	6.0	$ 450,000	
				$ 450,000
		Total		$2,100,000
DIVISION NO. III - $2,100,000				
KLAMATH FALLS-WEED HIGHWAY				
Klamath Falls-Midland	Grading	8.8	$ 200,000	
Klamath Falls-State Line	Surfacing	16.24	200,000	
				$ 400,000
DALLES-CALIFORNIA HIGHWAY				
Redmond-Bend	Grade & Surf.	18.0	$ 270,000	
Algoma-Terminal City	" " "	4.3	170,000	
				$ 440,000
COLUMBIA RIVER HIGHWAY				
Multnomah Falls-Dodson	Grade & Pave	3.0	$ 300,000	
Bonneville-Cascade Locks	Grading	5.0	200,000	
Big Eddy Overcrossing	Gr. & Structure		110,000	
				$ 610,000
WILLAMETTE HIGHWAY				
Lane Co. Line-Odell Lake	Grading	2.5	$ 120,000	
				$ 120,000
FREMONT HIGHWAY				
Crooked Creek-Lakeview	Grading	11.0	$ 100,000	
Horse Ranch-Silver Lake	Surfacing	16.0	20,000	
				$ 120,000
KLAMATH FALLS-LAKEVIEW HIGHWAY				
Tunnel Hill-Lakeview	Grad. & Oil	7.0	$ 150,000	
				$ 150,000
WARM SPRINGS HIGHWAY				
Deschutes River-East	Grading	2.0	$ 80,000	
				$ 80,000
SHERMAN HIGHWAY				
Kent-Shaniko	Surf. & Bit. Mac.	15.4	$ 120,000	
Shaniko-Cow Canyon Junction	Regrading	10.6	60,000	
				$ 180,000
		Total		$2,100,000

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HIGHWAY Section	Kind of Work	Miles	Amount	Total
DIVISION NO. IV - $2,400,000				
OLD OREGON TRAIL				
Emigrant Springs-Emigrant Hill	Grad. & Surf.	15.0	$ 250,000	
Gales-West Side Tunnel	" " "	3.72	155,000	
East Side Tunnel-Dixie	" " "	1.57	75,000	
Bidwell Hill-Haines	" " "	13.0	89,000	
Haines-East	" " "	1.5	80,000	
Union-Spring Hill	Grad. & Top	4.0	80,000	
Pendleton-Cold Springs Jct.	Grad. & Surf.	6.13	364,000	
West Approach to Pendleton	Grad., Surf. & Br.	1.00	75,000	
				$1,168,000
WALLOWA LAKE HIGHWAY				
Rock Creek-Wallowa	Surf. & Oil	15.0	$ 50,000	
				$ 50,000
ENTERPRISE-FLORA HIGHWAY				
Flora-Wash. State Line	Grade	11.0	$ 200,000	
				$ 200,000
CENTRAL OREGON HIGHWAY				
Burns-East	Grad. & Surf.	12.5	$ 100,000	
Chimney Creek-Juntura	" " "	5.8	80,000	
				$ 180,000
JOHN DAY HIGHWAY				
Dayville-Mt. Vernon	Surf. & Oil	23.0	$ 100,000	
Fossil-South	" " "	3.0	50,000	
				$ 150,000
PENDLETON-COLD SPRINGS HIGHWAY				
Junction Old Oregon Trail-Cold Springs	Grad. & Surf.	18.67	$ 415,000	
				$ 415,000
COLUMBIA RIVER HIGHWAY				
Blalock-Arlington	Grad. & Surf.	4.0	$ 137,000	
				$ 137,000
IDAHO-OREGON-NEVADA				
Owyhee River-Jordan Valley Jct. (Private lands only)	Grading		$ 100,000	
				$ 100,000
		Total		$2,400,000

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PERCENTAGE BY DIVISIONS

Division No. I	56%	-	$8,400,000
" " II	14%	-	2,100,000
" " III	14%	-	2,100,000
" " IV	16%	-	2,400,000
			$15,000,000

The Commission adjourned at six o'clock P. M. to reconvene at 7:30 o'clock P. M.

The State Highway Commission reconvened at eight o'clock P. M. in Room 231 Multnomah Hotel, with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Engineer reported that there are included in the program for National Industrial Municipal Funds improvements Eighty-second Street, Stark Street (Base Line Road), and Lombard Street, within the city limits of Portland, but information has been received from W. H. Lynch, District Engineer of the Bureau of Public Roads, that the Federal Government cannot approve expenditures of federal funds for these improvements unless these roads are placed on the federal aid system. He advised that the projects are meritorious and there is sufficient federal aid mileage available to include these highways in the federal aid system if the Commission so desires. He recommended that this be done provided the Commission wishes to construct these roads as originally planned. After due consideration, the Commission decided to continue with its present plans for these roads and approved the Engineer's recommendation. The following resolution designating these streets as federal aid highways was offered and adopted by the Commission by unanimous vote:

WHEREAS, by virtue of the provisions of the National Industrial Recovery Act there has been made available funds for the construction of federal aid highways into and through municipalities, and

WHEREAS, it is the purpose of the State of Oregon and the Federal Government, represented by the United States Bureau of Public Roads, to construct and otherwise improve, under the provisions of said National Industrial Recovery Act, certain streets within the city of Portland, to wit:

Eighty-second Street, Stark Street, or Base Line Road, and Lombard Street,

and

WHEREAS, in order to qualify said streets for improvement with said funds it is necessary that the roads hereinafter defined be designated as federal aid highways, and

WHEREAS, it is the judgment of this Commission that said roads or highways should be so designated and thus qualified for improvement out of said funds.

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

1. That the road or highway beginning at a point on the federal aid road (Columbia River Highway) at or near the Sandy River Bridge, by way of the Base Line Road to the intersection of Sandy Boulevard and East Burnside Street in the city of Portland, be and said highway hereby is designated and declared to be a federal aid highway, and as such is qualified for improvement and maintenance under the Federal Aid Highway Act, and extensions thereof into and through the city of Portland are hereby qualified for improvement under the provisions of the National Industrial Recovery Act.

2. That the road or highway beginning at the intersection of Sandy Boulevard and Columbia Boulevard, about one mile east of the city of Portland, by way of Columbia Boulevard, Lombard Street and St. Johns Bridge to a point on the federal aid road (Columbia River Highway) west of Portland, be and said highway hereby is designated and declared to be a federal aid highway, and as such is qualified for improvement and maintenance under the Federal Aid Highway Act, and extensions thereof into and through the city of Portland hereby are qualified for improvement under the provisions of the National Industrial Recovery Act.

3. That the road or highway beginning at the intersection of East Eighty-second Street and Sandy Boulevard, by way of East Eighty-second Street and Meridian Road to a point on the federal aid road at or near Gladstone, be and said road or highway is designated and declared to be a federal aid highway, and as such is qualified for improvement and maintenance under the Federal Aid Highway Act, and extensions thereof into and through the city of Portland hereby are qualified for improvement under the provisions of the National Industrial Recovery Act.

BE IT FURTHER RESOLVED that a duly certified copy of this resolution be submitted to the Secretary of Agriculture, through the United States Bureau of Public Roads, for approval.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes and records of the Commission.

The Engineer requested instructions whether or not he should continue the investigations in connection with the proposed bridge across the Columbia River at The Dalles as ordered by the Commission on August 24, 1933, when the matter was presented by a delegation from The Dalles. He stated that it would cost approximately $1,500 to make such an investigation, including traffic

counts and surveys, and inquired whether or not the Commission wishes to make this expenditure in view of the fact that its funds are limited and the project is one in which the Commission is only indirectly concerned. The Attorney advised that the project is not on the state highway system; therefore, the Commission is without legal authority to expend funds for such investigation. After some discussion, the Commission decided by unanimous vote not to conduct such investigation. The Attorney was instructed to notify The Dalles Bridge Committee that the Commission must decline to make this investigation because it is without legal authority to spend its funds for such purpose, and to suggest to them that they present the matter to the Federal Government.

The Engineer reported that to improve the alignment of the Mt. Hood Highway at its junction with the Powell Valley Road at Orient, where a number of serious traffic accidents have recently occurred, will cost approximately $6,475. He advised that at the last meeting of the Commission he was authorized to acquire sufficient right of way to flatten the curve at this point from an 18° curve to a 4° curve, but subsequent investigation reveals that the traffic hazard can be satisfactorily eliminated by simply buying enough additional right of way to permit the removal of a cedar hedge which now interferes with sight distance. With the removal of this hedge, he said, together with the roughening of the pavement and the construction of a guard fence, which has already been completed, there should be no reason for further accidents at this place. The Commission approved the Engineer's report and authorized him to act in accordance therewith.

The Engineer reported the receipt of a communication from the Portland Traction Company requesting the State to repair and maintain its street car tracks on the Interstate Bridge between Portland and Vancouver. He advised that in his estimation when the State acquired title to this bridge, it assumed responsibility only for the maintenance of the bridge but not of the tracks of the street car company. The Attorney advised that it is his construction of the contract existing between the State of Oregon and the State of Washington, joint owners of the structure, relative to the acquisition and maintenance of this bridge that neither State is obligated to maintain the street car company's tracks any more than either State is obligated to maintain the pole lines, wires, or fixtures of the power company or telephone company on the bridge. However, he has directed an inquiry to the officials of the State of Washington to ascertain its construction of this contract. After some discussion, the Commission voted unanimously to deny the request of the Portland Traction Company unless it can be clearly shown that the State is obligated to do this work.

The Engineer reported that it will cost about $4,300 to eliminate three narrow turns on the Baker-Homestead Highway as requested by the Baker County Chamber of Commerce. He further reported that this highway is narrow and poorly aligned, and the proper way to improve it would be to reconstruct it on permanent alignment which would cost a large sum of money. He recommended that the request be denied because the curves in question are not on the proper alignment and could not be utilized in the ultimate improvement of this highway. The Engineer's recommendation was adopted by the Commission by unanimous vote.

A communication was presented from Edward M. Cousin, Portland, renewing his request for a proper drainage of his premises adjacent to the Pacific Highway near Oswego, which he alleges has been damaged by the reconstruction of the highway at this point. The Attorney advised that the State is under no obligation to Mr. Cousin to drain his property. Whereupon the Commission voted unanimously to deny Mr. Cousin's request.

A communication was presented from Rev. C. J. Morris, Pastor of the Methodist Church at Dundee, requesting the State Highway Commission to place a drain tile and to construct a fill in the highway ditch in front of the Dundee Methodist Church and parsonage in order to provide parking space for automobiles. The Engineer advised that it is the practice of the Highway Department to replace drainage structures and driveways when such are destroyed by highway construction operations, but it is contrary to the practice to make improvements of this kind where none existed previously. In the present instance, he added, no tile or driveway ever existed in front of the church property; wherefore, he believes the State is not obligated to make the improvement requested. He recommended that the request be denied. The recommendation of the Engineer was adopted by the Commission by unanimous vote.

A communication was presented from the Klamath County Chamber of Commerce approving the borrowing of additional monies from the Public Works Administration for highway construction purposes and presenting a list of projects in Klamath County which they recommended be included in the program for these funds. No action was taken by the Commission on this matter.

A communication was presented from Forrest E. Cooper, City Attorney, Lakeview, stating that the Lakeview City Council has agreed to enter into an agreement with the State regarding the acquisition of right of way for the improvement of the Fremont Highway into their city on the east side of the I. O. O. F. cemetery and further stating that the City Council will enter into such agreement as soon as it is definitely known what right of way is required, provided the right of way is that which the Council believes is needed. The Commission decided that it would do no work on this section of highway until the right of way has been provided; however, the matter is to be further considered by the Commission at the meeting which is to be held in Lakeview on November 22, 1933. The Attorney was instructed to prepare a formal agreement to cover this matter for consideration at that time.

A letter was presented from the County Court of Lane County stating that the Commission will receive Lane County's most hearty cooperation relative to the right of way for the bridge and approaches thereto over the Siuslaw River at Florence and the right of way to connect this bridge with the Oregon Coast Highway; also, offering to donate the county-owned tax title lots needed for this purpose. The Engineer was instructed to thank the Lane County Court for its kind expression.

Consideration was given by the Commission to the request of the Federal Government for the privilege of immediate occupancy of a portion of John B. Yeon State Park, located in Lot 2, Section 21, Township 2 North,

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Range 7 East of the Willamette Meridian, in Multnomah County, which is needed by the Government in connection with the construction of the Bonneville Dam. The Engineer suggested that it would be a good idea to deed this land to the Government without cost, inasmuch as the Highway Department will have considerable dealings in the future with the Federal Government with respect to highway matters in this vicinity. The suggestion of the Engineer was adopted by the Commission by unanimous vote, and he was instructed to act in conformance therewith.

The Engineer requested authority to acquire certain parcels of real property needed in connection with various highway improvements throughout the state. After due consideration the Engineer's request was granted, and the following resolution relative thereto was adopted by the Commission by unanimous vote, it being understood that right of way for the five proposed coast bridges and approaches thereto should not be paid for until the Commission has been definitely assured of federal funds with which to construct the bridges:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence-Glenada Section, Oregon Coast Highway				
Hawley, D. B.	R/W		Lot 40'x120' at $150.00 per lot plus $500.00	Benson

Continued

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence-Glenada Section, Oregon Coast Highway - continued				
Sanborn, Edward M.	R/W		Lot 70'x120' at $100 per lot plus $356	Benson
Kyle, David M., Jr.	"		3694 sq.ft. Nominal $1.00 Lump Sum	"
Christensen, Ludwig	"		2 Lots 60'x120' at $262.50 per lot	"
Peterson, Hans M.	"		44 sq.ft. Nominal $1.00	"
Dallas Section, Salem-Dallas Highway				
Polk County	Maintenance Quarters	0.59	$1.00	DeFrance
Reedville Section, Tualatin Valley Highway				
Snipes, William M.	R/W		0.013 at $1000 per acre	Bentley
Bear, Harry	"		975 sq.ft. at $0.04 per sq.ft.	"
Multnomah County, Columbia River Highway				
Thompson, Nora	Stock Pile	0.21	$100.00 Lump Sum 2 yr. lease	Chandler
Linnton-Multnomah County Line, Columbia River Highway				
Minoggie, L.	R/W		1394 sq.ft. at 10¢ per sq. ft.	Bentley
Aleshire, Nellie	"		1482 sq.ft. $200 for land plus $200	"
Crooked Creek-Lakeview Section, The Dalles-California Highway				
The Federal Land Bank of Spokane	R/W	0.57	$5.00 Lump Sum	McCallister
Dallas, Dallas-Coast Highway				
Polk County	Storage Site	0.59	Nominal $1.00 (10-yr. Lease)	Chandler
Multnomah County Line-Portland, Lower Columbia River Highway				
Hadley, Bertha M.	R/W		2563.79 sq.ft. at 10¢ per sq.ft. plus $128.60	Bentley
	"		1333.33 sq.ft. at 15¢ per sq.ft. plus $1110.00	"
Hadley, H. E. Estate	R/W		1333.3 sq.ft. at 25¢ per sq.ft. plus $3324.60	"
" " " "	"		1971.8 sq.ft. at 15¢ per sq.ft. plus $60.00	"
			1096.8 sq.ft. at 10¢ per sq.ft. plus $200.00	"
			1292.05 sq.ft. at 10¢ per sq.ft.	
			523.93 " " " 10¢ " " "	
			1333.33 " " " 15¢ " " "	

The Attorney was authorized to institute condemnation proceedings to acquire right of way for the improvement of the West Side Pacific Highway (Fourth Street Line) across the property of J. M. Burroughs and Agnes Burroughs, his wife, in Washington County; also, to institute similar proceedings to acquire right of way required for the improvement of the Columbia River Highway across the property of C. W. Klum and W. M. Ackley at Burlington, Multnomah County. The following resolutions with respect thereto were offered and adopted by the unanimous vote of the Commission:

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

WHEREAS, in the permanent location, improvement construction and maintenance of said highways, and particularly that portion of State Highway No. 3 in Washington County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the State that the State acquire either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land in the southeast quarter (SE¼) of the northeast quarter (NE¼) of Section 36, Twp. 1 South, Range 1 West, W. M., Washington County, Oregon; said parcel being a portion of that certain piece of property described in a deed to Agnes Burroughs as recorded in Book 44 at Page 348, Deed Records of Washington County; said parcel of land being more particularly described as follows:

Beginning at a point on the east line of said Section 36 at its intersection with the 1932 located center line of Multnomah County Fourth Street Road No. 1299, said point being at Engineer's Station 199+94.92 of said road, and also being North 0° 26' East a distance of 901.38 feet from the east one-quarter corner of said Section 36; thence South 0° 26' West along the east line of said Section 36, same being the line between Multnomah and Washington Counties, a distance of 30.0 feet to the north right of way line of the West Side Pacific Highway conveyed to the State of Oregon by a deed recorded in Book 146 at Page 504, Deed Records of Washington County; thence in a general westerly direction along the said north right of way line and 40.0 feet distant northerly from (when measured at right angles to) the 1930 relocated center line of the West Side Pacific Highway along a 1677.1 foot radius curve left (the long chord of which bears South 82° 17' West) a distance of 486.4 feet to a point opposite said highway center line at Engineer's Station 4+75.3 which through an equation equals Engineer's Station 204+83.68 of said Multnomah County Road No. 1299;

thence North 74° 08' East parallel to and 40.0 feet distant northerly from the center line of said County Road No. 1299 a distance of 500.4 feet to the east line of said Section 36; thence South 0° 26' West along said east line a distance of 41.7 feet to the point of beginning; containing 0.27 acre.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Washington County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

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

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

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

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

WHEREAS, in the permanent location, improvement, construction and maintenance of said highways, and particularly that portion of State Highway No. 2 in Multnomah County, Oregon, it has been found necessary and the said State Highway Commission has and does hereby determine and declare that it will be and is necessary and of advantage to the State that the State acquire, either by purchase, agreement, or by the exercise of the power of eminent domain, the land hereinafter described, which land is to be used for right of way purposes, to-wit:

A parcel of land being a portion of Lot 34 of Block 8 of the recorded plat of Burlington in Section 20, Twp. 2 North, Range 1 West, W. M., Multnomah County, Oregon, said parcel of land being more particularly described as follows:

Beginning at the most northerly corner of said Block 8 of Burlington; thence South 59 degrees 03 minutes East, along the northeasterly line of said Block 8, a distance of 63.26 feet to the most easterly corner of Lot 34 of said Block 8; thence South 38 degrees 29 minutes West, along the southeasterly line of said Lot 34, a distance of 20.17 feet to a point which is 50.0 feet southwesterly from (and measured at right angles to) the 1931 relocated center line of the Columbia River Highway, at Engineer's Station 188 plus 97.4; thence parallel to said center line, North 59 degrees 03 minutes West, a distance of 60.62 feet to the northwesterly line of said Block 8; thence North 30 degrees 57 minutes East along said northwesterly line a distance of 20 feet to the point of beginning; containing 1238.8 square feet or 0.028 acre.

and

WHEREAS, in the judgment of the Highway Commission it is necessary and will be of advantage to the State upon the grounds and for the reasons herein stated that title to said parcel of land be procured for right of way purposes in the building of said highway; and

WHEREAS, under and by virtue of the provisions of Section 44-131, Oregon Code 1930, as amended, Multnomah County is obligated to secure the above described parcel of land for right of way purposes, but said county has failed and neglected to acquire the said land, although requested so to do by the State Highway Commission;

THEREFORE, BE IT RESOLVED that the State Highway Commission shall and the said Highway Commission does hereby declare that it is necessary and that it will be of advantage to the State of Oregon for the State to acquire, for right of way purposes for use in connection with the permanent construction, improvement, and maintenance of the said highway, the land above

described, and said Highway Commission does hereby further declare that the said land is needed and necessary for said purposes upon the grounds and for the reasons herein stated, and in order to properly maintain and improve said highway.

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

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

The Engineer reported the receipt of a letter from the County Engineer of Lane County, stating that Lane County proposes to construct a county road bridge across the Siuslaw River in Sec. 2, T. 18 S., R. 10 W., W. M., about 20 miles from the mouth of the river, and requests the Commission to approve such construction. He explained that since the Siuslaw River at this point is a navigable stream the proposed bridge cannot be constructed thereover until the County obtains a permit authorizing such construction from the U. S. War Department; also, under the law the War Department permit cannot be obtained by the County unless the plans first have been approved by the State Highway Department. The State, he added, is not officially interested in this matter, however, because of the legal requirements and the fact that the County is very anxious to build this bridge, he recommended that the project be approved by the Commission with the understanding that the County will submit detailed bridge plans to the Commission at a later date and that no construction work will be begun until these plans have been approved by the State Highway Department. The recommendation of the Engineer was adopted by the Commission by unanimous vote upon motion of Commissioner Washburne duly seconded by Commissioner Aldrich.

A communication was presented from the Public Utilities Commissioner of Oregon listing certain carriers who have received log hauling permits from the State Highway Commission, but who have not obtained special carrier permits as provided under the provisions of Chapter 429, Oregon Laws for 1933. After some discussion, the Commission instructed the Attorney to confer with Mr. Chas. M. Thomas, Public Utilities Commissioner, and Mr. Chas. P. Pray, Superintendent of the Department of State Police, relative

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to the enforcement of the law governing log hauling matters, and further instructed the Attorney to study this law and report to the Commission his opinion as to the responsibility of the Highway Commission in the issuance of log hauling permits. The Commission also decided that it would issue no more log hauling permits until its responsibility in connection therewith has been definitely determined.

A communication was presented from W. C. Calder, Manager of Oregon White Pine Timber Company, Baker, with reference to the agreement entered into between the State Highway Commission and the County Courts of Tillamook and Clatsop Counties regarding the construction of the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway, in which he intimated that the Commission is not living up to this agreement. No action was taken by the Commission on this matter.

The Commission confirmed the action taken at the previous meeting relative to the construction of Necanicum River Bridge on the Wolf Creek Highway in Clatsop County, contract for which was awarded by the Commission on September 16, 1933 to the Enquist Construction Company, which action authorized the Engineer to complete this bridge structure with state forces and to reimburse the Enquist Construction Company for expenses that they have incurred in connection therewith.

A letter was presented from F. E. Andrews, Senior Highway Engineer, Bureau of Public Roads, stating that that Department looks with sympathy on the distress of Tillamook County caused by the recent Wilson River forest fire and suggesting that a study of the burnt area be made with the view of constructing low-type feeder roads to streams and railroads to enable the timber owners to salvage the burnt timber. The Engineer recommended that the Commission do not spend its monies for such purpose. District Engineer W. H. Lynch of the Bureau of Public Roads was present and stated that it was not necessary for the Commission to respond to this letter.

The Engineer reported the results of surveys of alternate routes for the improvement of the Wallowa Lake Highway through the eastern part of the town of Enterprise, which were ordered by the Commission at its meeting held in Enterprise on October 19. The original plan, he explained, contemplated rerouting this highway along Grant Street to a point about midway between East Third Street and East Fourth Street; thence in a southeasterly direction to Rocky Point, but the citizens of the town objected strenuously to this route because they believed it would not eliminate the hazard at Rocky Point, but would increase the hazard to school children. On account of these objections, he said, further investigations were made of two alternate routes, one of which is known as L-1 line, and extends south on South River Street from its intersection with Grant Street to a point approximately midway between Residence Street and Alamo Street; thence Easterly to Rocky Point, entirely eliminating the curve at that place, and the other known as the L-2 line, which extends south on South River Street from its intersection with Grant Street to a point just south of the concrete bridge over the Wallowa River, thence in a southeasterly direction to Rocky Point. This route, he said, improves the present alignment at Rocky Point, but does not entirely eliminate the curve as does the L-1. The estimated

cost to construct on the L-1 line, he said, is approximately $10,944, and that to construct on the L-2 line is $10,094. He recommended the adoption of the L-1 line as the permanent route of the eastern entrance of this highway into Enterprise and the adoption of the following described route as the permanent route of this highway into and through this town:

> Commencing at a point on the present Wallowa Lake Highway at or near Highway Engineer's Station 1677+00, which point is approximately 1,700 feet north and east of the point where said highway now crosses the west corporate limits of Enterprise; thence easterly along a westerly extension of Main Street to Main Street; thence continuing easterly along Main Street to its intersection with River Street; thence by means of a right angle turn south on River Street to the bridge just south of Residence Street; thence on a 24° curve left a distance of approximately 350 feet to a tangent which bears S. 87° 20' 30" East; thence along said tangent to a connection with the present Wallowa Lake Highway at Rocky Point.

After due consideration the Commission, by unanimous vote, adopted the recommendation of the Engineer with the understanding that no construction work shall be undertaken at this time on the change at the west city limits but the construction contemplated in the present program shall be confined to the change at the eastern limits.

The Engineer was instructed to convey this information to the Enterprise City Council and request that body to acquire the right of way needed for the improvement.

The Commission also by unanimous vote formally adopted the following described route as the permanent route of the Wallowa Lake Highway into and through the town of Wallowa, regarding which the Commission held a hearing in that town on October 19:

> Commencing at a point on the present Wallowa Lake Highway at or near Highway Engineer's Station 708+75, which point is approximately 200 feet northwest of the point where the present highway enters Wallowa at its western corporate limits; thence southeasterly to the intersection of Fourth and Madison Streets; thence south along Madison Street to a point approximately 20 feet north of Second Street; thence on a 16° curve left a distance of approximately 563 feet to a point on First Street approximately 45 feet east of Douglas Street; thence east along First Street to a connection with the present highway route at Storie Street; thence following along said present highway route to the Wallowa east city limits.

The Engineer reported that the requirements of the Federal Government covering federal emergency administration of Public Works projects, require that in the performance of his work the contractor shall use only such unmanufactured articles, materials, etc., as have been mined or produced in the United States, and only such manufactured articles, materials,

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etc., as have been manufactured in the United States substantially all from articles, materials, etc., mined, produced or manufactured in the United States; also that only articles, materials, supplies, etc. produced under conditions of fair competition approved under the National Industrial Recovery Act or under the President's reemployment agreement, shall be used in the performance of the work, except when such requirement is in the public interest, or that the consequent cost is unreasonable; also, that so far as practicable and subject to the conditions requiring the use of domestic and N. R. A. materials, preference shall be given to the use of locally-produced materials, if such use does not involve higher cost, inferior quality or insufficient quantities. He requested authority, in view of the Government's requirements, to include in the specifications for National Recovery Act projects a clause providing that preference shall be given to local materials, supplies, etc., provided the quality is equal and the cost thereof does not exceed the cost of similar products manufactured elsewhere in the United States. The Commission granted the Engineer's request.

The Engineer submitted a list of nine railroad grade separation structures which are to be either constructed or reconstructed as a part of the National Recovery Act highway program, as follows:

Undercrossing of the Southern Pacific railroad on Pacific Highway at Ashland in Jackson County;

Undercrossing of the Southern Pacific railroad on the East Portland-Oregon City Highway at Milwaukie in Clackamas County;

Undercrossing of the Southern Pacific railroad, (P. R. & N. Co.) near Buxton, Washington County;

Overcrossing of the Oregon-Washington Railroad & Navigation Company railroad at Halsey and 82nd Streets in Portland;

Undercrossing of the Oregon-Washington Railroad & Navigation Company railroad at Lombard Street, in Portland;

Overcrossing of the Oregon Electric railroad on the Fourth Street Highway, or an undercrossing of the Oregon Electric railroad on a connection to the proposed Tualatin Tunnel, near Portland;

Overcrossing of the Astoria Belt Line railroad at the end of the Youngs Bay Bridge in Clatsop County;

Overcrossing of the Southern Pacific railroad in North Bend in Coos County;

Overcrossing of the Southern Pacific spur tracks at Reedsport in Douglas County.

He requested the Commission's approval to construct these structures, the cost thereof to be paid for 100% with National Recovery Act funds. After due consideration, the Commission by unanimous vote approved the request of the Engineer and instructed him to obtain from the Public Utilities Commissioner, if possible, a modification of his order with respect to the Ashland undercrossing, so that the new undercrossing at this point may be constructed on the new Pacific Highway alignment adopted by the Commission at this place rather than on the old alignment, using the existing undercrossing, provision for which is included in the Commissioner's present order. The Engineer was also instructed to obtain a stipulation from the respective railroad companies in order to expedite as much as possible the modification of the order from the Public Utilities Commissioner.

The Engineer reported the receipt of a bulletin from the Kansas State Highway Department indicating that that State has secured from the Federal Government the sum of $2,100,000 additional federal funds for unemployment relief through highway work in twelve southwestern Kansas counties which have suffered greatly from drouth conditions. He gave as his thought that there is a possibility of acquiring similar funds for Oregon to be used for the construction of highways in the Tillamook district which recently suffered great losses by reason of disastrous forest fires. He further reported that he will write for full information regarding such funds for Oregon in the event that meets with the approval of the Commission. The Commission by unanimous vote instructed the Engineer to secure at once such information.

The Commission signed an agreement with the City of Astoria providing for the maintenance by the City of that section of the Columbia River Highway within the city limits between Thirty-second Street and Forty-seventh Street, which section is to be improved by the State as a National Recovery municipal project.

A letter was presented from Starr & McCall, highway contractors, to whom the Commission awarded Contract No. 1449 for the construction of three timber bridges on the Willamette Highway in Klamath County, requesting an additional extension of time to September 16, 1933 within which to complete this project. The Engineer advised that the date of completion specified in the contract was May 31, 1933, but that the contractors were unable to complete the contract before that time because of bad weather conditions; wherefore, an extension of time was granted to August 31, 1933. The previous extension, he said, was not quite long enough for them to complete their work which necessitates an additional extension as requested. The State has not incurred a great amount of extra engineering expense, he added; neither has the public been greatly inconvenienced by the delay; therefore, he recommended that the extension requested be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements of the contracts or modifications thereof, and that said jobs

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are now ready for acceptance:

Contract No. 1332 with Lindstrom & Feigenson for construction of a bridge over the Clackamas River on the East Portland-Oregon City Highway in Clackamas County, completed June 30, 1933;

Contract No. 1392 with Tom Lillebo for the construction of a half-viaduct on the Columbia River Highway near Umatilla, in Umatilla County, completed August 31, 1933;

Contract No. 1490 with Robert I. Wright for reshingling office building and storage building No. 3 at the Highway Department Shops at Salem, completed October 15, 1933;

Contract No. 1364 with S. H. Newell & Company for grading Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, completed August 31, 1933;

Contract No. 1410 with Yunker-Wiecks & Co. for grading Lobster Mountain Section of Secondary Highway No. 201 in Benton County, completed August 24, 1933;

Contract No. 1441 with C. T. Malcom and S. H. Newell & Co. for regrading and resurfacing Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, completed August 24, 1933;

Contract No. 1455 with F. C. Feldschau & Son for furnishing crushed rock for the Jack Horner Creek-Mohler Section of the Oregon Coast Highway, completed September 26, 1933;

Contract No. 1418 with P. L. Crooks & Company, Inc. for grading Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, completed September 30, 1933.

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

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

Contract No. 1332 with Lindstrom & Feigenson for construction of a bridge over the Clackamas River on the East Portland-Oregon City Highway in Clackamas County;

Contract No. 1392 with Tom Lillebo for the construction of a half-viaduct on the Columbia River Highway near Umatilla, in Umatilla County;

Contract No. 1490 with Robert I. Wright for reshingling office building and storage building No. 3 at the Highway Department Shops at Salem;

Contract No. 1364 with S. H. Newell & Company for grading Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County;

Contract No. 1410 with Yunker-Wiecks & Co., for grading Lobster Mountain Section of Secondary Highway No. 201 in Benton County;

Contract No. 1441 with C. T. Malcom and S. H. Newell & Co. for regrading and resurfacing Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County;

Contract No. 1455 with F. C. Feldschau & Son for furnishing crushed rock for the Jack Horner Creek-Mohler Section of the Oregon Coast Highway;

Contract No. 1418 with P. L. Crooks & Co., Inc. for grading Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County;

NOW, THEREFORE, BE IT RESOLVED That the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The following communications and resolutions were presented to the Commission for consideration:

Letter from Lane County Court commending the Commission for its efforts to secure for Oregon an additional federal loan for unemployment relief and suggesting the allocation of a portion of such funds, if secured, for the improvement of the Pacific Highway between Junction City and Eugene;

Letter from Eugene Chamber of Commerce requesting the Commission to reconstruct the East Side Pacific Highway between Junction City and Eugene on the best and most feasible location to be determined by the engineers of the State Highway Department;

Resolution from Pacific Highway Association requesting, if the Commission obtains additional funds for highway purposes, that $1,800,000 thereof be apportioned to the Siskiyou Mountain project on the Pacific Highway in Jackson County in order to complete the reconstruction of this highway between Ashland and the California state line; also a resolution from the Pacific Highway

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Association requesting an allocation of funds to reconstruct the Pacific Highway over what is known as Turkey Hill in Douglas County.

Petition from residents of Lane and Douglas Counties urging the construction as a secondary highway of the Lane County Line-Anlauf Section of the Old Territorial Road which extends from Monroe in Benton County to Anlauf in Douglas County, the oiling of this entire road from Monroe to Anlauf and the construction as a secondary state highway of the road extending from Cheshire south a distance of 1½ miles to Franklin in Lane County.

A petition from citizens of Ashland urging that no change in route be accepted by the State Highway Commission for the Underpass Section of the Pacific Highway immediately north of Ashland which change would introduce an "S" curve in the Pacific Highway alignment at that point and demanding that the Highway Commission complete without delay the construction of this section on the alignment originally proposed.

The Commission took no action with respect to these communications.

The Commission confirmed the date of November 15, 1933 as the date for the next regular meeting of the Commission for receiving bids on construction projects.

There being no further business to come before the Commission at this time, the Commission adjourned at 10:30 o'clock P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, November 3, 1933

The State Highway Commission met at 11:00 a. m. in the office of Chairman Leslie M. Scott, 1025 Yeon Building. Present were:

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

Mr. Ray Van Loon, member of the Board of Directors of the Burlington Water District, and Mr. G. C. Johnson, Attorney for the Board, appeared before the Commission regarding the reconstruction of the district's water pipe lines on the Lower Columbia River Highway near Burlington necessitated by reason of the reconstruction of the highway at this point. They stated that it is the desire of the water district to cooperate with the Commission in this highway improvement by reconstructing its water lines in conformance with the Commission's demands but the district is without funds at present to pay for such reconstruction work; wherefore, they are asking the State to advance the cost thereof and agree to reimburse the State later when its finances permit.

Attorney Devers explained that the original estimated cost to reconstruct this pipe line was between $400 and $500 but indications now are that it will cost between $4,000 and $5,000 because it has been found necessary to move much more pipe line than was originally contemplated. He pointed out that when the water district originally constructed its water lines on the highway right of way it did so with the understanding and agreement that the occupancy of the highway with such lines was subject to the use of the highway by vehicular and pedestrian traffic and that the water lines would be rearranged whenever that was required in the interests of such traffic. He inquired, if the Commission decided to advance funds to pay the cost of moving the pipe lines, when the district would be in position to reimburse the State. Mr. Van Loon replied that the district is now bonded to the limit and it would not be able to repay the State until some of these bonds have been paid off, or until sufficient revenue is derived from tenants.

Mr. Johnson gave the following figures regarding the district's finances:

Amount of outstanding bonds	$40,000
Annual bond expense	2,900
Fixed annual operating expense	1,800
Annual revenue	1,200
Amount to be raised annually to pay operating expense	600

He pointed out that the district cannot increase its tax levy to raise money with which to reimburse the State because of legal restrictions.

Attorney Devers pointed out that he is in a position of advising the Commission that it can legally spend state funds that it will not get back, and he is not inclined to do that.

Chairman Scott advised that the funds at the disposal of the Commission are funds provided by the motorists of the state and the Commission cannot legally spend them for purposes such as this, which are of a private nature.

The Engineer explained that the Commission is under obligation to the Federal Government to complete the reconstruction of the section of highway involved in this matter; therefore, such work cannot be postponed. After

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further discussion, the Engineer suggested that the district be formally notified to reconstruct its pipe lines off the highway in conformance with the Commission's desires and if it does not respond to this notice, then the State will remove them with state forces wherever required and will lay the pipe on one side of the highway, where it will not interfere with highway construction operations, for further disposal of the water district.

The Commission approved the suggestion of the Engineer following which the Commission adjourned at 12:15 p. m.

Portland, Oregon, November 3, 1933

The State Highway Commission met at 2:00 p. m. in the office of the State Engineer for Oregon, Public Works Administration, 217 U. S. Courthouse Building. Present were:

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

Also present were Governor Julius L. Meier, State Advisory Board consisting of Bert E. Haney, Chairman, Dr. James H. Gilbert, member, and Senator R. W. Stanfield, member, and C. C. Hockley, State Engineer for Oregon, Public Works Administration.

This meeting was called at the request of Governor Meier and the State Highway Commission to discuss with the State Advisory Board and Mr. Hockley matters pertaining to the State's proposed application for Public Works money with which to finance state highway construction work for unemployment relief purposes.

Mr. Haney presided. He stated that the State Advisory Board is glad to discuss informally this matter with the Governor and the State Highway Commission, but will make no commitments until formal application for such funds has been filed and passed on by the State Engineer for Oregon, Public Works Administration. He called attention to the fact that the State Advisory Board has acted upon three applications of the State for Public Works Administration monies to finance the cost of constructing five bridges on the Oregon Coast Highway and advised that some question has arisen in the minds of the authorities in Washington, D. C. as to the method of financing these bridges, a letter having been received by Mr. Hockley from Washington requesting further information with reference thereto.

The State's answer to this question, he said, has been received and forwarded to Washington. The State Advisory Board, he added, is not in position to recommend for favorable action applications coming from the State for additional revenues for highway construction until it learns the attitude of the Washington officials with respect to the financing of the

bridges, because they assume that the method of financing the highway work will be very similar to that of financing the bridges, and if the applications for the bridge monies are considered weak by the Washington officials, undoubtedly applications submitted for money to build roads based on the same method of financing will be considered more so since the sources of revenue with which to finance the bridge projects are not available to finance the road projects. This feature should be borne in mind, he said, if the State intends to apply for Public Works Administration funds for road work.

Mr. Haney gave as their thought that applications for road funds should be submitted separately and as rapidly as possible; he doubted the strength of the application for $15,000,000 under a blanket form; however, he assured those present that applications filed will not be delayed in their office.

Governor Meier stated that this meeting was called for an informal discussion of the subject, based on the thought of helping out the unemployment situation in the state which is getting no better and to let the people of the state know that the Administration and the State Highway Commission are trying to help and in order to segregate and disburse this money for the benefit of all parts of the state. He called attention to the fact that the time limit set by the Government within which applications must be filed is rapidly approaching; also, that the State Highway Commission already has a program of major projects available for these funds.

The Governor asked the Board for an expression, not necessarily binding, as to its attitude regarding these proposed applications, so that the State Highway Engineer could be sent to Washington, if necessary, with the sanction of the State Advisory Board, to explain the details of the plans to be submitted and the necessity of their cooperation as far as they can give it, until the Administration finally passes on the plans. If this can be done, he added, the situation in the state, as far as confidence is concerned, will be much better and the people can look to the future with some hope. Now is the opportune time, he added, to take advantage of Government expenditures for the next few years rather than have such expenditures spread over a long period of time. He asked the State Highway Engineer, Mr. Baldock, to give a resume of the projects included in the proposed program.

Mr. Baldock advised that the major unemployment problem is in the vicinity of Portland, wherefore approximately 61% of the money would be spent in that district. Present plans, he said, call for an expenditure of about $2,400,000 for the Wilson River Highway, $2,000,000 for the Wolf Creek Highway, $2,250,000 for rebuilding the Columbia River Highway on new alignment between Troutdale and Dodson, and $200,000 additional in the vicinity of the Bonneville Dam; also, the plans include improvements to the East Side Pacific Highway to Eugene and south thereof and over the Siskiyou Mountains south from Ashland; West Side Pacific Highway to Corvallis and beyond. In Central Oregon, he said, some work is contemplated in the vicinity of Klamath Falls, Redmond, Bend and other places, including the Sherman Highway and the Warm Springs Highway, and in Eastern Oregon improvements are proposed

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on the Old Oregon Trail over Emigrant Hill and in the vicinity of North Powder, also improvements on the Wallowa Lake Highway, on the Central Oregon Highway in the vicinity of Burns, on the John Day Highway and on the new location of the Pendleton-Cold Springs Highway.

Mr. Baldock also spoke in favor of a blanket application for the entire sum of $15,000,000. He pointed out that the primary object in obtaining these funds is to relieve unemployment and to construct needed highways and unless a blanket application is filed there is a possibility that some parts of the State will not get their share of relief. He called attention to the fact that the State of Colorado made a request for $28,000,000 for highway construction purposes but was allowed only $10,000,000, subject to a Supreme Court decision, because its highway department was not prepared to disburse the full amount. This amount was given to Colorado, he said, based on submission of the following information: Copy of the Colorado highway laws, statements of financial condition of state general fund and state highway fund, maps showing location of proposed projects, statements indicating location of proposed projects by county, highway and section, character of improvement and estimated costs and a statement of the unemployment situation made by the State Relief Committee.

In Oregon, Mr. Baldock added, the situation differs in that 60% of the maps are completed and detailed plans for about $7,000,000 of the entire program can be submitted by December 1, 1933, an additional $5,000,000 can be submitted by January 15, 1934, and the remainder by March 15, 1934; also all of the other information requested of Colorado has been prepared. The State of Colorado, he pointed out, was not required to submit complete detailed plans with its application, therefore, it appeared to him that Oregon should not be required to do so either.

Dr. Gilbert inquired if the Colorado application was filed with the Administration through the State Advisory Board of the State to which Mr. Baldock replied in the affirmative, explaining that it was approved by the Colorado State Advisory Board and its engineers and then sent to Washington where it was also approved, subject to the authority of the Colorado Highway Commission to incur the obligation. The Oregon State Highway Commission, he added, now has such authority, furthermore, this Commission, anticipating the possibility of additional government funds, prepared itself by having a large percentage of its surveys and plans ready so it could act quickly.

Chairman Scott inquired wherein the State Advisory Board considers the State's application for money to finance the Oregon Coast Highway bridges is weak as implied by Mr. Haney in his opening remarks. Mr. Haney replied that he did not mean to convey the impression that his Board considered that the bridge loan application had an inherent weakness, although he did say that the Board more or less cautiously approved it. He read aloud a portion of the letter received from Washington, D. C., relating to this feature, as follows:

> "In view of the present provisions for the issuance of General Obligation State Highway Bonds which show a borrowing margin by that means, the Administration is interested in knowing why that method of financing is not to be availed of rather than the revenue note or lease method proposed in the application."

If that is a sound objection, he said, and the Administration so considers it, the road program does not have the same strength as the bridge program since there is a large sum of money now being paid out for ferry operation, etc., that can go to amortize the bridge loan whereas no such amount is available to amortize a loan for road construction. The objection is not insurmountable, however, he added.

Engineer Baldock presented a statement showing the amortization of a $15,000,000 loan based on a continuance of the Commission's present revenues, and explained that it contemplates the payment of interest only for the first five years, after which payments will be made for both interest and principal. Existing bond requirements will have decreased to such an extent by 1940, he explained, so that the additional debt can be carried very easily.

Governor Meier explained that the statement presented is based on a minimum amount of revenue and undoubtedly the revenue derived from gasoline tax and motor vehicle license fees will increase.

Mr. Haney inquired why the State does not issue general obligation state bonds to guarantee the repayment of the loan, to which Attorney Devers replied that the plan adopted was one offered by the Government to states not having the bond selling power. Mr. Haney then stated that if the plan outlined is accepted by the Administration then the State Advisory Board will not approve all applications presented, however, for the present the Board will not approve applications based on the same plan of financing as that included in the bridge applications.

Mr. Hockley gave as his thought that individual applications should be filed for each project.

Mr. Haney suggested that when the first application is filed it should be shown that such application is only a part of a $15,000,000 proposal and will be followed by further applications. The State Advisory Board should not approve a blanket application, he added, in view of the Administration's letter.

Governor Meier suggested that the Colorado plan be followed, based on a showing that repayment is possible, then someone be sent to Washington to sell that plan to the Administration. "We don't want the Board to say it will consider and approve each application that is filed," he added, "we want to take in all parts of the state at one time — we are asking this Board to sanction a blanket application based upon proper financing."

Mr. Haney replied that the Oregon Board has no record of the Colorado application and the approval of a blanket application would be

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contrary to the instructions received from Washington which are to the effect that the Board pass on applications received and submitted in accordance with certain instructions contained in its Circular #2. He suggested that before any commitments are made regarding the financing of the road projects it would be well to wait and see whether or not the Administration approves the plans for financing the Alsea River Bridge project which was the first bridge project submitted.

Chairman Scott called attention to the fact that the time is getting short within which applications may be filed.

Dr. Gilbert suggested that in the first application presented to the Board for a specific project, a most convincing case be set up in favor of the whole scheme of which this project is a unit; second, show the necessity for relief throughout the state; third, show that this application is a portion of a plan which on its completion will require $15,000,000. File the first application in this way, he added, and the Board will forward it to Washington with a statement to the effect that the State Highway Commission has applications and plans to come before us for approval and transmittal to Washington.

Dr. Gilbert inquired how the highway projects were located with reference to the unemployment situation in Portland. Engineer Baldock mentioned several projects in proximity to Portland which are available for Portland's unemployed.

Mr. Haney gave as his thought that the first application should be concentrated around Multnomah County.

Mr. Hockley suggested that in order to speed up the program a preliminary application should be filed, accompanied with preliminary plans, estimates, etc. These will be accepted, he said, and forwarded to Washington with a request for a commitment of funds subject to a proper compliance by the State with the Government's requirements.

The matter of submitting bonds to the Government to secure the loan was then discussed, Chairman Scott stating that he is of the belief that the Commission might have the consent of the entire State to pledge project-notes on the one condition that no bonds be issued. He further stated that he believed if bonds had been proposed to finance the construction of the five Coast Highway bridges the whole State would have opposed it -- also, the whole State is interested in the plans for the distribution of the proposed $15,000,000 loan, wherefore, the disposition of this money must be state-wide.

