PART 3

OF

VOLUME XX

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JANUARY 9, 1956

THROUGH

MARCH 31, 1956

OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, 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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6170		West Lake-Mohler Rock Production Project; Merrill-California Line Section and Malin-California Line Section, grading and surfacing; Olene Undercrossing, grading and surfacing; Dairy Overcrossing, grading and surfacing; 122d Avenue-Troutdale Section, grading and paving;
6171		Pendleton Overcrossing, grading and paving. John Day Highway Improvement Assn. Delegation asking for improvement from Fossil to foot of Service Creek Mountain; oiling from Spray to Kimberly requested. Forest highway program (1937) discussed and recommended.
6173		Salmon River Highway, State funds to be used in cooperation. Lakeview-Valley Falls project preferred by County Court and approved by Commission. Central Oregon, John Day-Burns and Burns-Lakeview Highways, delegation urging oiling.
6174		Malheur County. Judge Graham requesting various improvements.
6175		Lake County. Conference with County Court re Fremont Highway. Lane County. Delegation requesting improvements on Willamette Highway. Oakridge. Overhead crossing of S. P. requested.
6176		County Court requesting various highway improvements. Clackamas County. Delegation asking safety facilities for protection of school children who cross East Portland-Oregon City Highway.
6177		Baker County Court present re proposed road from Robinette to Homestead on abandoned railroad grade.
6178		Awards announced: Polk County Line-Soap Creek Section, grading; Clackamas County Oiling Project; Estacada bridge, grading and surfacing; West Lake-Mohler Rock Production Project; Merrill-California Line Section and Malin-California Line Section, grading, surfacing and oiling; Olene Undercrossing, grading and surfacing;
6179		Dairy Overcrossing, grading, surfacing and oiling; 122d Avenue-Troutdale Section, grading and paving; Pendleton overcrossing, grading and paving. Crook County. Judge Biggs requests oiling of state highway routes (city streets) in Prineville. Ochoco Highway. Request for additional improvement east of Prineville to Marks Creek.
6180		Multnomah County. Improvement of Base Line Road requested. Halsey St. railroad grade elimination project discussed.

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6181	Jan. 9	Piling--hauling overlength on state highways, delegation present.
6182		Conditions under which permits will be granted.
6183		Federal aid and federal lands authorizations, possible postponement reported; assistance of congressional delegations to be asked.
		Oregon Coast Highway. Coquille-Marshfield Section, reconstruction to modern standards requested by Myrtle Point Chamber of Commerce.
		Transient Camp Activities, W.P.A., between Mill City and Mehama, request for culvert pipe denied.
6184		W.P.A. project, entrance to cemetery south of Scio, approved by Commission subject to sponsors furnishing insurance.
		Wage increase for common laborers on oiling and paving crews approved.
		Landscaping projects; W.P.A. money available; Canyon Road project approved.
		C. G. Brownell claim for compensation for gravel from his property near Umatilla denied.
6185		Roseburg division headquarters, construction authorized.
		Awards confirmed:
		Grays Creek-Powers Ranch Section, E. C. Hall;
		Awbrey-Eugene Section, E. H. Itschner and E. L. Rigdon;
		Bridge over North Fork of John Day River, Tom Lillebo.
		Lane County. Sidewalk construction requested by School District No. 150.
6186		A. W. Orton, Traveling Auditor; report presented.
		Grass Valley, Sherman County. Request for engineering service in connection with W.P.A. project for improvement of city streets.
		County motor equipment, matter of protecting highway surfaces during transportation.
		U. S. War Department. Permit to occupy portion of Anna Lang State Park.
		Yachats. G. Edward Frost granted permission to do some excavating
6187		work on right of way.
		State experiment stations. Report on cost to surface and oil roads.
		Salem Chamber of Commerce. Chairman and Engineer to attend luncheon on January 13.
		Bridge tenders, Florence and Reedsport. Application of Leland M. Nealy considered. Positions to be given to employes injured in
		performance of duties and unable to continue regular work.
6188		Trucks. Engineer authorized to trade old ones on new.
		Bradley Park. Lighting plant; purchase and installation authorized.
		Oneonta tunnel. Automatic traffic signal; installation authorized.
		Evergreen Playground Association. Mr. Say authorized to attend meetings of Advertising Committee in Seattle.
		Puget Sound Travel Directors. Mr. Say authorized to attend
6189		meeting in Seattle.
		Imperial Hotel, Portland. Use of assembly room offered.

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6189	Jan. 9	Linn County. Petition for oiling road from Scio to Detroit.
		Curry County. Resolution from Chetco Grange requesting elimination of bad curve between Brookings and Chetco River.
		North Santiam Highway. Petition from Mill City and Gates for work for men idle because of closing of mill.
		National forest boundary signs; permission to erect two in Josephine County.
		Union County. Widening between Pondosa and Medical Springs approved.
6190		Umatilla County. Petition for snow removal on Weston-Elgin Secondary Highway in vicinity of Tollgate.
		Reedsport Chamber of Commerce. Commission urged to procure right of way for Umpqua Highway connection to Coast Highway.
		Deschutes Railroad Co. abandoning line on east side of river; suggestion that Highway Commission acquire right of way for future highway use, letter from F. V. Galloway.
6191		McMinnville, West Side Pacific Highway. Request by Mayor for rerouting considered; surveys authorized.
		Hood River County. Parkdale Grange requests oiling of Mt. Hood Secondary Highway.
		Motor Carrier Account. Statement presented from Public Utilities Commissioner.
		Tillamook County. Dr. H. J. Brown, Cloverdale, requests reconstruction of Castle Rock and East Beaver Creek bridges.
6192		Tualatin Valley Highway. Forest Grove C. of C. asks reconstruction of Forest Grove-Hillsboro Section.
		Woodburn-Silverton Secondary Highway, request from Mt. Angel for nonskid surface and center stripe.
		Stoddard Lumber Company request for modification of permit for hauling logs over Sumpter Valley and Baker-Unity Highways denied.
		Forest Highway Funds (1937) program; letters from Eugene and Klamath County Chambers of Commerce.
		Bowman-Hicks Lumber Company; permission to truck logs over Wallowa Lake Highway during Saturday afternoons denied.
		U. S. War Dept. granted permission to transport overwidth equipment over Columbia River Highway.
6193		Communications from various organizations urging completion of Wolf Creek Highway.
		Estacada. Resolution approving route for Woodburn-Mt. Hood Loop Secondary Highway at south entrance.
6195		Astoria. Resolution approving route for Columbia River Highway at 23d and Franklin Streets.
6196		Fidelity bond releases; resolution authorizing Secretary to sign on behalf of Commission.
6198		Yamhill County, West Side Pacific Highway, resolution covering abandonment of portions of old highway between Tualatin Junction and McMinnville.
6200		Lincoln County, Oregon Coast Highway, Otis-Siletz River Section; resolution covering abandonment of sections of old highway.

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6202	Jan. 9	Planning survey. Authority to send Traffic Engineer to Washington, D. C.
		Lake County. Klamath Falls-Lakeview Highway, acquisition of timber strips west of Lakeview considered.
		Extensions of time:
		A. C. Baumback, moving buildings, Junction City-Eugene Secondary Highway;
6203		Edlefsen-Weygandt Company, West Entrance to The Dalles Section.
		Contract completed and accepted:
		Nigger Flat Section, J. A. Lyons.
6204		Oregon Coast Highway Bridge Revenue Bonds; agreement with Ladd & Bush Bank signed; additional $400,000.
	Jan. 10	Proposals received:
		Columbia County Oiling Project;
		Upper Tumalo Section, grading;
		Bridge over Owyhee River;
6205		Southern Pacific Undercrossing, Salem;
		Humphrey Boulevard, 45th Avenue and Cameron Road, bituminous macadam project;
		102d Avenue (Craig Road) overcrossing of O.W.R.&N.;
		Elgin-Rock Creek Rock Production Project;
		Metzger Undercrossing, O.E.
6206		Douglas County. Kelly's Corner-Shady Point Section and overhead crossing at Green Station, contracting requested.
		Umpqua Highway. Reedsport Section, completion requested.
		Linn County. Santiam Highway, additional construction requested.
		Secondary highways, improvements requested.
		Umatilla County. Hermiston Secondary Highway, improvement requested, particularly oiling between Hermiston and Butter Cr.;
6207		oiling between Hermiston and Cold Springs requested.
		Pendleton-Cold Springs Highway, oiling between Holdman and Cold Springs requested.
		Sunnyside-Umapine and Weston-Elgin Secondary Highways, additional funds requested.
		Bingham Springs Sec. Hwy. removal from system requested and substitution of market roads from Helix southerly and from Athena westerly.
		Coos County. Cape Arago Sec. Hwy., improvement requested by
6208		delegation in behalf of U. of O. and O. S. C.
		L. J. Simpson offers to donate ocean frontage.
		Simpson Park, North Bend. Simpson family endorses proposal of city to deed to state. Park accepted.
		Wasco County, Sherman Highway. Oiling requested by Sherman
6209		County Court.
		Hood River Secondary Highway, continuation of improvement to Tucker Bridge requested.
		County road from Odell to Mt. Hood Highway. State's crew to do oiling for county.
		Piling--hauling overlength on state highways; conclusions.

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6210	Jan. 10	Curry and Coos Counties. Connection from Coast Highway to Pacific Highway in Josephine County requested.
		Lincoln County. Alsea Highway; reconstruction urged, particularly Tidewater Hill Section.
6211		Klamath County. Malin-California Line Section, oiling asked.
		Wallowa County. Delegation present in interests of Enterprise-Lewiston Road.
		County indebtedness discussed.
		Awards announced:
		122d Avenue-Troutdale Section, grading and paving;
6212		Columbia County Oiling Project;
		Upper Tumalo Section, grading;
		Owyhee River bridge near Rome;
		North Salem undercrossing, grading and paving;
		Humphrey Boulevard, 45th Avenue and Cameron Road bituminous macadam project;
		102d Avenue (Craig Road) overcrossing, grading and paving;
6213		Elgin-Rock Creek Rock Production Project;
		Metzger undercrossing, grading, surfacing and oiling.
		Coos County. Oregon Coast Highway, improvement of Coquille-Marshfield Section urged, particularly Bunker Hill District.
6214		Oregon Coast Highway Association requesting following:
		Completion section at Arch Cape and Neahkahnie Mountain;
		Reconstruction through Bunker Hill district;
		Reconstruction of section south of Port Orford.
		Cascade Locks. Claim of Cascade Water Works Co. for pipe removed by contractor and not replaced.
		Morrow, Gilliam and Wheeler Counties. Delegation requesting improvements:
		Secondary highway from Gwendolen to Heppner;
		Lexington-Echo Secondary Highway, oiling;
		Heppner-Spray Secondary Highway;
		Wasco-Heppner Secondary Highway west from Condon;
		Shaniko-Fossil Secondary Highway between Fossil and Clarno;
		Service Creek-Mitchell Secondary Highway.
6215		Morrow County. Heppner-Spray Secondary Highway, preservation of timber urged; Parks Engineer to investigate.
		Wheeler County. Secondary highway between Fossil and Clarno, county cooperation offered.
		Arch Cape Tunnel project; additional funds necessary.
		Railroad grade elimination program; approval received from railroad companies.
		Lincoln County. Corvallis-Newport Highway, improvement easterly from Toledo requested by County Court.
6216		Stock pile of rock at Seal Rocks, complaint received.
		County asks permission to set up plant in State's rock quarry near Seal Rocks.
		Wolf Creek and Wilson River Highways. Letter from L. G. Apperson giving ideas as to time required for completion and suggesting that legislation be worked out.

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6216	Jan. 11	Wolf Creek and Wilson River Highway W.P.A. projects; Chairman Cabell's letter to E. J. Griffith, State Administrator, approved and
6217		copied in records.
6218		Multnomah County, Columbia River Highway, Tooth Rock Tunnel; matter of lighting discussed with H. D. Farmer, B.P.R., installation approved.
		Aurora. Offer from H. C. Dixon to purchase house owned by Commission; referred to Engineer for investigation.
		Umatilla County. East Pendleton grade separation project; full width right of way to be acquired from Glen D. Long, garage and rock wall to be left until extra land needed.
6219		Acquisition of real property for right of way, quarries, etc., resolution covering various highways.
6220		Right of way. Attorney authorized to submit to legislature bills providing for amendments to existing laws to facilitate acquisition.
6221		Umatilla County. East Pendleton grade separation project; right of way from Lawrence O'Sullivan, owner unwilling to accept terms, condemnation authorized.
6223		Condemnation of several parcels authorized.
		Marion County. North Salem Undercrossing project right of way; purchase of Laws and Keene properties and condemnation of Moore and Harmer properties authorized; resolution.
		Clackamas County. Estacada Bridge Section, resolution authorizing condemnation of right of way from Florence Englin, Arthur Smadbeck and James Jordan.
6225		Clackamas County Oiling Project. County guarantees payment of costs over amount of federal funds allocated.
		Contracts awarded:
6226		Clackamas County Oiling Project;
		Polk County Line-Soap Creek Section.
		Clatsop County, Wolf Creek Highway. Claim of Rupp Investment Co. for timber taken from their land acquired for right of way; decision deferred.
		Forest road program (1937); joint letter to B.P.R. and Forest Service signed by Commission.
		Umatilla County. East Pendleton Grade Separation Project; right of way condemnation suit against property owner named Clark authorized.
		Award of contract deferred:
		Pendleton overcrossing.
		C. G. Brownell present re claim for gravel which he alleges the State took from his property near Umatilla.
6227		Tillamook County. Park site near Neahkahnie Mountain accepted from Mr. and Mrs. S. G. Reed.
		State highway fund accumulated savings; allocation of $500,000 for oiling projects, basis adopted; program tentatively
6228		selected;
		surveys authorized.

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6228	Jan. 11	Klamath Lake Secondary Highway; Engineer to secure information in connection with oiling.
		Statewide Planning Survey; matter of salaries discussed with Commission.
6229		Multnomah County. Columbia River Highway, tax delinquent property west of Benson Park, acquisition for park purposes considered.
		Curry County. State park at Port Orford, addition suggested by Gilbert E. Gable; Parks Engineer to investigate.
		Coos County. Cape Arago Park; Parks Engineer's report on acquiring adjacent land.
		Lincoln County. Parks Engineer's report on acquiring property at end of Depoe Bay bridge.
6230		Lane County. Property adjacent to state park south of Glenada, purchase authorized.
		Jessie M. Honeyman Park named.
		Wolf Creek Highway. Offer of E. J. Boos to sell to State tract of timber land 4 mi. east of Sunset Camp declined.
		Silver Falls State Park. Parks Engineer authorized to negotiate for privately owned 80-acre tract within park.
		Ecola State Park. Request of Angora Club of Astoria for use of building denied.
6231		Salmon River Highway. Timber exchange. New cruise of Miami Company's timber authorized.
		Coos County. Golden Falls, acquisition discussed.
		Associated General Contractors. Matter of status of regular federal aid appropriation for fiscal years 1937 and 1938.
6232		Agreements signed:
		Southern Pacific Co., overhead crossing north of Eugene;
		Southern Pacific Co., overhead crossing at Dairy;
		Multnomah County, maintenance of NE 102d Ave. (Craig Road);
		Multnomah County, maintenance of NE Halsey St.;
		Multnomah County, maintenance of Cameron Road and SW 45th;
		Multnomah County, maintenance of SW Humphrey Blvd.;
		Clackamas County, maintenance of eight county road oiling projects;
		Benton County, maintenance of Tampico Market Road;
6233		Klamath County, maintenance of Merrill-Hatfield Road;
		Columbia County, maintenance of three county road oiling projects;
		Deschutes County, maintenance of Tumalo Falls Road;
		O.-W. R. & N. Co., construction and maintenance of Big Eddy and Biggs overcrossing structures;
		Clackamas County, reimbursement for expenditures from state highway funds in connection with construction of eight county road oiling projects;
		Polk County, reimbursement for expenditures from state highway funds in connection with construction of Byerley Corner-Bethel Section;

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6233	Jan. 11	Agreements signed (continued) Bargain and Sale Deed conveying to Elmer and Josephine Wright two parcels of land on West Side Pacific Hwy., Yamhill Co.; Western Battery Separator Company, permit authorizing pile trestle roadway on right of way of Coos River Secondary Highway in Coos County.
6234	Feb. 6	Proposals received: Bridge over Clackamas River at Estacada; Arch Cape Tunnel Section, grading, tunnel, bridge;
6235		20th-28th Street Section of Commercial Street and Franklin Avenue, Astoria, paving; Rainier Section, grading, paving and widening; Dairy-Bonanza Section, regrading and resurfacing; Bridge over Chewaucan River 10 miles south of Paisley; Doty Ranch-Danebo Road Section, grading, surfacing and bituminous macadam;
6236		Oak Hill-Doty Ranch Section, grading, surfacing and bituminous macadam; Columbia Boulevard-Levee Road Section, grading, paving and trestle; Manzanita-Wheeler Section, oil mat surface treatment; Cold Springs Bridge-Holdman Section, regrading, surfacing, oiling, crushed rock. Park matters presented by Parks Engineer: Cape Arago State Park. U. S. Treasury Dept. granted use of five acres for Coast Guard radio station;
6237		Klamath Falls-Lakeview Hwy. Authority to conduct negotiations for timber strips in vicinity of Quartz Mountain; also timber land on Bly Mountain; Columbia River Highway; 14-acre tract at Crown Point, offer declined; Morrow County. Timber adjacent to Heppner-Spray Secondary Highway; report approved; Silver Falls State Park. Purchase of 80-acre tract within park authorized;
6238		Boiler Bay, Oregon Coast Highway. Purchase of tract on east side of highway approved; Columbia River Highway, Hood River County. Purchase of property at Shell Rock Mountain discussed, decision deferred; Holman State Park. Request for use of water for private domestic purposes denied. Crook County. Request for oiling certain streets in Prineville on highway routes denied.
6239		Morrow and Gilliam Counties. Selection of secondary highway projects considered; oiling of Lexington-Umatilla County Line Section authorized. Log hauling on Baker-Unity, Sumpter Valley and Wallowa Lake Highways; permission to haul on Saturday afternoons, Sundays and holidays denied.

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6240	Feb. 6	A. W. Orton, Traveling Auditor. Engineer's report approved. Reedsport. Umpqua Highway approach to Oregon Coast Highway; construction approved. Harney County. Request for removal of snow from .6-mile section of Pine Creek Market Road denied. Weston-Elgin Secondary Highway. Engineer's report on cost of snow removal up to Langdon Lake.
6241		Lake County. Warner Secondary Highway, Camas Valley Section; improvements requested to eliminate bad snow conditions; investigation of snow conditions authorized. Siuslaw Highway. Ward Burnett, Cushman, request for permission to fence portion of right of way denied; request to cut grass granted. Sutherlin. Estimates of cost to construct improvements requested by Mayor; Engineer's recommendation approved.
6242		Amity Community Commercial Club. Request for sidewalk on Ash Swale bridge granted. Equipment, purchase authorized: Oil heaters, automobile, concrete mixers, shop machinery.
6243		Rock production projects ordered advertised: Redmond; Biggs-Moro; Oregon Coast Highway between M.P. 163.63 and M.P. 142.16 and Corvallis-Newport Highway between M.P. 0 and M.P. 8.15; Winchester Bay-North Bend Section.
6244		Tillamook County. Survey authorized from Oregon Coast Highway to top of Neahkahnie Mountain. Clatsop County. Request to take rock from state quarry site adjacent to Wolf Creek Highway granted. Sand for concrete; research in cooperation with Oregon State College authorized. Awards confirmed: Metzger Undercrossing; Olene Undercrossing; North Salem Undercrossing.
6245		Award made: Owyhee River bridge near Rome. Astoria. Maintenance equipment building, construction authorized. Pacific Northwest Regional Planning Conference, Spokane, Messrs. Baldock and Cutler authorized to attend. Contractors' claims for extra compensation: Jacobsen-Jensen Company, Deadman Creek-Brooks Section, Wilson River Highway; approved.
6246		Fisher Brothers, Clear Lake-Clear Creek Section, Wapinitia Highway; referred to engineer. Tillamook County. Additional federal money for county roads requested. Nehalem County Road, Manzanita-Wheeler Section, maintenance discussed.

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6247	Feb. 6	Umatilla County. East Pendleton Overcrossing, conference with P.U.C., B.P.R. and U.P. RR. Co. regarding closing of Court Street.
6249		Multnomah County. Columbia River Highway, Tooth Rock tunnel; contractor to be required to furnish performance bond and bond for benefit of railroad company and other facilities; contract to provide for payment to railroad company for damage caused by contractor's operations; contract to provide for watchmen.
		Tillamook County. Little Nestucca Secondary Highway, delegation urging Commission to complete between Dolph and Oretown.
6250		Jefferson County. Warm Springs Highway, Madras-Agency Plains Section, conference with County Judge re right of way; purchase of right of way approved.
6251		Piling. P. E. Williams asking reinstatement of permit for hauling overlength. Penalties for violations of permits discussed; decision deferred pending consultation with Public Utilities Comm'r and Supt. of Dept. of State Police.
		Awards announced:
6252		Bridge over Clackamas River at Estacada, grading and oiling; Arch Cape Tunnel Section, grading, tunnel and bridge; 20th Street-28th Street Section, Astoria, paving; Rainier Section, grading, paving and grade widening; Dairy-Bonanza Section, regrading and resurfacing; Bridge over Chewaucan River 10 mi. south of Paisley; Doty Ranch-Danebo Road Section, grading, surfacing and bituminous macadam;
6253		Oak Hill-Doty Ranch Section, grading, surfacing and bituminous macadam; Columbia Boulevard-Levee Road Section, grading, paving and trestle; Manzanita-Wheeler Section, oil mat surface treatment; Cold Springs Bridge-Holdman Section, regrading, surfacing and oiling.
		Clatsop County. County Court presented voucher covering County's cooperation on Arch Cape Tunnel project and a portion of County's indebtedness.
6254		Lincoln County. Salmon River Highway, Greater Devil's Lake Booster Club requests widening for four lanes of traffic. Oregon Coast Highway. Improvement at head of Devil's Lake requested by Boosters Club.
		C. G. Brownell asking reconsideration of claim for gravel alleged to have been taken from his land near Umatilla.
		Portland. 17th St.-Ross Island Bridge Project; City Engineer Apperson present regarding right of way and damage to property.
6255		Wilson River and Wolf Creek Highway W.P.A. projects; Commission requested to furnish powder.

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6255	Feb. 6	Federal funds available for allocation, Engineer's report.
6256		Present standing of divisions in allocation of 1936 funds.
6257		State money ($1,500,000). Formula for allocation to four divisions.
		Wallowa County. Enterprise-Flora Highway; allocation of $75,000 to proposed extension to Washington line discussed by Commission; date set for discussion with County Court.
6258		Program for $1,500,000 state funds selected.
6259		Cascade Locks Water Co. Claim for damages to pipe line denied.
		Wilson River and Wolf Creek Highway WPA projects; request of City Engineer Apperson that state furnish powder.
	Feb. 7	Bids received:
6260		Columbia County Oiling Project; North approach to Coos Bay bridge, grading, surfacing and bituminous macadam; South approach to Coos Bay bridge, grading and paving; Merrill-California Line and Malin-California Line Sections, grading, surfacing and oil mat surface treatment; Bridge over U.S.R.S. Canal "J"; Pringle Creek-Taylor Creek Section, grading, culverts and trestle;
6261		Glisan Street-Foster Road Section, paving; Humphrey Boulevard, 45th Avenue and Cameron Road, surfacing and bituminous macadam wearing surface; Bridge for United Railways track over Columbia River Highway near Portland (Nehalem Boom);
6262		Rex Hill Section, grading, paving, moving buildings.
		Portland. 17th St.-Ross Island Bridge project; Attorney instructed to draft form of resolution approving grade line and consenting to construction. Ross Island bridge approach; revision in alignment suggested to avoid damage suit. Project ordered advertised.
		Wilson River and Wolf Creek Highway WPA projects; decision as to furnishing powder deferred.
6263		Multnomah County. County Roadmaster requests written statement as to necessity to eliminate proposed improvement of Rocky Butte Road from Commission's construction program. Denver Avenue widening; secondary highway funds requested.
		North Bend Chamber of Commerce. Inquiry regarding date for celebrating opening of Coos Bay bridge.
		Portland-Wilsonville-Aurora Road; Bureau of Public Roads conditional approval of placing on federal aid system.
6264		Columbia River Highway. O.W.R. & N. Company objects to condition of rock wall near Tooth Rock Tunnel.
		Purchase of 8 cars and 4 station wagons authorized for use of men employed on Planning Survey.
		Eugene City Planning Commission. Petition regarding elimination of 11 railroad grade crossings, flood protection etc.

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6265	Feb. 7	Port Orford. W. H. Bennett requests permission to enlarge reservoir on Coast Highway right of way. Request denied.
		Grant County. Maintenance of secondary highway from Mount Vernon to junction with Pendleton-John Day Highway at Beech Creek.
		Siuslaw Highway. Pole line installation by U. S. Forest Service between Rainrock and Mapleton.
6266		Lane County. E. L. Dickson, Springfield, refuses to place gasoline pump 10' off right of way of McKenzie Highway.
		McKenzie Highway. Removal of gasoline pump of E. L. Dickson to prevent servicing of cars on highway right of way.
6267		Load Limit Reductions ordered on following sections:
		Pendleton-La Grande Section, Old Oregon Trail;
		Maupin-Klamath Falls Section, The Dalles-California Hwy.;
		Prairie City-Unity Section, John Day Highway;
6269		Sisters-Redmond Section, McKenzie Highway;
		Redmond-Prineville Section, Ochoco Highway;
		Parkdale-Hood River Section, Mt. Hood Highway;
		Grass Valley-Jct. with The Dalles-California Highay, on Sherman Highway;
		Bly-Mile Post No. 68, Klamath Falls-Lakeview Highway;
		Dairy-Bonanza Section, Dairy-Bonanza Highway;
		Link River Bridge-Wocus Bridge Section, Klamath Lake Secondary Highway.
6270		Clackamas County. Resolution adopted regulating parking of cars at west end of Willamette River Bridge at West Linn.
6272		Fidelity bond releases. Commission approves form of resolution, for insertion of January 9, 1936, minutes, authorizing Secretary to execute releases on behalf of Commission.
		Tualatin Valley Highway. Oregon Motor Stages request to construct shelter sheds between Portland and Forest Grove.
		Log hauling. Public Utilities Commissioner requests modification of rules to permit Frank Gardinier to haul logs on Saturday afternoons on John Day Highway.
		Arrest reports on numerous operators. Conference to be held with Superintendent of State Police and Public Utilities Commissioner to decide action in regard to violators.
6274		Baker County. Major F. R. Schanck, Consulting Engineer, Portland, requests improvement of road from Robinette to Homestead. Road not a state highway.
		Amity-Dayton Cutoff. Delegation urge early construction.
		Yamhill County. County Court requests designation of Amity-Dayton Cutoff as secondary highway.
6275		Clatsop and Tillamook Counties. F. C. Feldschau and Son's contract for Jack Horner Creek-Mohler Section of Oregon Coast Highway. Representative of Labor Commissioner confers in regard to payment of labor claims.
		Conference with Governor Charles H. Martin in Portland Hotel.
		Newport. J. L. Torrens claims damages to property due to construction of Oregon Coast Highway through Newport.

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6276	Feb. 7	Awards announced:
		Columbia County Oiling Project;
		North Approach to Coos Bay Bridge;
		South Approach to Coos Bay Bridge;
		Merrill-California Line Section, and Malin-California Line Section, grading, surfacing and oil mat treatment;
		Bridge over U.S.R.S. Canal "J";
6277		Pringle Creek-Taylor Creek Section, grading, timber box culverts and treated timber trestle;
		Glisan Street-Foster Road Section, concrete paving;
		Humphrey Boulevard, 45th Avenue and Cameron Road Bituminous macadam project;
		Bridge for United Railways track over Columbia River, Multnomah County;
		Rex Hill Section, grading, paving, and moving buildings;
		Dairy-Bonanza Section, regrading and resurfacing.
6278		Paisley. Mayor G. H. Hanson requests oiling on main street of Paisley. Request granted.
		Hood River County. County Court requests removal of Secondary Highway No. 280 from Secondary Highway System.
		U. S. War Department requests permission to enter park property adjacent to Columbia River Highway.
		Communications considered and filed:
6279		Letter from L. M. Lepper, Director East Side Commercial Club, Portland, requesting allocation for Wolf Creek Hwy.;
		Gold Beach Chamber of Commerce urging improvement of Seven Devils Road northward from Bandon to Marshfield;
		Albany Chamber of Commerce urge reconstruction of section of Albany-Corvallis Highway;
		Resolution from Wauna 4L Local No. 5 Loyal Legion of Loggers and Lumbermen urging use of timber;
		Nehalem Valley Grange No. 804, Clatsop County, and Winema Grange No. 652, Columbia County, urge widening of connecting road between Jewell and Elsie;
		Wallowa County Pomona Grange No. 22 renews request for construction of extension of Enterprise-Flora Highway;
		City of Harrisburg opposes rerouting of highway through Harrisburg;
		Yamhill County. Sidewalk on bridge over Yamhill River at Fort Hill Junction requested by residents. Approved.
6280		Linn County. Oiling of county road from Lebanon, through Tangent, to Corvallis, requested by M. & V. Brown.
		Gold Beach Chamber of Commerce invites Commission to banquett honoring Commission.
		Francis V. Galloway, The Dalles, requests new highway down Deschutes River, following abandoned railroad grade.
		East Portland-Oregon City Highway. George M. Locke, Portland, opposes overhead crossings.
		Acting Bridge Engineer, G. S. Paxson, reports cost of overhead crossings.