Mr. Haney reiterated that he believed it is better to wait for a final decision from the Administration regarding the method of financing the bridge loans before presenting the road applications to Washington. If those applications are approved by the Administration, then the first application for the road loans should be filed, stating plainly that it is only a part of a scheme for road improvement of which more is to follow -- thus making it a state-wide matter.

After further discussion the meeting was concluded at 3:15 o'clock p. m., following which the Commission adjourned to Room 204, Benson Hotel, to dispose of departmental routine matters, all members being present and participating. Also present at the adjourned meeting were the State Highway Engineer, the Attorney, and the Secretary.

The Commission by unanimous vote adopted the following resolution with respect to filing an application for a loan and grant of approximately $15,000,000 Public Works funds to be used for road construction purposes:

WHEREAS, the United States Government has by enactment of the National Industrial Recovery Act, approved June 16, 1933, made available funds for the construction of public works, which funds have been offered to the states as loans and grants, and

WHEREAS, by virtue of the provisions of Chapters 297, 399 and 431, General Laws of Oregon, 1933, the Governor of the State of Oregon is authorized and empowered upon request of this Commission to borrow from the Federal Government funds with which to construct said public works, and

WHEREAS, this Commission has declared its intention to construct the projects herein named and to request the Honorable Governor of the State of Oregon to apply to the Federal Government under the provisions of the National Industrial Recovery Act for a loan and a grant of funds sufficient to construct said projects, and

WHEREAS, the highways or projects proposed for construction with said funds are these:

Name of Highway	County	Name of Section	Gross mileage	Description of Work
Columbia River	Multnomah	Columbia Co.Line-Linnton	8.8	4.4 mi. grad. & pav. to complete section
" "	"	Troutdale-Dodson	18.0	18.0 mi. grade & pave
" "	Multnomah & Hood River	Bonneville-Cascade Locks	5.0	Grading and paving
" "	Wasco	Big Eddy Overxing	-	Structure, grading, paving approaches
" "	Gilliam	Blalock-Lang Canyon	4.0	Grad. & gravel topping
Wolf Creek	Clatsop, Tillamook & Columbia	Necanicum-Sunset Camp	29.0	20 mi. grading & 29 mi. rock surfacing
Wilson River	Tillamook & Washington	Tillamook-Glenwood	36.3	34.1 mi. grading and rock surfacing
West Side Pacific	Multnomah	Portland-Washington County Line	3.6	Paving and Overxing

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Name of Highway	County	Name of Section	Gross mile-age	Description of Work
West Side Pacific	Washington & Yamhill	Middleton-Newberg	6.5	Grading and paving
" " "	Yamhill	Newberg-McMinnville	13.0	5.5 mi. intermittent regrad. & pav. & bridge over Chehalem Creek
" " "	Yamhill	McMinnville-Polk County Line	9.5	Widening pavement
" " "	Polk	Rickreall-Clow Cor.	2.5	Regrade and pave
" " "	Polk	Monmouth-Benton Co. Line	9.5	Widening pavement
" " "	Benton	Corvallis-South	8.0	Widening pavement
Pacific	Marion	Salem-Illihee	8.5	Grading and paving
"	Linn	Jefferson-Albany	8.0	" " "
"	Lane	Junction City-Eugene	12.0	" " "
"	Douglas	Rice Hill-Oakland	8.0	" " "
"	Jackson	Ashland-Siskiyou Summit	11.3	9.8 mi. grad., 11.3 mi. paving & r.r. underxing
North Santiam	Marion	Mehama-Gates	10.5	7 mi. grading; 10.5 mi. surfacing and oiling
Santiam	Linn	Soda Fork-East	7.0	Grading and surfacing
Willamette	Lane & Klamath	Salt Crk.-Odell Lake	8.5	Grading
Sherman	Sherman & Wasco	Kent-Cow Canyon Jct.	28.0	5.3 mi. regrad. & 15.4 mi. surfacing & oiling
Warm Springs	Jefferson	Deschutes River-East	2.0	Grading
The Dalles-California	Deschutes	Redmond-Bend	15.0	9.3 mi. grading & 15 mi. surfacing and oiling
"	Klamath	Algoma-Terminal City	4.3	Grading and surfacing
Klamath Falls-Weed	"	Klamath Falls-Midland	8.8	2 overxings, bridge over Klamath River, 8.8 mi. Grading and surfacing
Fremont	Lake	Horse Ranch-Silver Creek	16.0	Gravel surfacing
"	Lake	Crooked Crk.-Lakeview	11.0	3 mi. grad., 8 mi. oiling
Klamath Falls-Lakeview	Lake	Tunnel Hill-Lakeview	7.0	Widening and oiling
John Day	Gilliam	Fossil-South	3.0	Surfacing and oiling
" "	Grant	Valades Ranch-Flat Creek	11.5	Surfacing and oiling
Pendleton-Cold Springs	Umatilla	Old Oregon Trail to Cold Springs	18.7	Grading and surfacing
Old Oregon Trail	Umatilla	Cold Springs Jct.-Pendleton	7.1	Grade, surface & bridge
" " "	"	Emigrant Hill-Emigrant Springs	15.0	Grading and surfacing
" " "	Union	Telocaset-North Powder	6.5	Grading and surfacing
" " "	Baker	Haines-East	1.5	" " "

Name of Highway	County	Name of Section	Gross Mile-age	Description of Work
Old Oregon Trail	Baker	Gales-Dixie	5.3	Grading and surfacing
Wallowa Lake	Wallowa	Rock Crk.-Wallowa	5.0	Surfacing and oiling
Enterprise-Flora	"	Flora-Washington State Line	11.0	Grading
Central Oregon	Harney	Burns-East	12.5	Grading and surfacing
" "	Malheur	Chimney Crk-Juntura	5.8	" " "
Idaho-Oregon-Nevada	"	Owyhee River-Jordan Valley	30.0	Grading of private lands only

and

WHEREAS, the Advisory Board of the Public Works Administration for the State of Oregon and the State Engineer for Oregon, Public Works Administration have requested that each of the above-named highways be treated as a separate project and that a separate application be filed for each such road.

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

1. That the Honorable Julius L. Meier, Governor of the State of Oregon, be and he hereby respectfully is requested to apply to the United States Government for a loan and grant in the total sum of approximately $15,000,000.00, such fund to be used to defray the costs and expenses incident to the construction of the said projects.

2. That J. M. Devers, Attorney for the Commission, be and he hereby is authorized and directed to prepare all necessary papers and give direct and immediate attention to the matter of procuring said funds for the purpose herein set out.

3. That the Federal Government be requested to provide said funds on the basis of seventy per cent. loan and thirty per cent. grant.

4. That the Commission does respectfully urge and recommend that said loan be made on the basis proposed in Circular No. 2 under Table No. 1B issued and circulated by the Public Works Administrator, except as said table is modified in the following suggested table:

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$15,000,000 P. W. A. HIGHWAY CONSTRUCTION PROGRAM

Federal Grant - 30%		$4,500,000
Federal Loan: 70% of total	$10,500,000	
Interest during construction - 4%	420,000	
	$10,920,000	

Year	Unpaid Balance at Beginning of Year	Principal	Interest	Total	Additional Maintenance Expense	Total Annual
1	$10,920,000	$ --	$ --	$ --	$ --	$ --
2	10,920,000	--	--	--	35,000	35,000
3	10,920,000	--	436,800	436,800	65,000	501,800
4	10,920,000	--	436,800	436,800	35,000	471,800
5	10,920,000	--	436,800	436,800	35,000	471,800
6	10,920,000	230,000	436,800	666,800	35,000	701,800
7	10,690,000	240,000	427,600	667,600	35,000	702,600
8	10,450,000	254,000	418,000	672,000	35,000	707,000
9	10,196,000	273,000	407,840	680,840	35,000	715,840
10	9,923,000	291,000	396,920	687,920	35,000	722,920
11	9,632,000	309,000	385,280	694,280	35,000	729,280
12	9,323,000	327,000	372,920	699,920	35,000	734,920
13	8,996,000	346,000	359,840	705,840	35,000	740,840
14	8,650,000	364,000	346,000	710,000	35,000	745,000
15	8,286,000	382,000	331,440	713,440	35,000	748,440
16	7,904,000	400,000	316,160	716,160	35,000	751,160
17	7,504,000	418,000	300,160	718,160	35,000	753,160
18	7,086,000	436,000	283,440	719,440	35,000	754,440
19	6,650,000	454,000	266,000	720,000	35,000	755,000
20	6,196,000	472,000	247,840	719,840	35,000	754,840
21	5,724,000	491,000	228,960	719,960	35,000	754,960
22	5,233,000	509,000	209,320	718,320	35,000	753,320
23	4,724,000	527,000	188,960	715,960	35,000	750,960
24	4,197,000	545,000	167,880	712,880	35,000	747,880
25	3,652,000	563,000	146,080	709,080	35,000	744,080
26	3,089,000	581,000	123,560	704,560	35,000	739,560
27	2,508,000	600,000	100,320	700,320	35,000	735,320
28	1,908,000	617,000	76,320	693,320	35,000	728,320
29	1,291,000	637,000	51,640	688,640	35,000	723,640
30	654,000	654,000	26,160	680,160	35,000	715,160
		$10,920,000	$7,925,840	$18,845,840	$1,045,000	$19,908,840

5. That a separate application covering each project be prepared and filed with the State Engineer for Oregon, Public Works Administration.

6. That the Honorable Julius L. Meier, as Governor of the State of Oregon, be and he hereby respectfully is requested to execute any and all necessary papers or documents required for the accomplishment of the acquisition of said funds.

7. That this Commission by this resolution does hereby direct and order the execution by the Commission of any papers, instruments or documents or the doing of anything or act necessary to carry out the purpose sought to be accomplished by this proceeding, all of which shall be within the authority and scope of the laws of the State of Oregon and particularly within the provisions of Chapter 399, General Laws of Oregon, 1933.

The Engineer reported the receipt of a letter from A. H. Erickson, Forest Grove, who submitted the low bid on October 25 for furnishing crushed rock for the Seaside-Jack Horner Creek Section of the Oregon Coast Highway in Clatsop County, stating that his bid was based on an erroneous assumption as to the state requirements and requesting release from the obligation. He further stated that the contract was not awarded to Mr. Erickson but was referred to the Engineer for investigation, which investigation clearly proved that Mr. Erickson was not a competent bidder, had little knowledge or experience in this type of work and did not have the equipment to perform the work satisfactorily; furthermore the price bid was considerably below the estimated cost of the work, therefore, upon telephonic approval of the members of the Commission on October 31, and concurrence therein by the Bureau of Public Roads, he awarded the contract to the second low bidder, Saxton & Looney, Corvallis, at their bid price of $8,725. He asked the Commission to confirm this award. The Commission by unanimous vote approved the award of this contract to Saxton & Looney at their bid price of $8,725 submitted October 25, 1933 and, in view of the fact that the contract had not been awarded to Mr. Erickson, ordered his bid bond returned to him.

The Engineer also reported the receipt of a letter from contractor Theodore Arenz requesting release from the contract awarded to him by the Commission on October 25, 1933 for pavement widening and resurfacing the North Salem Section of the Pacific Highway in Marion County and that such release be made without penalty because he overlooked a number of items in bidding on this work and can not undertake it without great loss. The Engineer advised that he informed Mr. Arenz that if he failed to execute the contract and provide the bond required in connection therewith that he would recommend to the Commission the cancellation of the award and the collection of the amount of the bond. He also advised that he anticipated the contractor would not fulfill his obligation; wherefore, in order to expedite this project, he is readvertising it for bids to be received at the meeting to be held November 15, 1933. He asked the Commission's advice with respect to this matter. After some discussion the Commission decided by unanimous vote to cancel this contract and instructed the Engineer to readvertise the

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project for bids to be received at the next meeting. The matter of releasing the contractor from payment of a penalty for defaulting on the contract was deferred.

Consideration was given by the Commission to the Attorney's opinion with respect to the responsibility of the Commission in connection with the granting of permits for the hauling of logs on public highways wherein the Attorney states that the Transportation Act enacted by the 1933 Legislature, at least by implication, has repealed the provisions of the Motor Vehicle Act which authorized the State Highway Commission to issue log hauling permits and gives as his thought that it is unnecessary for the Highway Commission to issue log hauling permits at all, leaving that obligation and responsibility to the Public Utilities Commissioner. After due consideration of this matter the Commission voted unanimously to issue no more log hauling permits and instructed the Secretary hereafter to refer all such applications to the Public Utilities Commissioner.

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

Chairman

State Highway Engineer

Commissioner

Secretary

Portland, Oregon, November 14, 1933

The State Highway Commission met in special session at three o'clock P. M. in the Rose Room, Benson Hotel. Present were:

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

Also present were: Governor Julius L. Meier; Mr. Marshall N. Dana, Regional Advisor; Mr. Bert E. Haney, Chairman, State Advisory Board; C. C. Hockley, State Engineer for Oregon, representing Public Works Administration; Raymond B. Wilcox, Chairman State Relief Committee; and Tom Davis, Senior Highway Engineer, Bureau of Public Roads.

Matters pertaining to the programming of Oregon's share of the $400,000,000 federal funds set up by the President to be expended under the supervision of the Civil Works Administration were discussed.

Mr. Wilcox gave as his understanding that the State Relief Committee will be designated as the Civil Works Administration for Oregon, in which event that committee will designate the present county relief committees as its local representatives to select and furnish to the State Committee for approval lists of local projects capable of putting men to work immediately. He advised that the Administration wishes to provide employment quickly, so has eliminated all red tape; therefore, it will not be necessary to submit projects to Washington, D. C. for approval. Rules and regulations governing the Civil Works Administration, he said, have not yet been received; therefore, it is impossible at this time to state how much of the funds, if any, can be utilized on state highway projects. He gave as his thought that such funds as come to Oregon under allocation to the Civil Works Administration should be divided among the counties approximately in proportion to their unemployment relief needs.

State Highway Engineer Baldock stated that he has been informed that a meeting is to be held in Washington, D. C. on Wednesday of this week for a discussion of this matter and it is expected that the whole organization structure for the expenditure of the money allocated for this program will be made at that time. Definite instructions, he said, should be available the following day; in any event, not later than the first of next week. He advised that on November 12, 1933 he received a telegram from Thomas H. MacDonald, Chief of Bureau of Public Roads, Washington, D. C., requesting him to prepare at once a program of road projects to be undertaken by the Civil Works Administration and that immediately upon the receipt of this telegram he contacted all of the county courts but one, and prepared a tentative budget for approximately $2,000,000 that would provide work for 6,164 men, six hours per day, up to March 15, 1934, 50 per cent of them to be from Multnomah County. The Multnomah County program, he said, is the only one that is now complete; however, the others will be ready shortly and plans for the work involved will be ready for the proper authority at the proper time so that there will be no delays on that account when definite advice has been received from Washington. He gave as his thought that under this program, men can be put to work within five or six days after definite instructions have been received from Washington.

The Commission instructed the Engineer to complete the tentative program as expeditiously as possible and present it to Mr. Wilcox for his information.

The question of expending state funds in connection with the Civil Works Administration program was brought up. Attorney Devers advised that the State Highway Commission cannot legally spend state funds on any work off state highways; however, in an emergency such as this, the Commission might do so without being criticized.

Governor Meier stated that until definite advice has been received from Washington as to how this program is to be handled, nothing can be done except to prepare a tentative program. Mr. Dana offered full cooperation from his office as soon as the Washington authorities have revealed their plans. After further discussion it was agreed that Mr. Wilcox would call

another meeting to discuss further this matter as soon as he has received full particulars from Washington, D. C., regarding it.

The conference was concluded at 4:10 o'clock P. M., following which the Commission continued in session to dispose of departmental matters.

Before leaving the meeting, Governor Meier advised the Commission that he has been approached by a number of people who are desirous of securing for Portland another bridge across the Willamette River on an extension of Fremont Street, the suggestion having been made that it might be made possible to finance the construction of this bridge with federal funds. He was advised by the Commission that there is very little federal aid mileage remaining unallocated and it is doubtful whether that remaining is sufficient to include this project in the federal aid system; however, investigation shall be made from the standpoint of mileage and funds available.

The Commission continued the discussion of the Civil Works program and decided unanimously that it would assume no responsibility in connection therewith, but would leave that entirely to the State Relief Committee headed by Mr. Wilcox. The Engineer was instructed, however, to complete the road budget arranged for this program and submit it to Mr. Wilcox for his information.

The Commission approved the minutes of the meetings held on September 15 and 16, 1933, and October 4 and 5, 1933.

The Engineer reported that the Portland City Council has not responded to the Commission's request that East Seventeenth Street, the present route of the East Portland-Oregon City Highway in Portland, be declared to be a "stop street" from the south city limits to Powell Boulevard. Wherefore, on account of the heavy traffic on this street, he suggested that another communication be directed to that body renewing the previous request. The Commission approved the Engineer's suggestion and instructed him to write such letter.

The Engineer requested authority to advertise for bids for the construction of the five Oregon Coast Highway bridges as soon as notification has been received from the Government that the State's application for funds with which to finance these bridges has been approved. The Commission by unanimous vote approved the request of the Engineer.

The Engineer reported the receipt of a letter from contractor R. F. Nichol, to whom the Commission on October 5, 1933 awarded the contract for the construction of three bridges and six culverts on the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney County, stating that he has been unable to furnish the required bond and requesting release from his obligation without penalty. He further reported that as soon as he received this letter he telephoned the information to the individual members of the Commission, all of whom consented to the re-awarding of the contract to the second low bidders and, accordingly, on November 4, 1933, he re-awarded the contract to Dunn & Baker, Klamath Falls, whose bid of $26,830 was the next

low one. He asked the Commission to confirm this award. The Commission by unanimous vote approved the re-award of this contract to Dunn & Baker, second low bidders, at their bid price of $26,830. The Commission deferred its decision as to whether it should release Mr. Nichol from penalty, or should collect on his bid bond. The Engineer was instructed to ascertain from the Bureau of Public Roads its attitude with regard to such matter.

The Engineer also reported the receipt of a letter from contractor Theodore Arenz, Portland, stating that he expects to abide by whatever action the State Highway Commission may see fit to take with reference to penalizing him for defaulting on the contract that was awarded to him on October 25 for reconstructing the North Salem Section of the Pacific Highway in Marion County, but that he trusts the Commission will not exact a penalty. A decision in this matter was deferred by the Commission pending receipt of advice from the Bureau of Public Roads.

The Engineer reported that he has investigated the request of the City of Reedsport for the construction of a sidewalk on the Oregon Coast Highway in Reedsport from the end of the Scholfield Bridge to First Street and finds that the work involved consists of constructing a sidewalk 300 feet long through a narrow highway cut which, in some places, is 15 feet in depth. It will be necessary and quite costly to widen this cut, he said, to accommodate the sidewalk; however, the material excavated could be used to good advantage to construct an embankment across a flat near this point. He recommended that the request be denied at this time because of the expense involved and suggested that the work be undertaken as a civil works project. The report of the Engineer was approved by the Commission.

The Engineer reported that due to the soft condition of the roadbed on the Oregon Coast Highway between Seaside and Mohler in Clatsop County, it has been found necessary to limit the weight of loads that may be transported over this section to 75% of that permitted by statute; accordingly, in conformance with authority previously granted him by the Commission and the understanding between the State Highway Commission and Senator Franciscovich of Astoria, he has ordered this section posted for such reduced load limit. The Commission approved the action taken by the Engineer and, by unanimous vote, adopted the following resolution with respect thereto:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

OREGON COAST HIGHWAY

and

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

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the Laws of Oregon for 1931, as amended by Chapter 288, Oregon Laws, 1933, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the following highway, to-wit:

OREGON COAST HIGHWAY between Seaside in Clatsop County and Mohler in Tillamook County,

shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 36,500 pounds; nor shall the maximum wheel weight of any vehicle unladen or with load exceed 6,000 pounds, nor shall the maximum axle weight of any vehicle unladen or with load exceed 12,000 pounds; when the total tire width of a vehicle is less than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of three hundred seventy-five (375)

multiplied by the sum of the tire width of the wheels of such axle. When the total tire width of a vehicle is thirty (30) inches or more than thirty (30) inches, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle shall not exceed the product of four hundred fifty (450) multiplied by the sum of the tire width of the wheels of such axle.

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

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the County Clerk of each county in which said highway is located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

The Engineer also reported that in conformance with authority previously granted him by the Commission, reduced load limit signs have been posted on the Alsea-Deadwood Secondary Highway limiting to 10,000 pounds loads which may be transported over this road between Alsea and the Lincoln County line. This action was taken, he explained, because the road is unsurfaced, is narrow, and the bridges are unsafe for loads above that limit; furthermore, unless the load limit is restricted it will be impossible for local residents to use the road during the winter months. The Commission approved the action of the Engineer and unanimously adopted the following resolution with respect thereto:

WHEREAS, the following road or highway has been duly designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201

and

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

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

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

IT IS HEREBY ORDERED, that the maximum weight of combined load and vehicle which shall be permitted upon the within-named road shall not exceed the weight herein fixed.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 360 of the Laws of Oregon for 1931, as amended by Chapter 288, Oregon Laws, 1933, shall be in full force and effect from this date until modified, annulled or voided by the order of the State Highway Commission.

The maximum weights which shall apply to the following highway, to-wit:

ALSEA-DEADWOOD SECONDARY STATE HIGHWAY NO. 201 between the town of Alsea and the Lincoln County Line in Benton County,

shall be as follows: The combined weight of any vehicle and load, or the combined weight of any combination of vehicles and loads shall not exceed 10,000 pounds.

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 the County in which said highway is located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

A petition was presented from business people of Newport and South Beach, Lincoln County, requesting that the State Highway Commission take necessary action to prohibit basket and wagon peddlers and solicitors from operating on the approaches to the ferry which crosses Yaquina Bay. In connection with this matter, there was presented the written opinion of the Attorney in which he states that unless it can be shown that the activities complained of by the petitioners interfere with the use of the highway and the ferry approach for vehicular and pedestrian traffic, he knows of no grounds on which the State Highway Commission can control, regulate, or prohibit the things challenged by the petitioners; further, that this is a matter beyond the authority of the State Highway Commission unless legitimate traffic on the highway or legitimate use of the ferry approaches is being hampered by reason of these other uses. The Commission approved the opinion of the Attorney and instructed the Secretary to convey such information to the petitioners.

A letter was presented from the Attorney regarding the status of the road known as the Shaniko-Mitchell Highway, in which he gives his opinion that said road is still a part of the state highway system in view of the original highway act creating the present state highway system and the action taken by a former State Highway Commission on November 27, 1917, adopting a map showing state highways, including the Shaniko-Mitchell Road; also stating that the Commission has authority to designate as state highways such roads as in its judgment may contribute to the adequacy and efficiency of the system of state highways, but it has no authority to take from that system a highway placed thereon by legislative act or by the action of the State Highway Commission. No action taken by Commission.

A letter was presented from Mayor W. F. Savage, Enterprise, stating that it will be impossible for the City of Enterprise to acquire the right of way along the newly adopted alignment for the improvement of the Wallowa Lake Highway in their city between Rocky Point and River Street, because the City has no funds for right of way purposes, and none are provided in their budget. The Engineer advised that due to the inability of the City of Enterprise to furnish this right of way, the monies set up for this improvement have been reallocated to other projects. The Commission approved the action of the Engineer.

The Commission approved the Engineer's letter written in response to a communication received from W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, on November 3, 1933, requesting a statement in writing that Oregon will use its best efforts to complete the route of the so-called I.-O.-N. Highway in Oregon to adequate standards.

The Engineer reported that in a number of counties, secondary highway funds set up for specific projects have not all been needed to complete them; consequently, there are certain balances available for reallocation to other projects within those counties. He asked the Commission to approve the transfer of such balances, as follows:

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County	Amount	From Project No.	To Project Number
Multnomah	$ 604.73	126 GB	126 KB
"	1,937.85	126 GB	1933 funds
"	19,060.24	126 GA	1933 funds
"	484.46	126 KA	1933 funds
Jefferson	21.18	116 VA	1933 funds
"	106.24	116 GA	1933 funds
Hood River	325.70	114 GC	114 DB
"	35.41	114 GB	114 DB

The request of the Engineer was approved by the Commission by unanimous vote.

The Commission, by unanimous vote, adopted the following resolution authorizing the Engineer to acquire certain parcels of real property needed in connection with various state highway improvements throughout the state, it being understood that options only would be obtained for the right of way required for the five Oregon Coast Highway bridges, and that such property should not be paid for until the Commission receives definite information from Washington, D. C. that its application for funds with which to finance the construction of these bridges has been approved:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence-Glenada Section, Oregon Coast Highway				
Stueven, Roland (Correction)	R/W		1½ Lots $250.00 for land plus $150	Benson
Countryman, Ella B.	R/W		1 Lot $150.00 Lump Sum	"
Kelley's Corner to Coos Bay Junction, Pacific Highway				
Brosi, Marcus R.	R/W		0.3 at $500 per acre 0.6 at $200 per acre plus $90	"
Hoover, E. V.	"		1.876 at $500 per A. plus $172.50	"
Hoover, E. V.	Borrow Pit		1.42 at $250 per A.	"
Adams, Leon J.	R/W		0.28 at $275 per A. plus $76.50	"
Adams, Leon J.	Borrow Pit		0.51 at $275 per A.	"
Brosi, William S.	R/W		0.54 at $500 per A. plus $50	"
Brosi, William S.	"		1.02 at $500 per A. plus $378.75	"
Brosi, William	"		0.005 Nominal ($1.00)	"
Harpster, C. F.	"		0.25 at $500 per acre	"
Lander, John	"		1.26 at $500 per A. plus $252	"
Smith, Clay	"		0.09 at $500 per A. plus $10	"
Davis, Art E.	"		0.764 at $500 per A. plus $218	"
Lapine-Silver Lake Section, Fremont Highway				
Chewaucan Land & Cattle Company	Gravel Pit	10.54	$100 Lump Sum	McCallister
Redmond-Bend Section, The Dalles-California Highway				
Deschutes County	Gravel Pit	4.85	Nominal ($1.00)	Lytle
Douglas County, Umpqua Highway				
Snell, Philip	R/W	0.64	$15.00 Lump Sum	Roberts
Hancock, Edward	"	1.21	$75.00 per acre	Parker
Brown, S. H.	"	1.62	$30.00 per acre	"
Crooked Creek-Lakeview, Fremont Highway				
Lake County	R/W	4.87 Acres 3.18 Acres	Nominal $1.00	McCallister
Alsea Bay Crossing, Oregon Coast Highway				
Butler, Ardella	R/W	1400 Sq. Ft.	$100 Lump Sum	"
Canby-S. P. Wye, Pacific Highway				
Goettsch, Emil (Correction)	R/W	0.176	at $500 per A. plus $395.50	Gardiner

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Deschutes County, Santiam Highway				
Hill, Louis W.	Stock Pile	0.308	$25.00 Lump Sum Five year lease	Lytle
Newport-South Beach Section, Oregon Coast Highway				
McCurdy, T. J.	R/W	1365 Sq. Ft.	Nominal ($1.00)	Gardiner
Hunt, M. S.	"	2000 " "	" "	"
Smith, Grace R.	"	0.24 Acre	" "	Benson
Moore, John	"	2 Lots at $25 per lot		Gardiner
Reedville Section, Tualatin Valley Highway				
Portland General Electric Co.	R/W	85 Sq. Ft.	$25 Lump Sum	Bentley
Reed Institute	"	0.045 Acres at $700 per A.		"
Redmond-Bend Section, The Dalles-California Highway				
Deschutes County	R/W	0.74	Nominal ($1.00)	McCallister
Jackson County, Green Springs Highway				
Moore, John N.	Stock Pile	0.30	$50.00 Lump Sum	Benson
Reedsport-Gardiner Section, Oregon Coast Highway				
Taylor, Frank L.	R/W	6000 Sq. Ft.	$500 Lump Sum	Parker
Bernhardt, Paul L.	"	3200 Sq. Ft.	$125 for 2 Lots plus $125	"

The Commission signed a deed conveying to Mrs. Adelaide Alt, Bend, 3.55 acres of land situated in Sections 3, 4 and 9, Township 17 South, Range 12 East in Deschutes County, adjacent to The Dalles-California Highway. The Secretary explained that this land is a portion of certain land which the State acquired from Mrs. Alt from which to take certain borrow materials for highway construction purposes and is no longer needed by the State because all such material has been removed therefrom. He further explained that in exchange for this land, Mrs. Alt has given the State the right to take additional borrow material from three other pits, totaling 7.8 acres, and there is no cash consideration involved.

The Secretary presented a deed from the County of Hood River whereby the County conveys to the State free of cost, for park purposes, all of its right, title and interest in and to the following described parcel of land situate in Hood River County:

All of the south half of the Southwest Quarter of Section 36, Township 3 North, Range 9 East of the Willamette Meridian.

He explained that it is the recommendation of the Parks Engineer that this land be accepted by the Commission in behalf of the State due to the fact that it is a desirable piece of property and will fill in and complete the Wygant State Park at this point. After due consideration, the Commission accepted the deed and instructed the Secretary to so notify the Hood River County Court and thank them for this generous gift.

The Secretary reported that the Oregon State Board of Forestry is desirous of obtaining possession of a small portion of the state park located at the Elk Creek tunnel on the Umpqua Highway in Douglas County to be used for fire warden's headquarters. He explained that the Board of Forestry wishes the Commission to relinquish its rights to this property so that it can procure title thereto from the United States Government and construct buildings thereon without fear of being required to vacate the premises later. The Commission deferred its decision in this matter pending a report from the Engineer concerning the detailed plans of the Board of Forestry with respect to the improvement of this property, including the type of buildings to be constructed, and provisions for upkeep of buildings and premises.

A letter was presented from Swift & Company, North Portland, stating that they prefer not to dedicate any more ground in front of their plant and stockyards for the improvement of the North Portland Secondary Highway because they consider the present forty-foot right of way ample for many years. The Commission decided that it will undertake no further improvements of this secondary state highway unless and until a right of way at least sixty feet in width has been obtained. The Secretary was instructed to convey this information to the Board of County Commissioners of Multnomah County.

A petition was presented from property owners of Lincoln County, requesting the State Highway Commission to proceed at once with the surveys of two alternate routes of the West Side Pacific Highway between Middleton and Newberg and demanding, notwithstanding which route is selected, that the highway enter Newberg over the present highway bridge on First Street. The Engineer reported that these surveys will be started sometime next week if an engineering crew is available.

Letters were presented from W. E. Warren and Janie M. Brown, Tolovana Park, near Astoria (directed to Governor Meier and referred by him to the State Highway Commission) in which the Commission was requested to complete the Cannon Beach-Neahkahnie Mountain Section of the Oregon Coast Highway. Chairman Scott advised that he has replied to these communications by stating that the Commission has no funds for such purpose at this time. Commissioners Aldrich and Washburne approved the Chairman's reply.

A letter was presented from Mrs. Jessie M. Honeyman, President of Oregon Council for the Protection of Roadside Beauty, suggesting that Professor Arthur L. Peck, landscape architect of Oregon State Agricultural College, be appointed as consultant for the State Highway Department in matters of roadside beautification. The Secretary was instructed to

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acknowledge receipt of the letter and to inform Mrs. Honeyman that her suggestion has received the Commission's consideration.

A telegram was presented from Jackson County Court requesting a Civil Works appropriation for grading and clearing Little Butte Creek Secondary Highway, also requesting that the oiling of Sam's Valley Secondary Highway be included in such program. The Engineer advised that both of these projects are now included in the tentative Civil Works program.

A letter was presented from the Prineville-Crook County Chamber of Commerce requesting the improvement of the Jones Mill-Summit Section of the Ochoco Highway in Crook County and protesting the construction of the proposed Mitchell-Shaniko Highway until present roads on the state highway system are completed. No action taken by the Commission.

A resolution was presented from the Property Owners' Protective Association, Portland, urging the Commission to obtain additional federal funds for the construction of the short road from Portland to the sea. The Commission ordered the resolution filed in the department's records.

A letter was presented from L. M. Lepper, President of the East Side Commercial Club, Portland, transmitting a resolution adopted by the Union Avenue Association of Portland which urges the State Highway Commission to borrow funds for the early completion of the proposed short highway from Portland to the sea. No action taken by the Commission on that matter.

A letter was presented from the Astoria Chamber of Commerce stating that they understand that the Commission is preparing an application for a loan and grant of $15,000,000 of public works monies for highway construction purposes and requesting that a portion of this money be allocated to the construction of the Arch Cape Tunnel on the Oregon Coast Highway between Cannon Beach and Neahkahnie Mountain. The Engineer gave as his thought that this project should not be included in the present proposed $15,000,000 program, but should be deferred for construction with federal funds that may be apportioned to Oregon thereafter. The Commission concurred in the views of the Engineer.

A letter was presented from the Aurora Community Club requesting that a "safety lane" be marked on the Pacific Highway pavement at the Main Street crossing in their town as a safeguard to pedestrian traffic. The Engineer stated that the Club at one time was advised that safety lanes would be marked on the pavement in their town, but this has not been done because he has changed his opinion concerning their value as a safeguard to pedestrians. He gave as his thought that the lines would do more harm than good because children have an erroneous idea as to their safety value and are inclined to cross the pavement in the face of oncoming traffic, believing that they are fully protected from danger. The Commission decided that inasmuch as the Aurora Community Club is anxious to have the markings placed on the pavement and has been told that this would be done, it might be well to comply with their request.

A resolution was presented from the Sandy Chamber of Commerce, Sandy, requesting that the 1½-mile section of the secondary highway between Sandy and Eagle Creek, which was recently graded, be surfaced to make this road passable during the coming winter. The Engineer advised that this work is included in the proposed program for Civil Works funds.

A letter was presented from the Umpqua River Navigation Company stating that that company on September 1, 1933 raised the wages of its ferry crew so as to comply with the President's reemployment agreement, under the assumption that the Oregon State Highway Commission would also accept the agreement; therefore, it requests reimbursement for the extra amount paid to its employes during the months of September and October, 1933, amounting to $100 per month, or $200. The Engineer advised that in his opinion the State Highway Department is not subject to the regulations of the National Industrial Recovery Act; furthermore, if the department were subject to these regulations, it would undoubtedly cause a deficit in the department's accounts because the department would be obliged to pay extra claims on nearly all of its contracts. He recommended that the claim be denied. After some discussion, the Commission by unanimous vote adopted the recommendation of the Engineer and instructed the Secretary to so notify the Umpqua River Navigation Company.

A letter was presented from the Oregon Pacific Highway Association commending the Commission for its allocation of recent highway funds and offering its full cooperation in the Commission's program of highway building. The Secretary was instructed to acknowledge the communication and thank the Association for its kind expression.

A letter was presented from Mr. Mark E. Maddock, Lakeview, protesting against the relocation of the Klamath Falls-Lakeview Highway in front of his service station, about four miles west of Lakeview, because it will necessitate moving his service station and dwelling. The Commission deferred action on this matter until its hearing in Lakeview on November 22, when a personal inspection of the premises of Mr. Maddock will be made.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

C. A. Mills & Co., contract No. 1388, grading and surfacing and construction of a trestle bridge on the Beaver Creek Section of Secondary State Highway No. 102 in Washington County, requested an additional extension of time to October 20, 1933, in which to complete this work. The Engineer advised that the date of completion specified in the contract was November 30, 1932, which was extended by the Commission with penalty to May 1, 1933 and was again extended with penalty to August 1, 1933. He further stated that the contractor's delay was due primarily to unfavorable weather conditions which did not permit them to do the necessary cleaning-up work and burning of debris after the job was completed; also, that the delay has not inconvenienced the traveling public; neither has the State incurred any additional engineering expense since August 1. He recommended that the

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extension requested be granted subject to the payment of the penalty previously imposed. The recommendation of the Engineer was approved by the Commission by unanimous vote.

A. G. Enright, contract No. 1415, construction of a bridge over Miller Creek on the West Side Pacific Highway near Monroe, in Benton County, requested an additional extension of time to September 20, 1933 in which to complete this project. The Engineer advised that the contractor was delayed in completing this contract because he was not allowed to remove the old bridge at this place until the grading work on the new highway alignment, adjacent to the new bridge, was completed; also, the Commission previously extended the time for the completion of the project from January 31, 1933 to June 15, 1933 with the provision that the contractor pay the extra engineering expense incurred subsequent to January 31. The contractor was put to considerable extra expense, he said, because he had to wait for the completion of the grading work, and therefore is entitled to a reasonable reduction in the amount of the penalty. He recommended that the extension now requested be granted and that the penalty previously imposed be reduced in the sum of $50. The recommendation of the Engineer was approved by the Commission by unanimous vote.

R. H. Jones, contract No. 1419, construction of three bridges over Burnt River on the Old Oregon Trail in Baker County, requested an additional extension of time to June 3, 1933 in which to complete this project. The Engineer advised that this is the second extension requested by Mr. Jones, the first one covering the period from January 31, 1933 to April 30, 1933 having been granted subject to the payment of certain engineering costs which were later reduced 50 per cent by the Commission on August 24, 1933. He recommended that the extension now requested be granted subject to the payment of the reduced penalty. The Commission approved the Engineer's recommendation by unanimous vote.

F. L. Odom, contract No. 1463, construction of a bridge over the John Day River on the Columbia River Highway near Astoria, in Clatsop County, requested an additional extension of time to October 31, 1933 within which to complete this contract. The Engineer advised that this is the second extension requested by Mr. Odom, the first one which covered the period from June 15, 1933 to August 31, 1933 being granted without penalty; he further advised that this project developed many difficulties which were not anticipated at the time the contract was awarded, and while the contractor made a reasonable effort to complete the work within the specified time limit, he was unable to do so because of those difficulties. Traffic has been inconvenienced somewhat, he said, by reason of the detour road provided around the bridge construction; however, the contractor kept this detour in passable condition at all times. He recommended that the extension requested be granted, but that the contractor be charged with the extra engineering expense incurred by the State since August 31, 1933. The Engineer's recommendation was approved by the unanimous vote of the Commission.

Joplin & Eldon, contract No. 1417, grading Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County, requested an additional extension of time of two days from October 15, 1933 to October 17, 1933 in

order to complete this project. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the unanimous vote of the Commission.

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

Contract No. 1417 with Joplin & Eldon, grading Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County, completed October 17, 1933;

Contract No. 1463 with F. L. Odom, construction of a bridge over John Day River on the Columbia River Highway near Astoria, in Clatsop County, completed October 31, 1933;

Contract No. 1482 with Harold Blake, regrading and asphaltic concrete pavement on the Middle and South Units of the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties, completed September 27, 1933;

Contract No. 1483 with Northwest Roads Co., regrading and asphaltic concrete pavement, Project "A", Canby and Canby-Aurora Sections of the Pacific Highway in Clackamas and Marion Counties, completed October 7, 1933;

Contract No. 1489 with Babler Bros., construction of bituminous macadam wearing surface on Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County, completed October 21, 1933.

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

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

Contract No. 1417 with Joplin & Eldon, grading Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County;

Contract No. 1463 with F. L. Odom, construction of a bridge over John Day River on the Columbia River Highway near Astoria, in Clatsop County;

Contract No. 1482 with Harold Blake, regrading and asphaltic concrete pavement on the Middle and South Units of

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the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties;

Contract No. 1483 with Northwest Roads Co., regrading and asphaltic concrete pavement, Project "A", Canby and Canby-Aurora Sections of the Pacific Highway in Clackamas and Marion Counties;

Contract No. 1489 with Babler Bros., construction of bituminous macadam wearing surface on Doyle Hill-Nimrod Section of the McKenzie Highway in Lane County;

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

The Commission confirmed Thursday, December 7, 1933, previously set, as the day for the next regular meeting of the Commission to receive bids on construction projects.

Commissioner Washburne brought up the matter of purchase of right of way from Mr. J. G. Love for the improvement of the Pacific Highway through his property south of Central Point in Jackson County. After some discussion, the Commission decided unanimously not to increase its previous offer of $8,000 for Mr. Love's land. The Secretary was instructed to inform Mr. Love by letter of the action taken by the Commission regarding this matter.

Commissioner Washburne also brought up the matter of the color scheme to be used for buildings of the State Highway Department located throughout the state. He pointed out that the Commission at its meeting held in La Grande adopted a color scheme of white with green trimmings; however, it has been suggested to him since then, and he concurs, that black for trimmings and roof would be preferable. After some discussion the Commission, by unanimous vote, rescinded its previous action in regard to this matter and decided that hereafter the buildings should be painted white with black roof and trimmings rather than green. The Engineer was instructed to carry out this color scheme in the future painting of highway department buildings.

Consideration was given by the Commission to the claim of Clarence E. Ash, Astoria, for reimbursement for the cost of repairing his boat which, he alleges, was damaged by reason of colliding with submerged piling under the new John Day River bridge on the Lower Columbia River Highway near Astoria. The Engineer explained that the piling in question was driven by contractor F. L. Odom in connection with the construction of this bridge but for some reason or another was not removed when the bridge was completed and is now a hazard to water traffic; also, that the contractor has been notified to remove it, but so far has neglected to do so. After some discussion, the Commission instructed the Engineer to remove the piling and charge the cost thereof to the contractor. Mr. Ash's claim was referred by the Commission to the Attorney for an opinion

as to whether or not the State can legally spend its funds for such purpose.

Consideration was given by the Commission to the request of the Medford Chamber of Commerce that snow stakes be installed along the Crater Lake Highway near Union Creek to guide traffic. The request was approved by the Commission by unanimous vote.

A communication was presented from Cornelius O'Donovan, Portland, requesting an appropriation of $75,000 of relief funds for the improvement of Third Street in Portland to connect with the Fourth Street Highway. The Commission denied the request because of lack of funds; also, because Third Street is neither on the state highway system nor on the federal aid system, hence is not eligible for funds at the disposal of this Commission.

A letter was presented from the Umpqua Highway Improvement District stating that its board of directors has authorized the payment of $1,750 of its funds to apply on the cost of the permanent location survey of that portion of the Umpqua Highway in Douglas County, beginning at Scottsburg Bridge and extending westerly for a distance of eight miles. Action on this matter was deferred by the Commission.

The Commission discussed the matter of continuing the survey of the North Umpqua Highway west from Steamboat Creek in Douglas County. In this connection W. H. Lynch, District Engineer of the U. S. Bureau of Public Roads, who was present, suggested that inasmuch as this road is a forest highway it might be possible to finance this survey with forest highway funds, if investigation reveals a surplus of such funds in the present forest highway program and further provided that the State will join with the U. S. Bureau of Public Roads and the Forest Service in requesting the reallocation of such surplus for this purpose.

After some discussion, the Commission approved Mr. Lynch's suggestion and instructed the Engineer to so advise him by letter and request that this survey be completed by the federal engineers as a forest highway survey. The Commission also instructed the Engineer to advise the North Umpqua-Diamond Lake Highway Improvement District that the Commission has decided to ask the Bureau of Public Roads to complete this survey provided there are forest highway funds available for such purpose, but the Commission will make no commitments with regard to designating this road either as a primary or a secondary state highway nor with regard to spending any state or federal monies for its construction at the present time.

The Engineer was also instructed by the Commission to formally request the Bureau of Public Roads to complete this survey with its forces and to allocate forest highway funds to pay the cost of such work.

The Secretary reported that the Pacific Telephone & Telegraph Company has requested a modification of its permit covering the construction of its telephone pole line along the Cushman-Florence Section of the Siuslaw Highway so as to allow it to construct this pole line on the north side of the highway for a short distance in the vicinity of Cushman. The

company, he said, gave as its reason for this request the fact that it is unable to construct properly its pole line on the south side of the highway because the highway is built very close to the bank of the Siuslaw River. He further stated that an investigation has been made by Division Engineer Collier who reports that the north side of the highway is now occupied by a power transmission pole line located 39 feet from the center line of the highway through dense tree growth which renders it invisible from the traveled roadway, and the location desired by the telephone company varies from 22 feet to 27 feet from the center of the highway which will not interfere with highway maintenance. It is Mr. Collier's recommendation, he added, that the telephone company's request be granted, notwithstanding that it would violate the Commission's policy with respect to construction of two pole lines on any one side of a highway, because only one pole line will be visible from the road and the scenic beauties of the Siuslaw River will not be diminished by the existence of a pole line on the south side of the highway. The Secretary inquired whether or not the Commission wishes to diverge from its established policy with regard to constructing two pole lines on any one side of a highway in view of the circumstances. After some discussion, the Commission by unanimous vote adopted the Division Engineer's recommendation with the understanding that such action shall not be taken as a precedent and that the telephone company will agree to relocate its line along this section if and when such change is considered desirable by the State Highway Commission.