Page	Date 1936	Subject
6280	Feb. 7	Oregon City. Commission authorizes purchase of "spoils site" on which to deposit excavated rock taken from highway widening south of S. P. undercrossing at Oregon City.
6281		Multnomah County. Attorney presents form of agreement disposing of De Lashmutt matter in connection with reconstruction of Bertha-Beaverton Highway, near Glencullen.
		Aurora. H. C. Dixon, Woodburn, offers to purchase, for $200, certain Highway Department property in Aurora. Offer rejected.
		Columbia River Highway. Engineer reports right of way taken from Great Southern Railroad Company with understanding that other property would be deeded to railroad company.
6282		Tillamook County. County Court asks Commission to pay for additional right of way required across Wm. Ryan's property for Wilson River Highway. Request granted.
		Washington County. Resolution abandoning portions of Tualatin Valley Highway.
		Abandonment of two sections of Tualatin Valley Highway, in Washington County. Resolution adopted.
6284		Acquisition of real property needed for highway improvements. Resolution adopted.
6288		Columbia County. Right of way for Rainier Section of Columbia River Highway to be purchased by State.
6289		Condemnation authorized on following pieces of property: F. J. Tucker and J. W. and Maggie Mahaffey - Rainier improvement; John S. Ibach - Sunset Camp-Multnomah County Line Section.
6290		Riverton Land Company. Acquisition of right of way for Vancouver Avenue Secondary Highway improvement, - involves moving of a shingle mill.
6291		Marion County. Pringle Creek-Taylor Creek Section of Pacific Highway. J. W. McCallister, Salem, objects to sale of property at Commission's offer.
		Contracts completed and accepted: Storage building at Highway Shops, Salem, A. J. Anderson; Bridges over Applegate River and Grays Creek, Tom Lillebo;
6292		Date for next regular meeting set for March 12 and March 13; February 19 confirmed as date for special meeting with Wallowa County Court and Wallowa County Pomona Grange.
	Feb. 8	East Pendleton Overcrossing. Conference with F. N. Finch, Gen. Manager Northwestern District, Union Pacific Company, and Sam Murray, Chief Engineer, O. W. R. & N. Company.
		Conference with representatives of the Bureau of Public Roads and the Union Pacific and O.W.R. & N. Companies, regarding East Pendleton Overcrossing.
6294		Tooth Rock Tunnel. Conference with F. N. Finch and Major A. E. McKennett, relative to responsibility for failure of rock wall due to blasing operations.
		Columbia River Highway. Terms of agreement discussed in connection with construction of Tooth Rock Tunnel.

Page	Date 1936	Subject
6295	Feb. 8	East Portland-Oregon City Highway. Resolution adopting route between S. E. 18th Ave. and S. E. Union Avenue.
6297		Old Oregon Trail. O.W.R. & N. crossings to be undertaken in connection with Hermiston line change in the event the East Pendleton overcrossing project is abandoned.
		Oregon City. Purchase of "spoils site" authorized in connection with widening of Pacific Highway in Oregon City.
6298		William Hanley monument. Burt K. Snyder, Pres., Shasta-Cascade Wonderland Association, requests recognition of Mr. Hanley's public work.
		Marion County. County Court requests State to purchase drainage pipe for construction operations on North Santiam Highway.
		County Court requests additional time to inspect proposed Champoeg Road construction before deciding on right of way.
		Program for 1936 State Funds reconsidered and confirmed.
629		Projects for letting on March 12 and 13 authorized.
6300		Agreements, et cetera, considered and signed: Agreement with Multnomah County, regarding construction costs on N. E. and S. E. 122nd Ave.,(Buckley Road); Agreement with Multnomah County regarding construction costs on Canyon Road-Talbot Section, Garden Home Road-Shattuck Road Section and Columbia Boulevard-Dyke Section; Tillamook County agreement regarding construction costs on county road from Wheeler Overhead crossing to Manzanita; Agreement with Linn County regarding construction costs on Corvallis Junction-Peoria Section of Corvallis-Harrisburg Road; Agreement with Klamath County regarding construction costs on Merrill-California Line Section of Merrill-Hatfield Road; Agreement with Benton County regarding construction costs on Polk County Line-Soap Creek Section of Tampico Road; Agreement with Malheur County regarding construction costs on Federal and Private Lands Portions of West Unit of the Jordan Creek Section of I.O.N. Highway and Owyhee River Bridge; Agreement with Deschutes County regarding cost of construction of Upper Tumalo Section of Tumalo Falls-Bend Road;
6301		Agreement with Lane County regarding cost of construction of Danebo Road-Oak Hill Section of W. 11th St. Road; Agreement with Columbia County regarding cost of construction of Sheeley Bridge Section of Upper Nehalem Road and Dibble Ranch-Rainier Section of River Road; also Bachelor Flats-St. Helens Section of Bachelor Flats Road; Agreement with Lane County regarding maintenance of Eugene-Veneta County Road from Danebo Road to Doty Ranch; Agreement with Lane County regarding maintenance of Oak Hill-Doty Ranch Section of Eugene-Veneta County Road; Agreement with Multnomah County regarding maintenance of N.E. and S.E. 122nd Ave.,(Buckley Road;)

Page	Date 1936	Subject
6301	Feb. 8	Agreements, et cetera (continued) Agreement with Multnomah County regarding maintenance of N. E. 47th Avenue from N. E. Columbia Blvd. to Levee Road; Agreement with Multnomah County regarding work to be performed on N. E. Halsey St. and 122nd Avenue projects; Agreement with J. J. Badraun disposing of claim arising out of contract for Calapooya River Bridge on Halsey-Sweet Home Secondary Hwy., Contract No. 1586; Agreement with Marion County regarding granting of easement for shoofly track at north city limits of Salem;
6302		Permit granting Western Battery Separator Company permission to construct roadway under Isthmus Slough Bridge; Permit authorizing W. E. Purkerson to take rock from quarry adjacent to Siuslaw Highway; Petitions directed to Board of Control regarding right of way for reconstruction of Old Oregon Trail across State Hospital property at Pendleton; Bargain and Sale Deed conveying to Charles C. Rikhoff and Clarence C. Rikhoff, 1.3 acres of land in Lane County; Bargain and Sale Deed conveying unto Estella L. Sams 0.392 acre of land adjacent to Newberg-Middleton Section of West Side Pacific Highway; Agreement with O.W.R. & N. Company renewing lease for storage site at Troutdale; Grant of right of way agreement covering relocation of Fremont Highway through Chewaucan Land and Cattle Co. property.
6303	Feb. 19	Wallowa County. County Court confers regarding construction of extension of Enterprise-Flora Highway. County's indebtedness to State. County to assign its share of Motor Vehicle Funds to State until debt is paid.
6304		Enterprise-Flora Highway from Flora to state line designated primary state highway. Resolution adopted.
6306		Malheur County. Delegation from Jordan Valley and County Court regarding routing of I.O.N. Highway.
6307		Hood River County. Cascade Locks Section of Columbia River Highway. Claim of F. J. Kernan for extra compensation.
6308		Program for construction with State Funds. Substitutions made on program previously adopted. Harney County. Central Oregon Highway oiling project authorized from Sage Hen Hill westerly 8 miles.
6309		Park matters, as follows, reported by Parks Engineer: Purchase of 25.2 acres owned by George Henry, adjacent to Coast Highway at junction with road leading to Cape Sebastian State Park. Purchase authorized. Negotiations authorized for purchase of 80-acre tract adjacent to Coast Highway in Curry County. Acquisition of property adjacent to Upper Columbia River Highway near Lindsey Creek discussed. No action. Senator Franciscovich's inquiry regarding sale of portion of state park at Tongue Point. Denied.

Page	Date 1936	Subject
6309	Feb. 19	Park matters, continued: Salmon River Highway. Purchase of timber adjacent thereto. Clatsop County. Request of Senator Franciscovich to purchase portion of state park at Tongue Point. Request denied.
6310		The Dalles. Port Commission request elimination of two railroad grade crossings. Union County. Charles H. Reynolds, Union County Chamber of Commerce, recommends various highway improvements in Union County. No action. Federal Aid Funds. Commission authorizes Engineer to wire Oregon congressional delegation requesting assistance.
6311		Portland. Attorney recommends that proceeding be instituted under declaratory judgments act to settle question of authority to spend highway funds in City of Portland. Award of contract to Roy L. Houck for Pringle Creek-Taylor Creek Section confirmed. Awarded February 14. Award of contract for Rainier Section made to Theo. Arenz, and the Oregon Contracting Company. Coos County. Offer of H. M. Counts to complete grading on Simpson line revision of Cape Arago Secondary Highway. Log hauling. Commission approves penalties decided upon in conference with Superintendent of State Police and Public Utilities Commissioner. Log hauling. Penalties to be assessed violators of laws. Hearings in connection with log hauling violations. Commission requests change in procedure to avoid delays. Arrest Reports for violations of traffic laws by log haulers.
6313		Load Limit Order. Commission rescinds order of February 7 and substitutes new order on following sections:
6314		Pendleton-La Grande Section, Old Oregon Trail; Maupin-Klamath Falls Section, The Dalles-California Hwy.; Prairie City-Unity Section, John Day Highway; Sisters-Redmond Section, McKenzie Highway; Redmond-Prineville Section, Ochoco Highway; Parkdale-Hood River Section, Mt. Hood Highway; Grass Valley-The Dalles-California Hwy. Junction Section, Sherman Highway; Bly-Mile Post No. 68 Section, Klamath Falls-Lakeview Highway; Dairy-Bonanza Section, Dairy-Bonanza Highway; Link River Bridge-Wocus Bridge Section, Klamath Lake Secondary Highway.
6315		Overlength permit. Form of permit approved as submitted.
6317		Umatilla County. Report on County Court's request for removal of Bingham Springs Road from Secondary Highway System and substitution of equal mileage of market roads.
6318		Guard fence. Commission approves request of Southern Pacific Company for erection of guard fence between Canemah and New Era on Pacific Highway. Port Orford. Decision on construction of dock road deferred.

Page	Date 1936	Subject
6318	Feb. 19	Traffic stripe paint. Purchase of 30,000 gal. yellow lacquer authorized - estimated cost $39,000
		Kodak. Purchase of Graflex Kodak authorized for use of Right of Way Department - estimated cost $98.
		Columbia River Highway. Commission approves Chairman Cabell's letter to Senator McNary requesting assistance in securing electrical energy from Bonneville Dam to light highway.
		Yamhill County. County Court requests designation of Amity-Dayton Road as Secondary State Highway.
		Resolution adopted designating Amity-Dayton Road a Secondary State Highway.
6319		Aurora-Wilsonville Road. Matter of designating as a Secondary State Highway discussed. County Court to make application.
6320		Hood River County. Request of County to remove Interstate Bridge Secondary Highway No. 280 from secondary highway system. No action taken.
		Truck scales. Commission authorized installation of two scales on Pacific Highway at Jantzen Beach, Multnomah County.
		State Game Commission. Highway Commission denied Game Commission's request for relief from payment of $87.30 for crushed rock taken from state's stock piles near Pendleton.
		Claim of C. D. Garrett for $22.50 for loss of six lambs mired in road oil near Bly. Payment approved.
		Report of A. W. Orton for January, 1936, approved.
6321		Pacific Highway. Commission approved reply to Ogden Lane regarding plans for railroad grade elimination south of Roseburg.
		Log Hauling. Felix Wilcoxson, President, United Brotherhood of Carpenters and Joiners, Jewell, Oregon, complains of log-hauling in vicinity of Jewell and Olney.
		Lake County. Theodore R. Conn, Attorney, Lakeview, requests, on behalf of client, purchase of land in Paisley.
		Pole Line Permit. Commission grants State Forestry Department permission to install pole line along Wilson River Highway.
		Commission grants Tillamook People's Utility District permission to construct pole line on Wilson River Highway.
		Communications, et cetera, considered and filed:
		Letter from West Side Pacific Highway Association urging construction of Amity-Dayton Cutoff;
		Resolution from Bandon Chamber of Commerce urging reconstruction of highway between Coquille and Bandon;
		Letter from Mrs. Jessie M. Honeyman thanking Commission for naming a state park in her honor.
6322		Douglas County. Attorney reports on matter of acquiring four city lots in Reedsport needed for Umpqua Highway connection to the Oregon Coast Highway.
		Wolf Creek Highway. Prices set for various kinds of timber on Sunset Camp-Elsie Section.
		Purchase of 100-ft. right of way authorized.
		Sunset Logging Company. Moving of buildings and rebuilding of railroad for logging purposes discussed.

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6323	Feb. 19	East Pendleton grade elimination project. Commission to request O.W.R. & N. Company to consent to elimination of pedestrian tunnel from project.
		Columbia County. Agreement with Mr. Tucker for purchase of right of way needed for Rainier project reached.
		Award of contract for Rainier Section of Columbia River Highway made to Theodore Arenz and Oregon Contracting Company.
6324		Oregon City. Taking of option on property back of the Ford plant authorized on which to re-establish service station.
		East Portland-Oregon City Highway. City Commissioner Bean and City Engineer Apperson confer in regard to right of way for 17th Street-Ross Island Bridge Section.
		Right of way condemnation authorized across property of Ross Island Sand and Gravel Company for S. E. 17th Ave.-S. E. Union Avenue Section of East Portland-Oregon City Highway. Resolution adopted.
		East Portland-Oregon City Highway. Condemnation authorized for right of way for S. E. 17th Ave.-S. E. Union Ave. Section across the property of Ross Island Sand and Gravel Co.
6326		Junction City. C. F. Hyde, Attorney for a Mr. Showalter, protests relocation of mail box by Highway Department employes.
		Pacific Highway. Mr. Showalter of Junction City objects to location of mail box which was moved by Highway Department.
		Acquisition of real property needed for highway improvements; resolution authorizing purchase adopted.
6328		Question of closing options before project is definitely decided upon discussed. Engineer to find solution.
		Date of March 12 and 13 confirmed for next regular meeting.
		Agreements considered and signed, as follows:
		Agreement with Oregon State Agricultural College, covering cooperation in investigation of sand;
6329		Agreement with Southern Pacific Company covering construction of North Salem Undercrossing;
		Agreement with O.C. & E. Railway Company covering construction of undercrossing near Olene, Klamath County;
		Agreement with Inez DeLashmutt, et al, disposing of right of way controversy on Bertha-Beaverton Highway.
6330	March 12	Bids as follows opened and read:
		Winchester Bay-North Bend Rock Production Project;
		Columbia County Oiling Project on four sections of county road;
		Mist-Pittsburg Section, resurfacing and oil mat treatment;
		Klamath Falls-Midland Section, surfacing and furnish rock;
		Approaches to Siuslaw River Bridge;
		Approaches to Alsea Bay Bridge;
		Humphrey Boulevard-45th Avenue and Cameron Road, surfacing and bituminous macadam on two sections of county road;
		The Dalles-Threemile Creek Section, three sections of county road, oil mat surface treatment;
		Frame trestle bridge over Kahler Creek, John Day Highway.

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6331	Mar. 12	Wasco County. Pacific Power and Light Company request permission to relocate pole line across Mayer State Park.
		Prehistoric mounds. Acquisition by State of sites of prehistoric mounds, etc. at Mosier Loops and Rowena Loops considered. Parks Engineer to investigate.
6332		Curry County. Mayor Gilbert E. Gable proposes enlarging Battle Rock State Park at Port Orford.
		Reconstruction of Dock Road discussed.
		Parks Engineer reports on following matters:
		Request of Byron C. Shaver, Otter Rock, to use water from new water system in Devil's Punch Bowl State Park. Denied.
6333		Offer of Seneca Pfouts to sell 160 acres of land adjacent to Upper Columbia River Highway, near Mitchell Point.
		Deed from Tillamook County conveying 120 acres of land at Short Sand Beach State Park.
		Offers of D. N. Hendricks and Gene Grabenhorst to sell ocean front properties south of mouth of Salmon River, in Lincoln County. Offers declined.
		Purchase of park site adjacent to Oregon Coast Highway at its junction with road leading to Cape Sebastian State Park.
		Medford Post No. 15, American Legion, request permission to develop state park property in Jackson County.
		Lava River Caves exploration to be continued.
6334		State Planning Board requests report on acquisition of timber land between Prospect and Crater Lake National Forest.
		Inspection of timber land adjacent to Heppner-Spray Road at the Morrow-Wheeler County Line.
		Sinnot property adjacent to Short Sand Beach State Park at Cape Falcon.
		Offer of Mrs. Catherine S. Sickels, Bandon, to sell 4½ acres at Bandon Beach.
6333		Tillamook County. Deed conveying, without cost, 120 acres at Short Sand Beach adjacent to Oregon Coast Highway;
6334		Offer of Sinnott property at Cape Falcon comprising 145.61 acres. Owner asks $100 per acre. Commission authorizes $75.
		Transits and levels. Commission authorizes purchase of six of each at estimated cost of $3200.
6335		Trucks. Commission authorizes purchase of four pick-up trucks.
		Paving Plant. Commission authorises purchase of complete plant, with road roller, 6 trucks and 1 pick-up truck.
		Snogos. Commission authorizes purchase of 3 Snogos.
		Signs. Commission authorizes Engineer to change over mileage and direction signs to reflectorized type at cost of $17,100.
		Lower Columbia River Highway. Right of way across City Motor Trucking Company's property, at "Rocky Point"
6336		Columbia County. County Court to be advised of Commission's decision in regard to Portland-Columbia County Line project involving City Motor Trucking Company's property.
		Multnomah Industrial Health Association, Portland, request contract for medical and hospital coverage to employes.

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6336	March 12	Columbia River Highway. W. B. Ward of Ward Lumber Company, Portland, requests permission to transport bridge timbers from Portland to La Grande.
		Old Oregon Trail. Request of Ward Lumber Company to transport bridge timbers from Portland to La Grande.
6337		Newport Construction Company request permit to transport heavy equipment from Meacham to rock crushing site.
		Log hauling. Modification of penalties for violators of weight statutes previously adopted.
		"Special Carriers" arrested for overloading.
6338		Transcripts of testimony of hearings of violators.
		Morrow County. County Court confers in regard to oiling the Lexington-Butter Creek Section of Lexington-Echo Sec. Hwy.
		Coos County. Replacement of bridges on private approach roads connecting with the dike section of the Oregon Coast Highway between Coquille and Bandon.
6339		Maintenance. Question of State's responsibility to maintain sections of highways that have not been reconstructed to state standards.
		Bridges. Responsibility of Commission for maintenance of bridges on highways placed on the state highway system but not reconstructed to state standards.
6340		Wasco County. Improvement of The Dalles-California Highway between Mile Post No. 59 and Mile Post 70 discussed.
		Seventeenth Street-Ross Island Bridge project. L. G. Apperson inquires as to status.
		Wolf Creek Highway. Commission authorizes expenditure for culverts and powder for W.P.A. work.
		Wilson River Highway. Commission authorizes expenditure for culverts and powder for W.P.A. work.
6341		Curry County. J.F. Kronenberg, Port Orford, requests permission to construct "high line" across Humbug Mt. State Park.
		Douglas County. Delegation from Roseburg and County Commissioner request reconstruction of Shady Point-Kelley Corner Section of Pacific Highway and elimination of railroad grade crossing at Green Station.
		Public hearing in Roseburg scheduled for April 15.
		Washington County. Garden Home grade separation project authorized.
		Jefferson County. Madras overcrossing authorized.
		McMinnville-Tillamook Highway. Portland-Salmon River Highway Association urge reconstruction between McMinnville and Valley Junction.
		Surveys authorized on sections that may be constructed within next two years.
6342		Salmon River Highway. Delegation urging reconstruction of McMinnville-Tillamook Highway to Salmon River Highway connection.
6343		Umatilla County. Cyril G. Brownell confers in regard to claim for gravel taken from his land near Umatilla.

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6343	March 12	Award of contracts on following projects: Winchester Bay-North Bend Rock Production project; Columbia County Oiling Project; Mist-Pittsburg Section, resurfacing and oil mat treatment; Klamath Falls-Midland Section, bituminous macadam surfacing and furnish crushed rock;
6344		Approaches to Siuslaw River Bridge; Approaches to Alsea Bay Bridge; Humphrey Boulevard, 45th Avenue and Cameron Road - bituminous macadam project on two sections of county road; The Dalles-Threemile Creek Section, oil mat surface treatment on three sections of county road; Bridge over Kahler Creek.
		Alsea Highway. A delegation from Waldport and Corvallis request improvement and modernization of Tidewater Hill Sec.
6345		Hood River County. Hood River Valley Committee request improvement of Mt. Hood Highway and Hood River Secondary Highway; also removal of snow from Parkdale to Wapinitia Junction ; Sidewalk construction on Hood River Bridge.
6346		Tillamook County. Acquisition of W. P. Sinnott property at Cape Falcon as addition to Short Sand Beach State Park discussed.
		State flag. Ray Conway of the Oregon State Motor Association, presents proposition. Commission authorizes purchase of five flags.
6347		Coast Bridges. Ray Conway turns over May issue of "The Oregon Motorist" to Commission to commemorate opening of bridges.
		"Oregon Motorist." May issue to be prepared by Highway Department to commemorate opening of Coast bridges.
		East Portland-Oregon City Highway. Drainage matter involving property of J. G. Johnson at Jennings Lodge.
		Minutes. Commission approves minutes of meetings held on Sept. 26; Oct. 7, 8 and 9; Oct. 16; Oct. 28; Nov. 7, 8 and 9; and Nov. 20, 1935.
		Douglas County. Resurfacing and non-skidding of Azalea-Grave Creek Section of Pacific Highway authorized.
		Josephine County. Commission authorizes resurfacing of Azalea-Grave Creek Section of Pacific Highway.
6348		Mt. Hood Highway. Commission authorizes resurfacing and non-skidding of Portland-Gresham Section.
		Columbia River Highway. Commission authorizes resurfacing and non-skidding of East 82nd Street-Troutdale Section.
		Lower Columbia River Highway. Temporary treatment authorized for certain sections between Scappoose and Astoria.
		Lake County. Request of Theodore R. Conn, Attorney, for purchase of state-owned land in Paisley, denied.
		Coos County. Engineer authorized to contract for 7,200 cu.yds. surfacing material for Myrtle Point Coquille Section of Coos Bay-Roseburg Highway.
		Maintenance material. Commission authorizes contracting of material for use on Myrtle Point-Coquille Section.

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6348	March 12	Hood River County. County Court requests removal of Secondary Highway No. 280 from state highway system. No action.
		Columbia River Highway. Telegram from Senator Charles L. McNary regarding free electrical energy for lighting Columbia River Highway.
6349		Load limits. Commission confirms posting orders on Mt. Hood and Wapinitia Highways between Rhododendron and junction with The Dalles-California Highway. Resolution adopted.
6350		Award of contract for Cold Springs Bridge-Holdman Section confirmed. Engineer awarded contract to H. C. Rogers on Mar. 5.
6351		Report of I. M. Schannep, Title Examiner, ordered filed.
		Columbia River Highway. Damage claims arising out of derailment of trains due to snow removal operations.
	March 13	Bids received on following: Bear Creek-Bare Mountain Summit Section, grading;
6352		Redmond Rock Production Project; Yaquina Bay Bridge Approaches; Roadside oases near Castle Rock and Boardman; Halsey Street (Barr Road) Overcrossing; Biggs-Moro Rock Production Project;
6353		Bridge over Wallowa River on Wallowa Lake Highway; Yamhill County Oiling Project.
		Lacey V. Murrow, Washington Director of Highways, confers in regard to extension of Enterprise-Flora Highway.
		Enterprise-Flora Highway. Cost of survey to be paid on 50-50 basis by Oregon and Washington. Conference with Lacey Murrow.
6354		Union County. Representatives of County Court and Oregon Trail Association request construction on following roads: Medical Springs Secondary Highway; Weston-Elgin Secondary Highway; Cove Secondary Highway. Designation as secondary highways requested on following: Lower Cove Market Road; Extension of Hilgard-Starkey Secondary Highway; North Powder-Baker County Line Bridge Road. W. H. Lynch advises that preference should be given Weston-Elgin Road.
6355		Charles H. Reynolds submits brief on behalf of Oregon Trail Association supporting oral requests for improvements to Old Oregon Trail.
		Wasco County. County Court appear with Charles H. Reynolds in behalf of improvements to Old Oregon trail. List of projects submitted.
		Coos County. J. W. Deemy of Marshfield asks loan of State's bulldozer for road improvement at Golden Falls park.
6356		Right of Way. Secretary to notify Legal Department when options may be closed.
		Clackamas County. Commission authorizes permit to Portland General Electric Company to overbuild lines on Woodburn-Mt. Hood Loop Secondary Highway, near Estacada.

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6356	March 13	Portland General Electric Company request permit to overbuild pole line on Woodburn-Mt. Hood Loop Secondary Highway.
6357		Tillamook County. Pole line construction,involving Mountain States Power Company, Tri-County Telephone Company and Pacific Telephone and Telegraph Company, near Oretown.
		Lane County. School District No. 137 request permit to construct power pole line along river side of the McKenzie Highway.
6358		Maintenance Headquarters. Commission authorizes additional expenditure for building construction at Astoria and Roseburg.
		Policy adopted in connection with projects on which final estimate of cost exceeds amount budgeted.
		Hood River County. Claim of F. J. Kernan in connection with Cascade Locks Section, Contract No. 1737. Commission approves.
		"Tri-Coach". Suburban Transportation System, Seattle, request permission to operate overlength vehicle on Oregon highways.
6359		American Association of State Highway Officials. 1936 dues to be paid.
		Beaverton-Aurora Secondary Highway. Southern Pacific Company requests additional track in connection with undercrossing near Aurora.
		Aurora Undercrossing. Request of Southern Pacific Company for additional track denied.
		Office building. Commission authorizes bids for Sign Department building at Salem Shops; to house offices of Planning Survey Department also.
		Clatsop County. Delegation of log haulers and Senator Franciscovich requesting modification of penalties imposed.
		Log Hauling. Delegation headed by Senator Franciscovich urge modification of penalties imposed on Clatsop County violators.
6361		Tolerance of 1500 pounds per axle to be allowed.
		Penalties to be recommended to Public Utilities Commissioner.
6362		Awards of contracts announced on following:
		Approaches to Alsea Bay Bridge;
		Bear Creek-Bare Mountain Summit Section, grading;
		Redmond Rock Production Project;
		Approaches to Yaquina Bay Bridge;
		Roadside oases, near Castle Rock and Boardman;
6363		Halsey Street (Barr Road) Overcrossing;
		Biggs-Moro Rock Production Project;
		Bridge over Wallowa River and concrete box culvert construction;
		Yamhill County Oiling Project on four sections of county road:
		Baker County. County Court, et al, in regard to reconstruction of Baker-Unity Highway around Burnt River Dam.
		Burnt River Dam. Baker County Court, et al, request Commission to revise plans for highway around the dam.
6364		Baker County. County Court requests designation as secondary state highway of road from Robinette to Homestead.
		East Portland-Oregon City Highway. Ben A. Campbell and Lester J. Peters, Portland, regarding routing of highway at S. P. crossing on Union Avenue.

Page	Date 1936	Subject
6365	March 13	W.P.A. funds. George Otten advises regarding Government offer for beautification work along state highways.
		Canyon Road, Portland. Landscaping project approved.
		Champoeg State Park. Landscaping project with W.P.A. funds authorized.
		Lake County. County Court requests construction of Warner Valley Secondary Highway south from Plush.
6366		John Day Highway. Improvement of Fossil-Butter Creek Summit Section requested by John Day Highway Improvement Association,Spray Commercial Club and Monument Grange.
		Communications:
		Petition from citizens of Lafayette requesting oiling adjacent to pavement in Lafayette; request denied;
		Letter from City Attorney of Grants Pass requesting authority to maintain stop signs in Grants Pass;
		Letter from R. M. Alton, Trust Officer, U. S. National Bank of Portland, requesting rocking of area between pavement and Hadley grocery store in Burlington;
		Letter from West Side Pacific Highway Association urging improvement of road from Amity to Dayton;
		Letter from Lincoln County School Board requesting sidewalk on Yaquina River Bridge at Eddyville;
6367		Letter from M. W. Gumm, Newberg, opposing proposed project on Spring Brook County Road, Yamhill County;
		Request of P. E. Hadley, Klamath Falls, to purchase area in wye connection of Klamath Falls-Weed Highway and Green Springs Highway south of Klamath Falls;
		Letter from Mrs. Katherine McRae requesting overhead crossings between Milwaukie and Oregon City; also letter from W. C. Foster in regard to this subject;
		Letters from Newport Lions Club and City of Newport requesting that Yaquina Bay Bridge be named "Newport Bridge."
		Anna K. Lew, Milwaukie, suggests "McLoughlin Boulevard" as name for East Portland-Oregon City Highway;
		Franklin Miller, Albany, calls attention to condition of Pacific Highway between Halsey and Tangent.
		East Portland-Oregon City Highway. Request from Mrs. Katherine McRae and W. C. Foster for overhead crossings between Milwaukie and Oregon City.
		Oregon City Undercrossing. Acquisition of property on which to deposit waste rock excavated in connection with undercrossing.
6368		Options on property required approved.
		Purchase of General Petroleum Company and Huntley and Shepard property approved at cost of $39,250.
		Wolf Creek Highway. Settlement with heirs of Pointer Estate.
		Pointer cemetery. Settlement with heirs of Pointer Estate for right of way for Wolf Creek Highway.
		Acquisition of real property needed for right of way. Resolution adopted.