Portland, Oregon, November 15, 1933

The State Highway Commission met in regular session at nine o'clock A. M. in the Assembly Room of the Multnomah Hotel. Present were:

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

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

NEHALEM SECONDARY HIGHWAY
TWO BRIDGES NEAR MIST

Averill & Philpott	$11,872.25
J. W. & J. R. Hillstrom	12,279.00
Barham Bros. & Henningsen	12,384.75
Johnston, Hanson & Johnston	12,630.00

CAPE BLANCO SECONDARY HIGHWAY
SIXES RIVER SECTION - GRADING AND SURFACING

J. W. & J. R. Hillstrom	$10,305.00
F. C. Dillard	14,060.00

PACIFIC HIGHWAY
RICE HILL SECTION - PAVEMENT AND SURFACING

Jacobsen-Jensen Co.	$43,140.00
The United Contracting Company	48,820.00
A. T. Dolan	49,610.00

PACIFIC HIGHWAY
WINSTON BRIDGE SECTION - PAVEMENT AND GRADING

G. I. Stebbins Construction Co.	$57,504.00
A. T. Dolan	57,966.00
Earl L. McNutt	59,198.00
The United Contracting Company	66,598.50
F. J. Kernan	69,671.00

PACIFIC HIGHWAY
WINSTON BRIDGE NEAR ROSEBURG

Joplin & Eldon	$98,254.00
Tom Lillebo	98,788.00
J. J. Badraun	99,158.00
The Gilpin Construction Co.	101,573.00
Kuckenberg-Wittman Co., Inc.	102,405.00
Portland Bridge Co.	103,916.00
Theodore Arenz	109,559.00
Northwest Roads Company	118,795.00
F. J. Kernan	128,176.00

WASCO-HEPPNER SECONDARY HIGHWAY
BRIDGE OVER ROCK CREEK AND SIX TRESTLES NEAR CONDON

F. H. May	$16,774.50
Oregon-Washington Bridge Co.	18,482.00
J. W. & J. R. Hillstrom	18,655.00
F. C. Dillard	23,737.00

CHILOQUIN SECONDARY HIGHWAY
BRIDGE OVER WILLIAMSON RIVER AT CHILOQUIN

J. W. & J. R. Hillstrom	$13,195.00
Saw Mill Engineering & Construction Co.	16,355.00

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PACIFIC HIGHWAY
ALBANY-TANGENT SECTION - WIDENING, RESURFACING PAVEMENT AND SURFACING

The United Contracting Company	$69,699.50
J. C. Compton	72,065.00
Babler Bros.	74,488.00
Northwest Roads Company	80,031.50
A. Milne	83,408.00

I.-O.-N. HIGHWAY
JACKSON CREEK-McDERMITT SECTION - GRADING AND SURFACING

S. H. Newell & Co.	$32,550.00
Earl L. McNutt	45,970.00
Morrison-Knudsen Company	54,090.00
George French, Jr.	61,625.00

JORDAN VALLEY SECONDARY HIGHWAY
BRIDGE OVER OWYHEE RIVER NEAR NYSSA

O. N. Pierce, M. L. O'Neil & Son	$19,256.00
Morrison-Knudsen Company	19,430.00
J. A. Terteling & Sons	19,516.00
Quinn-Robbins Company, Inc.	20,496.50

PACIFIC HIGHWAY
NORTH SALEM SECTION -- WIDENING AND RESURFACING

L. O. Herrold	$44,841.50
Theodore Arenz	46,324.50
The United Contracting Company	49,952.00

HEPPNER-SPRAY SECONDARY HIGHWAY
HARDMAN-ROCK CREEK SECTION - GRADING

Saxton & Looney	$34,533.70
H. B. Morton & Hoskins & Brooks	35,657.50
S. H. Newell & Co.	35,810.00
Birkemeier & Saremal	37,770.00
March Construction Co.	38,855.00
Chas. H. Leonard	41,945.00
Fred H. Slate	42,350.00
J. A. Lyons	42,827.50
The United Contracting Company	43,112.50
Myers & Goulter	43,435.00
Earl L. McNutt	47,237.00

BASE LINE HIGHWAY
EIGHTY-SECOND AVENUE-EAST CITY LIMITS SECTION - CURBS AND PAVEMENT

Jacobsen-Jensen Co.	$34,330.00
Kern & Kibbe	36,957.50
Theodore Arenz	37,610.00
Harold Blake	40,585.00
The United Contracting Company	40,778.50
Northwest Roads Company	42,977.50
Parker-Schram Company	46,699.00

DALLAS-COAST SECONDARY HIGHWAY
BUELL-SALT CREEK SECTION - GRADING AND SURFACING,
BRIDGE OVER SALT CREEK AND CONCRETE STOCK PASS

Chas. H. Leonard	$67,764.00
Earl L. McNutt	68,974.00
Fred H. Slate	69,308.00
Theodore Arenz	71,056.00
G. I. Stebbins Construction Co.	75,989.30
Saxton & Looney	77,271.75
Joplin & Eldon	79,523.50
Guthrie-McDougall Company	82,516.25
J. A. Lyons	82,842.00
F. C. Dillard, Yunker, Wiecks & Co.	89,693.50
The United Contracting Company	90,238.00

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

Mr. Ed. W. Miller, Manager, Oregon Coast Highway Association, appeared before the Commission and presented the following road program of that Association: 1. Secure construction of five Oregon Coast Highway bridges; 2. Secure more adequate ferry service during construction of these bridges; 3. Secure oil surfacing for all unsurfaced portions of the Oregon Coast Highway; 4. Secure additional construction work on Neahkahnie Mountain-Cannon Beach Road; 5. Assist in securing a new bridge over the Smith River on the Oregon Coast Highway in California; 6. Endorse and support the construction of a bridge across the Columbia River at Astoria; 7. Endorse and support construction of Wilson River and Wolf Creek Highways from Portland to the sea; 8. Urge completion of the Umpqua Highway, Siuslaw Highway and the cut-off road from Mapleton to Eugene; 9. Secure as much relief work as possible on secondary highways and in towns along the Coast Highway; 10. Promote the preservation of roadside beauty, health and safety.

Mr. Miller explained that the above program was submitted, not because it was felt that the Commission was in need of being urged to carry out this program, but to articulate and coordinate the road work upon which there is solidarity and unity among the citizens of the eight coast counties. Mr. Miller called attention to the fact that the Oregon Coast Highway Association at its last meeting adopted a resolution demanding that the plans for the

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five coast highway bridges be speeded to completion without delay and requesting that a representative of the State Highway Department be sent to Washington, D. C., in the interests of said bridges; also a resolution was adopted by that Association urging the Commission to extend its ferry schedule to 18-hour service, 6:00 a. m. to 12:00 p. m. at Waldport and Newport, for the benefit of Oregon Motor Stages and other traffic.

Mr. Miller suggested that the following highway improvements be included in the program for Civil Works relief: Widening of the Oregon Coast Highway through the town of Gold Beach and the removal of certain hedges which interfere with the development of the main street in the town; realignment of the Oregon Coast Highway at Bunker Hill south of Marshfield. He advised the Commission that the people of the Coast are supporting the Commission in its program for cross roads from Eugene to Mapleton and from Salem to Valley Junction; also, that the entire Highway Association is unanimously on record in support of the construction of the Wilson River and Wolf Creek Highways.

In reply to inquiry of Chairman Scott, Mr. Miller stated that of the ten-points program presented they consider the five Oregon Coast Highway bridges the most important.

Senator Joe E. Dunne, Portland; Representative O. Henry Oleen, St. Helens; L. R. Rutherford, President St. Helens Chamber of Commerce; and Dr. E. C. Daulton, St. Helens, appeared before the Commission and requested that the following projects in Columbia County be included in the Commission's program for construction with Federal Civil Works funds:

1. St. Helens-Pittsburg Road, widen and surface.
2. South Scappoose Creek Road, widen and surface.
3. Upper Clatskanie Road and its connection with Keystone Road, widen and surface.
4. Burn Road near Mist, grade and surface.
5. Rainier Drainage Roads between Goble and Rainier, grade and surface.
6. Columbia City-Michigan Avenue Road in Columbia City, grade.
7. Nigger Creek Road, grade and construct bridge.

They stated that their request is made in behalf of the Columbia County Court which has recommended the projects, particularly the construction of the Nigger Creek bridge to take care of the unemployment situation in St. Helens. The Commission referred these projects to the Engineer with instructions to include them in the road program which he is now preparing for Civil Works money.

A delegation from Grant, Gilliam, Wheeler, Morrow and Wasco Counties, representing the "Association for the improvement of the John Day Highway" was present and urged the improvement of the John Day Highway from Fossil south to its junction with the Ochoco Highway. Mr. Ernie J. Fatland, Condon, headed the group which included the county courts of Wheeler County, Gilliam County and Morrow County; County Judge F. L. Phipps, Wasco County; Commissioner R. W. Shaw, Grant County; D. E. Baxter, Spray; W. H. Steiwer, Fossil; Frank Gabler,

Monument; Lawrence E. Spraker, Editor, Condon Globe-Times; and a number of citizens of the John Day Valley district.

Mr. Fatland advised that they have come to the conclusion that the John Day Highway is relegated to the status of a secondary road, which they think is unjustified in view of the service that that highway gives, a thorough study revealing to them that it serves about two-thirds of the population of the John Day Valley north of Dayville, and two-thirds of the tonnage originating north of Dayville moves over this road. He emphasized that the John Day Highway affords the lowest passage of any of the existing or proposed roads out of the John Day Valley and must be improved to provide a good outlet for their produce and a good inlet for supplies; also, that while this road may not be the shortest route from Ontario to Portland, it is the shortest route to rail and river points and to main highways from Grant County. He called attention to the developments being made by the Kinzua Lumber Company in the town of Kinzua which, he said, is the largest town on this highway between Condon and Ontario. The only way for this company to move its lumber products to market, he added, is over the John Day Highway. He presented a brief in support of his arguments and asked that they be considered by the Commission in its study of the various existing and proposed highway routes into the John Day Valley.

Others speaking in behalf of this improvement were: Mr. Steiwer who stated that he is in full accord with the arguments presented by Mr. Fatland; Mr. Baxter who emphasized that the John Day Highway is the lowest elevation road out of the John Day Valley; and Mr. Gabler who declared that Northern Grant County is absolutely dependent on the John Day Highway. County Judge Phipps stated that Wasco County is not as directly interested in the improvement of the John Day Highway as the other speakers but is in favor of anything that will improve the road system of Eastern Oregon; also, that he believed that the counties directly affected are entitled to this road on the strength of the investments they have made therein. He gave as his thought that both roads now under discussion (John Day Highway and the proposed Mitchell-Antelope Highway) should be constructed.

Mr. Spraker pointed out that the John Day Highway is one of those on the original state highway system and should be completed before new ones are started. He advised that the counties along this highway are heavily bonded for the improvement of this road, large amounts of county moneys having been spent for its construction.

County Judge P. A. Retrum of Grant County was present and stated that he favored the Mitchell-Antelope and Wapinitia Cut-off route into Portland because, in his opinion, such route will best serve the interests of southern Grant County which comprises the districts adjacent to the towns of John Day, Canyon City, Prairie City, Dayville, and Mt. Vernon, where stock raising is the principal industry, and his interest in the matter is from the standpoint of the livestock men from that district who favor the Mitchell-Antelope Road because it will shorten the distance to Portland, thereby reducing their transportation costs and shrinkage of stock in transit. Southern Grant County, he added, has an interest in both the John Day Highway

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and the Mitchell-Antelope Road, but prefers the latter.

Mr. Ben Taylor, Mitchell, and Mr. Leo Hahn, Portland, were present and spoke in favor of the Mitchell-Antelope Road.

County Judge Jas. D. Burns of Gilliam County inquired what it would cost to construct the Mitchell-Antelope Road and to complete the secondary highway from Condon to Wasco. The Engineer replied that preliminary estimates indicate that it will require an expenditure of approximately $1,500,000 to build the Mitchell-Antelope Road and about $80,000 to complete the Condon-Wasco Road. He advised that an extensive investigation is now being made to obtain information regarding all of the existing and proposed routes into the John Day Valley to enable the Commission to decide upon which route to concentrate its funds as they become available. On account of stress of work in connection with carrying out the federal aid program, he said, this investigation will not be complete for about three months.

Chairman Scott called attention to the fact that the Commission has received urgent requests for the improvement of the Ochoco Highway into Prineville and before any decision can be made as to the improvement of any particular route into the John Day Valley a thorough study must be made of all routes under consideration. The Commission has no money at the present time to make major improvements along any route, he added; furthermore, should the Commission receive additional federal funds there are many places in Eastern Oregon which are entitled to a portion of them and must be considered in their allocation. He thanked the delegation for their presentation and assured them that the Commission will give it serious consideration.

In connection with this matter, the Secretary presented the following communications endorsing the John Day Highway improvement: Resolutions from the County Courts of Gilliam County and Wheeler County; letter from The Dalles-Wasco County Chamber of Commerce; telegrams from Blue Mountain Toll Line, Postmaster of Kimberly, Postmaster of Long Creek, R. W. Shaw, County Commissioner, Grant County; J. D. Boyer, merchant, Monument; and the Good Roads Association of Northern Grant County.

The Commission adjourned at 12:30 o'clock P. M. to reconvene at 2:30 o'clock P. M. in the same room.

The State Highway Commission reconvened at 2:30 o'clock P. M. in the Assembly Room of the Multnomah Hotel with all members, the State Highway Engineer, the Attorney, and the Secretary present.

County Judge M. R. Biggs, Crook County, appeared before the Commission and urged improvements to be done next spring on the Ochoco Highway in the vicinity of the Ochoco Dam before any other projects are undertaken in Eastern Oregon. He offered county cooperation to the extent of furnishing county equipment for this purpose. No action was taken by the Commission on Judge Biggs' request.

County Judge David F. Graham and County Commissioners Ora E. Clark and E. H. Brumbach of Malheur County were present and filed a petition signed by residents and taxpayers of Southern Baker County and Northern Malheur County for the designation and construction as a federal aid highway of a proposed road extending from Huntington northwesterly to Bridgeport in Baker and Malheur Counties.

Chairman Scott advised that the Commission appreciates the advantages and desirability of this road from the local standpoint but it has no money with which to construct it now; therefore, the petition must be declined.

In connection with this matter, the Secretary presented a letter from U. S. Representative Walter M. Pierce, endorsing the project. He was instructed by the Commission to advise Representative Pierce that the Commission finds it necessary to decline the petition because it is an expensive project to construct and the Commission is without funds to finance it at the present time; furthermore, the proposed road is not eligible for any of the funds at the disposal of the Commission because it is not on the federal aid system and is not on either the primary or secondary state highway system.

The Malheur County Court also filed with the Commission a resolution requesting that the so-called I.-O.-N. Highway, which extends across the southeastern part of Malheur County, connecting the road systems of Idaho and Nevada, be selected and designated as a highway which will entitle it to receive federal funds and will constitute, when completed, a section of U. S. Highway No. 95.

Chairman Scott explained that lack of funds precludes the Commission from complying with this request at the present time. He called attention to the fact that the Commission this day received bids for the construction of a fourteen-mile section of this road between the Nevada line at McDermitt and Jackson Creek, a portion of which is across private lands and must be paid for with state funds, the balance to be paid for with federal public lands funds. The Commission feels, he added, that it is financially unable to do more than this at the present time.

Mr. Lage Wernstedt, Portland, was present and advised the Commission that he had not been paid for land which he declared was taken by the State for right of way for the improvement of the Pacific Highway across his property between Oswego and West Linn. He asked the Commission to consider his claim for his property. The Commission referred the matter to the Engineer for investigation and report at the next meeting.

A delegation, representing the East 39th Avenue Improvement Association, Portland, consisting of Claude W. Kemp, President; W. M. Hartford, Chairman, Highway Committee; County Commissioner A. H. Borland, Clackamas County; D. J. Sage, Clackamas County Engineer; W. J. Dell, Secretary, Milwaukie Improvement Club; Paul Sayre, Rose City Park Lions Club; and L. M. Lepper, President, East Side Commercial Club, appeared before the Commission and requested that East Thirty-ninth Avenue, Portland, be designated as a

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connecting highway route between the Columbia River Highway in Northeast Portland and the East Portland-Oregon City Highway near Milwaukie; also, the construction in the immediate future of a combination viaduct and bridge over the railroad tracks of the Portland Electric Power Company (Estacada line) and Johnson Creek on this proposed route at the Multnomah-Clackamas County line.

Mr. Hartford headed the group. They pointed out that East Thirty-ninth Avenue is now a main thoroughfare across the central part of East Portland and its adoption and construction as a state highway route will provide for the East Portland district a much needed outlet to the south. They asked only the construction of a viaduct and bridge at this time, the balance to be done later as funds permit.

Mr. Lepper stated that East Thirty-ninth Avenue is now paved in Multnomah County to Johnson Creek, and Clackamas County has agreed to construct the remaining portion of this proposed road in that county, the right of way having already been obtained.

Mr. Sayre endorsed the project in behalf of the Rose City Park Lions Club.

Mr. Hartford filed the following communications endorsing this project: Resolution from The East 39th Avenue Improvement Association; resolution from the Rose City Park Lions Club; and a letter from the Southeast Portland Chamber of Commerce. He also filed maps showing the proposed route and its connections with the state and county road systems and the Portland city streets.

After some discussion, the Commission referred this matter to the Engineer for investigation and report.

Mr. L. G. Apperson, City Engineer, Portland, was present and asked the Commission to make provision for the removal of an earth slide that has occurred on the new Fourth Street Highway in South Portland, also to make provision for drainage facilities which are needed to insure against the recurrence of such slides. He estimated the cost of such work at about $10,000 and advised that the City of Portland has no monies available to finance it. He suggested that the work be included in one of the Commission's contracts to be financed with federal funds.

The Attorney advised that in his opinion the project is not eligible for federal funds because it cannot be classified as construction work.

Chairman Scott pointed out that the agreement between the State and the City of Portland very clearly sets out that the City is to pay for removal of slides, etc.

The State Highway Engineer confirmed the statement of the Chairman and suggested that it might be possible to obtain approval of the work as a civil works project by the Civil Works Administration, provided some means can be found to pay the cost of the materials that go into the job. He called attention to the fact that the improvement will require long-time easements

from the property owners affected.

Mr. Apperson stated that they expect soon to receive from the State an audit of its Fourth Street account, and if the audit shows a couple of thousand dollars available, they will be glad to apply such amount for this purpose. He also stated that they expect no difficulty in securing the easements from the several property owners.

After further discussion, the Commission approved the suggestion made by the State Highway Engineer and authorized him to work with Mr. Apperson in solving this problem in conformance therewith and with the understanding that the State will not guarantee that the proposed drainage tunnel will eliminate the cause of the slides.

A delegation from Hillsboro, consisting of Mayor Orange Phelps, City Manager George McGee, and City Attorney P. L. Patterson, was present regarding a matter of right of way required for the improvement of the Tualatin Valley Highway in the east part of that town. They stated that the City has secured the extra right of way required to improve the turn at Tenth and Base Line Streets in their city, but has not been able to make satisfactory arrangements for the right of way required to flatten the curve at the south end of Tenth Street where the highway enters their city, the property owners demanding excessive amounts for their land which the City is financially unable to pay. They asked the Commission to alter the alignment at this point by reconstructing the highway on a ten-degree curve rather than on a six-degree curve, as now planned, so as to avoid entering on expensive property, and gave as their thought that a ten-degree curve at this point would be satisfactory inasmuch as it will be much flatter than the twenty-eight-degree curve at Tenth and Base Line Streets.

Chairman Scott called attention to the fact that the Commission on October 5, 1933 awarded a contract in the sum of $191,178 for the construction of the Hillsboro-Beaverton Section of this highway, of which amount $44,500 represents the cost of the improvement within the Hillsboro city limits. He advised that the Commission would have eliminated the city portion of this work had it not been assured by the City that right of way within the city limits would be furnished without cost to the State. Therefore, the Commission feels that it cannot change the curve at the city limits to more than an eight-degree curve.

Mayor Phelps stated that an eight-degree curve will not solve their problem of financing this right of way. After further discussion, the Commission voted unanimously to retain the six-degree curve in conformance with its original plans and offered to cooperate with the City in obtaining right of way along such alignment to the extent of paying one-half of the difference between the cost of acquiring right of way for a six-degree curve and an eight-degree curve, estimated to be about $750.

At five o'clock P. M. Commissioner Washburne announced the following awards of contracts for which bids were received at the morning session, the Commission having previously agreed to these awards by unanimous vote:

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Two bridges on Nehalem Secondary Highway near Mist, in Columbia County. The low bid is that submitted by Averill & Philpott, Portland, at $11,872.75. The second low bid is that of J. W. and J. R. Hillstrom, Marshfield, at $12,279.00. The award of this contract is held pending the approval of the Bureau of Public Roads, and the bids are referred to the State Highway Engineer with power to act.

Winston Bridge over the South Umpqua River on the Pacific Highway in Douglas County. The low bid is that submitted by Joplin & Eldon, Portland, at $98,254.00; the next low bid is that submitted by Tom Lillebo, Reedsport, at $98,788.00. The Commission awards this contract to Joplin & Eldon, the low bidders, at their bid price of $98,254.00.

Bridge over Williamson River on the Chiloquin Secondary Highway at Chiloquin in Klamath County. The low bid is that submitted by J. W. and J. R. Hillstrom, Marshfield, at $13,195.00. The next low bid is that submitted by Saw Mill Engineering & Construction Co., Klamath Falls, at $16,355.00. The Commission awards this contract to the low bidders, J. W. and J. R. Hillstrom, at their bid price of $13,195.00.

Bridge over Rock Creek and six trestles on the Six Mile Canyon Section of the Wasco-Heppner Secondary Highway near Condon, in Gilliam County. The low bid is that submitted by F. H. May, Bend, at $16,774.50; the next low bid is that submitted by Oregon-Washington Bridge Co., Toledo, Washington, at $18,482.00. This contract is awarded by the State Highway Commission to F. H. May, the low bidder, at his bid price of $16,774.50.

Bridge over Owyhee River on the Jordan Valley Secondary Highway near Nyssa in Malheur County. The low bid is that submitted by O. N. Pierce and M. L. O'Neil & Son, Portland, at $19,256.00; the next low bid is that submitted by Morrison-Knudsen Co., Boise, at $19,430.00. The Commission awards this contract to the low bidders, O. N. Pierce and M. L. O'Neil & Son, at their bid price of $19,256.00.

Sixes River Section of the Cape Blanco Secondary Highway in Curry County, 0.59 mile of grading and surfacing work. The low bid is that submitted by J. W. and J. R. Hillstrom, Marshfield, at $10,305.00; the next low bid is that submitted by F. C. Dillard, Medford, at $14,060.00. The Commission awards this contract to the low bidders, J. W. and J. R. Hillstrom, at their bid price of $10,305.00.

Rice Hill Section of the Pacific Highway in Douglas County, 1.06 miles of Portland cement concrete pavement, and 0.12 mile crushed rock surfacing. The low bid is that of Jacobsen-Jensen Co., Portland, at $43,140.00; the next low bid is that of United Contracting Co., Portland, at $48,820.00. The Commission has rejected all bids received for this project and has ordered the project to be readvertised for bids to be received at the next meeting.

Winston Bridge Section of the Pacific Highway in Douglas County, 0.95 mile grading and Portland cement concrete pavement. The low bid is that submitted by G. I. Stebbins Construction Co., Klamath Falls, at $57,504.00.

The next low bid is that submitted by A. T. Dolan, Tillamook, at $57,966.00. The Commission has rejected all bids received for this project and has ordered the project to be readvertised for bids to be received at the next meeting.

Albany-Tangent Section of the Pacific Highway in Linn County, 6.4 miles of widening and asphaltic concrete pavement and 0.9 mile bituminous macadam wearing surface. The low bid is that submitted by United Contracting Co., Portland, at $69,699.50; the next low bid is that submitted by J. C. Compton, McMinnville, at $72,065.00. The Commission awards this contract to the low bidder, the United Contracting Co., at its bid price of $69,699.50.

Jackson Creek-McDermitt Section of I.-O.-N. Highway in Malheur County, 14.0 miles of grading and surfacing work. The low bid is that submitted by S. H. Newell & Co., Portland, at $32,550.00; the next low bid is that submitted by Earl L. McNutt, Eugene, at $45,970.00. The Commission awards this contract to the low bidder, S. H. Newell & Co., at its bid price of $32,550.00.

North Salem Section of the Pacific Highway in Marion County, pavement widening and resurfacing work. The low bid is that submitted by L. O. Herrold, Salem, at $44,841.50; the next low bid is that of Theodore Arenz, Portland, at $46,324.50. The Commission awards this contract to the low bidder, L. O. Herrold, at his bid price of $44,841.50.

Hardman-Rock Creek Section of the Heppner-Spray Secondary Highway in Morrow County, 3.1 miles of grading work. The low bid is that submitted by Saxton & Looney, Corvallis, at $34,533.70; the next low bid is that of H. B. Morton & Hoskins & Brooks, La Center, Washington, at $35,657.50. The Commission awards this contract to the low bidders, Saxton & Looney, at their bid price of $34,533.70.

Eighty-second Avenue-East City Limits Section of Base Line Highway (East Stark Street) in Multnomah County, construction of concrete curbs and Portland cement concrete pavement. The low bid is that submitted by Jacobsen-Jensen Co., Portland, at $34,330.00. The next low bid is that submitted by Kern & Kibbe, Portland, at $36,957.50. The Commission awards this contract to the low bidder, Jacobsen-Jensen Co., at its bid price of $34,330.00.

Buell-Salt Creek Section of the Dallas-Coast Secondary Highway in Polk County, 3.85 miles of grading, including the construction of a bridge over Salt Creek and a concrete stock pass. The low bid is that submitted by Chas. H. Leonard, Albany, at $67,764.00. The next low bid is that submitted by Earl L. McNutt, Eugene, at $68,974.00. The Commission awards this contract to the low bidder, Chas. H. Leonard, at his bid price of $67,764.00.

Chairman Scott at this time made the following announcement regarding forfeiture of bid deposits: "In cases where bids are received and awards made by the State Highway Commission for highway construction work and the contractor fails to perform, this Commission hereafter will declare a forfeit and collect on the cash, bid bond, or certified check, as the case may be,

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that is submitted by the contractor with the bid. The State cannot afford to be trifled with in this matter and we want you all to understand that when you submit bids to this Commission for work to be performed and you are submitting also bid deposits of cash, bonds, or checks, the proposal guarantee means just what it says * * * such cash, bonds, or checks will be forfeited in case the contract is not performed."

The Commission by unanimous vote adopted the following resolutions authorizing the filing of applications with Public Works Administration for loans and grants of Public Works funds to be used for the construction of certain sections of state highways listed therein:

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Ashland-Siskiyou Summit Section of the Pacific Highway in Jackson County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $1,057,032.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Pendleton-Cold Springs Junction Section of the Old Oregon Trail in Umatilla County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $924,904.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Horse Ranch-Silver Lake Section of the Fremont Highway in Lake County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $21,484.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Redmond-Bend Section of The Dalles-California Highway in Deschutes County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $332,363.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration

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for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Klamath Falls-Midland Section of the Klamath Falls-Weed Highway in Klamath County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $480,468.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Portland-Washington County Line Section of the Fourth Street Highway in Multnomah County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $260,016.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated

as Columbia County Line-Linnton Section of the Columbia River Highway in Multnomah County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $254,659.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Soda Fork-East Section of the Santiam Highway in Linn County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $391,864.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Troutdale-Multnomah Falls Section of the Columbia River Highway in Multnomah County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an

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application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $2,729,008.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Mehama-Mill City Section of the North Santiam Highway in Marion County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $357,131.00 with which to construct said highway in harmony with said resolution.

WHEREAS, the State Highway Commission has heretofore by resolution declared its intention to apply to the Public Works Administration for a loan and grant of funds with which to construct the roads enumerated in said resolution, and

WHEREAS, the Public Works Administration has requested that a separate application for each such project be filed, and

WHEREAS, that certain highway or section thereof designated as Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County is one of the highways enumerated in said resolution, and

WHEREAS, it appears that plans and specifications have been prepared and estimates of cost determined with respect thereto.

NOW, THEREFORE, Be it and it hereby is resolved by the State Highway Commission, all members being present and participating, that an application be filed with the Public Works Administration for a loan and a grant of funds in the sum of $282,286.00 with which to construct said highway in harmony with said resolution.

The Commission signed an agreement with the City of Salem providing for the maintenance by the City of that portion of the Paoific Highway (Fairgrounds Road and North Capitol Street) within the city limits extending from the north city limits of Salem to Center Street, which section is to be

constructed by the State as a National Recovery Municipal project.

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

State Highway Engineer

Chairman

Secretary

Commissioner

Commissioner

Portland, Oregon, November 20, 1933

The State Highway Commission met in special session at 10:30 o'clock A. M. in the Board of Directors Room, United States National Bank, in response to the request of Mr. Raymond B. Wilcox, Chairman, State Relief Committee, for the consideration of matters pertaining to the Federal Civil Works Administration recently created by the President. Present were:

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

Others present were: Paul V. Maris, Corvallis; Mrs. W. W. Gabriel, Alex G. Barry, Ben T. Osborne, Portland; Judd Greenman, Vernonia; and County Judge Victor P. Moses, Corvallis, members of the State Relief Committee; Robert W. Sawyer, Bend; J. P. Newell, Ralph S. Hamilton, and E. B. MacNaughton, Portland, members of State Reconstruction Advisory Board; Marshall N. Dana, Regional Advisor, Public Works Administration, and C. C. Hockley, State Engineer for Oregon, Public Works Administration.

Mr. Wilcox presided. He explained that the State Relief Committee has been designated as the local agency to administer Oregon's share of the $400,000,000 Federal Civil Works program, and that the purpose of this meeting is to acquaint those present with some of the problems of that Administration in which, he said, all are mutually concerned, and to solicit the cooperation of all of the organizations represented here.

Mr. Wilcox pointed out that the object of the Administration is to provide winter work for the unemployed by the construction of Civil Works projects and that the money appropriated therefor is to be allocated to the

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several states on the basis of jobs rather than amounts, Oregon being entitled to 21,000 of these jobs which are to be allocated to the counties within the state on the following basis: 75% according to population and 25% according to relief needs as determined from the relief rolls. The selection of projects, he said, is vested in the state boards which have power to approve projects without referring them to the Federal Civil Works Board at Washington, thus eliminating "red tape" and unnecessary restrictions; that all projects of the character which can be carried on by public authority to serve the interests of the general public are eligible, provided they are socially and economically desirable and can be undertaken quickly. All work must be done by force account, he added, and no contract work will be permitted.

To facilitate the work of the State Committee, Mr. Wilcox said it will be required that all projects be first approved by the local county committees; also, applications must be submitted by local authorities in quadruplicate, and a showing must be made that the project is not included in the applicant's budget for construction in the immediate future; furthermore, projects eligible for Public Works funds are not eligible as Civil Works projects unless rejected by the Public Works Administration and referred to the Civil Works Administration.

Mr. Wilcox explained that there is no fixed percentage as to the amounts to be expended for labor and material, but funds as required may be expended for each; however, he gave as his thought that preference should be given to those projects which will provide the most labor; also, preference should be given those in connection with which the most cooperation is received from local sources, although no definite rule has been made as to local participation in financing the projects. In the event no local money is offered, he added, it will be a matter for the Civil Works Administration to determine whether or not the project is warranted by unemployment needs.

Concerning labor requirements and rates of pay, Mr. Wilcox advised that the rules and regulations are the same as those governing labor employed on Public Works projects. Labor, he said, will be recruited first from the relief rolls of the counties, then from the lists of the National Reemployment Service, will be employed 30 hours per week and not more than 130 hours per month at the rate of 50¢ per hour for unskilled labor and $1.20 per hour for skilled labor, and will be paid each Saturday in United States warrants through a local disbursing officer appointed by the local relief committee. Unemployed women, he added, will be considered in the same light as unemployed men. The rules and regulations, he declared, are very flexible and give the State Administration great latitude; therefore, no delays should be experienced, except possibly slight delays incident to reporting and accounting.

Mr. Wilcox further advised that already he has applied for $250,000 as an initial amount to start this program and that he has authority to advance relief funds for such purpose in the event that becomes necessary.

Mr. Wilcox reported the progress made to date by his committee in carrying out the plans of the Administration regarding this matter. He advised that a number of letters have been written to the county courts and civic

authorities, giving instructions and requesting them to arrange programs at once and to submit such programs to the State Committee at a conference to be held in the Benson Hotel on Wednesday, November 22.

Mr. Wilcox thanked the Commission and the State Highway Engineer for their list of road projects which, he said, will greatly facilitate the adoption of the Civil Works program. He asked Mr. Dana what instructions, if any, he has received from Washington relative to the Public Works Administration cooperating with the Civil Works Administration in the work, to which Mr. Dana replied that he has received none except a telegram stating that information is forthcoming defining Public Works Administration projects and Civil Works Administration projects.

The State Highway Engineer advised that the road projects included in the list furnished to Mr. Wilcox are county road projects (with two or three exceptions) and would provide employment for about 6,000 men. He suggested that they be submitted to the various local committees at the meeting to be held on Wednesday, November 22, for such changes as they may desire. He assured Mr. Wilcox that the State Highway Commission will offer no objections to such procedure, and should it develop that the counties wish some of this money spent on primary or secondary highways, that will be satisfactory with the Commission, provided the work is performed in conformance with the Commission's plans and to the Engineer's stakes; however, it should be clearly understood that the Commission assumes no responsibility, except for the Engineer's stakes.

Chairman Scott inquired how the Civil Works Administration will decide when two programs are submitted in one county--one by a city and the other by the county court. Mr. Wilcox replied that the decision would rest with the local committee.

Chairman Scott then offered the aid of the State Highway Department's engineering staff in this work with the understanding that the Commission shall not assume any responsibility in connection therewith because it believes that divided authority and responsibility are undesirable. He further stated that the Commission cannot furnish equipment for the work of the Civil Works Administration because its equipment is now all engaged. He inquired as to what provision has been made for insurance and if the State will be asked to advance funds, also, he pointed out that it is the Commission's policy to act safely within the law on all matters and when it comes to "stretching a point" it must request the advice of its Attorney.

Mr. Wilcox replied that he has not yet received instructions from Washington regarding the insurance matter but, regarding the advancement of funds, local communities will be required to make some advances and contributions.

Mrs. Gabriel inquired if there is any definite ruling as to local financial cooperation to which Mr. Wilcox replied in the negative.

Chairman Scott inquired what provision has been made for advancing

money for pay rolls; the State Highway Commission, he said, cannot do it and plans to keep out of it altogether so far as advancing funds is concerned.

Mr. Wilcox replied that he has not yet seen the regulations governing that feature; however, the State Highway Commission will not be called upon to advance funds because he has authority to advance relief funds for such purpose, if necessary.

Mr. Hockley stated that he will submit to the Civil Works Administration a list of projects that have been rejected by the Public Works Administration.

The conference was concluded at 12:15 o'clock P. M.

State Highway Engineer

Chairman

Secretary

Commissioner

Lakeview, Oregon, November 22, 1933

The State Highway Commission met in special session at two o'clock P. M. in the Circuit Court room of the Courthouse of Lake County, in accordance with notice previously given to the Lakeview City Council, to hear objections to the rerouting of the north entrance of the Fremont Highway into the town of Lakeview. Present were:

E. B. Aldrich, Acting Chairman
Carl G. Washburne, Commissioner
H. B. Glaisyer, Secretary

Others present were J. N. Bishop, Maintenance Engineer, J. W. DeSouza, Assistant Attorney, and K. D. Lytle, Division Engineer, representing the State Highway Department, and about fifty citizens of the town of Lakeview.

Commissioner Aldrich briefly outlined the purpose of the meeting. At his request Assistant Attorney DeSouza explained the necessity of holding the hearing and read the section of the Oregon Statutes which requires that a public hearing shall be held in any city or town before a route or entrance of a state highway into or through such city or town is altered.

Commissioner Aldrich then invited those present to express themselves for or against the proposed change which follows along the location hereinafter described rather than along the present route on Charlton Street:

Beginning at a point on the present Fremont Highway at or near Highway Engineer's Station No. 27+00, approximately 2,100 feet north of the north city limits of Lakeview and extending thence in a southeasterly direction to a point near the north end of Main Street; thence south along Main Street to its junction with the Klamath Falls-Lakeview Highway at the intersection of Main Street and Western Avenue. Engineer Bishop exhibited a map showing the present route and two alternates for the proposed new route.

Mr. Elwood Roberts spoke in opposition to the proposed change. He referred to a certain petition which he understands has been filed with the State Highway Commission requesting the rerouting of this highway into their town from the north, and stated that this petition was gotten up in a rather secretive manner, leaving most of the people of Lakeview "in the dark" regarding it; furthermore, they knew nothing of today's hearing until this morning. He gave as his opinion that ninety per cent of the people in Lakeview are not in favor of the proposed change. He further stated that the present highway on Charlton Street is a credit to the Commission, and that the expenditure of funds along the proposed route would be a waste of money. The available money, he said, should be expended for improvements of the main highways outside of their town which are badly in need of repair because of the heavy traffic which they carry, particularly log-hauling traffic. Mr. Roberts declared that the Lake County Court has gone on record as being opposed to any change in the present route because they feel that it will simply benefit tourist traffic. He suggested that if the Commission has money to spare, it could be spent to good advantage on some of Lake County's secondary highways, such as the Warner Canyon Road, in the event the Commission preferred not to spend it on primary highways. The best interests of the City of Lakeview will be served, he added, by the retention of the present route. He inquired as to who would purchase the right of way along the new route, if that route is adopted by the Commission. Commissioner Aldrich replied that the Commission will require that right of way be furnished by the City.

Mr. Forrest E. Cooper, City Attorney, appeared in behalf of the Lakeview City Council. He recited the history of this project and stated that it is not a new one, but has been in the minds of the business men of their city for about six or seven years. The matter was discussed with the former State Highway Commission and former State Highway Engineer, he said, and certain business men of Lakeview agreed at that time to contribute about $700 for right of way; also, in 1930 the former Highway Commission spent some money on this route with the idea that it would be adopted as a route for this highway; however, the matter was temporarily dropped because the City could not raise enough money to buy the right of way. The situation has now changed, he added, and the owners of the property required for right of way for the new route outside the city limits now agree to donate their land for this purpose, while that required within the city limits will be furnished by the City without cost to the State.

Mr. Cooper advised that business men of Lakeview are ready to contribute money to pay a portion of the cost to acquire the right of way

within the city limits, several contributions of $100 each already having been made for that purpose. The City can finance the balance of the cost, he added, provided the Commission adopts the most westerly of the two alternates proposed for the new route; however, if the Commission adopts the east alternate, the cost of right of way would be too much for the City to bear and it would be necessary then to postpone the project. He estimated the cost of right of way on the west alternate at about $2,500, of which about $1,000 would be raised by contributions and the balance would be paid with city funds. He presented a petition signed by business men of Lakeview, bearing endorsement of the City Council and the City Planning Commission, in which the Commission is requested to adopt the proposed new route because it will eliminate the present right-angle turns in the present route at Charlton Street and at Main Street, and urged the adoption of the new route because, he said, it will fit in to the best advantage with future city developments and will best connect with their city streets.

Mr. Cooper gave as his thought that the Commission, in selecting a route for this highway, should consider the matter first from the standpoint of traffic needs and then from other standpoints. He pointed out that all of the log-hauling traffic entering Lakeview over state highways uses Charlton Street from which it turns to the west at various street intersections to the mills on the railroad west of their town. This traffic, he said, amounts to 300 or 400 trucks per day and causes considerable congestion which can be eliminated from the highway by the adoption of the proposed new route. Concerning the established businesses on Western Avenue between Charlton Street and Main Street, he said that he did not believe that they would be jeopardized by the proposed change.

Commissioner Aldrich inquired as to how the City expects to acquire the right of way, to which Mr. Cooper replied that if the City finds that it is unable to finance its share at this time it would be willing to enter into an agreement with the State whereby the City would pledge itself to reimburse the State for advancing funds for such purpose. Commissioner Aldrich then advised that the Commission is unwilling to enter into such an agreement, and it is the sentiment of the Commission that before any improvement can be undertaken on the new route, all right of way needed must be acquired. The Commission has learned from past experience, he added, that right of way agreements are unsatisfactory.

Mr. Roberts, again speaking, stated that the people of Lakeview are of the opinion that the City's money should be spent for more worth while purposes than for the purchase of land for right of way that is not needed. He declared that the right angle turns on the present highway are not objectionable to ninety per cent of the people of Lakeview. In reply to an inquiry of Mr. Cooper, he stated that he owns property along the present route.

Mr. Frank W. Payne, President of the Lakeview City Council, stated that he concurred in the remarks of Mr. Cooper.

Mr. J. W. Gibbons, Councilman, stated that the proposed change will be beneficial to the town of Lakeview. He further stated that he has contributed a certain amount for right of way on the proposed alignment; also,

in reply to an inquiry, that he owns a service station on the proposed new route.

Mr. O. C. Gibbs, Town Clerk, spoke on the publicity that has been given to this matter. He stated that Mr. Roberts' statement that the people of Lakeview have been "kept in the dark" is incorrect because the matter has been discussed by the City Council on numerous occasions and public notice regarding today's hearing was given through their two local papers.

Mr. Charlie Morris gave as his opinion that the proposed change will be of no benefit to their city. He predicted that it will simply increase taxes.

Mr. C. D. Arthur, President, Commercial National Bank, spoke in favor of the proposed change. He gave as his thought that if the new route is adopted, no difficulties will be encountered in acquiring the necessary right of way. He exhibited a statement signed by business men of Lakeview wherein each of the signers agrees to contribute a certain sum to pay the right of way costs.

Mr. E. J. Boyle spoke in opposition to the change. He pointed out that the new route passes in front of one of their public schools and that it would create a hazard to school children. He doubted very much that it would be possible to obtain right of way needed from the school district. He confirmed Mr. Roberts' statement that people of Lakeview "are in the dark" regarding the proposed improvement and added that they are not in favor of having their tax monies go for something which they know nothing about. He declared that some of the men who are interested in the proposed improvement are delinquent in the payment of their taxes and that the people of Lakeview do not want to pay out their ready money for the benefit of these men. He further declared that some of the new councilmen, who take office on January 1, are not in favor of the proposed change, but prefer to retain the present route. In reply to an inquiry, Mr. Boyle stated that his wife owns property on the present route.

Mr. Cooper inquired what it will cost to construct on each of the routes under consideration. Engineer Bishop advised that the estimated cost to build along the present route on Charlton Street is about $12,000; to construct on the west alternate of the proposed new route is about $18,000 and along the east alternate of the proposed new route is approximately $19,500. These costs, he said, do not include any sums for right of way, but the improvements contemplated on each route are identical. He further explained that the estimated cost to acquire right of way along the east alternate of the new route is $2,800 and along the west alternate of the new route is $6,500.

Mr. E. G. Faville, member of the school board, spoke in favor of the proposed new route. He stated that, in his opinion, the routing of the highway past the school house will not create a hazard to school children but, on the contrary, will be a convenience to them because school buses can then stop directly in front of the school. He advised that as a member of

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the school board he would vote to donate the necessary school property for this improvement. In reply to an inquiry of Mr. Cooper as to which route will be most beneficial to him personally, Mr. Faville stated that he would receive most benefit from the present route along Charlton Street.

Several citizens at this time engaged in personalities regarding delinquent taxes. Commissioner Aldrich brought the meeting to order by stating that the Commission is not interested in local controversy, but is interested only in the sentiments of the citizens as to whether or not any change should be made in the present route of this highway route into their city.

Mr. C. H. McKenzie stated that he would not speak in favor of either route under discussion, but simply wished to point out that the blind corner at the intersection of Charlton and Western Avenues (Fremont and Klamath Falls-Lakeview Highways) should be eliminated, no matter which route is selected.

Engineer Bishop pointed out that in order to improve this intersection, as suggested by Mr. McKenzie, it would be necessary to move back some of the service station buildings and acquire additional right of way.

Mr. Payne suggested that in order to avoid the school building, it might be well to route the highway along Dewey Street rather than on Main Street. Commissioner Washburne pointed out that the main object of the change, as he understood it, was to eliminate the two right-angle turns on the present route but the adoption of the Dewey Street route would not effect this.

County Judge Fred Reynolds, chairman of the Lakeview School Board, stated that he objected to the proposed new route because of the hazard it would create to school children. He pointed out that the School Board has in mind to make improvements to this school, which will include the construction of some new buildings, and they will need all of the land that they now have. He doubted that the School Board would agree to give any of the school land for right of way for this improvement.

Mr. Lorenzo Franks, mayor-elect, and Mr. Harry Anthony, councilman-elect, were present and at the request of Mr. Cooper voiced themselves in favor of the proposed change, thus refuting the statement made by Mr. Boyle that they were opposed to the new route.

Mrs. G. C. Fitzgerald stated that she favored the retention of the present highway route on Charlton Street.

Mr. George Stevenson declared his preference for the new route. He took the opportunity to request the oiling of the highways out of Lakeview beyond the limits of the improvement now under discussion.

The matter of right of way width was brought up by Commissioner Aldrich who stated that there is a possibility the Bureau of Public Roads will object to a fifty-foot right of way, and inasmuch as the funds for this improvement are federal funds, nothing less than a sixty-foot right of way should be considered.

Commissioner Washburne called attention to the fact that Main Street, north of Western Avenue, is only fifty feet wide, and that extra land would have to be acquired to widen this to at least sixty feet in the event that route is selected.

Mr. Payne gave as his thought that it would be too costly for the city to purchase right of way to widen Main Street to sixty feet.

Mr. Cooper gave as his thought that the right of way matter should wait until the State Highway Commission makes its decision with respect to the rerouting of this highway.

Commissioner Aldrich inquired concerning right of way needed for the proposed route outside of the city limits. County Judge Reynolds replied that the county is short of funds and has no money for such purpose. However, he would discuss the matter with the other members of the county court.

Mr. Faville advised that all of the right of way required for the new route outside of the city will be donated.

Mr. Cooper suggested that inasmuch as the State intended in the first place to purchase the extra right of way required for the improvement of this highway along the present route that it would be no more than fair for the State to buy the right of way required outside of the city on the new route, at least up to the amount that it would have spent for such purpose on the present route.

Dr. H. E. Kelty, former county judge, spoke for the proposed new route. He called attention to the fact that the present contract for the reconstruction of this highway north of Lakeview included the improvement of Charlton Street, the present highway route, to its connection with the Klamath Falls-Lakeview Highway (Western Avenue). He suggested that this improvement be terminated at the city limits, and the money required to improve the present route from that point to the Klamath Falls-Lakeview Highway junction be expended on the new route. He was informed by Commissioner Washburne that the Federal Government will not approve the expenditure of federal funds on dead-end projects.

Commissioner Aldrich closed the discussion by informing those present that the Commission will carefully consider the arguments presented at this hearing and will make its decision later. He further advised that if anyone has any further arguments to present with respect to this matter, he should do so by letter directed to Salem.