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6371	March 13	Morrow County. Attorney authorized to condemn property of Vance Lumber Company needed for recreational purposes.
		Condemnation authorized on Vance Lumber Company property in Morrow County. Resolution in regard thereto.
6373		Condemnation authorized on various property needed for Middleton-Newberg Section, Stanfield-Pendleton Section, Mill City Section, Canyon Road-Barnes Road Section and Bonneville-Eagle Creek Section. Resolution adopted.
6375		Siuslaw River Bridge Approaches. Construction costs to be paid with State funds rather than federal funds.
		Date of Wednesday, April 15, 1936, confirmed for hearing in Roseburg; Wednesday, May 20, 1936, set for hearing in McMinnville.
		Regular meeting for receiving bids set for Thursday and Friday, April 16 and 17, 1936.
6376	March 17	Wolf Creek Highway. Bear Creek-Bare Mountain Summit Section; Attorney to conclude right of way negotiations.
		Awards confirmed:
		Bear Creek-Bare Mountain Summit Section, grading;
		Biggs-Moro Rock Production Project, furnish crushed rock in stock piles;
		Roadside oases near Castle Rock and Boardman.
		Douglas County. Umpqua Highway connection to Oregon Coast Highway; right of way to be acquired by tax resale.
6377		Agreements, et cetera, signed by Commission:
		Agreement, Katie Hilfiker, right of way for Salem Undercrossing;
		Bargain and Sale Deed to John Astleford, exchange for right of way from Yearly Meeting of Friends at Rex;
		Bargain and Sale Deed to Henry J. Radabaugh, return of stockpile site in Coos County;
		Agreement with Multnomah County, maintenance of N. E. Halsey Street between east city limits of Portland and N. E. 102nd Avenue;
		Agreement with Wasco County, maintenance of four miles of county roads (Oregon Project No. WPSO-290);
		Agreement with Yamhill County, maintenance of 4.29 miles of county roads (Federal Projects Nos. WPSO-286, 287, 288 and 289);
6378		Agreement with Wasco County, payment by County of cost of constructing several projects to be improved by State over portion to be paid with government funds;
		Agreement with Yamhill County, payment by County of cost of improvement of several projects over costs that can be paid with government funds;
		Agreement with Mercer-Fraser Company, extension of time for completion of Siuslaw River Bridge;
		Agreement with Wallowa County disposing of County's debt to State.
6379	March 18	Curry County. Oregon Coast Highway, construction of sidewalk in Gold Beach, request denied.

Page	Date 1936	Subject
6379	March 18	Curry County. Brookings - Widening of Oregon Coast Highway through town requested.
		Ashland. Conference with city officials, Chamber of Commerce and others. Discussion of Southern Oregon projects.
6380		Talent. Discussion of relocation of highway around town. Hearing date requested.
6381		Ashland. Engineer authorized to make survey for elimination of sharp turn at Plaza Corner.
		Klamath Falls. Conference with County Court, et al, regarding Klamath County road matters.
		Klamath County. County Court and delegation at Klamath Falls request various road projects.
6382		Lake County. County Court and others confer with Commission at Lakeview regarding road projects.
		Lakeview. Conference with County Court, and others, regarding Lake County road matters.
6383		Log hauling. Commission authorizes log hauling in Lake County during Saturday afternoons.
		Tying of logs on trucks discussed.
	March 19	Burns. Conference with Burns Chamber of Commerce.
		William Hanley Memorial. Archie McGowan suggests oasis development between Lakeview and Burns.
6384		Oasis. Commission authorizes Landscape Engineer to inspect site for development to be financed with federal money.
		Ontario. Conference with Ontario Chamber of Commerce.
		Central Oregon Highway. Commission states intention to improve section east from Burns if federal aid money is obtained.
		Old Oregon Trail. Delegation aska lighting system for one-mile section between Ontario and Idaho State Line.
6385	March 20	Prairie City. Conference with Prairie City and John Day Chambers of Commerce.
		John Day Highway. Delegation urges improvement of Prairie City-John Day Section.
6386		Survey and plans for Prairie City-John Day improvement authorized.
		Kimberly-Monument Secondary Highway. County Judge urges extension to connection with Pendleton-John Day Highway.
		Grant County. Extension of Kimberly-Monument Secondary Highway to connection with Pendleton-John Day Highway discussed.
6387	March 21	Bend. Highway Commission meets in Pilot Butte Inn for disposal of routine highway matters as follows:
		Wolf Creek Highway. Basic price for timber along right of way.
		Automobile. Commission authorizes purchase of new car for use of Commissioners and Engineer.
		Road Inspection. Engineer and Maintenance Engineer authorized to inspect oiled roads in eastern Washington next week.
6388		Talent. Setting of date for hearing in Talent deferred until next meeting.

Page	Date 1936	Subject
6388	March 21	McMinnville. May 20, 1936, set as date for hearing. Next regular meeting scheduled for May 21 and May 22.
		The Dalles. City requests oiling of their streets. Commission authorizes work to be done with state forces.
		Wallowa County. "Ernest F. Johnson Park" selected as name for state park in Wallowa River Canyon.
		Tillamook County. County Judge requests surfacing of a ten-mile section of Wilson River Highway. No action taken.
6389		Salmon River Highway. Engineer's report on negotiations for purchase of timber.
		North Salem Undercrossing. Property owners request detour follow along county road to minimize losses to business concerns.
		Gearhart. City Attorney Norblad inquires if Commission is interested in purchase of beach area in Gearhart.
		Plant collection. Mrs. Daisy Overlander, Waldport, requests permission to gather flowers and shrubs for classification.
		Dr. Helen M. Gilkey. Mrs. Daisy Overlander, Waldport, requests permission to gather shrubs for use in text book which Dr. Gilkey proposes to publish.
		Contracts completed and accepted: Moving Spencer buildings, A. C. Baumback; Cairo-Adrian Rock Production Project, Quinn-Robbins Co.
6390		The Dalles-California Highway. Estimates of cost ordered to repair 12-mile section north of junction with Sherman Hwy.
6391	March 31	Marion County. Butteville Road-Hubbard Secondary Highway, grade separation, discussion of agreement with S. P. Co.
6392		Klamath County. C. J. Montag & Sons, Klamath River Bridge and Great Northern overcrossing; violations of contract discussed. Special audit ordered.
6393		Salmon River Highway. Request of Bureau of Public Roads for transfer of forest highway funds from Willamette Highway forest road project approved.
		Portland Traction Company. Temporary permission granted to operate overwidth trolley coaches in city of Portland on highway routes. Attorney to prepare bill for consideration of next legislature defining Commission's authority.
		Lake County. Request of J. W. Conner, Paisley, to purchase tract between old and new highway routes denied.
6394		Acquisition of real property for right of way, et cetera. Resolution adopted.
6397		Washington County. West Side Pacific Highway, Rex Hill Section. Acquisition of L. S. Otis property approved.
		Portland. 17th St.-Ross Island Bridge Section. Continuation of right of way negotiations with James Newlands and William Giddings ordered.
6398		Wolf Creek Highway. Attorney authorized to secure options for all right of way between Portland and North Plans and to close options between Portland and Daniels property; W.P.A. operations to be confined to latter section.

Page	Date 1936	Subject
6398	March 31	Portland. Union Avenue overcrossing. Engineer instructed to revise plans; advertisement authorized.
		Oregon City. Attorney's report on acquisition of right of way from W. A. Huntley and P. J. Shepherd approved.
6399		Pendleton. Pedestrian overcrossing of O.W.R. & N. tracks on Court Street - construction authorized if necessary.
		Washington County. Refusal to sign Garden Home grade separation project agreement reported by Attorney.
		Awards confirmed: U. P. Overcrossing on Halsey Street (Barr Road); Doty Ranch-Danebo Road Section, grading and surfacing; Oak Hill-Doty Ranch Section, grading, surfacing etc.
6400		Radio system. Engineer authorized to confer with Wallace Wharton in regard to installation.
		Curry County. Port Orford Dock Road. Engineer's report. County requested to purchase right of way. Mayor requests written statement as to rebuilding dock.
		Salmon River Highway. Representative of Schroeder Timber Company present regarding purchase by State of timber for exchange with Miami Timber Company.
6401		Hood River County. Columbia River Highway. Discussion with R. R. Gardner of Bruggman and Mead properties.
		Log Hauling. Request of Ralph Staehli for public hearing denied. Mr. Staehli invited to discuss subject at special meeting of Commission.
		Hood River County. Cascade Locks Section. F. J. Kernan relieved of payment of engineering penalty.
		Lane County. Request of Oregon Electric Railway Co. to purchase small tract from State for planing mill site; Commission prefers not to sell. (Jct. City-Eugene Secondary)
6402		Log Hauling. Arrests for overloading reported by Department of State Police. Suspension of permits recommended to Public Utilities Commissioner.
6403		Transcript of testimony of P.U.C. hearings on overload violations. Suspension of permits recommended.
		Yaquina Bay. Additional free ferry service discussed; Negotiation with Roosevelt Highway Ferry Co. authorized.
		Lake County. Fremont Highway. Additional improvements requested by Granges.
6404		Agreements signed: Southern Pacific Co., right of way for Siuslaw Highway between Rainrock and Cushman; Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, extending time limit on Alsea Bay Bridge; F. J. Kernan, disposing of claim for extra compensation on contract for Cascade Locks Section; J. F. Kronenberg and Fred Caughell, erection and operation of "high line" across Humbug Mountain State Park for use in salvaging cargo of S. S. Phyllis; Sunset Logging Co., right of way for Wolf Creek Highway; Ladd & Bush Bank, Salem, Sale of $300,000 Bridge Revenue Bonds.

Portland, Oregon, January 9, 1936.

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

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

TAMPICO COUNTY ROAD
POLK COUNTY LINE-SOAP CREEK SECTION - GRADING

Saxton & Looney and J. S. Risley	$ 12,022.00
Corvallis Sand and Gravel Co.	12,984.50
R. L. Houck	12,995.00
D. L. Ashton	13,733.50
J. A. Lyons	14,868.00
Homer G. Johnson	15,345.00
Fisher Bros.	16,250.00
Slate Construction Co.	17,602.00
Consolidated Highway Co.	18,200.00
Schmitt Construction Co.	22,251.00

CLACKAMAS COUNTY OILING PROJECT
OIL MAT SURFACE TREATMENT ON COUNTY ROAD

	Using Road Oil	Using Tar
Edwin C. Gerber	$ 48,143.50	$ 48,259.50
Babler Bros.	49,328.00	49,026.00
Warren Northwest, Inc.	51,806.40	49,441.40
J. C. Compton	51,968.00	51,476.00
F. J. Kernan	52,768.50	- - - - -
Newport Construction Co. and Kern & Kibbe	62,111.50	61,451.50

WOODBURN - SANDY HIGHWAY
CONCRETE BRIDGE AND GRADING AND SURFACING AT ESTACADA

	Using Road Oil	Using Tar
Oregon Contracting Co. and Theo. Arenz	$ 88,535.50	$ 88,548.50
Orino, Birkemeier & Saremal	89,726.50	89,771.50
Warren Northwest, Inc.	- - - - -	91,220.00
Kern & Kibbe	96,421.00	96,388.00
Portland Dredging Co.	101,038.80	- - - - -
Gilpin Construction Co.	103,872.60	- - - - -
Joplin & Eldon	105,022.50	105,004.50
Guthrie-McDougall Co.	111,787.00	111,919.00
P. L. Crooks & Co.	111,819.00	112,059.00

JAN 9 1936

OREGON COAST HIGHWAY
WEST LAKE-MOHLER ROCK PRODUCTION PROJECT

Saxton & Looney and J. S. Risley	$25,795.50
A. C. Greenwood Co., Inc.	29,970.00
Homer G. Johnson,	37,050.00
R. O. Dail and Warren Bros.	38,025.00
Newport Construction Co. and Kern & Kibbe	51,870.00

MERRILL-HATFIELD COUNTY ROAD
MERRILL-CALIFORNIA LINE SECTION
AND
THE DALLES-CALIFORNIA HIGHWAY
MALIN-CALIFORNIA LINE SECTION
GRADING AND SURFACING

Consolidated Highway Co.	$90,562.00
Dunn & Baker	92,667.00
Harold Blake	93,998.50
Saxton & Looney and J. S. Risley	94,013.00
Homer G. Johnson	102,239.00
R. R. Carlson	105,671.00
Kern & Kibbe	110,557.00
A. Milne	118,265.00

KLAMATH FALLS-LAKEVIEW HIGHWAY
UNDERCROSSING OF THE O. C. & E. RAILWAY TRACKS
AND
0.48 MILE GRADING AND SURFACING, AT OLENE

G. I. Stebbins Construction Co.	$26,848.50
Dunn & Baker	* 35,090.50
Warren Northwest, Inc.	35,261.00

* Lump sum reduction of $4,000 if awarded both this project and Dairy Overcrossing.

KLAMATH FALLS-LAKEVIEW HIGHWAY
BRIDGE OVER O. C. & E. RAILWAY TRACKS
AND
GRADING AND SURFACING, NEAR DAIRY

E. F. & W. F. Philpott	$38,889.00
G. I. Stebbins Construction Co.	39,458.00
Warren Northwest, Inc.	40,425.00
Dunn & Baker	40,470.00

NORTHEAST HALSEY STREET IN PORTLAND
122d AVENUE-TROUTDALE SECTION - GRADING AND PAVING

Jacobsen-Jensen Co.	$66,589.00
Harold Blake	80,819.00

(to be continued)

(122d Avenue-Troutdale Section continued)

Warren Northwest, Inc.	$ 89,706.00
Oregon Contracting Co. and Theo. Arenz	$ 91,686.00
Kern & Kibbe	94,899.00
Parker-Schram Co.	100,819.00
United Contracting Co.	117,371.00

OLD OREGON TRAIL
OVERCROSSING OF O.W.R.& N. CO. TRACKS AND GRADING AND PAVING IN PENDLETON

Colonial Construction Co.	$ 184,885.00
Warren Northwest, Inc.	189,763.00
Kern & Kibbe	193,394.00
Orino, Birkemeier & Saremal	119,115.00
P. L. Crooks & Co.	205,498.00
Guthrie-McDougall Co.	211,550.00
Malcom & Bell	221,360.50

Chairman Cabell announced that the award of contracts would be made at 5:00 o'clock p.m. in the same room.

A delegation, representing the John Day Highway Improvement Association, consisting of Lawrence E. Spraker, Secretary, and Representative E. R. Fatland, both of Condon; John Withycombe, Arlington; P. M. Shown, Fossil; and County Commissioner Glen L. Richards of Gilliam County, came before the Commission in the interests of the John Day Highway. They asked for the improvement of this highway from Fossil to the foot of Service Creek Mountain, a distance of about 7 miles, and particularly the improvement of the 4½-mile section between Fossil and Kinzua Junction. They were informed that this project is in the tentative program for construction this year but it may be necessary to eliminate it therefrom on account of the uncertainty of funds, reports indicating that the customary Federal Aid appropriation may not be made this year. Chairman Cabell added that the Commission cannot make any definite commitments of funds at this time but will bear their project in mind for future consideration.

Mr. Shown also asked the Commission to continue the oiling work on this highway east from Spray to Kimberly, a distance of about 14 miles.