The hearing was adjourned at 3:30 o'clock P. M.

Klamath Falls, Oregon, November 22, 1933

The State Highway Commission met at seven o'clock P. M. in the dining room of the Willard Hotel. Present were: E. B. Aldrich, Acting Chairman; Carl G. Washburne, Commissioner; H. B. Glaisyer, Secretary; J. W.

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DeSouza, Assistant Attorney; and J. N. Bishop, Maintenance Engineer.

Consideration was given by the Commission to the arguments presented at the hearing held this day in Lakeview for and against the rerouting of the north entrance of the Fremont Highway into that town. The Commission decided unanimously to retain the present route which follows along Charlton Street. This action was confirmed by Chairman Scott in telephone conversation with Commissioner Washburne. The Secretary was instructed to advise the State Highway Engineer of this action and to order the contractor, through the proper channels, to proceed with his construction operations on the present route as originally planned.

The Secretary presented the request of the State Highway Engineer for authority to purchase a photostat machine, estimated to cost between $2,000 and $2,500. He stated that the Bureau of Public Roads has requested reduced scale maps for their use, and furthermore this machine can be made to pay for itself in a comparatively short length of time by savings in blue print costs. After some discussion, the authority requested by the Engineer was granted by the unanimous vote of the Commissioners present.

A letter was presented from the State Highway Engineer explaining that the Department is in need of additional cars of the Ford, Chevrolet or Plymouth type, necessitated by the expanded construction program. It was explained that ordinarily at this time of the year the Department has a surplus of vehicles, but now, due to the large number of engineering parties in the field requiring transportation, there is a car shortage. The Engineer's recommendation was that five of the Department's worn-out and obsolete cars be turned in as part purchase price on five new cars of the Ford, Chevrolet or Plymouth type, and that ten additional new cars of the same type be purchased. He estimated the cash outlay to be about $10,000. The Commission approved the Engineer's recommendation and authorized him to purchase cars as needed.

A letter was presented from Rev. C. J. Morris, Pastor of the Methodist Episcopal Church, Dundee, renewing his request for the construction of a tile drain and fill in the highway drainage ditch in front of the church property at Dundee to provide parking space for automobiles, which matter was first presented to the Commission at its meeting held on October 25, 1933. The Commission confirmed its previous action denying the request.

A letter was presented from L. J. Rickard, Director of the Oregon Coast Highway Association, Waldport, offering the cooperation and services of that Association in securing funds from the Public Works Administration for financing the cost of constructing the five bridges on the Oregon Coast Highway. The Secretary was instructed to thank Mr. Rickard for his offer.

Commissioner Aldrich brought up for discussion the matter of conducting relocation surveys for contemplated improvements of the following state highways:

Revision of the Old Oregon Trail from Stanfield toward Pendleton, and also from Hermiston to Umatilla in Umatilla County;

Revision of the Redwood Highway over Hayes Hill in Josephine County;

Revision of the Umpqua Highway between Scottsburg and Reedsport in Douglas County.

After due consideration, authority was granted the Engineer to conduct such surveys as soon as funds become available for such purpose.

The Secretary reported that the Engineer, in conformance with authority granted him by the Commission, awarded to Averill & Philpott, Portland, on November 18, 1933, the contract for the construction of two bridges on the Nehalem Secondary Highway near Mist, in Columbia County, for which this contractor submitted the low bid on November 15, 1933. He explained that the award was made following an investigation of the contractor and concurrence in the award by W. H. Lynch, District Engineer of the Bureau of Public Roads. The Commission by unanimous vote of the members present confirmed the award of this contract to Averill & Philpott at its bid price of $11,872.75.

Consideration was given by the Commission to the complaint of Mr. Mark E. Maddock, Lakeview, that his property and filling station business, located on the Klamath Falls-Lakeview Highway about four miles west of Lakeview, will be seriously damaged in the event that this highway is reconstructed in front of his place in accordance with the survey of the State Highway Department, as staked now on the ground. The Commissioners decided unanimously to make no revision in the present highway alignment at this place, basing such decision on a personal inspection of Mr. Maddock's premises prior to the Lakeview hearing.

There being no further business to come before the Commission, the meeting was adjourned at 8:30 o'clock P. M.

H. B. Glaisyer
Secretary

E. B. Aldrich
Acting Chairman

C. Washburne
Commissioner

Portland, Oregon, December 6, 1933

The State Highway Commission met at seven o'clock P. M. in Room 1204, Benson Hotel. Present were:

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

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Mr. Ed. W. Miller, Marshfield, Manager of Oregon Coast Highway Association, was present and discussed with the Commission matters pertaining to the proposed Oregon Coast Highway bridges. He pointed out that the Oregon legislature which is now in session has passed House Bill No. 78, which authorizes the State Highway Commission to construct these bridges and to obtain, if possible, Federal Public Works Administration funds with which to finance such construction; also, that the Bill is now a law, having been signed by the Governor and filed with the Secretary of State. He gave as his thought that action by the Public Works Administration on the State's application for a loan and grant of Public Works funds with which to finance these bridges would be expedited if the Commission sent its Attorney and Engineer to Washington, D. C. to further the State's interests. He offered the services of the Oregon Coast Highway Association to obtain the sanction and approval of the Public Works Administration's State Advisory Board to such procedure in the event the Commission believes that such apprroval will be helpful and desirable.

The Attorney advised that House Bill No. 78 was enacted into law by the legislature at the request of the Administrator of Public Works, and it is required that the State Highway Commission must enter into a contract with the Public Works Administration to secure the desired funds. He further advised that the Commission must adopt a resolution (which is to be a part of the contract) setting forth its purpose and plan to construct these bridges and to sell project bonds of the State to finance their construction; further, setting forth and covering all matters required by said House Bill No. 78. After careful consideration the Commission decided upon the points to be covered in the proposed resolution and instructed the Attorney to prepare a form of resolution in conformity therewith for presentation to the Commission on the following day.

The Engineer stressed the necessity for quick action in following up the State's application for federal funds and recommended that the Commission's Attorney be authorized to go to Washington, D. C. in the interests of such application in the event developments indicate that his presence will be beneficial to the State's interests. After some discussion, the recommendation of the Engineer was adopted by the Commission by unanimous vote and the Attorney was authorized to go to Washington, D. C. at state expense immediately following adjournment of the legislature.

Mr. George H. Otten, landscape architect, was present with regard to the Commission's program for roadside beautification. He stated that it was his understanding that the Commission wishes to receive bids on December 28, 1933 for landscaping work on the Fourth Street Highway, in which event Mr. David E. Thompson, landscape architect for the National Park Service, whose services were loaned to the Commission to prepare plans for this project, will need some assistance in order to complete these plans so that bids may be called as contemplated. He offered his services for this purpose at the rate of $1.25 per hour.

The Engineer advised that the services of Mr. Thompson were loaned temporarily to the State by the National Park Service without cost to the

State as an accommodation to prepare plans for the landscaping of the Fourth Street Highway and it is not likely that his services can be retained much longer. He further explained that the Commission's budget for National Recovery Act funds contains two landscaping projects totaling $30,000, one half of which is for landscaping and beautifying the Fourth Street Highway within the city limits of Portland and the balance for doing similar work on the Troutdale-Crown Point Section of the Columbia River Highway in Multnomah County. He advised that when the National Park Service recalls Mr. Thompson, the State Parks Engineer may need someone experienced in landscape work to continue landscape designing and to supervise planting and other construction work involved.

In the discussion of this subject which followed, the question of whether or not landscaping work can be done by state force account or must be done by contract was brought up. Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, advised that the Government would interpose no objection to the State doing this work by force account if it so desires.

After further discussion, the Commission by unanimous vote referred this matter to the Engineer with authority to employ such assistance and labor on this work as he deems advisable in order to carry out this program, it being understood that the Engineer will submit to the Commission for approval detailed plans for each unit of the work before proceeding with actual construction operations. The Commission also decided that all trees, shrubbery and other nursery stock required shall be purchased as a result of receiving competitive bids therefor, but the planting of such shrubbery, etc., and other work involved shall be performed by state force account.

The Engineer requested authority to complete the surveys now under way for projects included in the Commission's proposed program for $15,000,000 Public Works monies notwithstanding that the State Legislature did not approve the method proposed for financing this program. He advised that the money spent for these surveys will not be wasted because the information obtained will be valuable for future use. The Commission granted the Engineer's request by unanimous vote.

The Engineer requested instructions as to whether or not additional applications should be submitted to the State Advisory Board for loans and grants of Public Works monies with which to finance road construction projects. He was instructed by the Commission to withhold further applications until the outlook for obtaining such funds is more apparent and promising.

Parks Engineer Boardman reported that Mrs. Alta P. Drews, Portland, who owns a forty-acre timber tract adjoining Silver Falls State Park in Marion County, described as follows: $SE\frac{1}{4}$ of $NE\frac{1}{4}$ of Sec. 10, T. 8 S., R. 1 E., W. M., offers to sell this property to the State as an addition to the park for the sum of $375.00. He explained that the property will make a fine addition to this park and is needed to make it possible to complete the park trail system. He inquired whether or not the Commission wishes to make this purchase. After some discussion, the Commission decided to defer the purchase of this property for the time being.

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The Parks Engineer also reported that J. J. Lynott, who holds the concession at Bradley Park on the Columbia River Highway in Clatsop County, has requested a reduction of $15.00 per month in the amount that he pays the State for this privilege because he claims his business does not justify the payment of the present amount of $45.00 per month. He advised that under the present agreement with Mr. Lynott, it costs the State about $50.00 per month to keep this park in satisfactory condition for general public use and recommended that Mr. Lynott's request be granted if he agrees to assume the additional expense to the State, otherwise that the request be denied. After some discussion the Commission, by unanimous vote, referred this matter to the Parks Engineer with power to act.

The Commission approved the minutes of the meetings held on October 19, October 24 and 25, November 3, November 20, and November 22, with corrections.

The Commission, by unanimous vote, approved the Engineer's letter dated December 1, 1933, directed to W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, giving reasons for the adoption of the location on the north side of the Santiam River as the route of the North Santiam Highway between Mill City and Gates in Marion County, which letter was written in reply to Mr. Lynch's letter of November 14, 1933, questioning the advisability of the selection of such route.

The Commission, by unanimous vote, authorized the Engineer to purchase twelve additional mowing machines at an estimated cost of $1,800 to be used in connection with highway maintenance work.

The Commission also authorized the Engineer to purchase one additional machine for painting center stripes on paved highways, estimated to cost $1,000.

The Engineer reported that to carry on special maintenance work in the Eastern Oregon division and to prepare for oiling certain sections of highways in that district will require an expenditure of approximately $39,500 for crushed gravel. He requested authority to make such expenditure for the following improvements:

County	Amount and Kind of Work	Location of Work	Estimated Cost
Baker	3,000 cu. yds. crushed gravel	Haines to Pleasant Valley	$6,000
Malheur	6,000 " " " "	Payette Spur-Ontario Nyssa-Vale project	10,500
Morrow	3,000 " " " "	Lexington-Heppner-Jones Hill	6,000
Umatilla	4,000 " " " "	Pilot Rock-Pendleton-Reith	8,000
Union	5,000 " " " "	Hilgard-Hot Lake-LaGrande-Elgin	9,000

The Commission by unanimous vote granted the Engineer's request.

There was presented to the Commission for consideration the application of G. E. Huddleston, Lone Rock, Oregon, for a permit to construct a

telephone pole line along the Condon-Heppner Secondary State Highway from Condon easterly to the junction with the county road leading to the town of Lone Rock, a distance of about 3½ miles. The Secretary advised that an investigation has been made of this matter by Division Engineer W. C. Williams who reports that this section is now occupied by two telephone pole lines, one on each side of the road; therefore, to grant Mr. Huddleston's request will result in the existence of two pole lines on one side of the highway which is contrary to the Commission's established policy. He further advised that the customary permit forms covering the construction of this pole line on this section beyond the limits of the existing pole lines were prepared and sent to Mr. Huddleston through his attorney for acceptance with instructions to arrange for joint use of existing poles along the remaining portion. However, Mr. Huddleston objects to the joint user's clause because he is unable to effect a joint user's agreement; wherefore, he demands the privilege of constructing his own pole line throughout the entire section.

The Attorney advised that the statutes provide that pole line companies may place their poles on the rights of way of state highways, but reserve to the State Highway Commission the authority to designate the location on the highway where the poles shall be placed. After some discussion, the Commission instructed the Secretary to ascertain and report the reasons why Mr. Huddleston is unable to arrange with the owners of the existing pole lines for the joint use of the poles.

Reconsideration was given by the Commission to the request of the Umpqua River Navigation Company for extra compensation in the amount of $100.00 per month for operating the ferry across Yaquina Bay which increase, they state, is to offset their increased operating costs arising out of their acceptance of the N. R. A. code. The Attorney advised that in his opinion there is nothing in the National Recovery Act which obligates the State to comply with this request; also, that the U. S. District Attorney concurs in this opinion. The Commission thereupon confirmed its action taken on November 14, 1933 denying this request.

The Engineer reported that the Commission on October 25, 1933 awarded to contractor E. W. McCall, Klamath Falls, a contract for the construction of two bridges on the Central Oregon Highway near Drewsey, in Harney County, but the contractor has failed to complete the contract and furnish the required bond, notwithstanding the fact that the contract forms have been in his possession since October 27 and his attention has been called to the proposal guarantee which provides that, if the successful bidder to whom the contract is awarded fails to execute the contract within ten days from the date of receipt of contract forms, the State Highway Commission may at its option cancel the contract and collect on the bid deposit. It now appears, he said, that Mr. McCall will not complete this contract because of an alleged misunderstanding on his part in reference to the amount of creosoted timber to be used in the structures, notwithstanding that the specifications are very clear in this matter and there is no valid excuse for such misunderstanding. He recommended that the contractor be declared in default and that the project be readvertised for bids to be received in the next meeting. After some discussion, the Commission adopted

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the recommendation of the Engineer and instructed the Secretary to notify the contractor of the action taken.

The Commission then discussed whether or not to collect on the bid deposit submitted by Mr. McCall. The Engineer reported that, as instructed by the Commission, he wrote to W. H. Lynch, District Engineer of the Bureau of Public Roads, to ascertain the attitude of that Bureau regarding matters of this kind and Mr. Lynch replied: "In cases where the preliminary engineering and all other incidental costs prior to the actual construction are paid by the State, the Bureau will be satisfied with any action taken by the State Highway Commission under authority of the state laws." The Engineer recommended, in view of the circumstances involved in this contract, that Mr. McCall's bid deposit be returned to him. After some discussion, the recommendation of the Engineer was adopted by the Commission by unanimous vote and the Secretary was instructed to return Mr. McCall's bid deposit in conformity therewith. The Commission also voted unanimously to return the bid deposits of the following contractors who have defaulted on the contracts awarded to them by the Commission:

R. F. Nichol, Vale, Oregon, contract for the construction of three bridges and six culverts on the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney County, awarded October 5, 1933;

Theodore Arenz, Portland, contract for widening pavement and resurfacing the North Salem Section of the Pacific Highway in Marion County, awarded October 25, 1933.

The Commission also decided that hereafter in matters of this kind it will act in strict conformance with the announcement made by Chairman Scott at the meeting held on November 15, 1933 and will collect on all bid deposits in cases where contractors fail to complete the contracts awarded to them. It was also decided that this matter should again be called to the attention of bidders prior to the opening of bids on the following day and they should be given an opportunity to withdraw their bids if they so desire.

The Engineer reported that numerous complaints have been received from businessmen of the town of Multnomah who allege that they are no longer able to obtain plate glass insurance for their store windows because of excess breakage that occurs by reason of rocks being thrown through the windows from the highway pavement by passing automobiles and who now demand improvements to eliminate the cause of such breakage. He stated that the situation could be remedied by applying a surface treatment to the pavement shoulders through the business district of this town, which will cost approximately $1,500, and recommended that this be done next summer. After due consideration the Commission, by unanimous vote, authorized this improvement as recommended by the Engineer.

The Engineer requested authority to acquire certain parcels of real property needed in connection with various highway improvements throughout the state. The Commission granted the request, and by unanimous vote adopted the following resolution relative thereto:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence-Glenada Section, Oregon Coast Highway				
Bright, R. D.	R/W		2 Lots at $25.00 per lot plus $50	Benson
Kyle & Sons Co., Wm.	"	35,400 Sq. Ft.	at 4½¢ per Sq. Ft. plus $500.00	"
Weber, Paul	"	8,400 Sq. Ft.	land $180 plus $280	"
Harrington, Elizabeth	"	1,960 " "	at 2½¢ per Sq. Ft. plus $15.00	"
Van Horn, Georgia A. Emery	"	8,277 " "	at 4¢ per Sq. Ft.	"
Dawdy, Richard E.	"	3 Lots at $25.00 per lot		"
Schmitz, John	"	2 Lots at $25.00 " "		
Blackburn, James	"	1 Lot at $25.00 " "		"
Venes, E. J.	"	305 Sq. Ft. at 3/4¢ per Sq. Ft.		"
Rainwater, Robert A.	"	2 Lots at $25.00 per lot		"
Goodpasture, Wm. P.	"	2 Lots at $25.00 per lot		"
Sherman County, Sherman Highway				
Eastern Oregon Land Co.	Stock Pile	1.1	$10.00 Lump Sum 5 Yr. lease	Lytle
Eastern Oregon Land Co.	"	" 0.5	10.00 " " 5 " "	"
Dixie-Lime Section, Old Oregon Trail Highway				
Oregon Portland Cement Co.	Gravel Pit	3.11	1½¢ per cu.yd. 2 Yr. lease	Benson

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
North Powder-Haines Section, Old Oregon Trail Highway				
Perkins, Armand W.	Snow Fence R/W	3.49	at $100.00 per Acre	Bentley
Dalton, J. W.	" " "	2.36	at 100.00 per A. plus $50.00	"
Benton County, West Side Pacific Highway				
Bryan, Ed. L.	R/W	0.604	at $100 per A. plus $73.50	Benson
Stellmacher, E. C.	Moving 81 rods of fence at 50¢ per rod			DeFrance
Hood River County, Columbia River Highway				
Todd, Catherine	Stock Pile	1.00	$15.00 extra compensation due for rental of stock pile site	Hodge
Laber, J. B.	" "	0.5	$15.00 Lump Sum 7 mos. lease	Lytle
Reedsport-Gardiner Section, Oregon Coast Highway				
Dewar, Marie	R/W		1 Lot at $175.00 per lot plus $100	Parker
Clarke, Lenore B.	"		625 Sq. Ft. $1.64 Lump Sum	"
McAdams, James C.	"		116.5 Sq. Ft. $1.00 Lump Sum	"
Chamberlain, C. W.	"		9.58 Acres $1000.00 " "	"
Washington County, West Side Pacific (4th St. Line)				
Burroughs, Agnes	R/W	0.27	$1000 per A. plus $30.00	Bentley
Canemah-New Era Section, Pacific Highway				
New Era Land & Investment Co.	R/W	0.865	$100.00 per Acre	Benson
Robinwood-Multnomah County, West Side Pacific Highway				
Wallingwood Co. & James L. Conley	R/W		33,800 Sq. Ft. $360.00 Lump Sum	Bentley
Wallowa County, Enterprise-Flora Highway				
Evans, S. W.	Snow Fence R/W	3.69	$25.00 per A. plus $79.50	Bentley
Jackson County, Green Springs Highway				
Williams, Geo. D.	Stock Pile	1.10	$100.00 Lump Sum	Benson
Barron, E. B.	" "	0.69	25.00 Lump Sum	"
Hicks, J. H.	Quarry Site	20.0	500.00 Lump Sum	Lytle
Wallowa County, Wallowa Lake Highway				
Baker, Neal	Gravel Pit	2.87	at $100 per A.	Bentley
Crow, M.	" "	0.534	" 250 per A. plus $33.50	"
Magill, S. L.	" "	0.02	25 Lump Sum	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Scottsburg-Elkton Section, Umpqua Highway				
Gardiner Mill Co.	R/W	1.59	$35.00 for land plus $15.00	Parker
Wade, Elizabeth Estate	"	1.00	50.00 per Acre	"
Coos County, Coos Bay-Roseburg Highway				
Garrett, Roy F.	Stock Pile	0.50	$150.00 Lump Sum 5 yr. lease	Benson
Lincoln County, Salmon River Highway				
Kinnaman, H. A.	Stock Pile	0.84	$50.00 Lump Sum 2 yr. lease	Chandler
Clackamas County, Mt. Hood Highway				
Fischer, William F.	Stock Pile	0.04	$15.00 Lump Sum 5 yr. lease	Chandler
Otis-Siletz River, Oregon Coast Highway				
Nelscott Land Co.	R/W	2.94	Nominal ($1.00)	Gardiner
Holbrook-Multnomah County, Columbia River Highway				
Baumback, A. C.			$300.00 for moving section bldgs. off highway right of way, given the State by N. P. Railway	
Lincoln County, Oregon Coast Highway				
Omlid, H. D.	Stock Pile	0.69	$10.00 Lump Sum 1 yr. lease	DeFrance

The Commission signed agreements with the cities of Grants Pass, Roseburg, Ashland and Medford providing for the maintenance by the respective cities of the Pacific Highway within their corporate limits along the sections which are to be improved as National Recovery municipal projects.

Reconsideration was given by the Commission to the letter from the Umpqua Highway Improvement District, first presented at the meeting held on November 14, 1933, wherein this district offers to contribute the sum of $1,750 toward the cost of a permanent location survey of that portion of the Umpqua Highway in Douglas County extending westerly from the state highway bridge at Scottsburg, a distance of eight miles. The Commission decided unanimously to accept this offer with the understanding that the survey will not be undertaken until state funds are available for the purpose. The Secretary was instructed to convey this information to the district and to request the district to place its funds at the disposal of the Commission.

Consideration was also given by the Commission to the letter from

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the Umpqua Highway Improvement District requesting that the sum of $7,587, which the Commission is directed to pay to the district by the provisions of Chapter 298, Oregon Laws 1933, be paid to Douglas County to apply as a credit upon the district's indebtedness to the County, or be applied as credit upon Douglas County's indebtedness to the State thereby reducing in that amount the district's indebtedness to the County and the County's indebtedness to the State. In this connection the recent decision of the Oregon Supreme Court sustaining the law that requires the Highway Commission to make this payment was discussed. The Attorney was directed by the Commission to confer with Honorable Percy R. Kelly, Associate Justice of the Oregon Supreme Court, to ascertain whether or not in his opinion the Commission would gain anything by requesting a rehearing of this matter. The Commission decided unanimously to approve the request of the Umpqua Highway District in the event the Attorney's conference with Justice Kelly results adversely to the interests of the Commission.

A letter was presented from Eugene E. Marsh, attorney for the Salmon River-Grand Ronde Highway Improvement District, requesting the early payment to that district of the amounts now due from the State Highway Commission by virtue of Chapter 298, Oregon Laws 1933. The Commission deferred action on this request pending the result of the Attorney's conference with Justice Kelly of the Oregon Supreme Court.

The Secretary reported that the records of the Commission do not show that the Commission by formal resolution has adopted as secondary state highways any of the roads now included in the secondary state highway system, this matter having been taken care of, he said, by a short minute entry showing the Commission's unanimous approval of the resolutions adopted by the several county courts requesting such designations. He further advised that it is now the Attorney's opinion that the Commission should adopt these roads as secondary highways by formal resolution, and recommended that this be done now to complete the record. The Secretary's recommendation was approved by the Commission and the following resolution relative thereto was offered and adopted by the Commission by unanimous vote upon motion of Commissioner Washburne which was duly seconded by Commissioner Aldrich:

> WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and
>
> WHEREAS, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, has selected the highways hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highways as the highways to constitute, together with other highways which may hereafter from time to time be added, the system of secondary state highways under the provisions of said act;

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

1. That the following named highways, routes, or locations of highways in Baker County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Medical Springs Secondary State Highway Number 340, described as follows:

> Market Road No. 10, beginning on the Baker-Cornucopia Highway near the section line between sections 4 and 9 T 9 S R 40 E W M and extending in a northwesterly direction to Miles Bridge and thence in a northerly direction to the county line between Baker and Union Counties about one quarter mile west of the section corner common to sections 35 and 36 T 6 S R 41 E W M and sections 1 and 2 T 7 S R 41 E W M approximately 20 miles.

Sumpter Valley Secondary State Highway Number 410, described as follows:

> Market Road No. 3 beginning on the Baker-Unity Highway near where said highway crosses Powder River and the Sumpter Valley Railway, approximately 9.1 miles from Baker, and extending up Powder River through McEwen and Sumpter to the Forest Boundary on the road to Granite, approximately 26 miles.

Haines-Anthony Secondary State Highway Number 411, described as follows:

> Market Road No. 7, beginning on the Old Oregon Trail near Haines and extending west to Market Road No. 2; and thence in a northwesterly direction to the Forest Boundary a distance of approximately 14 miles.

2. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

3. That the following named highways, routes, or locations of highways in Benton County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system to wit:

Eddyville-Blodgett Secondary State Highway Number 180, described as follows:

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Market Road No. 1, beginning on the Corvallis-Newport Highway at Blodgett and running in a northwesterly direction through Devitt and Summit and to a point on the Benton-Lincoln County line near the one quarter section corner between section 6, T. 11 S., R. 7 W., W. M., and Section 1, T. 11 S., R. 8 W., W. M., approximately 6.7 miles.

Kings Valley Secondary State Highway Number 190, described as follows:

Market Road No. 6, beginning at the Polk-Benton County line near the corner common to sections 4, 5, 8, and 9, T. 10 S., R. 6 W., W. M., and extending southerly through Kings Valley to a connection with the Corvallis-Newport Highway near Wren, approximately 9.65 miles.

Territorial Secondary State Highway Number 200, described as follows:

A county road, beginning at the West Side Pacific Highway in the town of Monroe and extending in a southerly direction following generally the present road to the Lane-Benton County line, approximately 2 miles.

Alsea-Deadwood Secondary State Highway Number 201, described as follows:

Extending south and southwesterly from the town of Alsea, through Alsea and Lobster Valleys to the Lincoln-Benton County line in Lobster Valley, a distance of approximately 10 miles.

4. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

5. That the following named highways, routes, or locations of highways in Clackamas County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Cascade Secondary State Highway No. 160, described as follows:

Being all of Market Roads No. 38, No. 22 and No. 5, and being a portion of Market Roads No. 11 and No. 25, beginning at the Multnomah County line at a connection with S. E. 82nd Avenue extended and extending in a southerly direction via Oregon City, Liberal and Marquam to the Marion County line, a distance of approximately 31.7 miles.

Beaverton-Aurora Secondary State Highway Number 141, described as follows:

Being all of Market Road No. 27, beginning at the Marion County line and extending in a northerly direction via Wilsonville toward Tigard to the Washington County line a distance of approximately 5.6 miles.

Woodburn-Mt. Hood Loop Secondary State Highway Number 161, described as follows:

Being all of Market Roads No. 32, No. 35 and No. 2, and a portion of Market Road No. 1, beginning at the Marion County line and extending in an easterly and northeasterly direction via Molalla, Colton and Dover to the Mt. Hood Highway, a distance of approximately 42.7 miles.

6. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

7. That the following named highways, routes, or locations of highways in Clatsop County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Nehalem Secondary State Highway Number 102, described as follows:

Market Road No. 6, beginning at the city limits of Astoria near Williamsport, and extending through Jewell to the Clatsop-Columbia County line near the one quarter section corner between Section 25 in T. 6 N., R. 6 W., W. M., and section 30, T. 6 N., R. 5 W., W. M., approximately 40.8 miles.

8. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

9. That the following named highways, routes, or locations of highways in Columbia County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Nehalem Secondary State Highway Number 102, described as follows:

Nehalem Highway and Vernonia-Buxton Market Roads No. 4 and No. 5, beginning at the Clatsop County line; thence easterly

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and southerly via Mist, Pittsburg and Vernonia to the Washington County line north of Buxton, a distance of approximately 33.7 miles.

Mist-Clatskanie Secondary State Highway Number 110, described as follows:

Mist-Clatskanie Market Road No. 3, beginning at the junction of Market Road No. 3 and No. 4 at Mist; thence northerly to the Columbia River Highway at Clatskanie.

10. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

11. That the following named highways, routes, or locations of highways in Coos County be and the said highways, locations, and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Cape Arago Secondary State Highway Number 240, described as follows:

Market Road No. 7, beginning near the city limit of North Bend in Bangor (a part of North Bend); thence through Empire, South Slough, and Sunset Beach to the county park at Cape Arago, approximately 14.6 miles.

Coos River Secondary State Highway Number 241, described as follows:

Market Roads No. 6 and No. 3 and county road, beginning on the Oregon Coast Highway at Bunker Hill near Marshfield and extending easterly across the Isthmus Slough bridge; thence up Coos River to an appropriate crossing; and thence on the north side of Coos and Millacoma Rivers to Allegany, approximately 13.9 miles.

Powers Secondary State Highway Number 242, described as follows:

The present Market Road No. 21 from Hoffman Bridge to the Forest Boundary via Powers.

12. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

13. That the following named highways, routes, or locations of highways in Crook County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Warm Springs Secondary State Highway Number 360, described as follows:

Market Road No. 4, beginning at the city limit of Prineville and following near the city of Prineville Railroad about four miles; thence in a northwesterly direction toward Lamonta Gap to the Crook-Jefferson County line, approximately 10.6 miles.

O'Neil Secondary State Highway Number 370, described as follows:

Market Road No. 2, beginning at the bridge over Crooked River approximately one mile west of the city of Prineville; thence westerly down the south side of Crooked River through O'Neil and connecting at the Crook-Deschutes County line with the Deschutes County Market Road which extends easterly from Prineville Junction, the length being approximately 14.8 miles.

Powell Butte Secondary State Highway Number 371, described as follows:

Market Road No. 7, beginning at Mile Post 6.52 on the Ochoco Highway and extending southwesterly to the Crook-Deschutes County line, approximately 8.0 miles.

Crooked River Secondary State Highway Number 380, described as follows:

Market Road No. 6, beginning at the east end of the bridge over Bear Creek on the Crooked River Highway where said highway turns up Bear Creek at Mile Post 21.44 measured from Prineville; and thence following up Crooked River and Beaver Creek to Paulina, approximately 49.4 miles.

14. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

15. That the following named highways, routes, or locations of highways in Curry County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Cape Blanco Secondary State Highway Number 250, described as follows:

Cape Blanco Market Road No. 11, beginning on the Oregon Coast Highway south of Sixes in section 16, T. 32 S., R. 15 W., W. M.; thence westerly to the Government lighthouse reservation, approximately 5.8 miles.

Port Orford Secondary State Highway Number 251, described as follows:

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A road extending from the Oregon Coast Highway in the town of Port Orford, westerly to the Coast Guard reservation line at The Heads, a distance of approximately 0.5 mile.

16. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

17. That the following named highways, routes, or locations of highways in Deschutes County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

O'Neil Secondary State Highway Number 370, described as follows:

Market Road No. 9, beginning on The Dalles-California Highway at Prineville Junction; and thence in an easterly direction to the Crook-Deschutes County line, approximately 3.75 miles.

Powell Butte Secondary State Highway Number 371, described as follows:

Powell Market Road No. 14 and a part of the Alfalfa Market Road No. 10, beginning on the Central Oregon Highway near where the range line between ranges 12 and 13 E., W. M., crosses said highway; thence in a northeasterly direction to the Crook-Deschutes County line, approximately 10. 6 miles.

Century Drive Secondary State Highway Number 372, described as follows:

Century Drive Market Road No. 47, beginning at Bend and extending in a southwesterly direction to the Forest Boundary, approximately 10.4 miles.

Cline Falls Secondary State Highway Number 373, described as follows:

A part of Market Road No. 8 and all of Market Road No. 18 from the Bend-Sisters Section of the McKenzie Highway in Tumalo to the Redmond-Sisters Section of the McKenzie Highway at Cline Falls, approximately 10.1 miles.

Tumalo-Deschutes Secondary State Highway Number 374, described as follows:

Market Road No. 15, from the Bend-Sisters Section of the McKenzie Highway to an intersection with the new location of The Dalles-California Highway at Deschutes Station, approximately 3.9 miles.

18. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

19. That the following named highways, routes, or locations of highways in Douglas County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Tiller-Trail Secondary State Highway Number 230, described as follows:

Canyonville-Trail Market Road No. 1, beginning in Canyonville and extending up the South Fork of the Umpqua River through Tiller to the Douglas-Jackson County line, approximately 59.2 miles.

Elkton-Sutherlin Secondary State Highway Number 231, described as follows:

Oakland-Elkton Market Road No. 10, beginning on the Drain-Reedsport Highway near Elkton and extending in a southeasterly direction to Market Road No. 9 and a connection to the Pacific Highway near Sutherlin and near Wilbur, approximately 27.8 miles.

20. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

21. That the following named highways, routes, or locations of highways in Gilliam County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as part of the secondary state highway system, to wit:

Wasco-Heppner Secondary State Highway Number 300, described as follows:

Cottonwood Market Road No. 4, beginning at or near the Cottonwood Bridge over the John Day River on the Sherman-Gilliam County line and extending to the city of Condon; and thence by way of Lone Rock Market Road No. 3; thence by the Condon-Heppner Market Road No. 13 down Six Mile Canyon to Rock Creek and thence to the Gilliam-Morrow County line, approximately 42.2 miles.

22. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

23. That the following named highways, routes, or locations of highways in Grant County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary

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state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Canyon City-Burns Secondary State Highway Number 400, described as follows:

Market Road No. 3, beginning on the John Day Highway in the town of John Day and thence in a southerly direction to the Grant-Harney County line, approximately 36.0 miles.

Beech Creek Secondary State Highway Number 401, described as follows:

Part of the Mt. Vernon-Beech Creek-County Line Market Road No. 2, beginning on the John Day Highway in Mt. Vernon and extending up Beech Creek to an intersection with the Pendleton-John Day Highway, approximately 5.35 miles.

Monument Secondary State Highway Number 402, described as follows:

Part of Market Road No. 1, extending from the John Day Highway at Kimberly in a northeasterly direction to the bridge over the North Fork of the John Day River at Monument, but not including the bridge, approximately 14.6 miles.

24. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

25. That the following named highways, routes, or locations of highways in Harney County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Canyon City-Burns Secondary State Highway Number 400, described as follows:

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 Secondary State Highway Number 430, described as follows:

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.

Frenchglen Secondary State Highway Number 440, described as follows:

Market Road No. 2, beginning on the Central Oregon Highway, 2 miles east of Burns and extending in a southerly direction to Frenchglen, a distance of approximately 61 miles.

Diamond Valley Secondary State Highway Number 441, described as follows:

Market Road No. 1, beginning on the Central Oregon Highway at or near Crane and extending in a southerly direction to a point 1 mile north of Princeton; thence in a southwesterly direction over Market Road No. 5 to Diamond Valley; thence extending in a westerly direction over the new grade intersecting the Burns-Frenchglen road, for a distance of approximately 40 miles.

26. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

27. That the following named highways, routes, or locations of highways in Hood River County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Interstate Bridge Secondary State Highway Number 280, described as follows:

Bridge Market Road No. 7, beginning at the east end of the highway bridge across Hood River and extending to the Hood River-White Salmon Interstate Bridge, approximately 0.5 mile.

Hood River Secondary State Highway Number 281, described as follows:

West Side Market Road No. 3, beginning at the city limit of Hood River and extending to the Davidson Grade at the new bridge over Hood River and by the River Market Road No. 8 to the Dee Market Road No. 4; and thence to the town of Dee and thence by Parkdale Market Road No. 5 through Parkdale to an intersection with the Mt. Hood Highway, approximately 17.0 miles.

28. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

29. That the following named highways, routes, or locations of highways in Jackson County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

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Tiller-Trail Secondary State Highway Number 230, described as follows:

County road beginning at the Crater Lake Highway at Trail and running in a northerly direction to the Jackson-Douglas County line.

Little Butte Secondary State Highway Number 270, described as follows:

Market Road No. 5 beginning at the Crater Lake Highway at Eagle Point and running in an easterly direction via Brownsboro, Lake Creek, and Fish Lake to the Jackson-Klamath County line.

Sams Valley Secondary State Highway Number 271, described as follows:

Market Road No. 2, beginning at the town of Gold Hill and running in a northeasterly direction via Sams Valley to the Crater Lake Highway near what is known as "Dodge Bridge."

Medford-Provolt Secondary State Highway Number 272, described as follows:

Market Road No. 1 beginning at the west city limit of Medford and running in a westerly direction via Jacksonville, Ruch and Applegate to the Jackson-Josephine County line near Provolt.

30. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

31. That the following named highways, routes, or locations of highways in Jefferson County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Warm Springs Secondary State Highway Number 360, described as follows:

Market Road No. 9, beginning at the Crook-Jefferson County line and extending through Lamonta to Market Road No. 8 and thence down Willow Creek to Madras; also, beginning on The Dalles-California Highway at or near Madras and running in a northwesterly direction to Warm Springs, and thence to the Wasco County line, the distance being approximately 41.0 miles.

32. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws,

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1931, and amendments thereof.

33. That the following named highways, routes, or locations of highways in Josephine County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Rogue River Loop Secondary State Highway Number 260, described as follows:

Market Roads No. 2 and No. 3, beginning at the Applegate Bridge on the Redwood Highway and extending down river, crossing the new bridge and extending along the north side of Rogue River to Grants Pass, approximately 20.5 miles.

Williams Secondary State Highway Number 261, described as follows:

Market Road beginning on the Redwood Highway in Grants Pass and extending in a southwesterly direction through Provolt and Williams to the Forest Boundary, approximately 23 miles.

34. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

35. That the following named highways, routes or locations of highways in Klamath County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Midland Secondary State Highway Number 420, described as follows:

Market Road No. 1, beginning at The Dalles-California Highway at Klamath Falls and thence in a southwesterly direction to the California State line, approximately 18.4 miles.

Klamath Lake Secondary State Highway Number 421, described as follows:

Market Roads No. 16 and No. 9, a portion of Market Road No. 17 and a connection between, described as beginning at the Crater Lake Highway near Fort Klamath and running in a westerly and southerly direction over Market Road No. 16 to a connection with Market Road No. 17; thence in a westerly direction over and to the end of Market Road No. 17 at the Forest Boundary; thence in a southerly and southeasterly direction on the west side of Klamath Lake to a connection with Market Road No. 9; thence in a southeasterly

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direction over said Market Road No. 9 to the Green Springs Highway near Klamath Falls.

Chiloquin Secondary State Highway Number 422, described as follows:

Market Roads No. 8 and No. 11, beginning at The Dalles-California Highway near Klamath Agency and running in a southeasterly direction to Chiloquin; thence in a southwesterly direction down the Williamson River to The Dalles-California Highway.

36. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

37. That the following named highways, routes, or locations of highways in Lake County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Yellowstone Cut-off Secondary State Highway Number 430, described as follows:

Beginning on the Fremont Highway near Valley Falls; and thence in a northeasterly direction to the Harney County line, approximately 57.1 miles.

Warner Secondary State Highway Number 431, described as follows:

Beginning approximately six miles north of Lakeview, where the Warner Canyon-Adel road intersects the Fremont Highway; thence in an easterly direction to the town of Adel; thence in a northerly direction to the town of Plush, approximately 47.7 miles.

38. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

39. That the following named highways, routes, or locations of highways in Lane County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Territorial Secondary State Highway Number 200, described as follows:

Market Roads No. 1 and No. 2, beginning at the Benton-Lane County line and thence in a southerly direction over the so-called Territorial road to the Lane-Douglas County line, approximately 39.1 miles.

Alsea-Deadwood Secondary State Highway Number 201, described as follows:

Market Road No. 44 from the Siuslaw Highway to Paris Post Office, approximately 24. 1 miles.

Eugene-Swisshome Secondary State Highway Number 220, described as follows:

Part of Market Roads No. 15 and No. 13 and certain county roads or proposed relocations of said county roads, the route being more particularly described as follows: Beginning at a point not more than two miles south of Veneta on Market Road No. 2, and running thence in a southwesterly direction over County road to Market Road No. 15; thence in a westerly direction over Market Road No. 15 to a point west of Vaughn; thence over a county road in a westerly direction to a connection with Market Road No. 13 near Walton; thence in a westerly direction over Market Road No. 13 via Linslaw and down the Siuslaw River to the Siuslaw Highway near Swisshome, approximately 37.5 miles.

Fox Hollow Secondary State Highway Number 221, described as follows:

Market Road No. 24 and County Roads, beginning at the south city limit of Eugene and running thence southerly along Market Road No. 24 to the top of a certain ridge; thence along county roads and a portion of Market Road No. 25 to a connection with the Pacific Highway north of Walker Station, approximately 15.5 miles.

Springfield-Cottage Grove Secondary State Highway Number 222, described as follows:

Part of Market Roads No. 35 and No. 36, and connecting county roads from the McKenzie Highway east of Springfield to the Pacific Highway at Saginaw, approximately 25.5 miles.

40. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

41. That the following named highways, routes, or locations of highways in Lincoln County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Eddyville-Blodgett Secondary State Highway Number 180, described as follows:

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Being all of Market Road No. 3, beginning at the Corvallis-Newport Highway near Eddyville and extending in an easterly direction along the Yaquina River via Norton and Nashville toward the town of Summit to the Benton County line, a distance of approximately 12.8 miles.

Siletz Secondary State Highway Number 181, described as follows:

Being all of Market Road No. 2 and the extension of said Market Road, beginning at the Corvallis-Newport Highway near Toledo and extending in a northerly direction via the town of Siletz and thence down the Siletz River to the Oregon Coast Highway near what is known as Kernville, a distance of approximately 30 miles.

42. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

43. That the following named highways, routes, or locations of highways in Linn County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Corvallis-East Side Secondary State Highway Number 210, described as follows:

Beginning at the city limit of Albany and running in a southwesterly direction over Market Road No. 1 to the Willamette River at Corvallis, approximately 9.9 miles.

Albany-Lyons Secondary State Highway Number 211, described as follows:

Beginning at the Santiam Highway about 7 miles east of Albany and running in an easterly direction over a portion of Market Roads No. 7 and No. 25 to a point near the range line between ranges 1 and 2 West, T. 11 S.; thence in a northerly direction over a county road and a portion of Market Road No. 7 to Scio; thence in a northeasterly direction over Market Road No. 4 to the town of Lyons, approximately 25.2 miles.

Halsey-Sweet Home Secondary State Highway Number 212, described as follows:

Beginning at the Pacific Highway near the town of Halsey and running in an easterly and northly direction over Market Road No. 3 via Brownsville, Crawfordsville and Holley to the Santiam Highway near Sweet Home.

44. That said highways and each of them shall be and they hereby are

qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

45. That the following named highways, routes, or locations of highways in Malheur County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Jordan Valley Secondary State Highway Number 450, described as follows:

Being all of Market Road No. 1, beginning at Nyssa and extending in a southerly direction via Adrian to Jordan Valley, approximately 74.6 miles.

Vale West Secondary State Highway Number 451, described as follows:

Being all of Market road No. 14, beginning at Vale and extending in a westerly and thence in a southerly direction to the Central Oregon Highway, approximately 10.0 miles.

Adrian-Parma Secondary State Highway Number 452, described as follows:

Being all of Market Road No. 10, beginning at the Jordan Valley Road south of Adrian and extending in an easterly direction to the Idaho State line, approximately 2.75 miles.

Adrian-Arena Valley Secondary State Highway Number 453, described as follows:

Being all of Market Road No. 11, beginning at the Adrian-Caldwell Road and extending in a southeasterly direction to the Idaho State line, approximately 3.2 miles.

Adrian-Caldwell Secondary State Highway Number 454, described as follows:

Being all of Market Road No. 12, beginning at the Adrian-Parma Road and extending in a southeasterly direction toward Caldwell, Idaho, to the Idaho State line, approximately 4.4 miles.

Homedale Spur Secondary State Highway Number 455, described as follows:

Being all of Market Road No. 3, beginning at the Jordan Valley road south of Adrian and extending in an easterly direction toward Homedale to the Idaho State line, approximately 1.2 miles.

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McDermitt-North Secondary State Highway Number 456, described as follows:

Beginning at the Oregon-Nevada State line at or near McDermitt and extending in a northerly direction a distance of approximately 20.0 miles.

46. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

47. That the following named highways, routes, or locations of highways in Marion County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Hillsboro-Woodburn Secondary State Highway Number 140, described as follows:

Extending from Silverton along Market Roads No. 26, No. 18, No. 16, No. 15, No. 14, and No. 12 to Newberg, approximately 27.8 miles.

Beaverton-Aurora Secondary State Highway Number 141, described as follows:

Beginning at Aurora and extending in a northerly direction by way of Market Road No. 59 to the Marion-Clackamas County line, approximately 2.9 miles.

Cascade Secondary Highway Number 160, described as follows:

Beginning at Silverton and extending along Market Roads No. 33 and No. 48 to Jacks Bridge on the Marion-Clackamas County line, approximately 5.55 miles.

Woodburn-Mt. Hood Loop Secondary State Highway Number 161, described as follows:

Beginning on the Pacific Highway about 2 miles northeast from Woodburn and extending in an easterly direction along Market Road No. 57 to the Marion-Clackamas County line, approximately 2.7 miles.

North Santiam Secondary State Highway Number 162, described as follows:

Beginning at Salem, through Stayton to Niagara, approximately 48.0 miles.

Silver Creek Falls Secondary State Highway Number 163, described as

follows:

Beginning at the city limit of Salem and extending southeasterly to Market Road No. 27; and thence along Market Roads No. 27 and No. 89 to a county road and thence along said county road to Shaw, and thence along Market Road No. 43 to South Silver Creek Falls and by a county road to North Silver Creek Falls and by Market Road No. 45 to Silverton, approximately 43.4 miles.

48. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

49. That the following named highways, routes, or locations of highways in Morrow County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Wasco-Heppner Secondary State Highway Number 300, described as follows:

Market Roads No. 1 and No. 2, beginning at the town of Heppner and running in a southwesterly and westerly direction, via Eight Mile P. O. to the Morrow-Gilliam County line, a distance of approximately 28.0 miles.