The Commission adjourned at 11 o'clock a. m. to reconvene at 2:30 o'clock p. m. in the same room. In the meantime, the Commission discussed privately, in Chairman Cabell's office in the Failing Building, the proposed program for the fiscal year 1937 Forest Highway Funds and at 1:15 o'clock p.m. conferred with representatives of the U. S. Bureau of Public Roads and Forest Service in Room 210, Congress Hotel, in regard to such forest highway program. Present at the meeting in the Congress Hotel were the following in addition to all members of the Commission, the State Highway Engineer, and the Secretary: W. H. Lynch, District Engineer, Bureau of Public Roads; Tom Davis, Senior Engineer; F. E. Andrews, Senior Engineer; A. F. Benedict, Senior Engineer; Hal Farmer, Senior Engineer; C. J. Buck, Regional Forester; and James Franklin, Regional Engineer.

After a lengthy discussion it was mutually agreed to recommend to the Chief of the Forest Service and the Chief of the Bureau of Public Roads, Washington, D. C., the following program for such funds:

Funds Available

Fiscal Year 1937 Apportionment		$ 954,052
Savings from Fiscal Year 1936 Forest Highway Funds		103,000
Savings from Fiscal Year 1935 FHEC funds		77,000
Savings from Fiscal Year 1934 NR Funds		33,000
Total		$1,167,052
Deductions:		
10% for Administration and Equipment	$95,405.20	
Contingent	51,646.80	147,052
Available for Programming		$1,020,000

Program

Highway	Length	Allocation: Federal Funds	Allocation: State Funds Cooperation	Kind of Work
Salmon River	13.5	$35,000*	$180,000	Surfacing
Tiller Trail	2.2 1.0(Adv.Clearing)	90,000	-	(Grad., Subgrade)Reinforcement & (Advance Clearing
Willamette	0.6 1.0(Adv.Clearing)	210,000	-	Grad., Tunnel & Advance Clearing
Santiam	1.0 0.5(Adv.Clearing)	100,000	-	Grading and Advance Clearing
North Santiam	2.9	100,000	-	Grading
Fremont	4.0	100,000	-	Grad. & Surf.
Pendleton-John Day	23.0	80,000	-	Bit. Surf.
John Day-Burns	1.0	75,000*	-	Reconstr.,Grad.
Weston-Elgin	23.5	175,000	-	Grad.,Surf.& Bit. Surf.
Location Surveys		20,000**		
Maintenance		35,000**		
Total		$1,020,000	$180,000	

* Recommended to be financed from savings in FHEC and NR funds.
** Recommended to be financed from savings in Fiscal Year 1936 Forest Highway Funds.

In regard to the Salmon River Highway project, the Commission decided, in view of the uncertainty of future federal allotments and the fact that this project is of primary importance and should be completed while there are federal funds available, to contribute $180,000 of state funds in cooperation with $35,000 of forest highway money so as to make it possible to place this work under contract at the earliest possible time and provide some much-needed winter work in this community. The state's contribution is to consist of $65,000 of state money heretofore pledged to the Willamette Highway, and $115,000 of state money heretofore unobligated, the state appropriation for the Willamette Highway to be substituted by an equal amount of Forest Highway Funds.

The amount of $100,000 of forest highway money was tentatively allocated for the construction of a section of the Fremont Highway between Lakeview and Valley Falls, in Lake County, contingent upon this project being approved by the County Court of Lake County in preference to the reconstruction of a section of this highway between Lapine and Fort Rock. The Engineer was instructed to secure an expression from the County Court of Lake County as to whether they prefer the construction of a $100,000 project north of Lakeview or a $75,000 project in the vicinity of Lapine and Fort Rock. (The Engineer directed a letter to the Lake County Court as instructed by the Commission and received a reply dated January 10, stating their preference for the $100,000 project north of Lakeview. The Commission thereupon approved a $100,000 project between Lakeview and Valley Falls.)

The Commission reconvened at 2:30 o'clock p. m. in the Auditorium of the Public Service Building with all members, the State Highway Engineer, and the Secretary present.

A delegation from Harney, Malheur, and Lake Counties, headed by Senator Robert M. Duncan, Burns, came before the Commission in the interests of the Central Oregon, John Day-Burns, and Burns-Lakeview Highways. Others in the delegation were as follows: County Judge R. J. Williams and County Commissioner H. A. Withers, of Harney County; County Judge David F. Graham of Malheur; County Commissioners B. C. Robinson and W. P. Vernon, and County Clerk Carl W. Pendleton, of Lake County; A. A. Bardwell, Mayor of Burns; George Mowry and Carrol Jordan, representing the Burns Chamber of Commerce; Lee Miller, President, Burns Booster Club; George Aiken, President, Ontario Chamber of Commerce and Mayor of Ontario; W. B. Snider, Representative from Lake County; and Ed Wells, representing the Consolidated Freight Lines.

Senator Duncan reiterated previous arguments presented for the oiling of these roads and for the construction of the remaining link of the Central Oregon Highway, 21 miles in length, immediately east of Burns. He urged these improvements from the standpoint of providing commercial highways over which products from the irrigated districts in the vicinity of Vale may be transported to market. He pointed out that the federal government is now spending huge sums of money to reclaim land in the Vale district and is encouraging people to settle in this district but the projects are bound to fail unless satisfactory means are provided for the people to transport their produce to market, and the only way to do this is to furnish them with road

facilities to California points, which are their best markets. He further stated that, in their opinion, this matter is important enough to justify the sale of bonds to finance construction and urged the Commission to do that, if necessary. He concluded his remarks by stating that the people of this district consider that they have been treated unfairly in the way of highway improvements and are now demanding such improvements inasmuch as the development of their district is contingent upon the availability of good roads.

Chairman Cabell inquired whether or not the completion of the 21-mile section east of Burns would satisfy the needs of the people residing in that district. Senator Duncan replied that the construction of this section would help out considerably but would not be entirely satisfactory because they want all of their roads oiled in order to avoid the dust nuisance. Chairman Cabell and Commissioner Aldrich pointed out the inadvisability of the sale of bonds to finance the improvements requested, stating that if the Commission sold bonds in this instance, the information would soon become broadcast and no doubt other districts would make demands for similar treatment, with which the Commission could not possibly comply without embarrassing the state's finances.

Senator Duncan then asked the Commission to give them some of the money that the Commission now has on hand. He was informed by the Engineer that the Commission has no unobligated funds, that the bank balances now on hand are needed to match federal funds in connection with next year's construction program.

Mr. Snider suggested that the Commission complete the Central Oregon Highway east of Burns and west of Burns to the junction with the highway leading to Lakeview, using public lands moneys available for oiling the Burns-Lakeview Highway. He endorsed the arguments presented by Senator Duncan and stressed the importance of the improvements from the tourist standpoint. He gave as his thought that if these roads are made pleasant to travel they will bring into the state new tourist travel instead of simply diverting travel from one highway in the state to another.

Judge Graham urged the improvements in behalf of the people of Malheur County. He also presented a letter requesting the following improvements:

1. Completion of the Central Oregon Highway between Juntura and Burns
2. Oiling of the Central Oregon Highway and other highways radiating from the city of Burns
3. Completion of the I-O-N Highway
4. Improvement of the road known as "Graham Boulevard" in the vicinity of Vale
5. Oiling of the John Day Highway between Jamieson and Brogan (to be continued)

6. Elimination of dangerous curves along the Old Oregon Trail north of Ontario.

Mr. Wells stated that he is particularly interested in the completion of the highways mentioned by Senator Duncan for the benefit of the people residing on the irrigation project in Malheur County, who, in his estimation, are the ones the Commission should keep in mind.

Chairman Cabell concluded the discussion by stating that if regular federal aid appropriations are not stopped and the income of the State Highway Department continues to increase at its present rate, in his estimation the road problems in the Burns district can be solved within a reasonable length of time.

Following the appearance of this delegation the Commission conferred with the County Court of Lake County, represented by Commissioners Robinson and Vernon, Senator Duncan, and Representative Snider, in regard to the improvement of the Fremont Highway. At the request of the Commission the Engineer advised that the Commission proposes to allocate a certain amount of forest highway funds this year for the improvement of this highway, but is undecided as to where this money should be spent, the question being whether to continue the present improvement north of Lakeview or to reconstruct a section at the north end of the road; wherefore, the Commission would like a recommendation from the county court in regard thereto. The county court stated that Lake County is more concerned with the improvement of the Crooked River section between Lakeview and Valley Falls than with that of any other section, because it will not only serve traffic going from Lakeview toward Portland but will also serve the traffic that uses the Lakeview-Burns highway, and asked the Commission to rebuild that section. Senator Duncan and Mr. Snider concurred. The County Commissioners agreed to submit their recommendation in writing, and did so on the following day.

A delegation from Lane County, consisting of C. E. Jordan, who was spokesman, G. E. Jacoby, and Bert Beaver, all of Pleasant Hill, and Chas. F. Bragg, Oakridge, came before the Commission and requested improvements on the Willamette Highway, particularly the 2-mile section northwest from Lowell Bridge, and a 4-mile section between Pleasant Hill and Goshen. They asked the Commission to include these improvements in the 1936 construction program. In support of their request they presented resolutions from the following organizations: Patrons Association of Union High School, District No. 1, Lane County; Pleasant Hill Ladies' Club; Goshen Grange No. 561; Cloverdale Tri-Community Club; Enterprise Community Club---all of Lane County. The delegation was informed that their project would be given due consideration by the Commission at the proper time.

Mr. Bragg also requested the construction of an overhead crossing of the Southern Pacific Company tracks at Oakridge. He was told that the Commission considered this project at one time but found it impossible to include it in the grade crossing elimination program. However, it will be kept in mind and the Commission will look it over the next time it is in that vicinity.

County Judge Fred Fisk, County Commissioners Walter J. Holland and C. M. Young, and County Engineer P. M. Morse, of Lane County, were present and requested the following highway improvements in Lane County:

1. Early completion of Willamette Highway
2. Rerock and oil present Siuslaw Highway between Greenleaf and Swisshome - 18 miles
3. Complete the Eugene end of the "Route F" Highway between Christner Gap and Veneta - 6½ miles
4. Designate "Route F" Highway between Richardson and Mapleton, 9 miles, as a secondary state highway and relinquish back to Lane County the present secondary highway between Richardson and Swisshome - 11.2 miles
5. Cooperate in construction of overhead crossing of the S. P. railway tracks at Oakridge
6. Complete construction of Junction City-Eugene Secondary Hwy
7. Study eastern entrance of Pacific Highway into Eugene, from McVey Point to Judkins Point

They were informed that the Commission will bear their projects in mind for future construction but can make no commitments at this time.

A delegation from Clackamas County, consisting of Mrs. Katherine MacRae, County Superintendent of Schools; B. Schoenburg, County Commissioner; M. Homer Reeves, Chairman of the Oak Grove School Board; W. C. Foster, representing parents of children attending the Clackamas County schools; and Mr. Hal Moore, Oak Grove, were present and discussed with the Commission the matter of providing safety facilities for the protection of school children who are forced to cross the East Portland-Oregon City Highway in going to and from their various schools. Mrs. MacRae headed the delegation. She explained that this state highway bisects four of their school districts, thereby making it necessary for many of their school children to cross the highway several times a day, which is very hazardous because of the volume and speed of traffic along this road, and they are fearful that fatalities will occur unless something is done to provide greater safety for the children.

It was alleged by members of the delegation that school signs and safety lanes painted on the pavement are unsatisfactory because automobilists do not observe them, especially on high speed roads. They suggested that the matter could be taken care of satisfactorily by the construction of overhead crossings about 4 feet wide located at strategic points, the approaches to which should extend a considerable distance from the highway so as to permit bicyclists and elderly people to negotiate them with the least possible effort. Mr. Foster demanded immediate relief of some sort.

The suggestion was made by Commissioner Aldrich that the solution of the problem might be the consolidation of school districts in a manner that would not require the school children to cross the highway. Mrs. MacRae agreed that such solution would be satisfactory if the people could be educated to that idea. It was her thought that it would be an expensive matter to adjust the school districts in that manner and that it would take a long time to do it, whereas their concern is to properly safeguard the children now.

After considerable discussion the Commission agreed to give the matter serious consideration at once. The Engineer was instructed by the Commission to investigate the need for these crossings and to prepare a set of plans for one overhead crossing as proposed by Mrs. MacRae; also to ascertain how other state highway departments handle situations of this kind, and to report to the Commission as soon as possible his findings and the estimate of cost to construct an overhead crossing of this kind. The delegation was assured of a definite answer to their request at the earliest possible time.

The County Court of Baker County, consisting of County Judge Chas. E. Baird and County Commissioners Claude Holman and R. M. Phipps, came before the Commission in regard to a proposed road extending down the Snake River from Robinette to Homestead, using the abandoned railroad grade of the Oregon and Washington Railroad Company. Judge Baird stated that the county has already secured deeds to about one-third of the right of way and has also secured a bill of sale to practically all of the bridges and culverts located thereon but is handicapped in securing the balance of the right of way by reason of the fact that the railroad company obtained it from the federal government by special congressional act and is without authority to transfer title to the county; wherefore, unless the state intervenes, the right of way will revert to the government and if it was then homesteaded could not be secured without purchase at considerable expense. He gave as his understanding that there is provision in the law which authorizes the railroad company to transfer title to the state provided the property is needed for highway purposes, and urged the Commission to designate this road as a secondary state highway in order to preserve the right of way for such use. He stated further that a road from Robinette to Homestead is very much needed to provide an outlet for mining operations in the Homestead district; also, that this road satisfies that need, is of primary importance to Baker County, and they prefer its designation as a secondary state highway over others.

Judge Baird left with the Commission a blue-print map showing in color that portion of the railroad company's right of way which has already been acquired by the county. He also left with the Commission the county's quit-claim deed from the railroad company and a certified copy of the bill of sale from the Columbia Holding Company transferring to the county the bridges and culverts, excepting the bridge over Pine Creek.

The County Court was advised by Chairman Cabell that the Commission is trying to avoid placing any more roads on the state secondary highway system, hence a definite answer to their request cannot be given at this time; however, the matter will be taken under advisement and the Attorney's opinion secured as to whether or not there is any other way to preserve the railroad right of way for highway purposes.

At 5:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the Commission having previously approved these awards by unanimous vote:

"Polk County Line-Soap Creek Section of Tampico County Road in Benton County. 3.1 miles of grading. The low bid submitted for this project is that of Saxton & Looney and J.S.Risley, Portland, at $12,022.00. The next low bid submitted is that of Corvallis Sand and Gravel Co., Corvallis, at $12,984.50. There are eight higher bidders. The Commission refers all bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Clackamas County Oiling Project on eight sections of county road in Clackamas County. 27.87 miles of oil mat surface treatment. The low bid received for this job is that of Edwin C. Gerber, Oregon City, at $48,143.50 using road oil, and $48,259.50 using tar. The next low bid submitted is that of Babler Bros., Portland, at $49,328 using road oil, and $49,026.00 using tar. There are four higher bidders. The Commission has referred all bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Construction of a concrete bridge over Clackamas River and 0.7 mile of grading and oil mat surface treatment on Woodburn-Sandy Secondary Highway, at Estacada, in Clackamas County. There were nine bids submitted for this project. The Commission has rejected all bids and has ordered the job to be readvertised.