Lexington-Echo Secondary State Highway Number 320, described as follows:

Market Road No. 3, beginning at the town of Lexington and running in a northerly and northeasterly direction, a distance of approximately 19 miles to the Morrow-Umatilla County Line.

Heppner-Spray Secondary State Highway Number 321, described as follows:

Market Road No. 6, beginning at the Heppner-Condon road near Rhea Creek and running in a southerly direction via Hardman, to the Morrow-Wheeler County line, a distance of approximately 25.5 miles.

50. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

51. That the following named highway, route or location of highway in Multnomah County be and the said highway, location and route hereby is selected, designated, established, adopted and approved as secondary state

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highway and shall be and hereby is designated as part of the secondary state highway system, to wit:

Swift Secondary State Highway Number 120, described as follows:

Beginning near the intersection of the Union and Denver Avenue approaches to the Interstate Bridge; and thence in a westerly direction to the S. P. and S. Railway tracks and on the westerly side of said tracks to an intersection with Columbia Boulevard near the city limit of Portland, approximately 3.2 miles.

52. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

53. That the following named highways, routes, or locations of highways in Polk County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Salem-Dayton Secondary State Highway Number 150, described as follows:

Being all of Market Road No. 5, beginning at the Salem-Dallas Highway at West Salem and extending in a northerly direction to the Yamhill County line, a distance of approximately 9.8 miles.

Kings Valley Secondary State Highway Number 190, described as follows:

Being all of Market Road No. 15, beginning at the West Side Pacific Highway south of Monmouth and extending in a southwesterly direction via Lewisville and Pedee to the Benton County line, a distance of approximately 15.7 miles.

Dallas-Kings Valley Secondary State Highway Number 191, described as follows:

Being all of Market Road No. 8, beginning at Dallas and extending in a southerly direction to the Independence-Kings Valley Road near Lewisville, a distance of approximately 10 miles.

Dallas-Coast Secondary State Highway Number 192, described as follows:

Being all of Market Road No. 16, beginning at the Salem-Dallas Highway at Dallas and extending in a northwesterly direction via Buell to the McMinnville-Tillamook Highway at what is known as the Wallace Bridge, a distance of approximately 15.6 miles.

Independence Secondary State Highway Number 193, described as follows:

Being all of Market Road No. 14, beginning at the Salem-Dallas Highway at what is known as Brunks Corner and extending in a southerly direction to Independence, a distance of 5.7 miles.

54. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

55. That the following named highways, routes, or locations of highways in Sherman County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Sherars Bridge Secondary State Highway Number 290, described as follows:

Market Road No. 2 and the extension thereto, beginning at the town of Grass Valley and running in a southerly and westerly direction via what is known as Sherars Grade, to the Sherman-Wasco County line near Sherars Bridge, a distance of approximately 21 miles.

Wasco-Heppner Secondary State Highway Number 300, described as follows:

Market Roads No. 18, No. 23, No. 16, and No. 17, beginning at the town of Wasco and running in an easterly direction to Klondike; thence in a southerly direction to Hay Canyon; thence in a southeasterly direction to the Sherman-Gilliam County line, a distance of approximately 20 miles.

56. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

57. That the following named highway, route, or location of highway in Tillamook County be and the said highway, location and route hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as part of the secondary state highway system, to wit:

Little Nestucca Secondary State Highway Number 130, described as follows:

Market Road No. 17, beginning at Dolph on the McMinnville-

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Tillamook Highway; thence westerly to the Oregon Coast Highway, near the bridge across the Little Nestucca River, approximately 8.5 miles.

58. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

59. That the following named highways, routes, or locations of highways in Umatilla County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Lexington-Echo Secondary State Highway Number 320, described as follows:

Market Roads No. 17 and No. 5, beginning at the town of Echo and running in a westerly direction to a point near Butter Creek; thence in a southwesterly direction to the Umatilla-Morrow County line near the intersection with the township line between T. 1 N. and T. 2 N., a distance of approximately 15.6 miles.

Weston-Elgin Secondary State Highway Number 330, described as follows:

Market Road No. 7, beginning at the town of Weston and running in an easterly direction to the Umatilla-Union County line, a distance of approximately 24 miles.

Bingham Springs Secondary State Highway Number 331, described as follows:

Market Road No. 39, beginning at the Old Oregon Trail Highway about one mile east of Mission and running in an easterly direction via Thorn Hollow and Gibbon to a point near Bingham Springs on the Umatilla River, approximately 25 miles.

Sunnyside-Umapine Secondary State Highway Number 332, described as follows:

Market Roads No. 1 and No. 21, beginning at the Oregon-Washington Highway about a mile north of the town of Freewater and running in a westerly and northerly direction to the Oregon-Washington State line a distance of approximately 7.3 miles.

Hermiston Secondary State Highway Number 333, described as follows:

Part of Market Road No. 5, all of Market Roads No. 30 and No. 9, and a county road extending from the northeasterly

end of Market Road No. 9 to the vicinity of Cold Springs on the Columbia River Highway, more particularly described as follows: Beginning at the junction of Market Roads No. 5 and No. 17 on Butter Creek west of Echo, and running northeasterly to Hermiston; thence northeasterly to the Columbia River Highway near Cold Springs, a distance of approximately 18.0 miles.

60. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

61. That the following named highways, routes, or locations of highways in Union County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Weston-Elgin Secondary State Highway Number 330, described as follows:

Market Road No. 25, beginning at the town of Elgin and running in a northwesterly direction up Phillips Creek to the Union-Umatilla County line, a distance of approximately 16 miles.

Medical Springs Secondary State Highway Number 340, described as follows:

Market Road No. 6 at the town of Union and running in a southeasterly direction up Catherine Creek via Medical Springs to the Union-Baker County line, a distance of approximately 12 miles.

Starkey Secondary State Highway Number 341, described as follows:

Market Road No. 4, beginning at the Old Oregon Trail near Hilgard and running in a southwesterly direction along the Grande Ronde River to the town of Starkey, a distance of approximately 17.4 miles.

Cove Secondary State Highway Number 342, described as follows:

Market Roads No. 23 and No. 3, beginning at the town of Island City and running in an easterly and southerly direction to the town of Cove; thence in a westerly and southerly direction to the town of Union, a distance of approximately 22.6 miles.

62. That said highways and each of them shall be and they hereby

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are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

63. That the following named highway, route, or location of highway in Wallowa County be and the said highway, location and route hereby is selected, designated, established, adopted and approved as a secondary state highway and shall be and hereby is designated as a part of the secondary state highway system, to wit:

Little Sheep Creek Secondary State Highway Number 350, described as follows:

> Market Road No. 4, and county road, 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 miles.

64. That said highway shall be and it hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

65. That the following named highways, routes, or locations of highways in Wasco County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Sherars Bridge Secondary State Highway Number 290, described as follows:

> County Road beginning at The Dalles-California Highway near Tygh Valley and running in an easterly and northerly direction to the Wasco-Sherman County line near Sherars Bridge, a distance of approximately 9 miles.

Shaniko-Fossil Secondary State Highway Number 291, described as follows:

> Market Road No. 16, beginning at the Sherman Highway at Shaniko and running in a southerly direction to Antelope; thence in an easterly direction to the Wasco-Wheeler County line near Clarno, a distance of approximately 23.3 miles.

66. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

67. That the following named highways, routes, or locations of highways in Washington County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state

highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Nehalem Secondary State Highway Number 102, described as follows:

> That portion of Market Road No. 8, beginning at Buxton and extending in a northerly direction to the Columbia County line on Beaver Creek, approximately 8 miles. Also, that portion of Market Road No. 8 beginning at Forest Grove and extending in a northerly direction to a junction with the Wolf Creek Highway, approximately 8 miles. Also, beginning at Buxton and extending in a southerly direction to the Wolf Creek Highway, approximately one-half mile.

Hillsboro-Woodburn Secondary State Highway Number 140, described as follows:

> Market Road No. 1, beginning at Hillsboro and extending in a southerly direction to Campbell Bridge and thence to Scholls; and thence in a southerly direction via Market Road No. 5 to the Yamhill County line near the summit of Chehalem Mountain, approximately 13 miles.

Beaverton-Aurora Secondary State Highway Number 141, described as follows:

> Market Road No. 23, beginning at Beaverton and extending southerly to Tigard and thence by Market Road No. 24 to the Clackamas County line, approximately 12 miles.

Farmington Secondary State Highway Number 142, described as follows:

> Market Road No. 4, beginning at Beaverton and extending in a southwesterly direction to an intersection with the Hillsboro-Scholls-Newberg Road near Campbell Bridge, approximately 10 miles.

Scholls Secondary State Highway Number 143, described as follows:

> Market Road No. 5, beginning at Scholls and extending northerly to Market Road No. 3 near the Groner place; and thence by Market Road No. 3 to the Bertha-Beaverton Highway near the Multnomah County line, approximately 11 miles.

68. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

69. That the following named highways, routes, or locations of highways in Wheeler County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary

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state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Shaniko-Fossil Secondary State Highway Number 291, described as follows:

Market Roads No. 2 and No. 3, beginning at the south corporate limit of the town of Fossil and running in a southerly and westerly direction following up Cottonwood Creek and then down Pine Creek to the Wheeler-Wasco County line, a distance of approximately 20.3 miles.

Heppner-Spray Secondary State Highway Number 321, described as follows:

Market Road No. 5, beginning at the John Day Highway about 3.2 miles east of Spray and running in a northerly direction a distance of approximately 15 miles to the Morrow-Wheeler County line, on the section line between Section 34, T. 6 S., R. 25 E. and Section 2, T. 6 S., R. 25 E., W. M.

Service Creek-Mitchell Secondary State Highway Number 390, described as follows:

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

70. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

71. That the following named highways, routes, or locations of highways in Yamhill County be and the said highways, locations and routes hereby are selected, designated, established, adopted and approved as secondary state highways and shall be and hereby are designated as parts of the secondary state highway system, to wit:

Hillsboro-Woodburn Secondary State Highway Number 140, described as follows:

Beginning at the city limit of Newberg and running in a northerly direction along Market Road No. 22 a distance of approximately 5 miles to the Washington-Yamhill County line; also, beginning at the city limit of Newberg and running in a southerly direction along Market Road No. 17, a distance of approximately .5 mile, to the Marion-Yamhill County line.

Salem-Dayton Secondary State Highway Number 150, described as follows:

Beginning at the city limit of Dayton and running in a southerly direction along Market Road No. 16 a distance of approximately 11 miles to the Polk-Yamhill County line.

Yamhill-Newberg Secondary State Highway Number 151, described as follows:

Beginning at the town of Yamhill and running in a southeasterly direction along Market Road No. 1, a distance of approximately 10.5 miles, to the city limit of Newberg.

Three Mile Lane Secondary State Highway Number 152, described as follows:

Beginning at the city limit of McMinnville and running in an easterly and northeasterly direction along Market Road No. 26, via Dayton, a distance of approximately 7.0 miles, to a connection with the West Side Pacific Highway.

Bellevue-Hopewell Secondary State Highway Number 153, described as follows:

Beginning at the McMinnville-Tillamook Highway near what is known as Bellevue, and running in an easterly direction along Market Road No. 28 to an intersection with Market Road No. 15; thence in an easterly direction along Market Roads No. 15 and No. 6, via Amity, to Hopewell; thence in an easterly direction along a county road to a connection with the Dayton-Wallace Road near what is known as Pine Tree Corner, total distance of road being approximately 16 miles.

Lafayette Secondary State Highway Number 154, described as follows:

Beginning at a connection with the Three Mile Lane Road, approximately 2 miles west of Dayton, and running in a southerly direction along Market Road No. 18 a distance of approximately 6 miles, to a connection with the Bellevue-Amity-Hopewell Road.

72. That said highways and each of them shall be and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws, 1931, and amendments thereof.

73. That the Engineer be and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of each of said roads and properly file in the records of the Commission all of said data.

74. That this resolution be entered in the minutes of the Commission

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and a duly certified copy thereof mailed to each county court of the respective counties named herein.

The following telegram was presented from the County Court of Lake County regarding right of way for the proposed north entrance of the Fremont Highway into the town of Lakeview:

"All of Lakeview agree that the highway should enter via the line as outlined at hearing. Property owners have donated right of way for sixty-foot street. Town has procured balance of right of way and we urge that you now accept this entrance. We guarantee right of way to city limits."

After due consideration of this matter, the Commission decided, inasmuch as a serious local controversy exists with respect to the selection of the route for the north entrance of this highway into Lakeview, it would be best to terminate the contract that is now under way just north of that town, at the junction point of the alternate proposed routes so as to avoid entering into such controversy. The Secretary was instructed to direct the following reply to the County Court:

"Commission decides to stop present contract at north junction point."

This matter was discussed further by the Commission on the following day.

A petition was presented from residents of Rickreall and vicinity protesting the proposed relocation of the West Side Pacific Highway south from Rickreall to Orr's Corner in Polk County as indicated by the survey now being made by engineers of the State Highway Department. The Engineer advised that this is a meritorious project which should be constructed as soon as funds become available for such purpose because it will eliminate several bad turns in the present route; also, it was included in the Commission's proposed $15,000,000 program for federal public works monies but cannot now be undertaken because of the adverse action taken by the legislature regarding the method of financing the federal loan. After due consideration, the Commission instructed the Secretary to inform the petitioners that the Commission has temporarily abandoned this project, nevertheless will continue the surveys to completion for future use.

There was presented to the Commission a petition signed by people residing in the vicinity of Adrian and Nyssa, Malheur County, requesting the Commission to keep open and maintain that portion of the Jordan Valley Secondary Highway which will be abandoned upon completion of the new bridge over the Owyhee River, about three miles north of Adrian, and the road approach thereto, the contract for which was awarded by the Commission on November 15, 1933. The Engineer advised that the new construction work referred to by the petitioners is on the revised location of this secondary highway and when completed will render valueless, except for local use, the old road between the new bridge and the old bridge. It was his thought that the maintenance of the old road is strictly a county matter, and recommended that the request be denied and the

petitioners advised to present it to the Malheur County Court which heretofore agreed orally to take over and maintain this section when the revision was completed. The Commission approved and adopted the recommendation of the Engineer and instructed him to obtain a written statement from the Malheur County Court relieving the State Highway Commission from further responsibility with respect to maintenance of this particular section of highway.

A petition was presented from people residing in the city of Bonanza requesting that federal funds be allocated for the improvement of the Goodlow Mountain-Barnes Valley Road in Klamath County. The Engineer stated that this road is not a state highway, therefore, is ineligible for state funds; however, if the County Court so desired, it might be possible to secure its improvement as a federal civil works project. The Commission approved the Engineer's suggestion and instructed him to inform the petitioners in conformity therewith.

Consideration was given by the Commission to a letter from the Newport Oil Company, Newport, calling attention to the fact that the Commission at one time ruled that persons or firms engaged in operating gasoline trucks across Yaquina and Alsea Bays must provide ferry service at their own cost, and requesting relief from such expense which, they stated, represents their entire profit in supplying their accounts in the Waldport district. The Commission denied the request upon recommendation of the Engineer.

A letter was presented from The East 39th Avenue Improvement Association, Portland, enclosing a resolution adopted by the Hawthorne Commercial Club, Portland, endorsing the improvement of East 39th Avenue as a state highway route between the Columbia River Highway and the East Portland-Oregon City Highway. In connection with this matter there was also presented a communication from the Portland City Planning Commission endorsing the project. The Commission ordered these communications filed in the records of the department.

A letter was presented from the County Court of Douglas County requesting that the proposed road, which extends northerly from the town of Anlauf in Douglas County to a connection at the Douglas-Lane County line with the Territorial Secondary State Highway in Lane County, be designated as a secondary state highway and constructed with either secondary highway funds or federal funds. The Commission denied the request by unanimous vote, it being contrary to the Commission's established policy to add new roads to the secondary highway system while there is such a large mileage of incomplete roads on that system and while funds available are barely sufficient to properly maintain the existing roads.

The Commission considered a letter from the Crystal Lumber Company, Crystal, Oregon, requesting that provision be made by the Commission for the removal of snow this winter from that portion of the Klamath Lake Secondary State Highway in Klamath County which extends from Rocky Point to Seven Mile, a distance of about 16 miles. The Commission referred this matter to the

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Engineer for report as to the probable cost of doing this work.

Consideration was given by the Commission to the following requests for extensions of time within which to complete highway construction projects:

S. H. Newell & Company, Contract No. 1364, grading Sand Station-Washington State Line Section of the Columbia River Highway in Umatilla County, requested an additional extension of time to August 31, 1933 within which to complete this project. The Engineer advised that the contractor's delay was caused primarily by the need of constructing an additional half-viaduct which was not included in the original contract, which work was sublet to contractor Tom Lillebo who held the contract for the construction of the adjoining structure. The State has not incurred a great amount of extra engineering expense, he said, neither has the general public been inconvenienced by the delay because this is an entirely new road. He recommended, in view of the fact that the overrun was caused by no fault of the contractor, that the extension requested be granted without penalty. Recommendation of the Engineer was approved by the Commission by unanimous vote.

A. G. Enright, Contract No. 1464, construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, requested an extension of time to December 31, 1933 within which to complete this project, giving as his reason that he was unable to gain access to his work until the grading contractor on the adjoining section had completed a large rock cut and had finished his grading operations adjacent to the bridge site. The Engineer advised that the contractor completed one of the structures within the specified time limit but was not permitted to start the other structure until the operations of the grading contractor on the adjacent section were far enough along to eliminate the possibility of danger to the bridge structure by blasting operations. The grading work is now completed, he added, and the bridge contractor is expediting his work in a satisfactory manner. He further stated that the section of road on which these bridge structures are located is not open to travel; therefore, no one has been inconvenienced by the delay; furthermore, the engineering expense will be no greater than had the job been completed within the specified time limit. He recommended that the extension requested be granted without penalty. Recommendation approved by unanimous vote of Commission.

S. H. Newell & Co., Contract No. 1468, grading Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time from October 15 to October 30, 1933 in which to complete this project, giving as reason for their delay rainy weather during the month of September. The Engineer advised that the contractors' delay was caused primarily by the fact that they were required to remove a large slide which occurred during the progress of the work. He further advised that the traveling public has not been inconvenienced by the delay because it has had the use of the old highway at all times; also, that the State has incurred very little extra engineering expense. He recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the unanimous vote of the Commission.

O. N. Pierce & Company, Contract No. 1481, construction of a bridge

over Mill Creek on the Dallas-Coast Secondary Highway No. 192, near Buell, in Polk County, requested an extension of time from October 31 to November 15, 1933 within which to complete this work. The Engineer advised that the contractor completed the bridge structure and opened it to travel on November 1, but was delayed in removing the old bridge because, instead of burning the old bridge, he permitted local residents to salvage the materials therefrom, thus causing delay in removing the structure and cleaning up the site. No damage or inconvenience has been occasioned to the State or the public by this delay, he said, and the State has incurred only a very small amount of extra engineering expense. He recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission's unanimous vote.

Frank M. Bullis and H. I. Rees, Contract No. 1485, grading and surfacing Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County, requested an extension of time from November 15, 1933 to July 31, 1934 in which to complete this project, giving as their reason for such request early rains and slides which make it impossible to finish the work until weather conditions improve. The Engineer recommended that the request be granted without penalty for the reason that the road is now in good condition to withstand traffic during the winter months, whereas it will not be if the contractors are required to proceed with construction operations; furthermore, the traveling public will not be inconvenienced by the delay nor will the State incur any great amount of extra engineering expense thereby. The Engineer's recommendation was approved by the unanimous vote of the Commission.

A. Milne, Contract No. 1498, oil mat surface treatment on Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, requested an extension of time of two days from October 10 to October 12, 1933 within which to complete this job. The Engineer recommended that this request be granted to complete the records and satisfy the requirements of the Bureau of Public Roads. The recommendation was approved by the unanimous vote of the Commission.

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

Contract No. 1473 with Logan Construction Co., furnishing crushed rock for Sandy-Twin Bridges Section of Mt. Hood Highway in Clackamas County, completed August 25, 1933;

Contract No. 1481 with O. N. Pierce & Company, construction of a bridge over Mill Creek on the Dallas-Coast Secondary Highway No. 192, near Buell, in Polk County, completed November 6, 1933;

Contract No. 1492 with J. F. Forbes, construction of bituminous macadam wearing surface on the Dillon and Biggs-John

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Day River Sections of the Columbia River Highway in Wasco and Sherman Counties, completed October 25, 1933;

Contract No. 1498 with A. Milne, oil mat surface treatment on the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, completed October 12, 1933;

Contract No. 1507 with A. T. Dolan, construction of concrete pavement on the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County, completed November 23, 1933.

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

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

Contract No. 1473 with Logan Construction Co., furnishing crushed rock for Sandy-Twin Bridges Section of Mt. Hood Highway in Clackamas County;

Contract No. 1481 with O. N. Pierce & Company, construction of a bridge over Mill Creek on the Dallas-Coast Secondary Highway No. 192, near Buell, in Polk County;

Contract No. 1492 with J. F. Forbes, construction of bituminous macadam wearing surface on the Dillon and Biggs-John Day River Sections of the Columbia River Highway in Wasco and Sherman Counties;

Contract No. 1498 with A. Milne, oil mat surface treatment on the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County;

Contract No. 1507 with A. T. Dolan, construction of concrete pavement on the Kilchis River-Tillamook Section of the Oregon Coast Highway in Tillamook County;

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

The Commission confirmed Thursday, December 28, 1933 as the date for the next regular meeting for receiving bids on highway construction projects.

The Commission adjourned at 11:30 o'clock P. M.

Portland, Oregon, December 7, 1933

The State Highway Commission met at nine o'clock A. M. in the Assembly Room of the Multnomah Hotel. Present were:

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

Chairman Scott made the following announcement to contractors: "As announced at the last preceding meeting of the State Highway Commission, the Commission wishes to announce again that the terms of bid bonds will be enforced and that none of you gentlemen can expect to avoid your responsibility if your bid is accepted. That is what a bid bond is for and now is the time to withdraw your bid if you wish to do so. Furthermore, we ask you gentlemen to read the specifications carefully. They have been carefully prepared and it is your business to read them and to know what you are bidding on before bids are opened and not afterwards. Look the specifications over carefully and don't come around subsequently and say that you were not familiar with the provisions."

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

NEHALEM SECONDARY HIGHWAY
BRIDGE OVER BENEKE CREEK

Johnston, Hanson & Johnston	$ 19,873.50
Fred H. Slate	19,918.50
A. T. Dolan	21,277.00
Johnson & Pearce	21,299.50
The Gilpin Construction Co.	23,613.00

POWERS SECONDARY HIGHWAY
HOFFMAN BRIDGE OVER THE COQUILLE RIVER

Tom Lillebo	$ 52,748.00
Guthrie-McDougall Company	55,828.00
Lindstrom & Feigenson	58,881.00
J. J. Badraun	59,517.00
Birkemeier & Saremal	59,586.00
Kuckenberg-Wittman Co., Inc.	63,805.00

ELKTON-SUTHERLIN SECONDARY HIGHWAY
BRIDGE OVER YELLOW CREEK

Mountain States Construction Co.	$ 14,294.00
Barham Bros. & Henningsen	14,442.50

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Bridge over Yellow Creek - continued

Tom Lillebo	$14,634.00
Oregon-Washington Bridge Co.	15,438.00
Johnson & Pearce	16,850.00
Birkemeier & Saremal	15,494.00

PACIFIC HIGHWAY
RICE HILL SECTION - CONCRETE PAVEMENT AND SURFACING

Theodore Arenz	$41,400.00
Mountain States Construction Co.	42,010.00
Harold Blake	42,950.00
The United Contracting Company	48,195.00

PACIFIC HIGHWAY
SOUTH ROSEBURG SECTION - PAVEMENT WIDENING AND CONCRETE CURBS

R. I. Stuart & Sons	$10,187.00
The United Contracting Company	11,455.00
A. T. Dolan	12,884.00
J. C. Compton	13,252.00

PACIFIC HIGHWAY
WINSTON BRIDGE SECTION - GRADING AND PAVING

Theodore Arenz	$51,601.00
Ernest C. Hall	55,735.00
G. I. Stebbins Construction Co.	57,156.00
Joplin & Eldon	58,654.00
The United Contracting Company	66,598.50

COLUMBIA RIVER HIGHWAY
ARLINGTON SECTION - BITUMINOUS MACADAM AND CONCRETE CURBS AND GUTTER

	Using No. 3 Oil	Using Tar
Northwest Roads Company	$ 6,705.00	$ 6,645.00
Newport Construction Co.	7,926.30	7,676.30
J. C. Compton	8,125.00	8,025.00
A. Milne	9,577.50	9,347.50

JOHN DAY HIGHWAY
CONDON SECTION - BITUMINOUS MACADAM

	Using No. 3 Oil	Using Tar
Northwest Roads Company	$ 7,530.50	$ 7,410.50
Newport Construction Co.	8,949.40	8,510.20
J. C. Compton	9,062.50	8,922.50
A. Milne	9,585.55	9,398.75

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CENTRAL OREGON HIGHWAY
STINKINGWATER MOUNTAIN SECTION - GRADING

Morrison-Knudsen Company	$116,907.00
Earl L. McNutt	119,294.50
Guthrie-McDougall Company	161,441.50
Joplin & Eldon	209,484.00

PACIFIC HIGHWAY
NORTH ASHLAND SECTION - ASPHALTIC CONCRETE PAVEMENT AND ROCK SHOULDERS

The United Contracting Company	$23,649.50
Harold Blake	24,080.00
Northwest Roads Company	24,587.00
J. C. Compton	26,207.50
Ernest C. Hall	30,835.00

PACIFIC HIGHWAY
SOUTH MEDFORD SECTION - CONCRETE PAVEMENT AND CONCRETE CURBS

Ernest C. Hall	$19,037.50
The United Contracting Company	19,097.50
J. C. Compton	20,910.00
Northwest Roads Company	22,120.00

MEDFORD-PROVOLT SECONDARY HIGHWAY
BRIDGE OVER APPLEGATE RIVER

Mountain States Construction Co.	$33,806.50
Lindstrom & Feigenson	35,799.00
J. J. Badraun	37,484.50
Theodore Arenz	39,758.00
F. C. Dillard, Yunker & Wiecks	39,798.00
Kuckenberg-Wittman Co., Inc.	40,377.50

WILLIAMS SECONDARY HIGHWAY
BRIDGE OVER WILLIAMS CREEK

Mountain States Construction Co.	$15,623.50
Barham Bros. & Henningsen	15,968.00
Lindstrom & Feigenson	19,377.00
Saw Mill Engineering & Construction Co.	19,523.00
J. J. Badraun	19,730.00
F. C. Dillard	21,850.00
Kuckenberg-Wittman Co., Inc.	21,281.50
Theodore Arenz	22,129.00

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PACIFIC HIGHWAY
GRANTS PASS SECTION - ASPHALTIC CONCRETE PAVEMENT

The United Contracting Company	$17,287.00
Harold Blake	17,486.00
Northwest Roads Company	18,459.00
J. C. Compton	18,938.00
Ernest C. Hall	23,247.00

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE OVER U. S. R. S. CANAL "A"

G. I. Stebbins Construction Co.	$16,991.90
Saw Mill Engineering & Construction Co.	19,478.80
F. C. Dillard, Yunker & Wiecks	25,473.00

ALBANY-LYONS SECONDARY HIGHWAY
BRIDGE OVER SANTIAM OVERFLOW CHANNEL

Barham Bros. & Henningsen	$ 7,860.50
Tom Lillebo	8,690.50
Shattuck & Neland	8,708.00
Birkemeier & Saremal	8,820.00
Johnson & Pearce	9,582.00

ALBANY-LYONS SECONDARY HIGHWAY
SANDERSON BRIDGE SECTION - GRADING AND SURFACING

H. B. Morton	$17,811.25
Birkemeier & Saremal	18,895.00
Slate Construction Co.	19,161.25
J. A. Lyons	19,561.25
Harold Blake	19,917.50
Saxton & Looney	20,685.00
Johnson & Pearce	21,199.00
Salem Sand & Gravel Co.	22,447.50
F. C. Dillard, Yunker & Wiecks	23,457.50
G. I. Stebbins Construction Co.	23,486.50
Babler Bros.	25,200.00

OLD OREGON TRAIL
ONTARIO SECTION - REGRADING AND BITUMINOUS MACADAM

	No. 3 Oil	Tar
J. C. Compton		$13,364.00
Quinn-Robbins Company, Inc.	$14,674.00	15,114.00

WEST SIDE PACIFIC HIGHWAY
BRIDGES OVER VERMONT STREET AND NEWBERRY STREET GULCHES
ON FOURTH STREET EXTENSION

Hoffman Construction Co.	$91,127.00
Theodore Arenz	99,289.00
Lindstrom & Feigenson	104,554.00
Northwest Roads Company	107,459.00
Elliott & Co.	112,374.80
Parker-Schram Company	117,681.50
Newport Construction Co.	120,316.00
Kuckenberg-Wittman Co., Inc.	127,282.00
Portland Bridge Co.	129,604.00
Guthrie-McDougall Company	129,727.00
The Gilpin Construction Co.	130,943.50

COLUMBIA RIVER HIGHWAY
BRIDGE OVER McCARTY CREEK

Barham Bros. & Henningsen	$ 7,311.00
Shattuck & Neland	7,694.00
Settergren Bros.	8,342.00
Northwest Roads Company	8,564.50
Parker-Schram Company	8,667.50
Birkemeier & Saremal	8,740.00
Johnson & Pearce	8,979.50
The Gilpin Construction Co.	8,982.00
Theodore Arenz	11,385.00

NEHALEM SECONDARY HIGHWAY
CUMMINGS HILL SECTION - GRADING AND SURFACING

J. A. Lyons	$41,786.00
Fred H. Slate	42,135.50
Johnston, Hanson & Johnston	44,404.00
Joplin & Eldon	46,602.50

YAMHILL-NEWBERG SECONDARY HIGHWAY
BRIDGE OVER CHEHALEM CREEK

Shattuck & Neland	$ 3,980.00
J. F. Johnston	4,310.00
Birkemeier & Saremal	4,738.00
Johnson & Pearce	4,952.00
A. T. Dolan	5,335.00

Chairman Scott announced that the awards of contracts would be made at five o'clock P. M. in the same room.

The Commission adjourned at twelve o'clock M. to reconvene at two o'clock P. M.

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The State Highway Commission reconvened at two o'clock P. M. in the Assembly Room of the Multnomah Hotel with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Commission had under consideration the enactment into law by the legislature, now in session, of House Bill No. 78 and the effect of such law on the application now pending before the Public Works Administration for an allocation of funds with which to construct five bridges on the Oregon Coast Highway. The Commission's Attorney urged the necessity for the adoption of a resolution by the Commission in conformity with the provisions of said Act. Whereupon, Commissioner Washburne moved and Commissioner Aldrich seconded the adoption of the following resolution with respect thereto; said motion, upon vote of all members was unanimously carried:

WHEREAS, there has been made available to the State of Oregon, under and by virtue of the National Industrial Recovery Act, loans and/or grants with which to construct public works; and

WHEREAS, the State of Oregon has heretofore applied to the Administrator of Public Works for a loan and a grant in the sum of $5,102,620 or such sum or amount as may be required with which to construct five bridges on the Oregon Coast Highway over each of the following waterways: Yaquina Bay, Alsea Bay, Coos Bay, Siuslaw River and Umpqua River; and

WHEREAS, subsequent to the filing of said application and in response to the request of the Administrator of Public Works, House Bill No. 78 was enacted into law by the Oregon Legislature in special session assembled in 1933, by the terms of which act the State of Oregon, through its State Highway Commission, is authorized and empowered to apply to and accept from the Administrator of Public Works loans and/or grants for the construction of said bridges; and

WHEREAS, under said act the Highway Commission is authorized to issue and sell, in appropriate amounts, bonds of the State to finance in whole or in part the construction of said bridges, which said bonds as to form, maturity, interest rate, and other matters shall conform to a mutual arrangement between the Administrator and the Commission; and

WHEREAS, by said act it is provided that bonds issued and sold pursuant thereto shall be authorized by resolution or resolutions adopted by a majority of the members of the Commission, which said resolution or resolutions it is provided may contain provisions which shall be a part of the contract with the Administrator or the holder or holders of the bonds as to matters enumerated in said act, and said resolution or resolutions may likewise contain other matters not enumerated therein; and

WHEREAS, it is the purpose of the State of Oregon, notwithstanding the fact that application for a loan and grant is now pending

with the Administrator, to conform with all of the terms, requirements and provisions of said House Bill No. 78;

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present in regular session this 7th day of December, 1933, and all members voting affirmatively with respect to the adoption of the resolutions, as follows:

1. That it is the purpose and plan of this Commission to construct or cause to be constructed five bridges on the Oregon Coast Highway over each of the following waterways: Yaquina Bay, Coos Bay, Alsea Bay, Siuslaw River and Umpqua River.

2. That the application heretofore filed with the Administrator of Public Works by the State of Oregon by its Governor, The Honorable Julius L. Meier, be and the same hereby is adopted and is made the application of this Commission, and said application and all matters connected therewith shall be and are deemed to have been made under the provisions of House Bill No. 78.

3. That there hereby is authorized the issuance and sale of bonds of the State in the sum of $5,102,620, or such other sum as may be necessary, to finance the construction of said bridges, the interest and principal of which said bonds shall be paid out of the net revenues derived from the operation of said bridges as toll bridges.

4. That said bonds shall be in such form as may be agreed upon by the Administrator and the Commission, and shall be numbered serially, beginning with No. 1, and shall be payable in the order of their issuance except as hereinafter provided. The payments of principal of said bonds shall be so adjusted or timed that the total annual payments of interest and principal shall be uniform or as nearly uniform as practicable throughout the life of the loan; provided, that no principal payment shall be made until the sixth year after the bridges have been completed and are revenue producing. One-half of the bonds payable each year shall be payable on the first day of July and the other half on the first day of January. Each of said bonds shall bear on its face a statement showing the time of maturity and shall likewise bear on its face a statement that such bond is a special obligation of the State payable solely from the net revenues from the bridges, and that such bond does not constitute a general obligation of the State, and that such bond is not an indebtedness within the meaning of any statutory or constitutional restriction or limitation.

5. Said bonds shall be signed by the Commission and have impressed thereon the seal of the Commission. The bonds shall bear coupons evidencing the interest to become due thereon for each instalment of such interest, upon which coupons shall be printed facsimiles of the signatures of said Commissioners. Said bonds and the interest thereon shall be payable at the office of the State Treasurer in Salem, Oregon, or at such other place as the Administrator and the Commission may agree upon.

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Interest on said bonds shall be payable semi-annually July first and January first.

6. The bonds shall be in denominations of $5,000 and bear interest at the rate of _____ per cent.

7. No bonds shall be issued or sold under the provisions of said House Bill No. 78, or at all, which might become a charge against said bridges, and/or the revenues derived from their operation, save and except such an amount of bonds as may be necessary to finance the construction of said bridges.

8. The proceeds of the sale of bonds hereby authorized shall be used solely for the construction of the bridges herein named and for no other purposes.

9. That all or any part of said bonds may at the option of the Commission be redeemed prior to maturity at the principal amount thereof with accrued interest. In the event the Commission elects to redeem any part of said bonds prior to maturity, thirty days' notice of its intention so to do shall be given to the Administrator.

10. That a schedule of tolls shall be fixed, the rates of which shall produce revenues or earnings in the gross sum of not less than $300,000 each year, all of which said earnings or revenues shall be deposited with the State Treasurer and shall be by him credited to a special fund and shall be disbursed for and solely for the maintenance and operation of said bridges, and the payment of principal and interest on said bonds.

11. That the Commission shall make provision for the payment of the principal and interest on the bonds issued under the provisions of this act by the fixing, collection, segregation and allocation of the tolls and charges received from the operation of the bridges. Such tolls and charges shall be fixed by the Commission and shall be revised from time to time so as to produce at all times revenues from the bridges in an amount sufficient at all times to cover the cost of operation and maintenance of the bridges, to pay the principal of and interest on the bonds issued for the purpose of constructing such bridges, to create a fund for the purchase or redemption of bonds and reserves therefor, to comply with the terms of any contract between the Commission and the Administrator or the holders or purchasers of the bonds, and to meet any other obligation of the Commission in connection with the construction of the bridges.

12. Said bridges shall at all times be kept in good condition and shall remain open at all times for vehicular and pedestrian traffic upon the payment of the fixed tolls, and no use of said bridges for any purpose which would impair, restrict or destroy their purpose and use as a public highway or which might in any degree be detrimental to the structure shall ever be authorized or permitted until said debt has been fully paid or otherwise satisfied. Each and all of said bridges shall be maintained in good condition by the State, costs thereof to be paid out of the revenues derived from

the operation of the bridges, except as may be otherwise agreed upon by the Administrator, the holder or holders of the bonds and the Highway Commission.

13. There shall be and hereby is pledged the net toll revenues derived from the operation of said bridges to secure the payment of said debt both as to principal and interest.

14. That the following schedule of tolls shall be and is hereby adopted as the tolls to be charged for the use of said bridges, which tolls are subject to the approval of the Administrator and are likewise subject to change and revision, any and all of which changes or revisions shall likewise be subject to the approval of the Administrator and the holder or holders of the bonds:

Class of Vehicle	Toll Charges Per Bridge
Automobiles, including driver	$0.20
Additional passengers in automobiles	0.05
Trucks under 3 tons	0.60
Trucks, 3 tons and over	0.90
Busses, including driver	0.90
Passengers in busses (per passenger)	0.05

15. That the Commission may make provisions for the use of commutation scrip which may be good for passage over any one or more of said bridges and may fix an appropriate charge therefor and prescribe rules governing the use of the same.

16. The Commission, with the approval of the Administrator, and the holder or holders of not less than 51 per cent. in aggregate of the principal amount of the bonds, may at any time apply for a modification of the contract between the Administrator and the Commission so as to permit the redemption of said bonds or the payment of the interest and principal thereon out of revenues derived from whatsoever source, and during such time as said revenues are adequate to pay the cost of the operation and maintenance of said bridges and the interest and principal of said bonds, said bridges may be operated free of tolls, but whenever such revenues become inadequate for such purposes tolls shall again be imposed and collected.

17. In the event it is proposed by the Commission to amend or abrogate any of the terms of any contract with the holder or holders of the bonds, the consent in writing of not less than 51 per cent. in aggregate of the principal amount of the bonds then outstanding shall be procured by the Commission before any such amendment or abrogation is made or becomes effective, but no change, amendment or abrogation of any such contract shall serve to relieve the State and/or the Commission from its obligation to pay any part of the interest and/or principal of said bonds on their respective dates of maturity.

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18. All surplus toll revenues over and above the amount required to pay the annual cost of maintenance and operation of the said bridges, and the annual debt payment of interest and principal of said bonds, together with any other available funds which the Commission may desire to allocate for this purpose, shall be placed in a reserve fund and such funds shall be held in trust for the payment of said debt and/or the maintenance and operation of said bridges, and no portion of said reserve fund shall be used for any other purpose than for the payment of the principal of and interest on said bonds, and/or for the maintenance and operation of said structures.

19. The Commission shall make and enter in its records such further orders and/or resolutions and shall take such further action and do all other things necessary to carry out the provisions of said House Bill No. 78, and/or to conform to the rules and regulations in force under the National Industrial Recovery Act or required by the Administrator.

20. This resolution shall be entered in the minutes of the Commission and a duly certified copy thereof delivered to the Administrator and made a part of the application now pending before said Administrator.

A delegation, representing the Clatskanie Associated Drainage Districts of Columbia County consisting of Mrs. Grace Magruder, President, G. J. Poysky, Chas. Hermo and E. S. Collins, appeared before the Commission and requested certain improvements to the Columbia River Highway in their vicinity, as follows: Widen various curves; widen the bridge over Tandy Creek; enlarge the culvert at O. K. Creek near Mile Post 71.

The Engineer advised that the Commission's program of projects to be undertaken with federal funds has been prepared for some time and all available funds have been allocated; furthermore, this program has been approved by the federal government and it is now too late to make changes; also, there are no state funds available, therefore, the projects must wait.

Mrs. Magruder voiced their objections to any change in the present location of the Columbia River Highway between Delena and Clatskanie which would shorten the distance but would reroute this highway through a burnt-over area.

The Engineer advised that the Commission has no plans for the immediate reconstruction of the Delena-Clatskanie Section, and the only improvement now contemplated for this highway in their vicinity is the new bridge over the Clatskanie River at Clatskanie.

Chairman Scott advised that the Commission has investigated the proposed short cut between Delena and Clatskanie but has decided against it, notwithstanding that it appears proper to reconstruct the highway to modern standards, because it would involve costly construction for which the Commission has not the funds to spare at this time. He further stated that the

Commission, for its future consideration, will have its Engineer investigate and report on the projects proposed by the delegation at this meeting.

A delegation from Clackamas and Multnomah Counties, consisting of County Judge W. O. Vaughn and County Commissioner A. H. Borland of Clackamas County, Harvey G. Starkweather, Oak Grove; J. J. Miller, Mayor, C. T. Dean, Councilman, and W. B. Adams, City Recorder, M. J. Walsh, Wm. Sanders and Wm. Dell, Milwaukie; Thomas Pumfrey, Chief Engineer, and W. H. Lines, representing the Portland Electric Power Company, Portland; and L. M. Lepper, President, East Side Commercial Club, Portland, was present and urged the completion of the East Portland-Oregon City Highway between the town of Milwaukie and the City of Portland. Mr. Starkweather was spokesman for this group. Others taking part in the discussion of this matter were: Messrs. Miller, Dean, Pumfrey and Lepper.

Mr. Starkweather stated that according to their understanding the only thing that is holding up the contract of this last unit is lack of right of way. He declared that at one time a former State Highway Commission had an understanding with the former County Court of Clackamas County regarding the right of way for this improvement whereby the County Court agreed to procure the right of way, including the portion through the town of Milwaukie, at county expense, and gave as their thought that the present State Highway Commission should demand that the Clackamas County Court obtain this right of way at once in accordance with that understanding.

The Assistant Attorney advised that he has searched the state and county records for an agreement covering the right of way matter, but has been unable to find any written instrument; however, the Clackamas County Journal contains entries which reveal that the Clackamas County Court on a certain date, after a conference with the State Highway Commission, agreed to buy this right of way at county expense and on the following day appropriated the sum of $98,000 for such purpose, clearly indicating that the County intended to purchase it.

In a lengthy discussion of this matter, it was brought out that the City of Milwaukie does not have funds to purchase the right of way required within its city limits; also that the Portland Electric Power Company has a franchise to construct and maintain its railroad tracks on Front Street in Milwaukie which does not expire for eight years; further, that it will cost between $25,000 and $30,000 to move the railroad exclusive of right of way cost.

Chairman Scott inquired of Judge Vaughn whether or not Clackamas County will acquire this right of way. Judge Vaughn replied that the County has neither the money nor credit for such purpose, however, he will use all of his efforts to purchase the right of way up to the city limits but will not attempt to acquire any land required within the Milwaukie city limits either at the north side of town, where it is necessary to move a certain undertaking parlor, or at the south end of town to provide right of way for a new location of the Portland Electric Power Company's tracks. Chairman Scott also asked County Commissioner Borland to express himself regarding

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this matter. Commissioner Borland replied that he is of the same opinion as Judge Vaughn and added that he is not in favor of creating any further debts for Clackamas County. Thereupon Chairman Scott ended the discussion by announcing that the Commission has decided to make formal demand upon the County Court of Clackamas County to purchase the right of way for this improvement including that required within the city limits of Milwaukie. The Attorney was instructed by the Commission to prepare a formal letter in accordance with this announcement.

Mr. J. C. Braley, Portland, was present and asked the Commission to authorize certain widening work to be done along the Oregon Coast Highway at Depoe Bay, Lincoln County, to provide better parking facilities for automobiles. The Engineer advised that the State has already spent about $500.00 for widening work at this point at the request of Mr. Braley, and to do the work he now requests will cost an additional $2,000 or $3,000 which amount the Commission cannot spare at this time. He inquired if the work already completed is not satisfactory, to which Mr. Braley replied in the negative, stating that automobiles cannot park on the widened portion because it is too high above the traveled roadway and the incline to it is too steep. The Engineer then suggested that additional work might be done as a civil works project and recommended that Mr. Braley contact the County Court of Lincoln County relative thereto since the State Highway Commission assumes no responsibility in connection with such projects. The Commission approved the Engineer's suggestion.

The Commission received telegrams from County Judge Fred Reynolds, Lake County, and Ernest A. Fetsch, Mayor of the town of Lakeview, reiterating that arrangements have been made for right of way for the proposed north entrance of the Fremont Highway into Lakeview and urging the Commission to continue to construct along that route rather than to terminate the present contract north of Lakeview at the junction of the two alternate routes. After some discussion the Commission wired the following reply:

> "Attorney rules is illegal to extend contract beyond specified limits to an amount exceeding two thousand dollars Stop Your proposed improvement will exceed that limit Also Bureau of Roads would have to give consent and right of way signed sealed and delivered before work undertaken These necessary preliminaries would delay contractor and cause claim for damages Present route more direct and proposed route dangerous because of school and costly because of houses Commission unwilling to enter local controversy and for all these reasons Commission believes decision to halt contract at junction is proper procedure at this time."

The Commission by unanimous vote authorized the Engineer to sign application for civil works projects involving the construction of state highways.