"West Lake-Mohler Rock Production Project on the Oregon Coast Highway, in Clatsop and Tillamook Counties. Furnishing approximately 16,500 cu. yds. crushed rock in stock piles. The low bid for this project is that submitted by Saxton & Looney and J.S.Risley, Portland, at $25,795.50. The next low bid is that of A.C.Greenwood Company, Inc., Portland, at $29,970.00. There are three higher bidders. The Commission awards this contract to Saxton & Looney and J. S. Risley at their low bid of $25,795.50.

"Merrill-California Line Section of the Merrill-Hatfield County Road and Malin-California Line Section of The Dalles-California Highway in Klamath County. 2.5 miles grading, surfacing, and oil mat surface treatment and 2.86 miles of surfacing. There were eight bids received for this project. The Commission has rejected all of them and has ordered the project readvertised.

"Construction of a concrete steel and timber undercrossing under the O. C. & E. railway tracks and 0.48 mile of grading, surfacing and bituminous macadam wearing surface on the Klamath Falls-Lakeview Highway at Olene, in Klamath County. The low bid submitted for this project is that of G. I. Stebbins Construction Co., Klamath Falls, at $26,848.50. The next low bid submitted is that of Dunn & Baker, Klamath Falls, at $35,090.50. There was one higher bidder. The Commission refers all bids received on this project to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Construction of a concrete bridge over the O. C. & E.Railway and 0.51 mile of grading, surfacing, and bituminous macadam on the Klamath Falls-Lakeview Highway, near Dairy, in Klamath County. The low bid submitted for this project is that of E.F. and W.F. Philpott, Portland, at $38,889.00. The next low bid submitted is that of G. I. Stebbins Construction Co, Klamath Falls, at $39,458.00. There are two higher bidders. The Commission awards this contract to E.F. and W.F. Philpott at their low bid of $38,889.00.

"122d Avenue-Troutdale Section of N. E. Halsey Street, in Multnomah County. 0.82 mile of grading and 5.72 miles of asphaltic concrete paving. The low bid for this project is that submitted by Jacobsen-Jensen Co., Portland, at $66,589.00. The next low bid submitted is that of Harold Blake, Portland, at $80,819.00. There are five higher bidders. The Commission has referred all bids submitted for this project to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Construction of an overcrossing over the O.W.R.& N.Co. tracks and 1.5 miles of grading and paving of city streets and state highway on the Old Oregon Trail in Pendleton, Umatilla County. The low bid submitted for this project is that of Colonial Construction Co., Spokane, Washington, at $184,885.00. The next low bid is that submitted by Warren Northwest, Inc., Portland, at $189,763.00. There are five higher bidders. The Commission has referred all bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied."

County Judge M. R. Biggs of Crook County was present and asked the Commission to construct an oil surface on the following city streets in the city of Prineville, which are state highway routes:

1. Second Street west of "A" Street (route of Ochoco Highway)
2. Third Street east of "A" Street (route of Ochoco Highway)
3. "A" Street south of Second Street (route of Crooked River Hwy)
4. "A" Street north of Third Street (route of Warm Springs Secondary Highway)

The Commission instructed the Engineer to investigate and report at the next meeting what it would cost to do the things requested by Judge Biggs.

Judge Biggs also asked the Commission to place under contract this spring additional work on the Ochoco Highway easterly from the end of the present improvement east of Prineville to what is known as Marks Creek. He said that the Highway Engineers are now making a survey of this section and it will be ready to construct soon. He was informed that the Commission has no funds available at the present time to finance this project but will bear it in mind for future consideration.

The Board of County Commissioners of Multnomah County, consisting of C. A. Bigelow, Frank Shull, and Erwin A. Taft, and County Roadmaster George W. Buck, appeared before the Commission and requested the improvement

of the Base Line Road (East Stark Street, Portland) from its intersection with Barker Road, to Troutdale, which road is not now on the state highway system but is being used by many motorists to reach the Upper Columbia River Highway. Chairman Cabell pointed out that the Commission has plans for the construction of a new highway up the Columbia River from Portland to The Dalles and when such road is completed the Base Line Road will be of only secondary importance from the standpoint of the state as a whole, hence the Commission cannot give them any encouragement at this time.

The Board of County Commissioners then discussed with the Commission matters pertaining to the proposed Halsey Street railroad grade elimination project about which there appears to be a difference of opinion between the county and the state as to the type of construction that should be used to eliminate this hazard, the state's plan calling for a relocation of the highway to avoid this crossing and the county desiring the crossing eliminated by means of an overhead structure. The County Commissioners gave as their thought that the overcrossing could be constructed for about $125,000, which is about $70,000 in excess of the estimated cost to relocate the highway, and that the Commission should build this structure and pay the extra cost thereof with the savings that have accrued by reason of the contracting of similar projects heretofore at amounts less than was set up for such projects.

The Engineer pointed out that the railroad grade elimination program has been arranged and balanced and savings that accrue in connection with any of the individual projects will have to be used to pay the cost of overruns of other projects; in fact, all of such savings are now obligated. It was his thought that the State Highway Commission would be criticized if it now changed the type of construction at this location, and suggested that it would be advisable to discontinue further consideration of the Halsey Street crossing and to reallocate the moneys set up therefor to some other project where no controversy exists. County Commissioner Taft objected to reallocating the funds because, in his estimation, the Halsey Street crossing is the most dangerous one in Multnomah County. County Commissioner Bigelow advised that the county has not acquired the right of way for relocating the highway as proposed by the state, which is estimated to cost $15,000, because it prefers that this money be spent for constructive purposes. He asked the Commission to consider this feature in its deliberations on this subject.

County Commissioner Shull concurred in the statements of Mr. Bigelow. County Commissioner Taft did not concur but suggested further consultation among the engineers before any definite decision is rendered. After further discussion the matter was referred to the State Highway Engineer and the County Roadmaster for further study and to work out a solution that will be satisfactory to all parties concerned. The County Commissioners were informed that they would be given a definite answer by February 6, the date of the next regular meeting of the State Highway Commission.

In connection with the Base Line Road improvement requested by the County Commissioners, the Secretary presented communications as follows urging the Commission to give this project favorable consideration:

1. Joint letter from President's Council of Portland and Eastside Commercial Club, Portland

2. Joint letter from Russellville Grange, Glenhaven Community Club and Russellville Nurseries, Inc.

3. Letters from Multnomah County Commissioners, Rockwood Grange, Lentz Grange, Multnomah District Pomona Grange No. 6, and Multnomah County Fair Association.

The Commission ordered these communications filed in the department records.

A delegation of 12 members, including H. S. McEachron, representing Dant & Russell, timber dealers, Portland, and Caffell Brothers, piling exporters, came before the Commission at this time in regard to the hauling of long piling upon state highways. Mr. McEachron was spokesman for the group. He pointed out that the piling business is an important feature of the timber industry and that they have many orders for export shipments of this material which they cannot accept in view of the statutory length limit and the ruling of the Commission which denies the use of state highways for hauling loads which exceed an overall length of 75 feet, and if the Commission does not modify its ruling in this regard all of this business will go elsewhere. He explained that the piling business is very desirable from their standpoint because they receive about three times as much pay for the long sticks as they do for ordinary logs of the same size; also that if they are not permitted to haul these long sticks over the highways it will mean that more than 1,000 men, who are engaged in this class of work, will be thrown out of employment.

Mr. McEachron also declared that an emergency now exists in view of the fact that there are several boats now in the Portland harbor waiting to be loaded with this material and additional boats are on the way to the Port of Portland for such purpose. He urged the Commission to modify its ruling so as to permit these orders to be filled, and gave assurance that the operators will comply with any rules and regulations that the Commission prescribes for the safeguard of other traffic.

At the request of Chairman Cabell the Engineer explained the law upon which the Commission's action is based and advised that if the Commission deviates or assumes more authority than the law permits, it would be guilty of misdemeanor; furthermore, the individual members of the Commission could be held responsible and liable in the event an accident occurred injuring persons or damaging property. He pointed out the hazards that other traffic is subjected to by reason of the hauling of piling over state highways many of which contain numerous sharp curves which cannot be negotiated by such loads without taking up the entire roadway, thus blocking the road to other traffic. He advised that the Commission feels that its first obligation is to provide the greatest degree of safety for all traffic using state highways, and accordingly, in view of the law covering the matter, has prescribed certain rules and regulations that must be followed in order to achieve that end, notwithstanding that these rules and regulations work to the detriment of certain classes of traffic. It is not the purpose of the Commission, he added, to handicap

or interfere with the operations of any particular class of traffic any more than is absolutely necessary, but from the standpoint of public safety it appears that certain restrictions must be placed on the hauling of extra long loads, which restrictions vary according to the road over which the material is being hauled, longer piling being permitted to be hauled on roads that are comparatively straight than on roads that are crooked. All applications for this privilege, he said, are passed on by the Maintenance Engineer, who recommends the maximum length of loads that can be hauled over any particular section. It was his opinion that this is a matter that should be passed on by the State Legislature, which has the power to prescribe rules and regulations for the Commission to follow.

Chairman Cabell stated that he did not see how the Commission could permit haulers to carry on hazardous operations when the individual members of the Commission wanted to be fair in the matter and certainly did not want to handicap such operations unless that is absolutely unavoidable. He suggested that the matter be given further study by the Commission and its Engineer and Attorney and that a committee representing the operators appear before the Commission on the following day for further discussion of the matter. His suggestion was approved by all parties concerned and it was arranged that the committee would appear before the Commission on the following day at 1:45 o'clock p. m. for such conference.

Mr. Inglesby, representing the McCormack Creosote Company, St. Helens, complained that he has not been permitted to haul timber exceeding 75 feet in length over the Columbia River Highway between St. Helens and Portland, and asked the Commission to modify its ruling on this particular section in view of the fact that the highway has been widened at this point and there are no longer any places where sight distance is short. The Commission instructed the Engineer to investigate this matter.

The Commission adjourned at 6:30 o'clock p.m. to reconvene at 8:15 o'clock p. m. in the Benson Hotel.

The State Highway Commission reconvened at 8:15 o'clock p. m. in Room 204, Benson Hotel, with all members the State Highway Engineer, the Attorney, and the Secretary present.

The Commission discussed with the Attorney and the Engineer matters pertaining to the hauling of long piling over state highways. The Attorney advised that, according to his memory of the law, the Commission has no legal authority to grant permits for the transportation of loads which exceed the statutory limits except as an emergency proposition and then for a short period of time only. It was his opinion that relief from the present situation is a matter to be disposed of by legislative action. After considerable discussion the Commission instructed the Attorney to consult the law again and render an opinion at the next meeting as to just what authority, in his estimation, the Commission has to issue permits for the transportation of long piling over state highways. The Commission decided that, in the meantime and in view of the apparent emergency that now exists, it would authorize the granting of permits for the transportation of piling up to certain maximum

lengths under the following conditions: (1) Where the combined overall length of piling and hauling equipment does not exceed 75 feet, permits may be granted as a matter of routine for a period of 30 days. If the operator can show an existing contract for furnishing long piling, then he may be permitted to haul loads up to 75 feet overall length for a period of 90 days. (2) Where such overall length exceeds 75 feet, permit shall not be granted unless application of the Engineer's map test reveals that it will not take up more than one-half of the traveled portion of the road and that, in the estimation of the Engineer, the movement can be taken without causing any special element of danger to other traffic. (3) All applications for piling movements not included in the above category shall be referred to the State Highway Commission for disposal.

The Commission decided to convey this information to the committee representing the operators, which is to appear on the following day.

The Engineer reported receipt of notice from W. C. Markham, Executive Secretary of the American Association of State Highway Officials, that the President's budget proposes postponement of regular federal aid and federal lands authorizations for one year due to an upset in the budget plans by reason of the Supreme Court's decision in regard to the A.A.A. He pointed out that if these appropriations are postponed it will seriously affect the Oregon Highway program, wherefore he recommended that the assistance of the Oregon delegation in Congress be requested to the end that there be budgeted, for expenditure this year, at least a part of the federal aid and public lands appropriations originally proposed so as to enable the highway program as heretofore planned to be carried out. He suggested that, inasmuch as this matter affects all of the western states, it might be advisable to wire the members of the Western Association of State Highway Officials, over his signature as secretary of such association, to request similar assistance from their congressional delegations if that meets with the approval of the president of that association. After some discussion the Commission approved the Engineer's suggestion by unanimous vote.

A resolution was presented from Myrtle Point Chamber of Commerce, in which the Commission was requested to reconstruct to modern standards the Coquille-Marshfield Section of the Oregon Coast Highway. The Commission instructed the Secretary to advise the Chamber of Commerce that the Commission recognizes that this project is meritorious but cannot allocate funds for such purpose at the present time in view of the large amounts that are now being expended on the Oregon Coast Highway and the fact that there are so many other meritorious projects of a similar nature in other parts of the state.

A letter was presented from Edward M.Paulsen,Field Superintendent, Transient Camp Activities of the Works Progress Administration, Portland, requesting that the state furnish culvert pipe needed in connection with their transient camp activities on the North Santiam Highway between Mill City and Mehama, in Marion County. The Commission considered that when it agreed to furnish engineering service and powder for this project, it had fulfilled its obligation and accordingly denied the request. The Secretary was instructed to inform Mr. Paulsen to that effect and to suggest that he secure the culvert pipe from Marion County.

The Engineer reported receipt of a letter from the W.P.A. engineer at Corvallis advising that the city of Scio and the Franklin Butte Masonic Cemetery Association of that town desire to improve, as a W.P.A. project, the roadway entrance into their cemetery located adjacent to the Albany-Lyons Secondary Highway No. 211, about two miles south of Scio; also, that the city proposes to sponsor the project, but before completing arrangements for the same they desire the consent and approval of the State Highway Commission to do the work because it encroaches on the highway right of way.

He said that he had no objections to offer to this improvement and recommended approval of the request if the sponsors will furnish insurance to relieve the state, the State Highway Commission and its employes from liability for damage claims that might arise on account of such undertaking; will perform the work to the satisfaction of the State Highway Department; and will clean up the highway right of way satisfactorily when their project is finished. He suggested that the insurance should consist of public liability insurance in the amount of $25,000/$50,000 and property damage insurance in the amount of $5,000. After due consideration of this matter the Commission approved the Engineer's recommendation by unanimous vote subject to the condition that the sponsors of the project shall furnish insurance in the amounts suggested by the Engineer.

The Engineer discussed with the Commission the matter of increasing the rates of pay of common laborers employed on oiling and paving crews. He read the Maintenance Engineer's letter on this subject, dated January 7, 1936, and recommended the adoption of the wage increase of 5 cents per hour mentioned therein for labor employed on such crews. The Commission approved the Engineer's recommendation by unanimous vote.

George Otten, Landscape Engineer, was present in regard to proposed landscaping projects to take up $1,007,075 W.P.A. money which is available for highway drainage and beautification work in this state. He advised that the state can obtain this money if it will contribute match money in the amount of 1%, or a total of $10,070. He recommended as a desirable first project under this setup the landscaping of the Canyon Road, Portland (Tualatin Valley Highway), plans for which were prepared at one time for an S.E.R.A. project but which was not constructed because of its high cost. After considerable discussion the Commission approved this one project subject to detailed check and recommendation by the State Highway Engineer and indicated that it would approve additional projects from time to time but each must be considered separately and stand on its own merits.

The Engineer reported, as previously instructed by the Commission, on the claim of C. G. Brownell for compensation for gravel which he alleges was taken by state highway forces without his consent, from property owned by him near the town of Umatilla, Umatilla County. He said that investigation of the premises reveals that the gravel was taken from the stream bed below the high water mark which the courts have construed is the boundary of the riparian owner rather than the meander line of the stream; wherefore, in his estimation, Mr. Brownell has no claim whatsoever against the state. He recommended that the claim be denied. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration the matter of providing office quarters for the division engineer located at Roseburg. It appears that this division engineer has previously maintained offices in the Douglas County Court House but the county court now has another use for all but one of the rooms that he has been occupying and has requested the payment of $30 per month for this one room after January 1, 1936, in view of which the question arises whether the state should continue to maintain offices in the Court house or should construct its own building. The Engineer gave as his thought that in the long run it would be cheaper and to the state's advantage to own its own office building which he estimated could be constructed for about $4,500 and he recommended an expenditure for such purpose. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to proceed with the construction of the building, which is to be an addition to the Highway Department's maintenance building now located in Roseburg, if he is reasonably certain that the division headquarters are permanently located there. He was also told to do the work as a W.P.A. project if any advantage can be gained by doing it in that manner; otherwise, to advertise the project for bids.

The Engineer reported that on December 30, 1935, in accordance with authority previously given him by the Commission, he awarded to Contractor E. C. Hall the contract for the construction of the Grays Creek-Powers Ranch Section of Williams Secondary Highway in Josephine County, for which Mr. Hall submitted the low bid on November 30, 1935; also, that on December 30, as previously authorized by the Commission, he awarded to E. H. Itschner and E. L. Rigdon the contract for the construction of the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway in Lane County, for which they submitted the low bid on November 30, 1935. Furthermore, on December 30, 1935, as previously authorized by the Commission, he awarded to contractor Tom Lillebo the contract for the construction of a bridge over the North Fork of the John Day River on the Long Creek-Monument County Road at Monument in Grant County, for which work Mr. Lillebo submitted the low bid on November 30, 1935. He asked the Commission to confirm these awards, which the Commission did by unanimous vote.

Reconsideration was given by the Commission to the petition of the School Board and patrons of School district No. 150, Lane County, for sidewalk construction along the state highway from the overhead crossing to the south boundary of the school district for the benefit of school children. The Engineer advised that when this matter was first brought to the attention of the Commission, the exact location of the proposed sidewalk was not known but it has since been determined that it is along the Pacific Highway in the vicinity of Springfield. He further stated that investigation reveals that Lane County is now building a sidewalk in this vicinity as a W.P.A. project and if the sidewalk requested by the petitioners is really needed it should be constructed as an extension to the one that the county is building. He recommended the denial of the request. The Commission approved the Engineer's recommendation.

There was presented to the Commission a report from Mr. A. W. Orton, Traveling Auditor operating out of the State Treasurer's office, on his

activities during the month of December, 1935, wherein Mr. Orton advises that there has been paid to the State Treasurer, as a result of his activities during this month, the sum of $1,914.48, at a cost to the State Highway Department of $121.06 for salary and expenses. The Commission ordered this report filed in the department records.

Reconsideration was given by the Commission to the request of the city of Grass Valley, Sherman County, for the loan of engineering service in connection with their W.P.A. project for the improvement of their city streets. The Engineer reported that he investigated this matter as instructed by the Commission and ascertained that the city simply wants the state to furnish an engineer to establish grade lines and set some grade stakes, which he thought could be done for not to exceed $150. He recommended that this engineering service be furnished to the city free of cost. The Commission approved the Engineer's recommendation unanimously.

The Commission discussed the matter of requiring counties to protect the surface of state highways when transporting county equipment thereover, as is required of contractors and others. It appears that in numerous instances county motor equipment, such as tractors and road graders, is moved over the highways under their own power, which has a damaging effect on the highway surface and increases highway maintenance costs, and it was thought that if this was brought to the attention of the county courts in a friendly way they would arrange to transport this equipment in some other manner, notwithstanding the fact that there is provision in the statutes which exempts the counties from strict compliance with that feature of the law. The Commission decided that the matter should be brought to the attention of the county courts and that they should be requested, orally, to take whatever precautions are necessary to amply protect the highway surface from damage when moving their equipment over it. The Commission referred the matter to the Engineer to bring to the attention of the county courts.

Reconsideration was given by the Commission to the application of the U. S. War Department to occupy a portion of Anna Lang State Park adjacent to the Columbia River Highway in Hood River County, pending acquisition of flowage easements on lands bordering the Columbia River between Cascade Rapids and The Dalles. The Engineer advised that, as instructed by the Commission, the Parks Engineer and the Landscape Engineer investigated this matter and reported to him that the easements should be granted because the land will be covered by water when the Bonneville Dam is completed. He recommended the adoption of this report and the granting of the War Department's request. The Commission approved the Engineer's recommendation and instructed the Secretary to so inform the U. S. War Department.

The Commission had under consideration at this time the request from G. Edward Frost, Yachats, Oregon, for permission to do some excavating work on the right of way of the Oregon Coast Highway in Yachats, which excavation he alleges is necessary in order to make it possible for him to accomplish some improvements to his private property located adjacent to the highway at this place. The Engineer gave as his thought that it would be satisfactory to let Mr. Frost remove this material from the highway if he will

perform such work to the satisfaction of the Highway Department and will indemnify the state and the State Highway Commission against liability in the event that someone is injured or property is damaged by reason of blasting operations, and will furnish the Commission with a bond guaranteeing repairs to the highway in the event that the highway is damaged on account of his activities. The Commission approved the granting of Mr. Frost's request on the basis of the Engineer's recommendation.

The Engineer reported the cost to surface and oil roads leading to the state's experiment stations as requested by Dean William A. Schoenfeld of Oregon State College. He said that to surface and oil all of these roads would cost about $55,864. It was the opinion of the Commission that if it ordered the improvement of any one of these roads it would be necessary to improve all of them, which cannot be done now because funds are not available to finance the work . Accordingly, the Commission declined to improve any of them at this time; however, instructed the Engineer to keep these projects in mind for future consideration in the event the state received from the federal government additional funds to be expended for county road construction.

The Secretary presented an invitation from the Salem Chamber of Commerce for the Commission and the Engineer to attend its luncheon on Monday, January 13, 1936. Chairman Cabell and the Engineer stated that they would attend this luncheon.

The Commission had under consideration the application of Leland M. Nealy, Mapleton, Oregon, for the position of Bridge Tender on the Coast Highway bridge at Florence when same is completed and put in operation. The Engineer questioned the advisability of employing men for these jobs who have not been employed heretofore by the State Highway Department. He gave as his thought that jobs of this kind, which do not require any considerable amount of hard labor, should be reserved for employes of the department who have been injured in the performance of their duties, incapacitating them from carrying on their regular work, in view of the fact that the Highway Department does not provide for pensioning these men. He mentioned two such employes whom he said he had planned to assign to attend the bridges at Florence and Reedsport and requested instructions from the Commission for his future guidance. The Commission agreed with the Engineer that special consideration should be given to deserving employes who have been incapacitated in the performance of their duties, and approved his suggestion that these men should be given preference for work that they can handle.

The Engineer reported that the Highway Department has 25 light trucks which are now about 8 years old, have been driven on an average of 80,300 miles each, and are badly in need of replacement. He also reported that the Highway Department has 5 pick-up trucks which have been driven an average of 118,918 miles each and should also be replaced. He requested authority to trade in all of this equipment as part purchase price on new equipment of the same type; also, to purchase one additional new light truck. He estimated the total cash outlay would be approximately $22,000. After careful consideration of this matter from the standpoint of the necessity of the purchase, the Commission granted the Engineer's request by unanimous vote, it

appearing to the Commission that this equipment is necessary in order to properly carry on the functions of the State Highway Department.

The matter of purchase of a lighting plant for use in Bradley State Park, located at Clatsop Crest, on the Lower Columbia River Highway, had the attention of the Commission. The Engineer advised that a man by the name of Lindemann has a concession in this park for which he is paying the state the sum of $10 per month and that one of the things covered by the concession agreement is that the state shall furnish him with a lighting plant in workable condition so that he can properly light the park premises; also, that the lighting plant now located in the park is unsatisfactory and the cause of much grievance to Mr. Lindemann, who has requested a new plant. He estimated that a new lighting plant could be purchased for an amount between $400 and $500 and advised that Mr. Lindemann is willing to pay an additional $5.00 per month rental, making his total monthly payments $15, if the state will install this equipment. He recommended the acceptance of Mr. Lindemann's offer in view of the fact that the Commission previously agreed to furnish him with a workable light plant. After due consideration the Commission approved the Engineer's recommendation by unanimous vote and authorized him to purchase and install the light plant in accordance therewith.

The Commission had under consideration a report from the Traffic Engineer in regard to the possibility of obtaining electric power for operating an automatic traffic signal in Oneonta tunnel on the Upper Columbia River Highway. The report indicated that power could be obtained from the West Coast Power Company which operates in this vicinity but it would cost the state approximately $175 for the installation, including wires and transformers. The State Highway Engineer recommended approval of this expenditure. The Commission granted the request by unanimous vote and confirmed its previous action authorizing the installation of the automatic traffic signal in this tunnel.

The Engineer reported that the Advertising Committee of the Evergreen Playground Association has scheduled a special meeting in Seattle, Washington, on Friday, January 10, 1936, to discuss the matter of coordinating the advertising of the Pacific Northwest by several different agencies and particularly the advertising to be carried on this year in the State of California where the Association proposes to spend about $31,000 compared with about $7000 by the State of Oregon. He gave as his thought that this meeting is of sufficient importance to the State of Oregon to justify the attendance of Mr. Say, Director of the Travel and Information Department, at state expense, and he requested authority to send Mr. Say to this meeting. The Commission approved the Engineer's request unanimously, subject to further approval by Governor Martin.

The Engineer also requested authority for Mr. Say to attend, at state expense, a similar meeting of the Evergreen Playground Advertising Committee in Seattle, on Saturday, February 1, and a meeting of the Puget Sound Travel Directors in Seattle on February 3, 1936, for a further discussion of publicity matters. The Commission approved his request by unanimous vote subject to concurrence by Governor Martin.

The Secretary presented a letter from the management of the Imperial Hotel, Portland, offering free to the Commission the use of its new assembly room, which has a capacity of 250 persons, in which to hold Highway Commission meetings. The Commission instructed the Secretary to thank the hotel people for this offer and to advise them that the Commission has decided to continue to hold its regular meetings in the auditorium of the Public Service Building for the time being.

There was presented to the Commission a petition signed by 375 voters of Linn County requesting the construction and oiling of the road extending from the town of Scio, in Linn County, to Detroit, in Marion County, via Jordan, Lyons, and Mill City. The Commission denied the request due to lack of funds and instructed the Secretary to inform the petitioners that the matter will be considered later.

A resolution was presented from Chetco Grange No. 765, Harbor, Oregon, requesting the elimination of a dangerous curve in the Oregon Coast Highway alignment between Brookings and the Chetco River in Curry County. The Secretary was instructed to advise the grange that the Commission appreciates the necessity for this improvement but considers, in fairness to other sections of the state where similar conditions exist, that it cannot undertake the project at this time. Furthermore, the Commission believes it inadvisable to allocate additional funds now to the coast counties in view of the large expenditures that are being made on the Oregon Coast Highway.

Reconsideration was given by the Commission to the petition of 12 businessmen of Mill City and Gates, Marion County, requesting that construction work be provided on the North Santiam Highway for the benefit of 100 men in their vicinity who are idle because of the closing down of the Hammond Lumber Company mill at Mill City and who are unable to secure employment on relief projects because they are not registered with the U. S. Employment Service. It was the thought of the Commission that, if the state furnished employment for these men, it would establish a precedent which could not be avoided in disposing of similar requests from other sections of the state and which would eventually involve the expenditure of a huge amount of money for work that is not of first importance; furthermore, that the responsibility for furnishing work for these men rests with the counties in which they reside. For these reasons, the Commission denied the request and instructed the Secretary to so inform the petitioners.

The Commission had under discussion the application of J. K. Blair, District Ranger, Siskiyou National Forest, for permission to erect two forest boundary signs on state highway rights of way in Josephine County, one at the forest boundary on the Oregon Caves Highway and the other on the Redwood Highway near the California-Oregon state line, the signs to be the standard National Forest Entrance design. The Engineer recommended that the request be granted provided the signs are placed at least 25 feet distant from the center line of the highway so as not to interfere with sight distance and highway maintenance work. The Commission approved the Engineer's recommendation.

The Engineer reported the receipt of a petition signed by 101 residents of Pondosa, Oregon, Union County, who request the improvement of the

Medical Springs Secondary Highway between the towns of Pondosa and Medical Springs, a distance of about 1 mile, to permit two cars to pass with safety. He stated that it would cost about $1200 to widen this road for a 20-foot roadway and to place a 4-inch gravel topping on the widened portion. He recommended such expenditure. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration a letter from the Walla Walla Sanitarium and Hospital, Walla Walla, Washington, and a petition signed by 201 residents of Umatilla County, in which the Commission was requested to conduct snow removal operations on the westerly portion of the Weston-Elgin Secondary State Highway in Umatilla County so as to keep this road open up to Langdon Lake for the benefit of winter sports enthusiasts who have developed a new winter playground at Tollgate. The Commission referred this matter to the Engineer for investigation and report at the next meeting.

A letter was presented from the Reedsport Chamber of Commerce urging the Commission to take immediate steps to procure right of way needed for the proposed Umpqua Highway connection to the Oregon Coast Highway in and immediately adjacent to the town of Reedsport. The Engineer advised that the construction of this section is not on the Commission's program for this year inasmuch as there are no funds available to finance the work. He pointed out that there is a possibility that the government will not appropriate regular federal aid funds for the fiscal year 1937 and if no such funds are provided, certain highway work in this state will have to be postponed, including the Reedsport job. It was his thought that no definite commitments of anticipated funds should be made at this time. The Commission concurred and instructed the Secretary to so inform the Reedsport Chamber of Commerce.

The Commission had under consideration a letter from Francis V. Galloway, Attorney at Law, The Dalles, pointing out that the O.W.R.& N.Co. and the Deschutes Railroad Company are proceeding before the Interstate Commerce Commission for a certificate of Public Convenience and Necessity for the abandonment of the railroad on the eastern side of the Deschutes River from Ainsworth Siding on the main line of the O.W.R.& N.Co., to North Junction, a distance of 71.26 miles, and that they plan to completely abandon the railroad and to operate service over the O.W.R.& N.Co. tracks on the opposite side of the river; also suggesting that it would be advisable for the Highway Commission to acquire the right of way over the abandoned section for future highway use.

The Engineer advised that he did not believe that the Commission is particularly interested in this subject because this district is now served effectively and efficiently by two highways; viz., The Dalles-California Highway and the Sherman Highway. He pointed