The Engineer reported briefly the results of reconnaissance surveys for the proposed cut-off highway from Eugene to Mapleton in Lane

County and exhibited maps of the several routes investigated which include the following:

> ROUTE "A". Commencing at Eugene, thence northerly along the county road known as "Prairie Road", a distance of about seven miles; thence westerly to a connection with the Siuslaw Highway near Goldson; thence along said Siuslaw Highway to Mapleton.
>
> ROUTE "B". Commencing at Eugene; thence approximately due west through Vaughn, Penn and Walton to Meadow Creek; thence along Meadow Creek, Turner Creek and Knowles Creek to Mapleton.
>
> ROUTE "C". Commencing at a point on Route "B" west of Walton, thence in a northerly and westerly direction down the Siuslaw River and along the existing secondary highway to a connection with the Siuslaw Highway at Swisshome.
>
> ROUTE "F". Commencing at Eugene; thence approximately due west through Veneta, Noti, Walton, Globe to Richardson; thence westerly following down Turner Creek and Knowles Creek to Mapleton.

He reported the estimated cost to construct the respective routes and gave figures showing comparative mileage between common points. He called attention to the fact that there has been set up in the Commission's budget for National Recovery secondary highway funds an amount of $60,000 for expenditure on this road and emphasized the necessity of determining upon which particular section this money shall be spent. After some discussion, the Commission deferred a decision in this matter until the next regular meeting.

Mr. M. A. Lynch, Redmond, State Representative and former State Highway Commissioner, was present and asked the Commission to make provision for paving The Dalles-California Highway route through Redmond, Deschutes County. He presented two propositions, one of which involves the construction of a full-width pavement for about five blocks through their business district, and pavement eighteen feet or twenty feet wide for the balance of the distance; the other involves the construction of pavement twenty feet wide through their entire town. Either of these improvements, he said, will satisfy the people of Redmond.

Mr. Lynch gave as his understanding that a definite amount of federal funds was allocated by the Commission to specific projects in Division No. 3; also, that from a study of bids already received, these projects probably will not utilize all of the amounts budgeted for them; wherefore, balances will accrue which can be reallocated to new projects. He suggested that the work through the town of Redmond be financed with such balances. He wished it clearly understood that he was not asking that monies be taken away from other districts for the benefit of Redmond, but he is simply asking for some of the surplus monies that accrue in District No. 3 by reason of low bids received on projects in that district.

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The Engineer advised that some of the bids received for National Recovery projects have underrun the estimates, while others have overrun them; also, that a recapitulation of all bids received reveals that the total has slightly overrun the preliminary estimates which will necessitate the rearrangement of the original program. He explained that the federal Government will not approve adding new projects to the original program; therefore, the Redmond project must wait until additional funds become available. The Commission concurred in the Engineer's explanation.

At five o'clock P. M., Chairman Scott announced the following awards of contracts for which bids were received at the morning session, the Commission having previously agreed to these awards by unanimous vote:

Bridge over Beneke Creek on the Nehalem Secondary Highway at Jewell in Clatsop County. The low bid is that of Johnston, Hanson & Johnston, Birkenfeld, at $19,873.50; the second low bid is that of Fred H. Slate, Portland, at $19,918.50. The Commission holds the award of this contract pending the satisfactory conclusion of right of way negotiations with Clatsop County. Bids are referred to the Engineer with power to act.

Hoffman Bridge over the Coquille River on Powers Secondary Highway near Myrtle Point in Coos County. The low bid is that of Tom Lillebo, Reedsport, at $52,748.00. The second low bid is that of Guthrie-McDougall Company, Portland, at $55,828.00. The Commission holds the award of this contract pending approval by the U. S. War Department; bids are referred to the Engineer with power to act.

Bridge over Yellow Creek on the Elkton-Sutherlin Secondary Highway near Elkton in Douglas County. The low bid is that of Mountain States Construction Co., Eugene, at $14,294.00; the second low bid is that of Barham Bros. & Henningsen, Salem, at $14,442.50. The Commission awards this contract to the low bidder, Mountain States Construction Co., at its bid price of $14,294.00.

Rice Hill Section of the Pacific Highway in Douglas County, 1.06 miles of concrete pavement and 0.12 mile of crushed rock or gravel surfacing. The low bid is that of Theodore Arenz, Portland, at $41,400.00. The second low bid is that of Mountain States Construction Co., Eugene, at $42,010.00. The Commission awards this contract to the low bidder, Theodore Arenz, at his bid price of $41,400.00.

South Roseburg Section of the Pacific Highway in Douglas County, pavement widening and construction of concrete curbs. The low bid is that of R. I. Stuart & Sons, Medford, at $10,187.00; the next low bid is that of The United Contracting Company, Portland, at $11,455.00. The Commission awards this contract to R. I. Stuart & Sons, the low bidders, at their bid price of $10,187.00.

Winston Bridge Section of the Pacific Highway in Douglas County, 0.95 mile of grading and paving work. The low bid is that submitted by Theodore Arenz, Portland, at $51,601.00; the second low bid is that of Ernest

C. Hall, Eugene, at $55,735.00. The Commission awards this contract to the low bidder, Theodore Arenz, at his bid price of $51,601.00.

Arlington Section of the Columbia River Highway in Gilliam County, construction of bituminous macadam wearing surface and concrete curbs and gutter. The low bid is that submitted by Northwest Roads Company, Portland, at $6,645.00, using tar, and $6,705.00, using No. 3 road oil. The next low bid is that of Newport Construction Co., Portland, at $7,676.30, using tar, and $7,926.30, using No. 3 road oil. The Commission awards this contract to the low bidder, Northwest Roads Company, at its bid price of $6,645.00, using tar.

Condon Section of the John Day Highway in Gilliam County, construction of bituminous macadam. The low bid is that submitted by Northwest Roads Company, Portland, at $7,410.50, using tar, and $7,530.50, using No. 3 road oil. The next low bid is that of Newport Construction Co., Portland, at $8,510.20, using tar, and $8,949.40, using No. 3 road oil. The Commission awards this contract to Northwest Roads Company, the low bidder, at its bid price of $7,410.50, using tar.

Stinkingwater Mountain Section of the Central Oregon Highway in Harney County, 3.76 miles of grading work. The low bid is that of Morrison-Knudsen Company, Boise, Idaho, at $116,907.00. The next low bid is that of Earl L. McNutt, Eugene, at $119,294.50. The Commission awards this contract to the low bidder, Morrison-Knudsen Co., at its bid price of $116,907.00.

North Ashland Section of the Pacific Highway in Jackson County, asphaltic concrete pavement and rock shoulder construction work. The low bid is that submitted by The United Contracting Company, Portland, at $23,649.50; the next low bid is that of Harold Blake, Portland, at $24,080.00. The Commission awards the contract to the low bidder, The United Contracting Company, at its bid price of $23,649.50.

South Medford Section of the Pacific Highway in Jackson County, concrete pavement and concrete curbs. The low bid is that submitted by Ernest C. Hall, Eugene, at $19,037.50. The next low bid is that of The United Contracting Company, Portland, at $19,097.50. The Commission awards this contract to the low bidder, Ernest C. Hall, at his bid price of $19,037.50.

Bridge over Applegate River on the Medford-Provolt Secondary Highway near Provolt in Jackson County. The low bid is that submitted by Mountain States Construction Co., Eugene, at $33,806.50; the next low bid is that of Lindstrom & Feigenson, Portland, at $35,799.00. The Commission awards the contract to the low bidder, Mountain States Construction Co., at its bid price of $33,806.50.

Bridge over Williams Creek on the Williams Secondary Highway near Provolt in Josephine County. The low bid is that submitted by Mountain States Construction Co., Eugene, at $15,623.50; the next low bid is that of Barham Bros. & Henningsen, Salem, at $15,968.00. The Commission awards this contract

to the low bidder, Mountain States Construction Co. at its bid price of $15,623.50.

Grants Pass Section of the Pacific Highway in Josephine County, asphaltic concrete pavement construction. The low bid is that submitted by The United Contracting Company, Portland, at $17,287.00; the next low bid is that submitted by Harold Blake, Portland, at $17,486.00. The Commission awards the contract to The United Contracting Company, at its bid price of $17,287.00.

Bridge over U. S. R. S. Canal on The Dalles-California Highway near Klamath Falls in Klamath County. The low bid is that of G. I. Stebbins Construction Co., Klamath Falls, at $16,991.90; the next low bid is that of Saw Mill Engineering & Construction Co., Klamath Falls, at $19,478.80. The Commission awards this contract to the low bidder, G. I. Stebbins Construction Co., at its bid price of $16,991.90.

Bridge over Santiam overflow channel on the Albany-Lyons Secondary Highway near Albany in Linn County. The low bid is that submitted by Barham Bros. & Henningsen, Salem, at $7,860.50; the next low bid is that of Tom Lillebo, Reedsport, at $8,690.50. The contract is awarded to Barham Bros. & Henningsen, the low bidders, at their bid price of $7,860.50.

Sanderson Bridge Section of the Albany-Lyons Secondary Highway in Linn County, 1.8 miles of grading and surfacing work. The low bidder is H. B. Morton, Clarkston, Washington, at $17,811.25; the next low bid is that of Birkemeier & Saremal, Portland, at $18,895.00. The contract is awarded by the Commission to the low bidder, H. B. Morton, at his bid price of $17,811.25.

Ontario Section of the Old Oregon Trail in Malheur County, 0.99 mile of regrading and 8,500 square yards of bituminous macadam construction. The low bid is that of J. C. Compton, McMinnville, at $13,364.00, using tar; the next low bid is that submitted by Quinn-Robbins Company, Inc., Boise, at $14,674.00, using No. 3 road oil, and $15,114.00, using tar. The Commission rejects all bids received for this project and orders the project to be re-advertised for bids to be received at the next meeting.

Bridges over Vermont Street Gulch and Newberry Street Gulch on Fourth Street Extension of West Side Pacific Highway in Portland, Multnomah County. The low bidder is Hoffman Construction Co., Portland, at $91,127.00. The next low bid is that of Theodore Arenz, Portland, at $99,289.00. The Commission holds the award of this contract pending the signing of a maintenance agreement by the Portland City Council. The bids are referred to the Engineer with power to act.

Bridge over McCarty Creek on the Columbia River Highway near Burlington in Multnomah County. The low bid is that submitted by Barham Bros. & Henningsen, Salem, at $7,311.00. The next low bid is that submitted by Shattuck & Neland, Portland, at $7,694.00. This contract is awarded by the Commission to the low bidders, Barham Bros. & Henningsen, at their bid price of $7,311.00.

Cummings Hill Section of the Nehalem Secondary Highway in Washington County, 2.18 miles of grading and surfacing work. The low bid is that submitted by J. A. Lyons, Portland, at $41,786.00; the second low bid is that submitted by Fred H. Slate, Portland, at $42,135.50. The Commission awards this contract to the low bidder, J. A. Lyons, at his bid price of $41,786.00.

Bridge over Chehalem Creek on the Yamhill-Newberg Secondary Highway near Newberg in Yamhill County. The low bid is that submitted by Shattuck & Neland, Portland, at $3,980.00; the next low bid is that submitted by J. F. Johnston, Newberg, at $4,310.00. The Commission awards this contract to the low bidders, Shattuck & Neland, at their bid price of $3,980.00.

The Engineer reported that it is necessary to make some revisions in the National Recovery highway program in Multnomah County because it has been found by more detailed estimates that the amounts originally allocated to certain of these projects are insufficient to complete them. He submitted a revised program for the reallocation of these funds and pointed out that it eliminates the amount previously set up for the construction of a connecting road to the proposed Tualatin Valley Tunnel because he has received reliable information to the effect that the promoters of this tunnel have altered their plans for its construction in the immediate future. The Commission, by unanimous vote, approved and adopted the revised program as submitted by the Engineer, which is as follows:

Project	Preliminary Allocation	Revised Allocation
Multnomah Co. Line-Linnton, Asph. Conc. Paving	$ 65,000	$ 65,670
Multnomah Co. Line-Linnton, Concrete Paving	105,000	96,160
Multnomah Co. Line-Linnton, Bridges	15,000	13,805
Fourth Street Extension, Paving	140,000	137,980
Fourth Street, Bridges	70,000	132,066
Base Line Road, Paving	25,000	37,763
Bertha-Beaverton, Repaving	50,000	63,000
Milwaukie Road, Grading and Paving	161,000	167,000
" " , Johnson Creek Bridge	- -	19,000
" " , Bybee St. Undercrossing	- -	10,000
Lombard Street, Grade and Pave	25,000	67,000
" " , Undercrossing	- -	75,000
82nd Street, Grade and Pave	300,000	96,600
" " , Overcrossing	- -	50,000
Fourth Street, Landscaping	15,000	15,000
Troutdale-Crown Point, Landscaping	15,000	15,000
Multnomah County portion of connection to Tualatin Tunnel, Grad., Pave and Undercrossing	75,000	- -
Totals for Multnomah County	$1,061,000	$1,061,044

The Commission, by unanimous vote, also approved the elimination

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of the Tualatin Tunnel connecting road project from the construction programs arranged for Multnomah and Washington Counties.

The Attorney reported that it may be necessary to institute condemnation proceedings to procure the right of way needed to improve the Columbia River Highway within the city limits of The Dalles as a National Recovery municipal project and requested authority for such purpose. The following resolution relative to this matter was offered and adopted by the Commission by unanimous vote:

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

WHEREAS, the State Highway Commission is likewise authorized and empowered to construct, reconstruct, pave, improve, repair and maintain roads and streets through incorporated cities and towns where such roads and streets form a link in the state highway or constitute a connection between two state highways; and

WHEREAS, the State of Oregon in cooperation with Dalles City is jointly engaged in the further improvement of that portion of the Columbia River Highway which enters Dalles City from the east and traverses for a distance Second Street, South Second Street and Brewery Grade. That particular part of such improvement in which Dalles City and the State are jointly interested being that portion within the corporate limits of Dalles City and involving the said Second Street, South Second Street and Brewery Grade; 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 additional right of way be procured over property owned by and in the possession of the Great Southern Railroad Company; and

WHEREAS, 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 and Dalles City acquire either by purchase, agreement or by the exercise of the power of eminent domain, the land hereinafter described, which said land is to be used for right of way purposes, to wit:

A parcel of land, being a portion of the following described property. The Laughlin D. L. C. No. 38 in Section 2 and 3, Twp. 1 North, Range 13 East, W. M., Wasco County, Oregon. The said parcel being described as follows:

Beginning at a point on the southerly line of Second Street as laid out in the Laughlin and Lord Annex to Dalles City, said point being approximately 128 feet westerly from the northeast corner of Lot 1, in that unnumbered block,

consisting of Lots 1 to 7, both inclusive, of said Laughlin and Lord Annex, said point also being 2155 feet north and 1190 feet west of the southeast corner of said Section 3, Twp. 1 North, Range 13 East, W. M.; thence South 81° 07' East along the southerly line of Second Street a distance of 345 feet; thence North 5° 37' East a distance of 18 feet to a point, said point being 54 feet distant northerly from (when measured at right angles to) the relocated center line of the Columbia River Highway at Engineer's Station 8+20; thence easterly parallel to and 13 feet distant southerly from the center line of the Great Southern Railroad a distance of 381 feet; thence South 5° 37' West a distance of 5 feet to a point, said point being 40 feet distant northerly from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 12+00; thence easterly parallel to and 18 feet distant southerly from the center line of said railroad a distance of 600 feet to a point, 43 feet more or less northerly from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 18+00; thence North 1° 35' East a distance of 5 feet to a point, said point being 13 feet distant southerly from (when measured at right angles to) the center of said railroad; thence northeasterly parallel to and 13 feet distant southerly from the center line of the said railroad a distance of 300 feet; thence South 5° 52' East a distance of 12 feet to a point, said point being 40 feet more or less distant from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 21+00; thence northeasterly parallel to and 25 feet distant southerly from the center line of the said railroad a distance of 215 feet to a point, said point being 40 feet more or less distant from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 23+15; thence North 5° 52' West a distance of 12 feet to a point, said point being 13 feet distant southerly from (when measured at right angles to) the center line of said railroad; thence northeasterly parallel to and 13 feet distant southerly from the center line of the said railroad a distance of 435 feet; thence South 5° 52' East a distance of 17 feet to a point, said point being 48 feet distant from (when measured at right angles to) the relocated center line of said highway at Engineer's Station 27+50; thence northeasterly parallel to and 30 feet distant southerly from the center line of the said railroad a distance of 257 feet to a point on the east boundary line of Dalles City; thence South along said east boundary line a distance of 14 feet to the northerly right of way line of the present constructed Columbia River Highway; thence westerly along said northerly right of way line a distance of 2535 feet more or less to the point of beginning.

The parcel of land to which this description applies contains approximately 1.58 acres, of which 0.07 acres lie within the Bettingen tract, net new area 1.51 acres.

and

WHEREAS, the cost of said improvement is to be paid by the State of Oregon out of funds made available by the Federal Government for unemployment relief, but Dalles City is required to make available all necessary

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rights of way required in this said improvement; and

WHEREAS, Dalles City and the State are jointly interested in the acquisition of the said right of way, and without the same said improvement cannot go forward and the relief to unemployment contemplated thereby cannot be made available;

THEREFORE, BE IT RESOLVED, that the State Highway Commission shall and the said Commission does hereby declare that it is necessary and that it will be of advantage to the State of Oregon that there be acquired for right of way purposes, for use in connection with the permanent construction, improvement and maintenance of said highway, and particularly that portion thereof lying within the city limits of Dalles City, the land above described, and said Commission does hereby 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 and in order to afford a safe and adequate highway for public 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 a part of and is included within the rights of way of said highway for the said State.

BE IT FURTHER RESOLVED, that Dalles City, through its duly appointed and qualified officers, be requested for the said City and the State to attempt to agree with the owners of said property with respect to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General, and Attorney for the State Highway Commission, be and they hereby are requested to join with the said Dalles City in the institution and prosecution of a condemnation proceeding, or such other proceeding as may be necessary and appropriate to acquire title to said premises and all rights therein for the purposes herein stated, and to determine the compensation which should be paid therefor.

Consideration was given by the Commission to the matter of rerouting the East Portland-Oregon City Highway through the town of Milwaukie so as to eliminate the necessity of reconstructing the Portland Electric Power Company's railroad tracks along the present route and the procuring of additional right of way at the point where the highway now passes under the tracks of the Southern Pacific Company. After some discussion, the Engineer was instructed by the Commission to investigate other possible routes through this town including that which follows along Main Street.

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

R. H. Baldock
State Highway Engineer

H. B. Glaisyer
Secretary

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Leslie M. Scott
Chairman

E. B. Aldrich
Commissioner

Carl G. Washburne
Commissioner

Newport, Oregon, December 19, 1933

The State Highway Commission met in special session at eleven o'clock A. M. in the City Council Chambers pursuant to notice previously given the Newport City Council to hear objections or remonstrances against the plan of the Commission to reroute the Oregon Coast Highway within the city limits of Newport in order to provide a suitable approach to the proposed highway bridge across Yaquina Bay at this place. Present were:

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

Also present were sixteen citizens of Newport, including W. G. Walrad, Mayor, A. F. Wills, proprietor of a local garage, and L. W. Williams.

Chairman Scott opened the meeting by explaining its purpose. At his request the Secretary read aloud a letter from the Commission's Attorney explaining the law which requires the Commission to hold hearings of this nature.

The Engineer exhibited maps showing the proposed rerouting, which is described as follows:

Beginning at or near Highway Engineer's center line Station No. 143+11.14 on the present route of Oregon Coast Highway in the town of Newport near its intersection with West Olive Street; thence on a curve to the right to West Sixth Street; thence following along West Sixth Street and its extension through the Newport City Park to Fall Street; thence on a curve to the left to the north end of the proposed highway bridge across Yaquina Bay near the intersection of West Fourth Street and Government Street; thence crossing Yaquina Bay on a tangent to the town of South Beach; thence on a curve to the right to a connection with the present constructed Oregon Coast Highway in Block "N", South Beach, at or near Highway Engineer's Station No. 259+97.00 = 668+38.5 P. T.

Chairman Scott then invited all citizens present to express themselves either for or against the proposed change.

Mr. Wills offered objections to the six degree curve in the proposed alignment at Cape and Newport Streets stating that he conducts a service station, store and camp ground at this point, and this curve takes too much from his property. He offered to give a strip of land twenty feet wide across the front of his property for this improvement provided the curve is modified accordingly. He suggested two alternate routes which would not affect his property holdings, one of which extends along Fifth Street from its intersection with the present highway route to the proposed bridge site, and the other along Coast Street and its extension south to

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the proposed bridge.

The Engineer explained that all possible routes for the approach to this proposed bridge have been fully investigated and the Sixth Street route has been found most desirable from economical and practical standpoints. He further explained that the Fifth Street route proposed by Mr. Wills is undesirable because it will involve the construction of too sharp curvature at the bridge end and the Coast Street route has been eliminated because this street is narrow and to widen it to proper standards would involve a tremendous expenditure for property and damages.

Mr. Williams spoke in favor of the Sixth Street route recommended by the Engineer. He offered to donate the extra right of way needed across the front of his property along this route, provided he is not charged with the expense of moving back the buildings located thereon. In reply to an inquiry of Chairman Scott, he stated that he believed that the people of Newport will not object to the highway being routed through their city park located at Sixth and Alder Streets.

There being no others present desirous of being heard regarding this matter, the Commission adjourned at 11:30 o'clock A. M.

Waldport, Oregon, December 19, 1933

The State Highway Commission met in special session at two o'clock P. M. in the City Council Chambers in conformance with notice previously given to the Waldport City Council to hear objections or remonstrances against the plan of the Commission to reroute the Oregon Coast Highway through that town in order to provide a suitable approach to the proposed highway bridge across Alsea Bay at this point. Present were:

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

Also present were about thirty citizens of Waldport including the following: D. Fulp; _____ Teel, hotel man; C. B. Hallmark, merchant; L. J. Rickard; Claude Hall, butcher; and W. E. Goggins, storekeeper.

Chairman Scott opened the meeting by explaining its purpose and the law which requires the Commission to hold hearings of this nature. He invited the citizens present to express themselves either for or against the proposed improvement.

The Engineer exhibited maps showing the proposed alignment which is described as follows:

Beginning at or near Highway Engineer's center line Station No. 1362+14.35 P. S. = 1348+70.8 on the present constructed Oregon Coast Highway, which point is approximately one-fourth mile north of the state ferry boat landing on the north side of Alsea Bay; thence on a curve to the left to the north end of the proposed highway bridge across Alsea Bay; thence crossing said Alsea Bay on a tangent to a point near the intersection of Arrow Street and Spring Street in the town of Waldport; thence following along Arrow Street to a connection with the present constructed Oregon Coast Highway at its intersection with Hemlock Street in Waldport.

Mr. Fulp voiced his objections to the construction of a bridge on the alignment proposed by the Commission and stated that in his opinion the bridge should be constructed directly across from the present ferry landing at Waldport.

The Engineer explained that the Commission has tentatively adopted the present proposed bridge site because it follows in general the direction of the Oregon Coast Highway, whereas the present ferry route deviates therefrom and is about three-fourths mile longer between common points north and south of Waldport.

Mr. Teel also spoke in favor of the bridge location suggested by Mr. Fulp, giving as his thought that a bridge constructed on this location would be less costly than one constructed on the site proposed by the Commission.

The Engineer pointed out that if the bridge is constructed on the location suggested by Mr. Fulp and Mr. Teel, it would be necessary to construct a long approach to the bridge on the north side of the Bay, which would involve heavy grading work and excessive curvature and the total cost to construct the bridge and grade the approaches on this route would probably be much more than on the location proposed by the Commission.

There followed a general discussion of matters pertaining to the financing and operation of this bridge and four other bridges on this highway which the Commission proposed to construct with Public Works Administration funds, during which Mr. Rickard and Mr. Hallmark expressed themselves as being opposed to the construction of these bridges as toll bridges, Mr. Hallmark adding that he preferred the continuance of free ferry service rather than the construction of bridges for the use of which tolls must be paid.

Chairman Scott advised that the money to finance the construction of these bridges is to come from the Federal Government as a loan and grant and, so far as is known now, cannot be obtained unless they are constructed as toll bridges; moreover, the Oregon legislature in session at the present time has approved the method of financing the bridges which includes the toll feature. To remove the tolls, he said, means that if the State wishes the Government to provide such construction funds, the State must issue general obligation bonds thereby increasing the State's bonded indebtedness

which will necessitate increasing the present gasoline tax and motor vehicle license fees in order to retire the bonds and pay the interest charges thereon. The Commission, he said, is unalterably opposed to increasing the State's bonded indebtedness; therefore, in order to secure the bridges at this time it is necessary to include the toll feature.

At the Chairman's request, the Engineer explained the plan of toll rates which includes a reduced rate for commutation tickets to people who will use them daily.

Mr. Goggins gave as his thought that the most important thing at the present time is to obtain the bridges and consider the matter of elimination of tolls later.

Mr. Ray Conway, Manager of the Oregon State Motor Association, was present and stated that the Association is opposed to tolls and when this matter was before the Roads and Highways Committees of both houses of the Oregon legislature, which is now in session, the members of those committees were informed that the Motor Association will exert every effort to make the bridges free from tolls by the time they are opened to traffic. He gave as his opinion that the people of the state, as well as the members of the State Highway Commission, are opposed to tolls in general.

After some further discussion, the Commission adjourned at 2:30 o'clock P. M.

Florence, Oregon, December 19, 1933

The State Highway Commission met in special session at four o'clock P. M. in the City Council Chambers in accordance with notice previously given the Florence City Council to hear objections or remonstrances against the plan of the Commission to reroute the Oregon Coast Highway within the city limits of Florence in order to provide a proper approach to the proposed highway bridge across the Siuslaw River at this place. Present were:

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

Also present were about thirty local residents, including Honorable Earl H. Hill; George P. Edwards; W. J. Kyle, merchant; J. C. Ponsler, automobile dealer; J. W. Tanner, local manager of Mountain States Power Company; and William Brynd.

Chairman Scott opened the meeting by explaining that the Commission proposes to construct a highway bridge over the Siuslaw River at Florence, provided funds with which to finance it are obtained from the Federal Government; also, that in order to provide a suitable road approach to the bridge,

it will be necessary to reroute the Oregon Coast Highway through this town; further, that the purpose of this meeting is to comply with the Oregon statutes which require the Commission to hold public hearings in cities or towns before altering or changing existing highway routes therein. He also briefly explained the method proposed to finance the construction of this bridge, which method, he said, conforms with the federal requirements and has been approved by the Oregon legislature now in session. He invited all citizens present to express themselves either for or against the improvement.

The Engineer exhibited maps showing the proposed rerouting of the highway which is described as follows:

> Beginning at a point on the center line of the present constructed Oregon Coast Highway (Gallagher Street) near Thirteenth in the town of Florence; thence in a southwesterly direction to Second Street; thence on a curve to the left to the north end of the proposed highway bridge across the Siuslaw River which point is near the south line of First Street about midway between Adams Street and Jefferson Street; thence across the Siuslaw River on a tangent to the townsite of Glenada, joining the present constructed Oregon Coast Highway at a point near its intersection with Oak Street in that town.

Mr. Edwards inquired as to how traffic from this business district will gain access to the bridge. He was informed by the Engineer that the bridge plans call for the construction of two ramps for such purpose, one of which will extend along First Street from Washington Street to the bridge deck and the other along Jefferson and Second Streets from First Street to the bridge level.

There followed a general discussion pertaining to construction features and the proposed rerouting of the highway. The meeting was then turned over to the citizens present for an expression of their desires with respect thereto. Mr. Tanner presided at the citizens' meeting.

Motion was made by Mr. Kyle that the plans of the State Highway Commission with respect to the construction of the bridge under discussion and matters pertaining thereto, including the type of bridge to be constructed, the rerouting of the highway to provide a proper approach thereto, and the construction of ramps from the business district to the bridge level, be approved and accepted. The motion was duly seconded by Mr. Ponsler and carried by the unanimous vote of the citizens present.

Mr. Ray Conway, Manager of the Oregon State Motor Association, who was present, publicly complimented Mr. Hill for his services in the legislature in behalf of state highway revenues which, he said, were largely responsible for saving these revenues to the State Highway Commission.

Chairman Scott in behalf of the State Highway Commission and its engineers also thanked Mr. Hill publicly for such services.

There being no others to be heard at this meeting, the Commission adjourned at 4:20 o'clock P. M.

Gardiner, Oregon, December 19, 1933

The State Highway Commission met in special session at 7:30 o'clock P. M. in the dining room of the Gardiner Tavern, with all members, the State Highway Engineer, and the Secretary present, for disposal of routine matters pertaining to the State Highway Department.

The Commission by unanimous vote approved the minutes of the meeting held on November 14 and 15.

Chairman Scott reported the receipt of a letter from the "Association for the Improvement of the John Day Highway" by Mr. Lawrence E. Spraker, Secretary, advising that the County Court of Grant County is now unanimously in favor of the completion of the John Day Highway in preference to the construction of the proposed Mitchell-Antelope road. After some discussion, the Commission deferred a decision in this matter pending a report from the Engineer on his investigation of all proposed routes into the John Day Valley, which investigation the Engineer advised is now under way.

Chairman Scott also reported the receipt of a letter from Mr. Marshall Dana, Portland, Regional Adviser, Public Works Administration, relating to the Government's plans for the appointment of a regional committee to develop plans for regional improvements to be undertaken with public works funds. After some discussion, this letter was referred to the Engineer for reply.

A letter was presented from the Commission's Attorney regarding the status of acquisition of right of way required for the improvement of the Nehalem Secondary Highway at Beneke Creek bridge in Clatsop County, in which he advises that the Clatsop County Court has offered the owners of the land the sum of $1,000 therefor, including damages and fencing, and has taken the position that it will refuse to acquire the right of way if it cannot be procured for that sum. The Engineer explained that the Commission at its meeting held on December 7 received bids for the construction of a bridge over Beneke Creek on this highway, but held the award of the contract pending the acquisition by the Clatsop County Court of the right of way required for the improvement. He further advised that according to the terms of the proposal, the proposal guaranty of the successful bidder cannot be held for more than thirty days without the consent of the bidder. It appears from the information at hand, he said, that the right of way difficulties will not be terminated before the thirty-day period expires; wherefore, he requested instructions whether to cancel the contract now or to hold the contractor's bid deposit pending further negotiations by the County Court for the right of way. After some discussion, the Commission referred the matter to the Engineer to confer with the Clatsop County Court relative thereto and instructed him to ascertain from the contractor whether or not he is willing that the award of this contract be held up pending the conclusion of right of way negotiations, notwithstanding that it will be necessary to hold his bid

deposit longer than thirty days, and will then enter into a contract with the State for the construction of this bridge on the basis of his original bid without extra compensation for the delay.

The Engineer presented a letter from the Commission's Assistant Attorney stating that he has discussed with the County Court of Washington County the matter of acquiring right of way for the Wolf Creek Highway across Valkyrie Memorial Park at the Multnomah-Washington County line, and the County has agreed to pay the sum of $2,500 for this right of way and, if absolutely necessary, the sum of $3,000 therefor, provided the State will advance the payment and will be satisfied to be reimbursed later from Washington County's share of the motor vehicle license fees. He inquired whether or not the Commission wished to accept this proposal. After some discussion, and it appearing to the Commission that it is extremely desirable to obtain this right of way at an early date and the cost thereof being considered reasonable, the Commission approved and accepted the County's proposal. The Engineer was instructed by the Commission to prepare a form of agreement between the State and the County covering the matter.

The Engineer reported on the cost to remove snow and keep open for travel this winter the Rocky Point-Seven Mile Section of the Klamath Lake Secondary Highway in Klamath County as requested by the Crystal Lumber Company, Crystal, Oregon. Investigation reveals, he said, that the road between Rocky Point and Seven Mile is an unimproved trail through a timbered district serving about six families; also, that it would cost approximately $1,000 to keep the road passable during the season, using Caterpillar tractor equipment with a V-plow or bulldozer, which is the only type of equipment owned by the State Highway Department suitable for removing snow on a road of this kind. He recommended that the request be denied. The recommendation of the Engineer was approved by the Commission by unanimous vote.

The Commission reconsidered a letter from the Umpqua Highway Improvement District (first presented on December 6) directing the disposition of the $7,587 which the Commission is directed to pay to the district by the provisions of Chapter 298, Laws of Oregon 1933, the constitutionality of which has been sustained by the Oregon Supreme Court. After some discussion, the Commission voted unanimously to apply this amount on Douglas County's indebtedness to the State as directed by such letter, and authorized the Engineer to procure assignments from the district and Douglas County Court to effect such credit. The Commission also authorized the Engineer to pay to the Salmon River-Grand Ronde Highway Improvement District such amounts as are now due that district from the State by virtue of said Chapter 298, Oregon Laws of 1933.

A letter was presented from Richard W. Montague, attorney for J. B. Laber, Portland, with whom the Commission heretofore entered into an agreement for certain improvements in the town of Cascade Locks on the Columbia River Highway in Hood River County, requesting the Commission, because of threatened litigation, to enter into a subagreement with Mr. Laber confirming his rights to certain buildings standing within the state highway right of way at this place. The Commission decided unanimously to defer action on

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this request pending return of its Attorney, Mr. Devers, from Washington, D. C.

The Engineer requested authority to expend approximately $1,000 of state funds on the Fourth Street Highway within the city limits of Portland for cleaning ditches, culverts, maintaining drainage, etc., to protect the new highway grade from washing out this winter. He advised that, according to the agreement between the State and the City regarding this highway, the City is to pay the cost of maintaining it within the city limits; however, the City is without funds at the present time for such work, wherefore he recommended that the State assume the preliminary expense because it is very important that some provision be made to preserve the roadbed during the winter season. After some discussion, the Commission approved the expenditure of $1,000 for this purpose with the understanding that such expenditure is not to be considered as a precedent with respect to the maintenance of this road and that the State will hereafter hold the City of Portland and Multnomah County responsible for its proper maintenance, removal of slides, etc., in accordance with the provisions of the agreement heretofore executed.

The Engineer reported that he received information from the U. S. War Department to the effect that they do not consider the Coquille River a navigable stream at the Hoffman Bridge site on Powers Secondary Highway in Coos County where the State proposes to construct a bridge; therefore, it is not necessary for the State to obtain a War Department permit authorizing such construction; also, that upon receipt of this information, in accordance with the authority previously given him by the Commission, on December 13, 1933 he awarded a contract for the construction of this bridge to Tom Lillebo, Reedsport, who submitted the low bid therefor, amounting to $52,748.00, on December 7, 1933. The Commission, by unanimous vote, confirmed the award of this contract by the Engineer to Tom Lillebo at his bid price of $52,748.00.

The Engineer also reported that the City of Portland has now signed the agreement providing for the maintenance by the City of bridges which are to be constructed over Vermont Street Gulch and Newberry Street Gulch on the Fourth Street Highway within the Portland city limits and that upon receipt of such agreement, and in accordance with authority given him by the Commission, on December 13 he awarded the contract for the construction of these bridges to the Hoffman Construction Company, Portland, which submitted the low bid therefor amounting to $91,127.00, at the meeting held on December 7, 1933. The Commission by unanimous vote confirmed the Engineer's award of this contract to Hoffman Construction Company at its bid price of $91,127.00.

The Commission signed an agreement with the Burlington Water District whereby the State agrees to advance the cost of removing and relaying the district's water pipe lines located on the Columbia River Highway at Burlington, Multnomah County, and further agrees to advance the cost of removing, relocating and/or reconstructing the said district's booster pumping plant located at this place, so that such pipe lines and pumping plant will not interfere with the proposed highway development or with the highway use, the district to reimburse the State for such advance in three equal annual instalments on December 15, 1934, December 15, 1935, and December 15, 1936.

Reconsideration was given by the Commission to the request of G. E. Huddleston, Lonerock, Oregon, for permission to construct a telephone pole line upon and along the right of way of the Condon-Heppner Secondary Highway in Gilliam County between Condon and the junction with the Lonerock County Road, which matter was first considered by the Commission on December 6, 1933. In this connection the Secretary reported that, as previously instructed by the Commission, he inquired of Mr. Huddleston why he is unable to effect the joint use of poles with the owners of one of the two existing pole lines so as to eliminate the necessity of having two pole lines on one side of the highway, and received a reply that such joint use cannot be arranged because the owners of the existing lines are his competitors in business. After some discussion, the Commission referred this matter to the Secretary to ascertain whether or not the existing pole lines were constructed under franchise from the County Court of Gilliam County before the road was taken over by the State Highway Commission as a secondary state highway; also, to ascertain from the Attorney whether or not the Commission has legal authority to cancel such franchises if any exist.

There was presented to the Commission for consideration a deed from Lincoln County by its County Court, whereby the County conveys to the State, free of cost, for right of way and public park purposes the following described parcels of land, situate in the townsites of Harborton and South Beach, Lincoln County:

Blocks 1, 7, 8, Lots 1 to 11, inclusive, in Block 6, and Lots 1 to 10 and 18 to 27 inclusive in Block 9, Lots 1 to 6 inclusive in Block 10, and Blocks 11 and 12 in the Townsite of Harborton, Lincoln County, Oregon, as platted and recorded on page 19 of Book 6 of Townsite Plat in the office of the County Clerk of said County; said property being located in Section 17, Twp. 11 South, Range 11 West, W. M.

Also Lot 8 in Block 8, South Beach, Lincoln County, Oregon, according to the duly recorded plat thereof.

In this connection, a letter was presented from the Assistant Attorney recommending the acceptance of the deed. After due consideration, the recommendation of the Assistant Attorney was approved and adopted by the Commission by unanimous vote, and the Secretary was instructed to write an appropriate letter to the Lincoln County Court acknowledging the deed and thanking them for this gift.

The following resolution relating to the conveyance of title of a portion of the John B. Yeon state park to the United States of America was adopted by the Commission by unanimous vote at the request of the Assistant Attorney, it being the Attorney's opinion that the resolution is necessary in order to properly transfer this property to the Government.

WHEREAS, the State of Oregon is the owner of a parcel of land in Government Lots 1 and 2 of Section 21, Township 2 North, Range 7 East, W. M., in the County of Multnomah, State of Oregon,

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which property heretofore has been acquired for public park purposes and is known as the John B. Yeon Memorial Park; and

WHEREAS, the following described portion of said property is required by the United States of America and is necessary for use in connection with the construction, operation, and maintenance of the Bonneville dam across the Columbia River, which said parcel of land is described as follows, to-wit:

A parcel of land consisting of portions of Government Lots One (1) and Two (2) in Section 21, Township 2 North, Range 7 East, W. M., County of Multnomah, State of Oregon, more particularly described as follows, to-wit:

Beginning at a point on the south boundary of the said Government Lot Two (2), which point is 550 feet westerly from the southeast corner of said Government Lot Two (2) and also is approximately 1320 feet north and 1870 feet west of the corner common to Sections 21, 22, 27, and 28 in the said township and range; thence running westerly along the south line of Government Lot Two (2) a distance of 590 feet to the southwest corner of that parcel of land described in that certain deed from Oregon-Washington Railroad & Navigation Company, an Oregon corporation, to Samuel C. Lancaster, executed September 14, 1922, and recorded May 25, 1923, in Book 925 of Deeds at page 113; thence northeasterly across the westerly boundary of the said parcel of land as follows: North 37° 38' East a distance of 151.43 feet; thence North 30° 54' East a distance of 340 feet; thence North 26° 09' East a distance of 205 feet; thence North 25° 30' East a distance of 162.3 feet to a point distant 100 feet southerly from measured at right angles to, the center line of the main track of the railroad of Oregon-Washington Railroad & Navigation Company; thence easterly parallel to and 100 feet southerly from said center line of main track a distance of 1470 feet, more or less; thence North 87° 01' West 650 feet, more or less, to a point on the line between said Government Lots One (1) and Two (2), which point is 150 feet southerly from the intersection of said line between Government Lots One (1) and Two (2) and the southerly right of way line of the said Oregon-Washington Railroad & Navigation Company; thence South 56° 06' West a distance of 385.5 feet; thence South 37° 29' West a distance of 378.1 feet to the point of beginning.

The parcel of land herein described contains approximately 15.7 acres.

and

WHEREAS, it is and will be of inestimable value to the State of Oregon and to the people of the State of Oregon generally that the

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said Bonneville dam be constructed and that the said parcel of land be conveyed to the United States of America for the purposes herein stated; and

WHEREAS, under the provisions of Section 44-118, Oregon Code 1930, the State Highway Commission is granted power and authority to dispose of lands, ground, or property acquired by the State Highway Commission which are no longer needed or useful for highway or other purposes; and

WHEREAS, the parcel of land hereinabove described is not needed or useful for highway, park, or other purposes and can be conveyed to the United States of America without detracting from the natural beauty, utility, or general value and usefulness of the balance of the land included within the said John B. Yeon Memorial Park;

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present and participating, that the said parcel of land be and the same hereby is declared to be no longer needed or useful for highway, park, or other purposes.

BE IT FURTHER RESOLVED that the said parcel of land be conveyed to the United States of America, its successors and assigns, by good and sufficient bargain and sale deed executed in the name of the State of Oregon by the State Highway Commission for and in consideration of the sum of $10.00.

The Engineer reported that it has been brought to his attention that the federal Civil Works Administration has approved as a civil works project the construction of a "rest house" in Silver Creek Falls state park, Marion County, but in order to take advantage of these funds it would be necessary for the State to pay for the mill work, plumbing and concrete floor, estimated to cost $1,375, the balance of the cost to be paid by the Federal Government, estimated at about $2,500. He exhibited a building plan and inquired whether or not the Commission wishes to cooperate in this improvement. After some discussion, the Commission by unanimous vote authorized the expenditure of state funds to pay that portion of the cost of this building that cannot be paid for with civil works funds.

Letters were presented from Hon. George P. Winslow, Tillamook, and County Judge H. H. Rosenberg, Tillamook County, requesting that funds be provided for the immediate construction of a short section of the Wilson River Highway west from Mills Bridge, Tillamook County, to facilitate the marketing of timber from the Wilson River District which was burned over by forest fires last fall. The Engineer advised that the Commission has no unallocated funds available at this time; furthermore, the program for federal funds has been approved and according to federal regulations cannot be altered until all of the jobs listed in the program have been constructed. He also stated that it is likely that some of the jobs on this program will have to be eliminated because prices of materials, etc., have increased since the program

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was prepared and it is quite likely that available funds will be insufficient to even complete the work contemplated. After some discussion, the Commission denied the request and instructed the Secretary to notify Mr. Winslow and Judge Rosenberg of the action taken.

A letter was presented from Mr. E. E. McLendon, Spanish War Veteran, Cottage Grove, requesting permission to sell confections, magazines, etc., on one of the Oregon Coast Highway ferry boats, either at Florence or Reedsport. The Engineer recommended against the granting of this request due to the fact that the ferry boats are small and the first interest of the Commission is to the traveling public; furthermore, the ferry boats are being operated under contract and it appeared to him that if such privilege is granted, it should come from the contractor rather than from the Commission; otherwise, he might have cause for action against the State for increased liability in event of an accident. After some discussion, the Commission unanimously denied the request because it cares not to assume jurisdiction. The Secretary was instructed to suggest to Mr. McLendon that he file his application direct with the ferry operator.

A letter was presented from Senator Joe E. Dunne, Portland, requesting in behalf of Mr. Lloyd Daly, Portland, permission to operate a candy and pop corn wagon in John B. Yeon state park near Bonneville. The request was denied by the Commission because it is strictly contrary to its established policy with respect to administration of state park property.

There was presented to the Commission for consideration a petition signed by fifty-five voters and tax payers of Eastern Clackamas County demanding the immediate surfacing of a one-mile section of the Eagle Creek-Sandy Section of the Woodburn-Mt. Hood Loop Secondary State Highway which was graded to secondary state highway standards in 1932. There was also presented a letter from the Clackamas County Court endorsing this project. In this connection the Engineer reported that the Clackamas County Court is willing to undertake this work as a civil works project, but is handicapped by not being able to spend Civil Works Administration monies for materials; wherefore, it requests the State to assume such expense estimated to cost approximately $1,200, of which $600 represents cost of production and the balance hauling costs. He inquired whether or not the Commission wishes to deviate from its established policy with respect to expenditure of state funds in connection with Civil Works Administration projects, when such projects involve improvement of primary or secondary highways. The Commission voted unanimously to continue the present policy to furnish only engineering work on such projects; however, in view of the fact that the project under discussion is a secondary state highway improvement, the Commission agreed to cooperate with the County in the cost thereof by paying the hauling costs, provided the County will pay with strictly county funds the cost of producing the materials.

The Commission approved the letter of the Engineer, dated December 18, 1933, directed to all Department Division Engineers stating that the State Highway Commission cannot contribute anything except engineering or engineering supervision on any Civil Works Administration projects.

Letters were presented from the Beaver Creek Stock Association, Beaver Creek Cattle Association and Paulina Grange No. 734, Paulina, Oregon, suggesting the construction of the proposed road extending from Paulina, Crook County, in a northeasterly direction to a connection with the John Day Highway at Dayville, Grant County, in order to provide work this winter for some of the unemployed in that district. The Engineer advised that he replied to these communications by stating that this is not a state highway project and the State Highway Commission has no funds for construction purposes and by suggesting that the project be submitted to the county courts of the respective counties for consideration as a civil works project. The Commission approved the Engineer's reply.

The Commission signed agreements with the City of Portland providing for the maintenance by the City of the following National Recovery Municipal projects within the city limits of Portland, contracts for which were recently awarded by the Commission:

> Construction of concrete pavement on Base Line Highway (East Stark Street) between East 82nd Avenue and Portland east city limits, bids received November 15, 1933;
>
> Construction of bridges over Vermont Street Gulch and Newberry Street Gulch on Fourth Street Extension of West Side Pacific Highway, bids received December 7, 1933.

The Commission confirmed the awards previously made for the construction of these projects.

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

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been found necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the properties required, options have been obtained, which options have been considered by the State Highway Commission, or reports have been presented to and considered by the Commission outlining the bases of settlement which have been agreed upon, and
>
> WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases for settlement for the properties involved, and that the acquisition of the properties desired should be completed;

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
West Salem-Brunks Corner, Salem-Dallas Highway				
Crozer, T. T.	R/W	0.32	at $350.00 per A. plus $35.00	Benson
Brunk, Thos. W.	"	0.753	at $350.00 per A. plus $240.00	"
Hamer, Edward T.	"	0.289	at $250.00 per A. plus $230.00	"
Crozer, T. T.	Quarry Site	5.0	$1000.00 Lump Sum	"
Brunk, Mary F.	R/W	10,018 Sq.Ft.	at 4¢ per Sq.Ft. plus $563.50	"
Reedsport-Gardiner Section, Oregon Coast Highway				
Johnson, Gus F.	R/W	1500 Sq.Ft.	$47.00 for land plus $72.00	Parker
Canby-Molalla River, Pacific Highway				
Snell, Florence	R/W	0.50	at $1000 per A. plus $11.00	Gardiner
Medford-Central Point Section, Pacific Highway				
Love, J. G.	R/W	6.34	$8500.00 Lump Sum	DeSouza
Hoffman Bridge, Coos Bay-Roseburg Highway				
Hoffman, E. M.	R/W Borrow Pit	1.033	at $100.00 per A. plus $72.24	Parker
Florence-Glenada Section, Oregon Coast Highway				
Ziegler, Fannie L.	R/W	6000 Sq.Ft.	at 2¢ per Sq. Ft.	Benson
Cooper, Jennie Schultz and Cooper, Grandon E.	"	3120 " "	$25.00 Lump Sum	"
Cole, Pansy Maurer	"	6000 " "	at 2¢ per Sq. Ft.	"
Estey, Margaret	"	1481 " "	at 4¢ per Sq. Ft.	"
Newport Section, Oregon Coast Highway				
Depew, Clarence M.	R/W	2 Lots	at $30.00 per lot	Gardiner
Multnomah County, Bertha-Beaverton Highway				
Jaeger, Edward J.	R/W	9750 Sq. Ft.	at $0.0667 per Sq. Ft.	Bentley

The Engineer reported that options have been taken by the Right of Way Department for the acquisition of certain land at Waldport needed for the approach to the proposed Oregon Coast Highway bridge across Alsea Bay at that point, as follows:

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Waldport Section, Oregon Coast Highway				
Lyndon, Percy	R/W	500 Sq. Ft.	$75.00 Lump Sum	McCallister
Lyndon, Lizzie E.	"	1000 " "	200.00 Lump Sum	"
Alsea Bay, Oregon Coast Highway				
Finnegan, Ross M.	R/W	500 Sq. Ft.	$75.00 Lump Sum	"

After due consideration of this matter, the Commission concluded that the prices demanded by the respective owners are excessive and instructed the Engineer to offer the owners one-half of the respective amounts of the options, and authorized him to condemn the properties if the owners refuse to accept such offers.

There was presented to the Commission for consideration a bill from the American Association of State Highway Officials, amounting to $350, representing the annual dues of the Oregon State Highway Commission in that association for the year 1934. The Commission by unanimous vote approved the payment of this bill in the usual manner.

The Engineer reported the receipt of a letter from Dr. Frederick D. Stricker, State Health Officer, stating that he has received a number of complaints regarding the disposal of flood waters along the Powell Valley Highway near East Eighty-seventh Street, Portland, and requesting that an investigation be made to determine the proper method of disposal of such waters. The Engineer advised that about a year ago an investigation was made of drainage conditions in this district which disclosed that the district had never been drained and could not be properly drained without the construction of storm sewers. Furthermore, a study of existing conditions and the surrounding terrain reveals that the trouble has not been caused by Powell Valley Highway; therefore, it is his opinion, concurred in by the Attorney, that the responsibility for the construction of proper drainage facilities rests entirely with the property owners affected, and not with the State. After some discussion, the Commission approved the Engineer's report and instructed him to convey such information to Dr. Stricker.

The Secretary reported the receipt of information from the Parks Engineer that he has been unable to effect an agreement with Mr. J. J. Lynott for a modification of rental to be paid by him for operating a concession at Bradley Park, and Mr. Lynott has signified his intention to relinquish his concession after the expiration of the present contract agreement with the State. No action was taken by the Commission on this matter.

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A resolution was presented from the Oregon Society of Democratic Engineers requesting the construction of permanent marker stripes along the center line and along the shoulders of all highways of the state for the benefit and safety of automobile traffic during hours of darkness and foggy weather. The Engineer advised that permanent markers have been tried out a number of times, both on bridges and on pavements, but have been unsuccessful. Furthermore, such type of markers are very expensive. He pointed out that the interest on the investment for constructing permanent markers would more than pay the cost of painting and maintaining temporary stripes; wherefore, he recommended that the request be declined. Recommendation of the Engineer was approved by the Commission by unanimous vote.

Commissioner Washburne brought up the matter of landscaping work which is to be undertaken by the Commission under the National Recovery Act program. He stated that the Oregon Council for the Protection of Roadside Beauty, represented by Mrs. Honeyman, Eugene, and others who are interested in this matter, are very desirous of having the available funds expended at various points throughout the state for the beautification of triangular areas at junction of highways and for other similar projects rather than to have the money expended on a single project. After some discussion the Commission decided unanimously to make no change in its plans for the expenditure of $15,000 for landscaping the Fourth Street project; however, with regard to the additional $15,000 available for similar work it was decided to accede to the wishes of the society and spend the money for beautification of small areas throughout the state rather than for landscaping the Columbia River Highway between Troutdale and Crown Point as was originally intended. The Engineer was instructed by the Commission to refer this matter to the Parks Engineer who is to contact Mrs. Honeyman and Mr. W. H. Lynch, District Engineer, Bureau of Public Roads, with relation thereto and arrange a program for the Commission's approval.

The Commission discussed informally matters pertaining to the proposed $15,000,000 Public Works road construction program, but deferred definite action thereon pending consultation with Governor Meier on the subject.

There being no other business to come before the Commission at this time, the Commission adjourned at eleven o'clock P. M.

Reedsport, Oregon, December 20, 1933

The State Highway Commission met in special session at ten o'clock A. M. in the City Council Chambers in accordance with notice previously given to the Reedsport City Council to hear objections or remonstrances against the plan of the State Highway Commission to reroute the Oregon Coast Highway through that town in order to provide a suitable approach to the proposed bridge across the Umpqua River between Reedsport and Gardiner. Present were:

Leslie M. Scott, Chairman
E. B. Aldrich, Commissioner
Carl G. Washburne, Commissioner

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Also present were ten citizens of the town of Reedsport, including Mr. Russell Hubbard, Manager, Winchester Bay Lumber Company; Mr. E. H. Ford, Mayor of Reedsport; Mr. N. Hogan, Councilman; Mr. W. A. Burdick, Chairman of Reedsport School Board; and Mr. W. A. Lovelace, President of the Umpqua Highway Improvement District.

Chairman Scott opened the meeting by stating its purpose and the law which requires the Commission to hold a hearing of this nature when it proposes to alter or change an existing highway route into or through an incorporated city or town. He invited all citizens present to express themselves either for or against the proposed improvement.

The Engineer exhibited a map showing the proposed rerouting of the Oregon Coast Highway through Reedsport, described as follows:

> Beginning at Highway Engineer's center line Station No. 614+00 on the present constructed Oregon Coast Highway near the town of Gardiner, Douglas County, which point is opposite the state ferry boat landing on the north side of the Umpqua River; thence easterly following along the north shore lines of the Umpqua River and the Smith River to a point near the south line of Lot 8, Section 26, Township 21 South, Range 12 West, W. M., which point is near the north end of the north approach to the proposed highway bridge across the Umpqua River; thence crossing Smith River on a curve to the right to a point on Bolon Island near the north end of said proposed bridge; thence crossing the Umpqua River and Rainbow Slough on a tangent to a point near the one-quarter section corner between Sections 34 and 35, Township 21 S., Range 12 West, W. M., situate in the town of Reedsport; thence in a southwesterly direction to a connection with the present constructed Oregon Coast Highway on Winchester Avenue, Reedsport, near its intersection with Second Street, said point being approximately 500 feet north of the Scholfield River.

Mr. Hubbard objected to the present proposed bridge site and the type of bridge to be constructed. He gave as his thought that the bridge should be a high-type structure without draw span so as to interfere as little as possible with navigation and should be located west of the Scholfield River. The construction of the bridge on the present proposed location, he said, will seriously interfere with future development of the property of the Winchester Bay Lumber Company to the east of this location. He further stated that if the Commission definitely adopts the present proposed location for the bridge, the Reedsport approach thereto should be altered to avoid cutting up private property as will be done if the approach is constructed as planned. He suggested that this could be done by either extending the bridge tangent and incorporating in the alignment a flat easement curve at the point where this tangent intersects the present highway at Winchester Avenue, or by swinging the line further east to intersect Winchester Avenue near Eighth Street,

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which would involve construction of two easement curves, one near the bridge and the other at Winchester Avenue. Either of these routes, he said, are preferable to the route proposed by the Commission and while both will involve increased curvature over the present proposed route, they will require less of the lumber company's property and will simplify the development of such property in the vicinity of Rainbow Slough.

Mr. Lovelace spoke in favor of the alternate routes suggested by Mr. Hubbard. Mayor Ford also spoke in favor of the Hubbard routes.

The Engineer advised that to construct a bridge on the location suggested by Mr. Hubbard would require a structure longer and more costly than one constructed on the location favored by the Commission; therefore, such location cannot be considered under the proposed method of financing it. He explained that the monies to finance the bridge are to be obtained from the Federal Government as a loan and grant under the provisions of the Public Works Act and the State's application for such monies is for a specific amount based on the construction of the bridge on the location recommended by the Engineer which application has already been passed by the State Advisory Board for the Public Works Administration and is now in Washington, D. C. for final approval. To alter or change the plans now, he added, would entirely disrupt the proceedings and delay considerably the construction of the bridge. He pointed out that the present plans have also been approved by the U. S. War Department engineers who demanded that the bridge be constructed at right angles to the channel of the Umpqua River; also, that the location suggested by Mr. Hubbard was at one time considered by a former Commission but was discarded because of protests of the people of Reedsport.

Concerning the alteration in the Reedsport approach suggested by Mr. Hubbard, the Engineer advised that to extend the present bridge tangent would route the highway in front of the Reedsport school, which is very objectionable and would require a much sharper curve at the intersection of Winchester Avenue than along the present proposed route; also, the other alternate proposed by Mr. Hubbard is objectionable because it involves excessive reverse curvature in the alignment.

Mr. Hogan spoke for the route suggested by Mr. Hubbard from the standpoint of the owners of property situated adjacent to the present proposed route. He gave as his understanding that an embankment of considerable height would be constructed across these properties, which would render them valueless to the owners because the owners cannot afford to pay the cost of filling them to the level of the highway grade; furthermore, the City of Reedsport has no funds with which to pay the cost of improving the intersecting streets to such level. After further discussion of this matter, Chairman Scott advised that the Commission will consider fully the arguments presented and will announce its decision later.

Mr. Hubbard then requested some additional construction work on the Umpqua Highway between Scottsburg and Reedsport. He was informed by Chairman Scott that the State has no funds for such construction work in the immediate future; however, the Commission has ordered a location survey of this section

which will be undertaken as soon as an engineering party is available.

Mr. Hubbard also asked the Commission to authorize the painting of a center line stripe on the pavement through the tunnel on this highway near Elkton. The Commission granted his request and instructed the Engineer to arrange to have this done as soon as possible.

The Commission adjourned at 11:30 o'clock A. M.

North Bend, Oregon, December 20, 1933

The State Highway Commission met in special session at two o'clock P. M. in the dining room of the North Bend Hotel pursuant to notice previously given the North Bend City Council to hear objections or remonstrances against the plan of the Commission to alter the entrance of the Oregon Coast Highway into that city from the north in order to provide a suitable approach to the proposed bridge across Coos Bay at this point. Present were:

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

Also present were six citizens of the city of North Bend, including Mr. Edgar McDaniel, Mayor.

Commissioner Washburne presided. He opened the meeting by stating its purpose and explaining the law which requires the Commission to conduct hearings of this nature following which he invited all citizens present to express themselves either for or against the improvement.

The Engineer exhibited a map showing the proposed rerouting of the highway, which is described as follows:

> Beginning at a point on the present constructed Oregon Coast Highway where said highway crosses the township line between Townships 24 and 25 South, Range 13 West of the Willamette Meridian in Coos County near the townsite of Glasgow and running thence in a southerly direction to Russell Point on the north side of Coos Bay, being near the north end of the proposed highway bridge across said Coos Bay; thence crossing Coos Bay on a tangent to a connection with the present constructed Oregon Coast Highway at the north end of Sherman Street, North Bend.

Mayor McDaniel, in behalf of the North Bend City Council, expressed the City's pleasure in entertaining the Commission today and thanked the Commission for placing this bridge project on its program for construction in the immediate future. He declared that the City Council has heard not one objection to the plan of the Commission to construct this bridge on the proposed location nor to the plan to reroute the highway to connect therewith.

12/20/33

There being no others present wishing to be heard in this matter, the hearing was concluded, following which the Commission continued its discussion commenced on the previous evening concerning the State's proposed application for $15,000,000 of Public Works funds for road construction purposes. After some discussion, the Commission voted unanimously to withdraw its application for such funds now pending before the State Advisory Board of the Public Works Administration and to recall all applications that have been forwarded by said board to Washington, D. C., such action being taken as a result of a telephone conversation with Governor Julius L. Meier at 1:30 o'clock P. M. this day in which all Commissioners joined. The Commission instructed the Engineer to write Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration, of this action and to request the withdrawal of all such applications heretofore submitted by the Commission to him for consideration.

The Commission also voted unanimously to issue no more State Highway general obligation bonds for road construction purposes until the Oregon legislature signifies its approval of such procedure.

There being no further business to transact at this time, the Commission adjourned at 2:15 o'clock P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

DEC 20 1933

PART 3

OF

VOLUME XVIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

DECEMBER 28, 1933

T O

MARCH 31, 1934

- - -

OREGON STATE HIGHWAY COMMISSION

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

- - -

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

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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Page	Date 1933	Subject
4571	Dec. 28	Proposals received on following projects: Corvallis Section, concrete pavement; Bridge over South Fork of Alsea River; Canby-Molalla River Section, grading and paving; Bridge over Clatskanie River;
4572		Bridges over Malheur River and Stinking Water Creek; Gregg Ranch and Cottage Grove Section, paving and rock shoulders; Four bridges between Kernville and Toledo; Mill City-Gates Section, grading; Washington County Line-Bertha Section, pavement widening; Brunks Corner-West Salem Section, regrading and paving; Bridges over Rickreall Creek and Oak Point Creek;
4573		Railroad bridge near Buxton. Curtis Gardner proposal on bridge over S. Fork of Alsea River returned. Agreements signed covering maintenance of NRM projects: Cottage Grove, Corvallis, The Dalles, Bend, Salem, Eugene.
4574		Hood River County. Claim of W. H. Farrington for damage caused by bursting of flume denied. Columbia County. Inquiry re completion of Columbia River Highway reconstruction through St. Helens; oiling of shoulders to be included in 1934 budget. Peter Skene Ogden Park. Request for lease of portion to be used for service station denied. Deschutes County. Bend, rerouting of The Dalles-California Highway considered.
4575		Clackamas County. Request from S. E. Portland Chamber of Commerce for survey from Foster Road to Mt. Hood Highway. Shovels. Authority granted to sell two and purchase two. Bull dozer. Authority granted to purchase one. $15,000,000 Public Works program, withdrawal of applications; previous action confirmed. Acquisition of property for right of way, quarries, etc.; resolution covering various highways.
4577		Curry County. Timber tract, condemnation of one-sixth undivided interest of Florence Smith Wallen authorized.
4579		Contracts completed and accepted: Two bridges on Hug Point-Arch Cape Section, A. G. Enright; Rice Hill Section, S. H. Newell & Co.; Terminal City-Klamath Falls Section, David W. Johnson and W. D. Miller.
4580		Meetings to be held on January 18 and February 15, 1934; special meeting in Eugene January 4. Malheur County. Jackson Creek-McDermitt Section, county will acquire right of way. County to adopt resolution requesting designation as secondary state highway of portion of I.-O.-N. Highway adjoining Nevada.

Page	Date 1933	Subject
4580	Dec. 28	Malheur County. Employment of men in Harney County requested.
		Snake River bridge at Weiser; county asks federal funds for repairs.
		Snake River bridge at Adrian; new deck included in budget.
4581		Jordan Valley Secondary Highway; county court agrees to maintain portion abandoned upon completion of Owyhee River bridge.
		John Day Highway; oiling of Jamieson-Brogan Section requested.
		Clatsop County. Right of way at Beneke Creek bridge; county given until January 4 to acquire.
		Columbia County. Federal funds requested for construction to provide employment for about 1,000 men.
4582		Announcement of awards:
		Corvallis Section, pavement;
		Bridge over South Fork of Alsea River;
		Canby-Molalla River Section, grading and paving;
		Bridge over Clatskanie River;
		Bridges over Malheur River and Stinkingwater Creek;
		Gregg Ranch and Cottage Grove Sections, paving and shoulders;
		Four bridges on Siletz Secondary Highway;
4583		Mill City-Gates Section, grading;
		Washington County Line-Bertha Section, pavement widening;
		Brunks Corner-West Salem Section, regrading and paving;
		Bridges over Rickreall Creek and Oak Point Creek;
		Railroad bridge near Buxton.
4584	Dec. 29	Proposals received on projects as follows:
		Ontario Section, regrading and bituminous macadam;
		Bridge over North Mill Creek;
		Bridge over Abiqua River;
		Bridge over Butte Creek;
		Bridge over Pudding River;
4585		Brunks Corner-Oak Point Creek Section, grading and surfacing;
		The Dalles Section, grading and surfacing;
		Newberg-McMinnville Section, regrading and pavement.
		Announcement that bids will not be received from bidders not prequalified. Proposal of Newport Construction Company, C. S. McNaught and F. J. Gregoire for Pudding River bridge returned.
4586		Clackamas County. Delegation present re adoption of route through Milwaukie.
		County will purchase right of way outside city limits of Milwaukie if compelled to do so.
		Report of committee regarding reconstruction of P.E.P. tracks in Milwaukie.
		Public hearing to be held in Milwaukie on January 30, 1934.
4587		J. E. Proffitt presenting claim for damages to truck caused by mooring post of ferry cable at Wilsonville dropping on it.
		Announcement of awards:
		Ontario Section, regrading and bituminous macadam;
		Bridge over North Mill Creek;
		Bridge over Abiqua River;

Page	Date 1933	Subject
4588	Dec. 29	Announcement of awards - continued
		Bridge over Butte Creek;
		Bridge over Pudding River;
		Brunks Corner-Oak Point Creek Section, grading and surfacing;
		The Dalles Section, grading and surfacing;
		Newberg-McMinnville Section, regrading and paving.
		Coos County. Western Battery Separator Company granted permission to construct roadway along unimproved portion of right of way of secondary highway adjoining Isthmus Inlet bridge and viaduct.
4589		Engineer's report on cost to repair flood damage on highways.
		Oregon Coast Highway route through Newport, Waldport, Florence, Reedsport and North Bend; resolution adopted.
	1934	
4592	Jan. 4	Lane County. Meeting re proposed short-cut road from Eugene to the sea.
4596		Petition protesting against proposed rerouting of Pacific Highway between Junction City and Eugene.
4597	Jan. 5	Projects authorized for bids:
		Service Creek-Spray Section, surfacing;
		Butte Creek-Service Creek Section, surfacing;
		Hayes Hill-California state line, crushed gravel in stock piles.
		Secretary of State's claim for reimbursement of expense in keeping ledger accounts of traffic violations, etc. approved.
		Marion County. Mill City-Gates Section, proposals rejected and project ordered readvertised.
4598		Washington County. Railroad bridge near Buxton, contract awarded.
		Tillamook County. Wilson River Highway, renewal of request for construction west from Mills Bridge.
		Clackamas County. Protests received against adoption of Front Street route through Milwaukie.
		American Legislators' Association, invitation to attend Western Bus and Truck Conference at Salt Lake City in June accepted.
		Mining operations on Oregon beaches, request of Alfred G. Mitchell denied.
		Bonds. Arrangements authorized to redeem $500,000 bonds payable April 1, 1934.
4599		Portland. Right of way for East Portland-Oregon City Highway; suggestion that it be acquired under Chapter 143, Laws of Oregon, 1933.
		Lane County. Completion of section of secondary highway on east side of Coast Fork of Willamette River requested; county to recommend as civil works project.
		Polk County. Salem-Dallas Highway; right of way across lands of M. J. and Bertha L. DeLapp, condemnation authorized.

Page	Date 1934	Subject
4601	Jan. 5	Josephine County. Request for erection emblem in shape of ornamentally trimmed redwood tree on Redwood Highway.
		Tillamook County. Discussion of request for state aid in repairing damage to county road connecting Brighton and Nehalem. Commission willing to designate secondary highway.
4602	Jan. 18	Proposals received as follows:
		Rock Creek-Philomath Section, regrading, surfacing and oil mat surface treatment;
4603		Two bridges over Klaskanine River near Astoria;
		Bridge over South Slough near North Bend;
		Marshfield Section, pavement;
		Hood River Section, pavement;
		Eugene Section, pavement;
4604		Springfield Section, pavement widening and resurfacing;
		Bridge over Calapooya River near Holley;
		Bridge over Mill Creek;
		Mill City-Gates Section, grading;
		Sandy Boulevard-Halsey Street Section, pavement widening and resurfacing;
4605		Bridge over Gooseneck Creek;
		East Pendleton Section, bituminous macadam;
		La Grande Section, bituminous macadam;
		Wallowa-Lostine Section;
		Bridge over branch of Chehalem Creek.
4606		Joint bids; shares of participation must be shown.
		John Day Highway Improvement Association, delegation present asking improvement of John Day Highway before construction of Mitchell-Antelope cut-off.
4608		Mitchell-Antelope road. Delegation requesting construction in preference to reconstruction of John Day Highway.
		Morrow County. Heppner-Spray Secondary State Highway, construction of Chapin Creek Section requested.
4609		Conference with representatives of U. S. B. P. R. and Forest Service re program for anticipated additional forest funds.
		Forest highway system, revision recommended:
		Eliminate section from Carson to Cornucopia;
		Add Warm Springs Highway, Wapinitia Highway to Forest Boundary.
4610		Forest highway funds; tentative program recommended.
		Federal grant monies. Basis of allocation, preference stated.
4611		Lane County. Judge Fisk present in interests of short road from Eugene to the sea.
		Communications opposing new road and favoring present Siuslaw Highway.
4612		Statement by Commission re expenditure of $50,000 federal funds on secondary highways.
4614		Umatilla County. Cold Springs Highway; oiling project discussed with W. H. Lynch. Application to be made for transfer of $75,000 from secondary highway program to primary highway program.
4614	Jan. 18	Tillamook County. State cooperation requested in reconstruction of county road between Wheeler and Nehalem damaged by high water. Agreement ordered prepared.
4615		Airport construction under civil works program; loan of state equipment requested.
		Multnomah County. Delegation requesting widening of West Side Pacific Highway between Bertha and West Portland as civil works project.
4616		Clackamas County. Delegation present re route through Milwaukie.
		Announcement of awards:
		Rock Creek-Philomath Section, regrading, surfacing and oil mat surface treatment;
4617		Two bridges over Klaskanine River near Astoria;
		Bridge over South Slough near North Bend;
		Marshfield Section, pavement;
		Hood River Section, pavement;
		Eugene Section, pavement;
		Springfield Section, pavement widening and resurfacing;
4618		Bridge over Calapooya River;
		Bridge over Mill Creek at Aurora;
		Mill City-Gates Section, grading;
		Sandy Boulevard-Halsey Street Section, pavement widening and resurfacing;
		Bridge over Gooseneck Creek;
		East Pendleton Section, bituminous macadam;
		La Grande Section, bituminous macadam;
4619		Wallowa-Lostine Section, surfacing and oil mat surface treatment;
		Bridge over branch of Chehalem Creek.
		Lincoln County. Waldport Telephone Company's request for pole line between Waldport and Yachats granted.
4620		Minutes of December 6 and 7, 1933 approved.
		Toledo. Hearing to be held February 14, 1934.
		Deschutes County. Greenwood Avenue underpass in Bend, Highway Department will rebuild when traffic makes it necessary.
		Short-wave radio equipment; installation discussed.
		Linn County. Sidewalk along west side of highway from Albany to Cox Creek proposed as civil works project; telephone company ordered to move poles.
4621		Malheur County. Resolution requesting designation of McDermitt-North Secondary Highway approved by Commission.
		Gilliam County. G. E. Huddleston denied permission to construct pole line between Condon and junction with Lonerock county road.
4622		Maintenance headquarters buildings. Engineer requesting authority to construct ten .
		Color scheme for highway department buildings reconsidered and decision deferred.
		Clackamas County. Right of way south of Canby acquired from S. P. Co. Contract for grading and paving Canby-Molalla River Section awarded.

Page	Date 1934	Subject
4623	Jan. 18	Marion County. Contracts; award confirmed: Abiqua River bridge; Butte Creek bridge; Pudding River bridge.
		Coos County. Contract for South Slough bridge awarded.
		Seaside. Protest against location of traffic signs.
		Coos County. Commission agrees to maintain certain streets in Powers at expense of Powers Commercial Club.
4624		Lane County. Remonstrance against raising grade line on Broadway and Alder Streets, Eugene.
		Siuslaw Highway, oiling between Florence, Rainrock and Greenleaf requested.
		Linn County. Permission requested to erect drinking fountain on Santiam Highway west of Sweet Home as memorial to Joseph Mayer.
		Pendleton-John Day Highway. Inquiry as to completion date made by mail service.
		Jackson County. Request that Jackson County men be employed on Coast Highway bridges.
		Marion County Bar Association. Resolution objecting to attorneys employed by State engaging in private practice.
4625		Hood River County. Exchange of deeds for property at Cascade Locks arranged with J. B. Laber.
		Josephine County. Green Creek Section, exchange of right of way with California-Oregon Power Company.
		Agreements signed: P. F. Dempsey, channel change of Necanicum River; Lucinda J. and George W. South, and Harold H. Hursh, right of way, Old Oregon Trail, Baker County; Lostine, gravel pit materials; Clatsop County School District No. 2, right of way for Oregon Coast Highway; Clackamas County Court, surfacing section of Woodburn-Mt. Hood Loop Secondary Highway;
4626		O.-W. R. R. & N. Co., renewal of lease of storage site at Miller; resolution adopted.
		Vouchers for acquisition of real property approved and signed: Southern Pacific Company, Canby-Molalla River Section; Valkyrie Memorial Park, Wolf Creek Highway at Multnomah-Washington County line; Clatsop County School District No. 2, Oregon Coast Highway.
		Agreements for maintenance of city streets (NRM projects):
4627		Portland, N.E. 82 Avenue between Sandy Boulevard and N.E. Halsey; Hood River, Columbia River Highway from 15th to 5th Street; Pendleton, Old Oregon Trail between Transit Street and east city limits; Springfield, McKenzie Highway; La Grande, Wallowa Lake Highway; Marshfield, Oregon Coast Highway from Birch Avenue to Golden Ave.
4627	Jan. 18	Multnomah County. Portland City Commissioners; ordinance providing for acquisition of right of way for East Portland-Oregon City Highway.
		Coos County. Permission requested for 4-H Forestry Clubs to plant trees along highway between Myrtle Point and Coquille.
		Douglas County. Request of State Forester for portion of state park at Elk Creek tunnel for use as fire patrol headquarters approved.
4628		Acquisition of real property for right of way, quarry sites, etc., resolution covering various highways.
4631		Extension of time: Logan Construction Company, Sandy-Twin Bridges Section.
		Contract completed and accepted: Columbia Boulevard-S. P. & S. Undercrossing Section, Theodore Arenz.
4632		Oregon Coast Highway bridge approaches; right of way options to be renewed if possible or purchase price paid.
		Washington County. Agreement with United Railway Co. regarding construction of bridge over Nehalem Secondary Highway near Buxton.
		Clackamas County. Canemah, sidewalk requested.
4633	Jan. 25	Power shovels; bids opened for sale of two.
4634	Jan. 30	Milwaukie. Hearing re route of East Portland-Oregon City Highway through city.
4641		Power shovels; sale of two confirmed.
		Automobiles. Worn-out automobiles to be disposed of by receiving bids.
4642		Engineering equipment for use in connection with construction of Oregon Coast Highway bridges; purchase authorized.
		Automobiles. Two new Buicks to be purchased and old Reo to be disposed of.
		Oil heaters; purchase of eight authorized.
		Automobiles. Purchase of five Fords authorized.
4643		Power shovels with Diesel engines, rejection of bids recommended; new bids to be received for shovels with gasoline motors.
		Award of contracts confirmed: Eugene Section, pavement; Beneke Creek bridge; Mill Creek bridge at Aurora.
4644		Projects authorized: Wheeler-Kilchis River, rock production project; Low Pass-Cheshire Section, maintenance materials.
		Oregon City council requested to designate Main Street as stop street.
		Newberg. City council requested to designate the main street as a stop street.
		Tillamook County. Agreement covering repair and maintenance of county road from Wheeler to Mohler including bridge.

Page	Date 1934	Subject
4644	Jan. 30	Secondary state highways; minimum width right of way adopted.
4645		Baker County. Guard fence construction on Dooley Mountain grade requested, also sanding for protection against snow and ice.
		Harney County. Request for improvement of Central Oregon Highway between Bend and Burns.
4646		Lane County. Siuslaw Highway; oiling easterly from Florence requested.
		Lake County. Silver Lake and Paisley, oiling through towns approved.
		Portland. Additional improvements on East 82nd Ave. requested. East Portland-Oregon City Highway, ordinance passed providing for acquisition of right of way.
		Benton County. Rock Creek-Philomath Section, hand labor requested.
		Jackson County. C. C. Messner offering for sale right of way on Pacific Highway about one mile west of Gold Hill.
		Lane County. Cottage Grove, petition protesting against proposed rerouting of Pacific Highway through town.
4647		Acquisition of right of way, quarry sites, etc., resolution covering various highways.
4648		Coos County. Right of way for Coos Bay bridge; Commissioners, Engineer and Attorney to view property of Loritan Investment Company.
4649		Marion County. Right of way settlement with Aurora I. O. O. F., bargain and sale deed signed by Commission.
		Umatilla County. Request of L. L. Mann for exchange of properties near Emigrant Springs declined.
		Political activities of employes not permitted.
4650		Clackamas County. Conference re route through Milwaukie; right of way discussed.
4651	Feb. 14	Toledo. Hearing re changing route of Corvallis-Newport Highway within city limits.
4654		Lincoln County. Inquiry re plans for improvement between Toledo and Pioneer Mountain.
		Nashville-Norton Section of secondary highway, CWA project proposed; state trucks requested.
		Alsea Bay, right of way, inspection of Frank H. Hilton property.
		Sand and Gravel Code; discussion with code committee.
4656	Feb. 15	Announcement made by Chairman.
4657		Proposals opened and read as follows:
		Baker Rock Production Project;
		Coquille Section, paving;
		Marshfield Section, paving;
4658		Bend Section, pavement resurface;
		Bridge over East Fork of Hood River;
		California Line-Hayes Hill Rock Production Project;
		North Unit, Midland-California Line Section, grading;
		Midland-California Line Section, surfacing and bituminous macadam;
4658	Feb. 15	Proposals opened and read - continued
		Springfield Section, paving;
4659		Ontario Rock Production Project;
		Heppner Rock Production Project;
		North Unit, Portland-Milwaukie Section, grading and paving;
		Bridge over Johnson Creek;
		Widen viaduct over the O.-W. R. R. & N. Co. tracks;
4660		Wheeler-Kilchis River Rock Production Project;
		East Pendleton Section, bituminous macadam;
		Pendleton Rock Production Project;
		La Grande Section, bituminous macadam;
		La Grande Rock Production Project;
		Sheridan Street-South City Limits Section, nursery stock.
4667		Shattuck & Neland, bid for Johnson Creek bridge returned.
		Mitchell-Antelope cut-off, delegation present requesting construction.
4669		Crook County. Ochoco Highway, completion urged.
		John Day Highway, delegation present requesting improvement.
4671		Morrow County. Delegation urging construction of 2.4-mile gap in Heppner-Spray Secondary State Highway.
4672		Clatsop County. Delegation urging lifting of reduced load limit between Seaside and Mohler.
4673		Grant County. Completion of Pendleton-John Day Highway between Beech Creek and John Day requested.
		Clackamas County. Advance of funds requested to apply on bonded indebtedness.
4674		Ralph Staehli present re traffic law violations; asking help of Commission to remedy situation as to collection of truck fees.
		U. S. Coast & Geodetic Survey, expenditure of state highway funds authorized to complete work ordered discontinued by Civil Works Administration.
		Indebtedness of counties; matter of collection discussed.
4675		Minutes of December 19 and 20, 28 and 29, 1933 and January 4 and 5, 1934 approved.
		Douglas County. Yellow Creek bridge on Elkton-Sutherlin Secondary Highway; resolution re leaving old bridge for use of G. A. Maupin.
4676		Old bridges; adoption of policy re disposal.
		Advertisement authorized:
		Crushed rock for shoulders east from Astoria in vicinity of Gnat Creek;
		Crushed rock in stock piles for John Day Bridge approaches and other work near Astoria.
4677		Power graders; purchase of five authorized.
		Maintenance headquarters buildings; report on cost to construct at various points; contracts authorized.
4678		Lincoln County. Claim of Coast Property Corporation for reimbursement for replatting portion of subdivision at Yachats.

Page	Date 1934	Subject
4678	Feb. 15	Oregon Coast Highway bridges. Resolution re employment of Storey, Thorndike, Palmer & Dodge to pass upon proceedings incident to application for loan and grant.
4680		Hood River County. Memorandum of agreement with J. B. Laber re his rights to buildings in Cascade Locks.
		Baker County. Action deferred on matter of removal of Carson-Cornucopia Section from forest highway system.
		Salmon River-Grand Ronde Highway Improvement District; request that Highway Commission pay accrued interest on block of district bonds on which payment was postponed pending Supreme Court decision.
		Cement; procedure adopted for testing and sampling.
4681		Ferry service on Oregon Coast Highway; provision for continuance pending completion of bridges.
		Coos Bay ferry. Request of Lee Service Station for additional service to accommodate oil trucks.
4682		Diesel oil; transportation on ferries with other traffic; ruling requested from Bureau of Navigation and Steamboat Inspection.
		Linn County. Request of Lebanon Lions Club to erect drinking fountain on Santiam Highway near Sweet Home denied.
		Lincoln County. Indebtedness to State canceled in consideration of work done by county on Siletz Secondary Highway.
4683		Clackamas County. Engineer's report on investigation of petition for sidewalk at Canemah.
4684		Engineer's report on investigation of claim of L. Wernstedt for right of way near Oswego.
		Clatsop County. Bradley Park; agreement with J. J. Lynott for extension of contract for concession.
		Curry County. Tract adjoining Cape Sebastian Park offered for sale to State; action deferred.
		Easement granted for roadway to CCC camp in Cape Sebastian Park.
		Clackamas County. Exchange of right of way with S. P. Co. near Barlow.
4685		Clatsop County. Agreement with Jacob M. and Ingelborg Gjobik releasing State from claims for damage in connection with construction at site of John Day River bridge.
		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.
4686		Coos County. Marshfield; agreement re maintenance of Oregon Coast Highway between Birch Ave. and Golden Ave.
		Josephine County. Request for improvement of Williams Secondary Highway.
		Benton County. Request by Lincoln School District for permission to build footpath along highway south of Corvallis.
4687		Clatsop County. Petition for improvement of drainage conditions along Oregon Coast Highway at junction with Cannon Beach Road.
		Lane County. Request for sidewalks on Eugene-Springfield Section of Pacific Highway.
4687	Feb. 15	Marion County. Aurora; request for oiling of shoulders on Pacific Highway through town.
		Multnomah County. Protest of Bessie Clow against proposed improvement of West Side Pacific Highway at Multnomah.
4688		Portland. City ready to turn over right of way for improvement of East Portland-Oregon City Highway in city.
		Awards announced:
		Baker Rock Production Project, furnish crushed gravel;
		Coquille Section, pavement;
		Marshfield Section, pavement construction;
		Bend Section, asphaltic concrete pavement resurface;
		Bridge over East Fork of Hood River;
		California Line-Hayes Hill Rock Production Project;
4689		North Unit, Midland-California Line Section, grading;
		Midland-California Line Section, surfacing and bituminous macadam;
		Springfield Section, paving;
		Ontario Rock Production Project;
		Heppner Rock Production Project;
		North Unit, Portland-Milwaukie Section, grading and paving;
		Johnson Creek bridge;
4690		Widen existing viaduct over O.-W. R. R. & N. Co. tracks on N. E. 82d Avenue between N.E. Jonesmore and N. E. Halsey;
		Wheeler-Kilchis River Rock Production Project;
		East Pendleton Section, bituminous macadam;
		Pendleton Rock Production Project;
		La Grande Section, bituminous macadam;
		La Grande Rock Production Project;
		Nursery stock for Sheridan Street-South City Limits Section.
4694		Crushed stone, sand and gravel and slag industries; NRA code discussed with Porter W. Yett.
		Next meeting March 15, 1954.
		Flood control project in Willamette Valley, department to be represented on advisory committee.
		Municipal and secondary highway projects; surveys authorized.
4695		National Recovery secondary funds; transfer of $75,000 to status of primary funds approved by Bureau of Public Roads.
		Umatilla County. Pendleton-Cold Springs project ordered advertised.
		Expense accounts; Board of Control to be asked to modify ruling relative to rate for hotel rooms.
4696	March 6	Resolution covering Loan Agreement for Oregon Coast Highway bridges.
4719		Wage rates on National Recovery projects; G. V. Lintner present; resolution adopted.
4721		Wilson River Highway. Emergency project to enable salvaging of timber approved.
[illegible]		Clackamas County. Resolution designating route through Milwaukie.

Page	Date 1934	Subject
4724	March 6	Multnomah County. Reallocation of funds for Lombard Street project discussed.
		Baker County. Reconsideration of previous action re elimination of Carson-Cornucopia Section from forest highway system.
		Hood River County. Elimination of Lost Lake Highway from forest highway system recommended.
		Wasco County. Addition of section of Warm Springs Highway from Wapinitia Highway to Forest Boundary to forest highway system recommended.
4725		Clackamas County. Resolution re adoption of permanent route for Pacific Highway between Canby and New Era and turning over to county portion abandoned by construction on new location.
4726		Report on cost to reconstruct between Bolton and Robinwood.
		McKenzie Highway snow removal; report of cost; to begin April 1.
		Benton County. A. G. Enright, claim for extra compensation on Miller Creek bridge contract denied.
4727		Rock production contracts authorized:
		Mt. Hood Highway between point 3.8 mi. south of Columbia River Highway and Coopers Spur;
		Columbia River Highway between Astoria and point 12.3 mi. east.
		Center line stripes; purchase of lacquer authorized.
		Truck scales; purchase of ten additional authorized.
		Clatsop County. Seaside; objection by Chamber of Commerce to routing of traffic through town; Engineer's recommendation approved by Commission.
4728		Award confirmed: O.-W. R. R. & N. Co. viaduct at N.E. 82d Ave. and Halsey Street.
		Lincoln County. Alsea Bay ferry; agreement with Roosevelt Highway Ferry Company re extension of contract.
		Frank H. Hilton; matter of land, ferry slip and roadway on north side of Alsea Bay reverting to him; permission requested to attach boat landing to ferry slip.
		Election signs and advertisements on highway rights of way prohibited.
4729		Klamath County. Permission requested to conduct ice-cream and soft drinks stand on right of way near Algoma.
		Polk County. Sign at east city limits of Dallas; joint resolution from various organizations protesting.
		Multnomah County. Order waiving damages suffered by reconstruction of county road crossing Guy W. Talbot State Park.
		Klamath County. Resolution authorizing condemnation of right of way for Dalles-California Highway across property of B. S. Grigsby at Klamath Falls.
4731		Tillamook County. Resolution authorizing condemnation of right of way for McMinnville-Tillamook Highway across Aufdermauer property.
4734		Wallowa County. Bargain and sale deed to W. W. Cramer for land adjacent to Wallowa Lake Highway signed by Commission.
		Acquisition of property for right of way, quarry sites, etc., resolution covering various highways.

Page	Date 1934	Subject
4736	March 6	Portland. Agreements signed providing for maintenance by City of NRM projects.
4737		Agreements signed:
		S. P. Co., additional right of way at crossing of Molalla branch line north of Canby;
		O.-W. R. R.& N. Co., reconstruction of viaduct over railroad at N. E. 82d Avenue and Halsey Street;
		Morrow County. Stock pass on Hardman-Rock Creek Section of Heppner-Spray Highway.
		Clatsop County. Petition requesting reconstruction of tide gates on culvert at Mill Creek, Oregon Coast Highway near north city limits of Seaside.
		Lincoln County. Toledo; City Council authorized change in grade of city streets intersecting Corvallis-Newport Highway.
		Clackamas County. Letter directing Secretary of State to advance funds from state highway fund.
4738		National Conference on Street and Highway Safety; John Beakey authorized to attend meeting in Washington, D. C.
		Western Truck and Bus Conference; John Beakey authorized to attend meeting in Salt Lake City.
		Lincoln County. Complaint from Yachats Booster Club that smelt sand is being removed from beach north of Yachats; Commission has authorized use in connection with bridge construction.
		Contracts completed and accepted:
		Multnomah County Line-Linnton Section, Parker-Schram Co.;
		Seaside-Jack Horner Creek Section, Saxton & Looney;
		Green Springs Mountain Section, A. S. Wallace.
4739		Next meeting postponed from March 15 to March 22, 1934.
4740	March 21	Washington and Yamhill Counties. Discussion of Engineer's report on surveys of Middleton-Newberg Section.
		Clatsop County. Log hauling on Cannon Beach Road; protests considered.
		Log hauling on Seaside-Hamlet Junction Section; speed limit fixed.
		Lane County. Log hauling on McKenzie Highway; previous action reconsidered.
4741		A. C. Callam and Metzger Parker Company; bills for appraisal of real property in Milwaukie presented to Commission.
		Jackson County. Letter from County Judge recommending expenditure of state funds for widening right of way at top of Blackwell Hill and for improving and developing Birdseye Spring.
		Washington County. Petition re joint use of tracks by S. P. and S. P. & S. and use of vacated right of way for Wilson River and Wolf Creek Highway.
4742		Multnomah County. Lombard Street project to be undertaken as state project; federal funds to be reallocated in city of Portland.

Page	Date 1934	Subject
4742	March 21	Multnomah County. East Portland-Oregon City Highway; change of alignment on North Unit of Portland-Milwaukie Section
4743		approved. Award of contract approved by Portland City Council. City requested to close to traffic Bybee Avenue viaduct pending completion of reconstruction.
		Clackamas County. Milwaukie; five-party agreement re right of way and elimination of car tracks from Front Street.
		Baker County. Minor improvements to be made between Halfway and Homestead.
		Multnomah County. Fourth Street project; reimbursement of city of Portland for extra paving work in street intersections.
4744		Overlength loads; modification of order to permit hauling of steel bridge members requested by Poole & McGonigle, Inc. Regulations adopted.
4745		Curry County. Exchange of other property for Geisel Monument State Park proposed by town of Gold Beach.
4746		Silver Falls State Park; use of Boy Scouts as caretakers and guides recommended by Parks Engineer.
		Curry County. Action deferred on matter of purchasing 200-acre tract adjoining Cape Sebastian State Park.
		CCC camps at New Benson Park, Wygandt Park and Emigrant Springs Park; establishment approved by Government.
		Fire patrol of state parks; claim of State Board of Forestry approved.
		Hood River County. Commission requested to take action to preserve timber on Mt. Hood Highway about six miles south of Parkdale.
		Marion County. Right of way for Pacific Highway; condemnation of Cutsforth property authorized.
4747		Coos County. Right of way for south approach to Coos Bay bridge; condemnation authorized.
		Malheur County. Purchase of small tract of land adjacent to patrol headquarters site in Ontario authorized.
		Tillamook County. John Plasker requests permission to complete building which encroaches upon right of way of Oregon Coast Highway south of Tillamook; request denied.
		Right of way condemnations authorized:
4749		Braymill White Pine Company, Midland Secondary Highway; Earl F. Hall, Tualatin Valley Highway, Washington County.
4751		Clackamas County. Resolution establishing permanent route for Mt. Hood Highway through Sandy.
4752		Tillamook County. Resolution establishing permanent route for Oregon Coast Highway between Wilson River and Kilchis River.
4753		Acquisition of real property for right of way, quarry sites, etc.; resolution covering various highways.
4755		Clackamas County. Exchange of property with John and Julia Tecklenburg; right of way at New Era.
		Washington County. Additional compensation for right of way on Tualatin Valley Highway acquired from A. M. Jannsen Drilling Co.

Page	Date 1934	Subject
4755	March 21	Awards of nursery stock for Fourth Street Highway confirmed.
4756		Award of contract for bridge over East Fork of Hood River confirmed.
		Sherman County. Guard fence and sight post project on Columbia River Highway between Deschutes River and John Day River authorized.
		Clackamas County. Letter from Secretary of State re advance payment of highway funds to county.
4757		Clatsop County. Advance of one-half its share of highway funds authorized.
		Federal land funds; joint letter requesting revision of program.
4758		Agreements signed:
		Department of Interior, Indian Field Service, road building materials for Dalles-Cal. Highway near Klamath Junction;
		Supt. of Klamath Indian Reservation, in behalf of Kate Brown, road materials for Dalles-Cal. and Crater Lake Highways;
		Youngs Bay Water Company, furnishing water at Youngs Bay bridge;
		County Court of Lane County, maintenance of county feeder road known as West Eleventh Street, Eugene.
4759		Extension of time:
		Lindstrom & Feigenson, Youngs Bay bridge approaches.
		National Council on Street and Highway Safety; John Beakey authorized to attend meeting in Washington, March 19-24.
		R. H. Baldock reappointed State Highway Engineer.
		H. B. Glaisyer reappointed Secretary.
		Oregon Coast Highway bridges. Letter from Accident Commission objecting to certain clauses in specifications.
4760		Wolf Creek Highway. Right of way purchase suggested; report on timber standing on proposed right of way between Sunset Camp and Elsie.
		Clackamas County. Milwaukie, right of way at north end of Kellogg Lake owned by Frank Arighi; right of way negotiations with Gratton Estate; offer to T. Rehberg for right of way.
4761	March 22	Proposals received:
		South Unit, Portland-Milwaukie Section, grading and paving;
		Bridge over South Fork of Coquille River;
		Agate-Little Butte Creek Section, widening, bit. macadam and crushed rock in stock piles;
		Newport Section, grading and bituminous macadam;
4762		Blue Mountain Pass-Jackson Creek Section, grading;
		Bridge over Little Nestucca River;
		Meiners Ranch-Pendleton Section, surfacing, oil mat treatment and furnish crushed rock in stock piles.
		Dawson Logging Company. Matter of hauling logs across bridge over North Fork of Nehalem River on Oregon Coast Highway.
4763		Clatsop County. Irving C. Allen discussed matter of routing Coast Highway traffic through Seaside. Public hearing to be held on April 27, 1934.
		Yamhill County. Yamhill-Newberg Secondary Highway, improvement asked by J. U. Smith.

Page	Date 1934	Subject
4763	March 22	Oregon Coast Highway bridges. Conference with Otto Hartwig of Accident Commission re insurance for workmen.
4764		Lincoln County. Smelt sand; request of George Govro for permission to resume removal denied.
		Oregon Coast Highway Bridge Revenue Bonds, resolution re issuance.
4771		Resolution covering adoption of form of bond and bond coupon.
4775		Oregon Coast Highway Association, Ed W. Miller present re various matters: Sending Mr. Devers to Washington to expedite loan
4776		and grant agreement; oiling of unoiled sections; additional ferry service.
		Oregon Council for Protection of Roadside Beauty. Report of meeting; employment of man by State Highway Commission to make study of roadside beautification suggested.
		Clackamas County. Delegation urging improvement between Oswego and West Linn.
		Washington and Yamhill Counties. Delegation present re adoption of route between Middleton and Newberg.
4778		Rex Hill route adopted by resolution.
4780		Awards announced:
		South Unit, Portland-Milwaukie Section, grading and paving;
		Bridge over South Fork of Coquille River;
		Agate-Little Butte Creek Section, widening, bit. macadam and furnishing crushed rock in stock piles;
		Newport Section, grading and bituminous macadam;
		Blue Mountain Pass-Jackson Creek Section, grading;
		Bridge over Little Nestucca River;
4781		Meiners Ranch-Pendleton Section, surfacing, oil mat surface treatment and furnishing crushed rock in stock piles.
		Washington County. Request for continuance of improvement of Tualatin Valley Highway to Forest Grove; funds for completion of Wilson River and Wolf Creek Highways requested.
4782		Clatsop County. Timber tract at summit of Coast Range on Wolf Creek Highway offered to State for park purposes; State asked to give County credit on its indebtedness.
		Wolf Creek Highway right of way; payment for timber on one tract demanded; Attorney to investigate.
4783		Oregon Coast Highway bridges; conference with members of State Industrial Accident Commission re accident coverage for workmen.

Portland, Oregon, December 28, 1933

The State Highway Commission met in regular session at nine o'clock A. M. in the Assembly Room, Multnomah Hotel. Present were:

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

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

CORVALLIS-NEWPORT HIGHWAY
CORVALLIS SECTION - CONCRETE PAVEMENT

The United Contracting Company	$16,364.00
Saxton & Looney	16,716.00
A. T. Dolan	16,859.50

ALSEA-DEADWOOD SECONDARY HIGHWAY
BRIDGE OVER THE SOUTH FORK OF ALSEA RIVER

Sig Ash	$ 7,907.00
A. G. Enright	8,070.00
J. F. Johnston	8,705.50

PACIFIC HIGHWAY
CANBY-MOLALLA RIVER SECTION - GRADING AND PAVING

Northwest Roads Company	$34,836.00
Theodore Arenz	34,998.00
Edlefsen-Weygandt Co.	36,965.00
Harold Blake	37,391.00
A. T. Dolan	39,910.00
E. C. Hall	40,907.00
The United Contracting Company	41,938.00
Parker-Schram Company	42,627.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER CLATSKANIE RIVER

Lindstrom & Feigenson	$21,404.50
Kuckenberg-Wittman Co., Inc.	24,673.75
The Gilpin Construction Co.	24,978.75

CENTRAL OREGON HIGHWAY
BRIDGES OVER MALHEUR RIVER AND STINKING WATER CREEK

Curtis Gardner	$10,920.00
Joplin & Eldon	11,174.00
Oregon-Washington Bridge Co.	11,518.00
Saw Mill Engineering & Construction Co.	12,440.50

PACIFIC HIGHWAY
GREGG RANCH AND COTTAGE GROVE SECTIONS - PAVING AND ROCK SHOULDERS

A. G. Enright	$14,842.50
E. C. Hall	15,859.50
The United Contracting Company	17,515.50

SILETZ SECONDARY HIGHWAY
FOUR BRIDGES BETWEEN KERNVILLE AND TOLEDO

Tom Lillebo	$35,206.25
F. C. Dillard	40,511.00

NORTH SANTIAM SECONDARY HIGHWAY
MILL CITY-GATES SECTION - GRADING

Fred H. Slate	$95,954.00
C. T. Malcom	108,974.00

BERTHA-BEAVERTON HIGHWAY
WASHINGTON COUNTY LINE-BERTHA SECTION - PAVEMENT WIDENING

J. C. Compton	$69,867.00
Parker-Schram Company	71,236.25
Northwest Roads Company	73,303.00
Harold Blake	73,866.00
The United Contracting Company	77,984.65

SALEM-DALLAS HIGHWAY
BRUNKS CORNER-WEST SALEM SECTION - REGRADING AND PAVING

L. O. Herrold	$133,156.50
Guy F. Pyle	156,635.00
A. Milne	175,908.50
Newport Construction Co. & Kern & Kibbe	182,379.00
Northwest Roads Company	189,797.50
J. C. Compton	194,382.50

INDEPENDENCE SECONDARY HIGHWAY
BRIDGES OVER RICKREALL CREEK AND OAK POINT CREEK

Parker-Schram Company	$15,482.60
Northwest Roads Company	16,006.70

Continued

Bridges over Rickreall Creek and Oak Point Creek - continued

Sig Ash	$16,077.50
Lindstrom & Feigenson	16,097.50
Johnson & Pearce	16,417.50
J. F. Johnston	16,677.50
Mountain States Construction Co.	16,864.00
Settergren Bros.	17,234.85
Portland Bridge Co.	17,669.00
Birkemeier & Saremal	17,745.50

NEHALEM SECONDARY HIGHWAY
RAILROAD BRIDGE NEAR BUXTON

Johnson & Pearce	$9,070.00
Shattuck & Neland	9,580.50
J. F. Johnston	10,045.00
Kuckenberg-Wittman Co., Inc.	10,472.50
Birkemeier & Saremal	10,920.00

The Commission instructed the Secretary to return the bid of contractor Curtis Gardner for the construction of a bridge over the South Fork of Alsea River on the Alsea-Deadwood Secondary Highway in Benton County because it was not accompanied by a proposal guaranty, therefore was out of order and could not be read.

Chairman Scott announced that the award of contracts would be made at four o'clock P. M. in the same room.

The Commission signed agreements with the cities of Cottage Grove, Corvallis, The Dalles, Bend, Salem and Eugene covering the matter of maintenance of the following National Recovery Municipal projects, whereby these municipalities agree to maintain such projects after completion by the State:

Improvement of that portion of the Pacific Highway (Ninth Street) between a point 200 feet north of Ninth and Thayer Streets and a point 360 feet south of Ninth and Grover Streets in the town of Cottage Grove;

Improvement of Corvallis-Newport Highway (Western Avenue and Philomath Road) from the intersection of Fifteenth Street and Western Avenue to the west city limits of Corvallis;

Improvement of the Columbia River Highway (Second Street) between the intersection of Taylor and Second Streets and the east city limits of Dalles City (The Dalles);

Improvement of the Central Oregon Highway (Greenwood Avenue) between Wall Street and Division Street in the town of Bend;

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Construction of a bridge over North Mill Creek on the Pacific Highway (North Capitol Street) in the city of Salem;

Improvement of the Pacific Highway (East Broadway Street and Franklin Boulevard from intersection of High Street and East Broadway to the east city limits of Eugene on Franklin Boulevard.)

A letter was presented from W. H. Farrington, Portland, who alleges that he incurred certain damages and expense as a result of the bursting of a state highway flume on the Columbia River Highway near Wyeth, Hood River County, on December 24, 1933, and demands payment for such damage and expense and threatens court action against the Commission unless the flume is adequately repaired at once.

The Engineer advised that the break in the flume was caused by no fault or neglect of the State Highway Department but was an Act of God over which the Commission has no control; therefore, in his opinion, the State is not responsible or liable to Mr. Farrington. He recommended that the claim be denied. The Commission by unanimous vote approved the recommendation of the Engineer and referred the letter to the Attorney for appropriate reply.

A letter was presented from the City of St. Helens inquiring when the Commission expects to complete the reconstruction of the Columbia River Highway through their town (Houlton), and requesting that the present pavement through their business district be widened as a protection for plate glass store windows against breakage from rocks thrown by passing auto traffic. The Engineer reported that this reconstruction work has been deferred because of lack of funds and right of way. He estimated that the reconstruction work would cost about $47,300 and the right of way an additional amount of $20,000. The Commission approved the Engineer's report by unanimous vote; however, authorized him to include in the budget for 1934 a small amount to cover the cost of oiling the rock shoulders through the business district so as to abate the loose rock nuisance.

A letter was presented from Cunning & Brewster, lawyers, Redmond, in which request was made in behalf of T. E. Brennan of that town for a lease of a small portion of Peter Skene Ogden Park, located on The Dalles-California Highway at the crossing of Crooked River at the Jefferson-Deschutes County line, on which to conduct an automobile service station and soft drinks establishment. The Commission voted unanimously to decline this request, it being strictly contrary to its established policy with respect to the administration of state parks.

Consideration was given by the Commission to the rerouting of The Dalles-California Highway through the town of Bend, Deschutes County, occasioned by the fact that the Bureau of Public Roads has questioned the advisability of spending federal National Recovery Municipal funds for the improvement of the present route which is circuitous. Several alternate routes were discussed but a definite decision with respect thereto was deferred by the Commission pending the receipt of more detailed information from the Engineer who is now having an investigation made of all routes under consideration.

A letter was presented from Southeast Portland Chamber of Commerce requesting a survey to determine a location for a proposed short-cut road extending from the point where the Foster Road, Portland, crosses the Multnomah-Clackamas County line to the town of Boring; thence to a connection with the Mt. Hood Highway near Kelso; also, requesting the construction of such short-cut road as soon as conditions permit. The Engineer recommended that this request be denied because there are now more state highways in Clackamas County than the State can construct and properly maintain under present conditions and revenues. The Engineer's recommendation was approved by the Commission by unanimous vote.

The Engineer reported that the State Highway Department owns two power shovels which are badly in need of replacement and in the mind of the master mechanic it would be false economy to spend any money to overhaul them. He requested authority to sell these shovels and to purchase two new shovels, estimated to cost approximately $8,000 each. He advised that the National Recovery Act equipment code will not permit trading in the old shovels as part purchase price on new equipment; therefore, the sale of the old equipment and the purchase of new equipment must be handled as separate transactions. After some discussion, the Commission by unanimous vote granted the Engineer's request.

The Engineer also requested authority to purchase one bull dozer to be used in connection with removal of slides on state highways. He explained that experience with this type of equipment, used in connection with caterpillar tractors, reveals that it is the most effective equipment for removing slides; wherefore, he recommended the purchase of at least one bull dozer at this time, estimated to cost about $1,500. The Commission voted unanimously to purchase one bull dozer.

The Commission confirmed its action taken at the meeting held in North Bend on December 20, 1933, ordering the withdrawal of all applications heretofore filed with the State Advisory Board of the Public Works Administration (including those already forwarded to Washington, D. C.) for loan and grant of Public Works monies with which to finance certain road projects included in its proposed $15,000,000 road construction program and instructed the Engineer to so advise Mr. C. C. Hockley, State Engineer for Oregon, Public Works Administration.

The Engineer requested authority to purchase certain parcels of real property needed for various state highway improvements throughout the state and submitted a list of such parcels. After due consideration, the Commission granted the request and by unanimous vote adopted the following resolution relative thereto:

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

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

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

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

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
West Salem-Brunks Corner Section, Salem-Dallas Highway				
Chapman, Geo. W.	R/W	0.79	At $350 per acre plus $189.50	Benson
Gehrke, Clara H.	"	4878 sq.ft.	at 4¢ per sq. ft.	"
Clement, Elora	"	1089 "	" " 4¢ " " " plus $42.50	"
Laughlin, S. B. & L. B. Haftorson	"	0.202 acres	at $250 per acre plus $9.00	"
Schucking, B. O., and Warren Gilbert	"	0.185 acres	at $350 per acre plus $110.25	"
Bertha-Beaverton Highway				
Jones, Lydia, A.	"	2700 sq. ft.	at $0.07 per sq. ft. plus $25.00	Bentley
Boyd-Madras Section, The Dalles-California Highway				
Kennedy, Chester and Eleanor	Stock Pile	0.844 acres	$20.00 Lump Sum (10-year lease)	Lytle
Old Oregon Trail, Union, Oregon				
Brandt, Victor	Maintenance Headquarters	1 lot and building	$120.00 Lump Sum (1-year lease)	Williams
Florence-Glenada Section, Oregon Coast Highway				
Barber, R. C.	R/W	6240 sq. ft.	$70.00 Lump Sum	Benson

Coos Bay Section, Oregon Coast Highway				
North Bend, City of	Borrow Site		$375.00 Lump Sum	Parker
Green Springs Highway, Jackson County				
Weyerhaeuser Timber Co.	Stock Pile	0.51 A.	$1.00 (5-year lease)	Benson
Salem-Brooks Section, Pacific Highway				
Holt, Florence	R/W	0.4 A.	at $200 per acre plus $50.00	Gardiner

The Engineer reported that the former State Highway Commission, in conformance with its policy regarding the preservation of beauty spots along state highways, at one time attempted to acquire a small parcel of timber land adjacent to the Oregon Coast Highway in Curry County owned jointly by six parties. Negotiations with five of the owners, he said, were successful, and the former Commission completed its transaction so far as they were concerned; however, the sixth owner, an Indian woman by the name of Florence Smith Wallen, refused to settle with the Commission and still owns a one-sixth interest in this property. It appears necessary, he said, in order to acquire this one-sixth interest, to condemn the property; wherefore, he requested authority for such purpose. After some discussion, the Commission granted the Engineer's request and adopted by unanimous vote the following resolution relative thereto:

WHEREAS, by the terms and provisions of Chapter 201, General Laws of Oregon, 1925, and other laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire land or ground necessary for the development, maintenance and operation of parks, parking places, automobile camps, camp sites, public squares, recreation grounds or resorts and land for the preservation of trees or timber growing thereon, and

WHEREAS, in the judgment and opinion of the State Highway Commission it will be for the convenience and is for the best interest of the general public that there be acquired for public purposes, to-wit: for the purpose of developing and maintaining a park, parking place, automobile camp, recreation ground and/or resort, and for the purpose of making it possible for the highway commission to preserve the timber growing thereon, an undivided one-sixth interest in and to the following described parcel of land, to-wit:

A parcel of land lying in the east half ($E\frac{1}{2}$) of the northeast quarter ($NE\frac{1}{4}$) of Section 13, Twp. 37 South, Range 15 West, W. M., and being a portion of the following described properties:

That tract of land which was conveyed by that certain deed from the United States of America to Robert

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Smith and recorded in Book 4, Page 444, of Curry County Record of Deeds, and that tract of land which was conveyed from Honorah Collins to Robert Smith and recorded in Book 4, Page 456, of Curry County Record of Deeds; the said parcel being described as follows:

Beginning at a point which lies 701.9 feet west and 966.2 feet north of the quarter corner on the east line of Section 13, Twp. 37 South, Range 15 West, W. M.; thence North 0° 06' East a distance of 614.4 feet; thence North 6° 09' West a distance of 396.9 feet; thence North 50° 50' West a distance of 213.2 feet; thence North 0° 06' East a distance of 530.1 feet to the north line of said Section 13; thence west along said section line a distance of 399.4 feet to the northeast corner of Lot 1 of said Section 13; thence South 0° 07' West along the easterly line of Lots 1 and 2 of said Section 13 a distance of 1663.8 feet; thence South 89° 05' East a distance of 608.7 feet to the point of beginning; containing 16.29 acres, exclusive of that portion which lies within the existing right of way of the Oregon Coast Highway.

and

WHEREAS, it appears from the deed records of Curry County, Oregon, that Florence Smith Wallen holds title to an undivided one-sixth interest in and to the above described parcel of land, and

WHEREAS, in the opinion and judgment of the State Highway Commission it is necessary that title to said undivided one-sixth interest in said tract of land be procured for the purposes herein stated;

THEREFORE, BE IT RESOLVED that the said undivided one-sixth interest in the said above tract of land be and the same is hereby declared by this resolution to be necessary for the purposes herein stated, and

BE IT FURTHER RESOLVED that title to said undivided one-sixth interest in and to said property be acquired by the State for the purposes herein stated.

BE IT FURTHER RESOLVED that the best interests and the convenience of the general public require that said undivided one-sixth interest in and to said tract of land be acquired for the purpose of developing and maintaining the same for park, parking place, automobile camp, recreation grounds and resort, respectively, and for the purpose of preserving the timber growing thereon and making said undivided one-sixth interest in and to said tract generally available for the use and enjoyment of the general public.

BE IT FURTHER RESOLVED that an effort be made to agree with the owner of said undivided one-sixth interest in and to said tract of land upon the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached it is further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and attorney for the State Highway Commission, be

and they are hereby requested to negotiate with said owner for the purchase and acquisition of said undivided one-sixth interest in and to said parcel of land, and in the event that they are unable to reach an agreement they are hereby requested to commence and prosecute to a final determination such action, suit, or proceedings as may be necessary and appropriate to acquire title to said undivided one-sixth interest in and to said premises and all rights therein for the purposes herein stated.

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

Contract No. 1464 with A. G. Enright for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, completed December 20, 1933;

Contract No. 1468 with S. H. Newell & Co. for grading Rice Hill Section of the Pacific Highway in Douglas County, completed October 30, 1933;

Contract No. 1503 with David W. Johnson and W. D. Miller for paving with concrete certain gaps on the Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County, completed November 24, 1933.

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

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

Contract No. 1464 with A. G. Enright for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County;

Contract No. 1468 with S. H. Newell & Co. for grading Rice Hill Section of the Pacific Highway in Douglas County;

Contract No. 1503 with David W. Johnson and W. D. Miller for paving with concrete certain gaps on the Terminal City-Klamath Falls Section of The Dalles-California Highway in Klamath County;

THEREFORE, BE IT RESOLVED that the work covered by

said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts and said jobs are hereby accepted and final payment is hereby authorized.

The Commission set Thursday, January 18, 1934, and Thursday, February 15, 1934, Portland, as the dates and place for the next two regular meetings for receiving bids on highway construction projects. The Commission also decided to hold a special meeting in Eugene at eight o'clock P. M. on Thursday, January 4, 1934, to discuss with interested residents of Lane County matters pertaining to a proposed short-cut highway from Eugene to the sea via Mapleton.

The Commission adjourned at twelve o'clock M. to reconvene at two o'clock P. M. in the same room.

The State Highway Commission reconvened at two o'clock P. M. in the Assembly Room, Multnomah Hotel, with all members, the State Highway Engineer and the Secretary present.

County Judge David F. Graham of Malheur County appeared before the Commission regarding several highway matters in that county. He assured the Commission that Malheur County will acquire all of the right of way needed in connection with the Commission's contract with S. H. Newell & Co. for the construction of the Jackson Creek-McDermitt Section of the I.-O.-N. Highway, which contract was awarded on November 15, 1933, and, if necessary, will acquire this right of way by condemnation. He also assured the Commission that the Malheur County Court will adopt a resolution at its next meeting requesting the designation and selection as a secondary state highway that portion of the said I.-O.-N. Highway which extends from the Nevada state line at McDermitt northerly a distance of about twenty miles.

Judge Graham reported that there is quite a number of Deschutes County men employed on state highway work in Harney County and inquired as to the possibility of having these men replaced by Malheur County men. He was informed by the Engineer that the Commission has nothing whatever to do with the hiring of labor on federal aid jobs and he should confer with the U. S. Employment Service which has the full responsibility with regard thereto.

Judge Graham also reported that the bridge across Snake River at Weiser, Idaho, is in need of repairs and inquired whether or not it would be possible to obtain federal funds with which to do this repair work and maintain the bridge. He was informed by the Engineer that the State has no funds available for such work, either state or federal, and in any event federal funds could not be used therefor without the road on which the bridge is located being designated as a federal aid highway, which he could not recommend at this time because of shortage of funds and federal aid mileage. Chairman Scott advised Judge Graham that the Commission will bear this project in mind.

Judge Graham also advised that the bridge over the Snake River on the Adrian-Parma Secondary State Highway at Adrian is in need of a new deck and asked the Commission to provide funds for this purpose. He was informed by the

Engineer that the Commission's budget for 1934 secondary highway funds includes an amount for this purpose and the work will be done next summer.

The matter of maintaining that portion of the Jordan Valley Secondary State Highway which will be abandoned upon completion of the new bridge over the Owyhee River north of Adrian was discussed with Judge Graham. Judge Graham assured the Commission that Malheur County will maintain the abandoned portion of this road in accordance with previous understanding between the Malheur County Court and the Commission's Engineer. He stated that the County Court will sign a stipulation to that effect as soon as it is presented to the Court for execution.

Judge Graham brought up for discussion the matter of providing additional improvements to the John Day Highway in Malheur County, and particularly requested the oiling of the Jamieson-Brogan Section. He was informed by the Engineer that this work is not included in the Commission's present budget; therefore, must wait until additional funds are available.

County Commissioner James Elliott of Clatsop County was present regarding right of way required in connection with the construction of the bridge over Beneke Creek on the Nehalem Secondary Highway at Jewell in Clatsop County, for which bids were received by the Commission on December 7. He informed the Commission that Clatsop County has offered the owners of this right of way $1,000 for their property which offer was acceptable to them, but they are powerless to close the deal because it involves the securing of a release of a mortgage held by the Federal Land Bank from which they are unable to obtain an expression as to whether or not the price is satisfactory.

Chairman Scott informed Mr. Elliott that the Commission has determined upon a policy which demands that the right of way for any project be definitely procured before it will award the contract for the construction of that project; therefore, in the present instance, if the right of way for the Beneke Creek bridge project is not acquired by the County within a very short time, the Commission will be forced to abandon the project and will reallocate the funds set up therefor. After further discussion, it was agreed that the Clatsop County Court will be given until January 4, 1934 to acquire this right of way and that Mr. Elliott will advise Commissioner Washburne on that day whether or not they have succeeded in obtaining it.

Mr. L. R. Rutherford, Manager of National Reemployment Service, Columbia County, was present. He stated that he understood that the Commission has additional funds for construction purposes that have not already been allocated to specific projects and asked that a portion of these funds be apportioned to projects in Columbia County to provide employment for about 1,000 men. He explained that Columbia County's quota of men to be provided jobs under the Civil Works Administration has been filled, but there are still many deserving men in the county for whom provision of some kind must be made. The Engineer advised Mr. Rutherford that he is laboring under a misapprehension as to the Commission's funds, the fact of the matter being that there are no unobligated state funds available for construction and all

available federal funds have been programmed; therefore, it is necessary to decline his request.

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

Corvallis Section of the Corvallis-Newport Highway in Benton County, 0.44 mile Portland cement concrete pavement. The low bid is that submitted by The United Contracting Company, Portland, at $16,364.00; the next low bid is that submitted by Saxton & Looney, Corvallis, at $16,716.00. The Commission awards this contract to the low bidder, The United Contracting Company, at its bid price of $16,364.00.

Bridge over South Fork of the Alsea River on the Alsea-Deadwood Secondary Highway near Alsea in Benton County. The low bid is that submitted by Sig Ash, Medford, at $7,907.00. The second low bid is that of A. G. Enright, Eugene, at $8,070.00. The Commission awards this contract to the low bidder, Sig Ash, at his bid price of $7,907.00.

Canby-Molalla River Section of the Pacific Highway in Clackamas County, 1.01 miles of grading and paving. The low bidder is Northwest Roads Company, Portland, at $34,836.00; the next low bidder is Theodore Arenz, Portland, at $34,998.00. The Commission refers all bids to the Engineer with power to award the contract as soon as right of way required for the improvement has been obtained.

Construction of a bridge over Clatskanie River on the Columbia River Highway at Clatskanie, Columbia County. The low bid is that of Lindstrom & Feigenson, Portland, at $21,404.50; the next low bid is that of Kuckenberg-Wittman Co., Portland, at $24,673.75. The Commission awards this contract to the low bidders, Lindstrom & Feigenson, at their bid price of $21,404.50.

Construction of bridges over Malheur River and Stinkingwater Creek on the Central Oregon Highway near Drewsey in Harney County. The low bid is that submitted by Curtis Gardner, Portland, at $10,920.00; the next low bid is that submitted by Joplin & Eldon, Portland, at $11,174.00. The Commission awards this contract to the low bidder, Curtis Gardner, at his bid price of $10,920.00.

Gregg Ranch and Cottage Grove Sections of the Pacific Highway in Lane County, paving and construction of rock shoulders. The low bid is that submitted by A. G. Enright, Eugene, at $14,842.50; the next low bid is that submitted by E. C. Hall, Eugene, at $15,859.50. The Commission awards this contract to the low bidder, A. G. Enright, at his bid price of $14,842.50.

Construction of four bridges between Kernville and Toledo on Siletz Secondary Highway in Lincoln County. The low bidder is Tom Lillebo, Reedsport, at $35,206.25; the next low bid is that of F. C. Dillard, Medford, at $40,511.00. The Commission awards this contract to the low bidder, Tom Lillebo, at his bid price of $35,206.25.

Mill City-Gates Section of the North Santiam Secondary Highway in Marion County, 4.24 miles of grading. The low bidder is Fred H. Slate, Portland, at $95,954.00; the next low bidder is C. T. Malcom, Portland, at $108,974.00. The Commission has deferred the award of this contract pending investigation by the Engineer.

Washington County Line-Bertha Section of the Bertha-Beaverton Highway in Multnomah County, 2.43 miles of pavement widening. The low bidder is J. C. Compton, McMinnville, at $69,867.00; the next low bidder is Parker-Schram Co., Portland, at $71,236.25. The Commission awards the contract to the low bidder, J. C. Compton, at his bid price of $69,867.00.

Brunks Corner-West Salem Section of the Salem-Dallas Highway in Polk County, 5.36 miles of regrading and paving. The low bidder is L. O. Herrold, Salem, at $133,156.50; the next low bidder is Guy F. Pyle, Eugene, at $156,635.00. The Commission awards this contract to the low bidder, L. O. Herrold, at his bid price of $133,156.50.

Construction of bridges over Rickreall Creek and Oak Point Creek on the Independence Secondary Highway near Independence in Polk County. The low bid is that submitted by Parker-Schram Co., Portland, at $15,482.60; the next low bid is that of Northwest Roads Company, Portland, at $16,006.70. The Commission awards this contract to the low bidder, Parker-Schram Co., at its bid price of $15,482.60.

Construction of a railroad bridge over Nehalem Secondary Highway near Buxton in Washington County. The low bid is that submitted by Johnson & Pearce, Portland, at $9,070.00; the next low bid is that of Shattuck & Neland, Portland, at $9,580.50. The Commission defers the award of this contract pending approval by the railroad company officials and refers all bids to the Engineer with power to award this contract when notice of such approval has been received.

There being no further business to come before the Commission at this time, the Commission adjourned at four o'clock P. M. to reconvene at nine o'clock A. M. the following day in the same room.

Portland, Oregon, December 29, 1933

The State Highway Commission reconvened at nine o'clock A. M. in the Assembly Room, Multnomah Hotel. Present were:

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

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

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OLD OREGON TRAIL
ONTARIO SECTION - REGRADING AND PENETRATION TYPE BITUMINOUS MACADAM

	Using Tar	Using No. 3 Road Oil
A. Milne	$12,421.00	$ - - - - -
Quinn-Robbins Co.	12,531.50	13,111.50
J. C. Compton	13,014.00	- - - - -

PACIFIC HIGHWAY
BRIDGE OVER NORTH MILL CREEK

Settergren Bros.	$ 6,840.00
Northwest Roads Company	7,320.50
Birkemeier & Saremal	7,865.80

CASCADE SECONDARY HIGHWAY
BRIDGE OVER ABIQUA RIVER

Oregon-Washington Bridge Co.	$21,095.13
Northwest Roads Company	21,540.00
Mountain States Construction Co.	21,994.75
Theodore Arenz	23,762.00
Parker-Schram Company	24,337.20
Lindstrom & Feigenson	24,811.50
Birkemeier & Saremal	24,916.75
Kuckenberg-Wittman Co., Inc.	28,626.50

WOODBURN-MT. HOOD SECONDARY HIGHWAY
BRIDGE OVER BUTTE CREEK

Birkemeier & Saremal	$19,845.50
Mountain States Construction Co.	20,410.00
Johnson & Pearce	20,935.50
Parker-Schram Company	21,635.75
A. T. Dolan	22,028.00
Theodore Arenz	22,150.00
Northwest Roads Company	22,263.25
F. C. Dillard	22,411.50
Lindstrom & Feigenson	23,976.50
Kuckenberg-Wittman Co., Inc.	24,130.50

HILLSBORO-WOODBURN SECONDARY HIGHWAY
BRIDGE OVER PUDDING RIVER

Northwest Roads Company	$28,952.50
Parker-Schram Company	30,626.90
Birkemeier & Saremal	30,942.00
Theodore Arenz	31,377.00
Lindstrom & Feigenson	33,388.00
Mountain States Construction Co.	33,401.00
Kuckenberg-Wittman Co., Inc.	35,304.50

INDEPENDENCE SECONDARY HIGHWAY
BRUNKS CORNER-OAK POINT CREEK SECTION - GRADING AND SURFACING

Earl L. McNutt	$15,272.50
Chas. H. Leonard	18,580.00
J. A. Lyons	22,300.00
F. C. Dillard	22,500.00
Birkemeier & Saremal	25,775.00
Guy F. Pyle	25,900.00

COLUMBIA RIVER HIGHWAY
THE DALLES SECTION - GRADING AND SURFACING

Kern & Kibbe	$47,513.50
C. T. Malcom	69,443.00

WEST SIDE PACIFIC HIGHWAY
NEWBERG-McMINNVILLE SECTION - REGRADING AND PAVEMENT

Harold Blake	$124,130.00
Parker-Schram Company	136,417.00
Theodore Arenz	141,889.00
Edlefsen-Weygandt Co.	144,742.50

Chairman Scott made the following announcement to contractors: "As you know, the Oregon law requires all those who submit bids on highway construction projects to be prequalified in conformance with this law. The State Highway Commission will not receive proposals from persons or firms who are not prequalified as the law requires. The Commission has in hand the proposal of Newport Construction Company which is signed also by others who are not on the qualified list; therefore, has rejected this proposal. This announcement is made at this time for your guidance hereafter." Chairman Scott cautioned contractors to be sure that their bids are submitted not later than the hour announced by the Commission for the receiving of bids and added that bids received after the hour specified will be disregarded by the Commission.

The Secretary was instructed by the Commission to return the proposal submitted by the Newport Construction Co., C. S. McNaught and F. J. Gregoire for the construction of a bridge over Pudding River on Hillsboro-Woodburn Secondary Highway in Marion County, in conformity with the Chairman's announcement; also, to return the bid of the Spokane contractor for the construction of The Dalles Section of the Columbia River Highway in Wasco County because this bid was submitted later than the hour specified in the Commission's advertisement.

Chairman Scott also announced that the award of contracts would be made at four o'clock P. M. in the same room.

The Commission adjourned at twelve o'clock M. to reconvene at two o'clock P. M. in the same room.

The State Highway Commission reconvened at two o'clock P. M. in the Assembly Room, Multnomah Hotel, with all members, the State Highway Engineer and the Secretary present.

There appeared before the Commission at this time a large delegation from the town of Milwaukie and Clackamas County regarding the adoption of a route for the East Portland-Oregon City Highway through the town of Milwaukie. Included in this delegation were the following: County Judge W. O. Vaughn and County Commissioners M. F. Walsh and Arthur H. Borland; Harvey G. Starkweather, Oak Grove, Jack Latourette, Portland; A. H. Zanders, banker, and Charles F. Dean, Milwaukie; and L. M. Lepper, East Side Commercial Club, Portland.

A general discussion was had of three routes under consideration; viz., Front Street route; Main Street route, and the route known as "P" line which follows generally near the right of way of the Southern Pacific railroad through this town. Comparative costs to construct along each route and to purchase the necessary right of way for each were given by the Engineer.

Chairman Scott advised the delegation that the Commission has no funds with which to purchase the right of way for this proposed improvement, neither has it funds to reconstruct the railroad tracks of the Portland Electric Power Company on Front Street; therefore, if the Commission should select the Front Street route it would be with the strict understanding that all of the right of way required would be furnished free of cost to the State and either the County or the City of Milwaukie would pay the cost of moving the railroad tracks in the event the railroad company refused to do so.

County Judge Vaughn, speaking for the Clackamas County Court, stated that Clackamas County will purchase the right of way outside of the city limits of Milwaukie if it is compelled to do so.

After a lengthy discussion a committee of the following members of the delegation was appointed to confer with Mr. Franklin T. Griffith, President of the Portland Electric Power Company, with regard to the reconstruction of the tracks of the Portland Electric Power Company on Front Street, Milwaukie, and to report later: Jack Latourette, Harvey G. Starkweather, Charles F. Dean, A. H. Zanders, and L. M. Lepper. This committee reported to the Commission at four o'clock P. M., stating that they have been informed by Mr. Griffith that this car line is a losing venture and the company has no funds available with which to reconstruct it; however, the company will be pleased to cooperate in other ways as much as possible.

Mr. Zanders suggested that the Commission proceed with the construction of this road outside of the city limits of Milwaukie and leave the portion within the city limits for later consideration. The Commission unanimously disapproved this suggestion.

After further discussion the Commission decided to hold a public hearing in the town of Milwaukie on Tuesday, January 30, 1934 for a further discussion of this matter and to hear objections or remonstrances against its

plans with regard thereto. The Secretary was instructed to notify the City Council of Milwaukie to that effect in accordance with the provisions of Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931.

J. E. Proffitt, Dayton, appeared before the Commission and requested reimbursement for cost of repairing his Chevrolet truck which he alleges was damaged on October 24, 1933 when the U. S. War Department dredge "Monticello", operating on the Willamette River at Wilsonville, ran into the aerial ferry cable crossing the Willamette River, pulling the cable loose from its mooring and dropping the mooring post on this truck. He stated that the truck was taken to the State Highway Department shops at Salem and an attempt was made to repair it, but apparently something was overlooked because he has had considerable trouble with the truck since then, and as the truck was a new one he feels that he is entitled to further compensation.

The Engineer advised that the Federal Government waived responsibility for this accident because investigation showed that the cable was constructed across the river by Clackamas County without authority from the U. S. War Department as required by law; also, that the ferry is no longer under the jurisdiction of the County because it is on a secondary state highway which was placed under the jurisdiction of the State Highway Commission by legislative action in 1933; further, that while there is some doubt as to the State responsibility, it was deemed advisable for the State to at least repair the truck for Mr. Proffitt. He further advised that the report of the Department's master mechanic is to the effect that the truck was repaired in exactly as good condition as it was before the accident; therefore, it appears that Mr. Proffitt is entitled to no more compensation and recommended that his request be denied. After some discussion of this matter, the Commission, by unanimous vote adopted the recommendation of the Engineer.

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

Ontario Section of the Old Oregon Trail in Malheur County, regrading and penetration type bituminous macadam. The low bid is that submitted by A. Milne, Portland, at $14,421.00, using tar; the next low bid is that of Quinn-Robbins Co., Boise, at $12,531.50, using tar, and $13,111.50, using No. 3 road oil. The Commission rejects all bids received for this project and decides to construct the project with state forces.

Construction of a bridge over North Mill Creek on the Pacific Highway in city of Salem, Marion County. The low bid is that submitted by Settergren Bros., Portland, at $6,840.00; the next low bid is that submitted by Northwest Roads Company, Portland, at $7,320.50. The Commission awards this contract to the low bidders, Settergren Bros., at their bid price of $6,840.00.

Construction of a bridge over the Abiqua River on Cascade Secondary Highway near Silverton in Marion County. The low bid is that submitted by

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Oregon-Washington Bridge Co., Toledo, Washington, at $21,095.13; the second low bid is that of Northwest Roads Company, Portland, at $21,540.00. The Commission refers the bids to the Engineer with power to award the contract when the necessary right of way has been acquired.

Construction of a bridge over Butte Creek on Woodburn-Mt. Hood Secondary Highway near Woodburn in Marion County. The low bid is that submitted by Birkemeier & Saremal, Portland, at $19,845.50; the next low bid is that submitted by Mountain States Construction Co., Eugene, at $20,410.00. The Commission refers the bids to the Engineer with power to award the contract as soon as the right of way has been acquired.

Construction of a bridge over Pudding River on Hillsboro-Woodburn Secondary Highway near Woodburn in Marion County. The low bid is that submitted by Northwest Roads Company, Portland, at $28,952.50; the next low bid is that submitted by Parker-Schram Company, Portland, at $30,626.90. The Commission holds the award of the contract pending the securing of needed right of way and refers all bids to the Engineer with power to act.

Brunks Corner-Oak Point Creek Section of Independence Secondary Highway in Polk County, grading and surfacing. The low bid is that of Earl L. McNutt, Eugene, at $15,272.50; the next low bid is that of Chas. H. Leonard, Albany, at $18,580.00. The Commission awards this contract to the low bidder, Earl L. McNutt, at his bid price of $15,272.50.

The Dalles Section of the Columbia River Highway in Wasco County, grading and surfacing. The low bid is that submitted by Kern & Kibbe, Portland, at $47,513.50; the next low bid is that of C. T. Malcom, Portland, at $69,443.00. The Commission awards this contract to the low bidders, Kern & Kibbe, at their bid price of $47,513.50.

Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, regrading and construction of Portland cement concrete pavement. The low bidder is Harold Blake, Portland, at $124,130.00; the next low bidder is Parker-Schram Co., Portland, at $136,417.00. The Commission awards the contract to the low bidder, Harold Blake, at his bid price of $124,130.00.

There was presented to the Commission an application from the Western Battery Separator Company, Marshfield, requesting permission to construct and improve a roadway along the unimproved portion of the right of way of Coos River Secondary State Highway in Coos County immediately adjoining the present bridge and viaduct over Isthmus Inlet giving as their reason that in the operation of their plant located on the bottom lands adjacent to this bridge it will be necessary for them to receive logs, lumber and similar forest products in large quantities, and to ship therefrom the finished products of their factory and that the only method available for transporting such products to and from their plant is by truck and the only route of ingress or egress to and from their premises is over this unused portion of the highway right of way.

The Engineer advised that a thorough investigation has been made

of this matter and while the granting of this privilege would be a deviation from the Commission's policy with respect to permitting encroachments upon state highway rights of way, nevertheless he would interpose no objection thereto in the event the Commission sees fit to grant such privilege inasmuch as apparently there is no other route of ingress or egress to and from this property for vehicular traffic; provided, however, the roadway is constructed at the extreme north edge of the highway right of way and, at the westerly end, north of the two existing power poles located at that point. After some discussion, the Commission voted unanimously to grant the request of the Western Battery Separator Company, subject to the condition that the roadway be constructed in conformance with the Engineer's ideas and to his entire satisfaction.

The Engineer reported briefly on the cost to repair damage done to primary and secondary state highways by recent heavy rains and floods, stating that a total of approximately $58,700 was spent to repair primary highways and about $23,950 additional was spent to repair the secondary state highways, the repairs for the most part consisting of slide removals, filling in washouts and a certain amount of resurfacing work.

The Commission considered and adopted the route for the Oregon Coast Highway through the towns of Newport, Waldport, Florence, Reedsport and North Bend necessitated by reason of proposed highway bridge construction at those places. The following resolution relative thereto was adopted by the unanimous vote of the Commission upon motion of Commissioner Washburne, duly seconded by Commissioner Aldrich:

WHEREAS, the State Highway Commission has determined to construct as a part of the Oregon Coast Highway bridges over the following streams or bodies of water, to-wit: Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River and Coos Bay, and

WHEREAS, in connection with the construction of such bridges and each of them it is necessary that the State Highway Commission select, designate and adopt the particular route or location of the highway involved in connection with the construction of each of the said respective bridges, and

WHEREAS, a survey has been made and the route of the highway involved in the construction of each of said bridges has been physically located upon the ground and said survey and location has been filed with the State Highway Commission, and

WHEREAS, it is the judgment and decision of this Commission that said survey should be approved and said location and route as disclosed therein should be adopted as the route and location of and for said highway and each segment thereof;

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

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1. That the survey, field notes and other data and engineering records for the location and route of the highway as disclosed thereby, which survey was made by the State Highway Engineer, or under his direction, is hereby approved and the respective locations and routes as disclosed in said survey be and the same hereby are approved and adopted and declared to be the location and route of those portions of the Oregon Coast Highway defined and designated in such records.

2. That in particular the route or location beginning at or near Highway Engineer's center line Station No. 143+11.14 on the present route of Oregon Coast Highway in the town of Newport near its intersection with West Olive Street, and running thence on a curve to the right to West Sixth Street; thence following along West Sixth Street and its extension through the Newport City Park to Fall Street; thence on a curve to the left to the north end of the proposed highway bridge across Yaquina Bay near the intersection of West Fourth Street and Government Street; thence crossing Yaquina Bay on a tangent to the town of South Beach; thence on a curve to the right to a connection with the present constructed Oregon Coast Highway in Block "N", South Beach, at or near Highway Engineer's Station No. 259+97.00 = 668+38.5 P. T., be and the same hereby is designated, declared, and adopted as a portion of the route and location of the said Oregon Coast Highway in Newport, Lincoln County; and

3. That that portion of the proposed route of the Oregon Coast Highway beginning at or near Highway Engineer's center line Station No. 1362+14.35 P. S. = 1348+70.8 on the present constructed Oregon Coast Highway, which point is approximately one-fourth mile north of the state ferry boat landing on the north side of Alsea Bay, and running thence on a curve to the left to the north end of the proposed highway bridge across Alsea Bay; thence crossing said Alsea Bay on a tangent to a point near the intersection of Arrow Street and Spring Street in the town of Waldport; thence following along Arrow Street to a connection with the present constructed Oregon Coast Highway at its intersection with Hemlock Street in Waldport, be and the same hereby is designated, declared and adopted as a portion of the route of the Oregon Coast Highway in Waldport, Lincoln County; and

4. That the route or location described as follows: Beginning at a point on the center line of the present constructed Oregon Coast Highway (Gallagher Street) near Thirteenth Street in the town of Florence and running thence in a southwesterly direction to Second Street; thence on a curve to the left to the north end of the proposed highway bridge across the Siuslaw River which point is near the south line of First Street about midway between Adams Street and Jefferson Street; thence across the Siuslaw River on a tangent to the townsite of Glenada, joining the present constructed Oregon Coast Highway at a point near its intersection with Oak Street in that town, be and the same hereby is designated, declared and adopted as a portion of the route of the Oregon Coast Highway in Florence, Lane County; and

5. That the following described route or location: Beginning at Highway Engineer's center line Station No. 614+00 on the present constructed Oregon Coast Highway near the town of Gardiner, Douglas County, which point

is opposite the state ferry boat landing on the north side of the Umpqua River, and running thence easterly following along the north shore lines of the Umpqua River and the Smith River to a point near the south line of Lot 8, Section 26, Township 21 South, Range 12 West, W. M., which point is near the north end of the north approach to the proposed highway bridge across the Umpqua River; thence crossing Smith River on a curve to the right to a point on Bolon Island near the north end of said proposed bridge; thence crossing the Umpqua River and Rainbow Slough on a tangent to a point near the one-quarter section corner between Sections 34 and 35, Township 21 S., Range 12 West, W. M., situate in the town of Reedsport; thence in a southwesterly direction to a connection with the present constructed Oregon Coast Highway on Winchester Avenue, Reedsport, near its intersection with Second Street, said point being approximately 500 feet north of the Scholfield River, be and the same hereby is designated, declared and adopted as a portion of the route of the Oregon Coast Highway in Reedsport, Douglas County; and

6. That the following described route or location: Beginning at a point on the present constructed Oregon Coast Highway where said highway crosses the township line between Townships 24 and 25 South, Range 13 West of the Willamette Meridian in Coos County near the townsite of Glasgow, and running thence in a southerly direction to Russell Point on the north side of Coos Bay, being near the north end of the proposed highway bridge across said Coos Bay; thence crossing Coos Bay on a tangent to a connection with the present constructed Oregon Coast Highway at the north end of Sherman Street, North Bend, be and the same hereby is designated, declared and adopted as a portion of the route of the Oregon Coast Highway in North Bend, Coos County; and

BE IT FURTHER RESOLVED that this resolution be entered in the minutes of the Commission and thereafter the route and locations herein defined and specified shall be deemed parts of the route and location of the Oregon Coast Highway, subject, however, to such revision or modification as may hereafter be made by order or resolution of this Commission.

There being no further business to come before the Commission at this time, the Commission adjourned at five o'clock P. M.

Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner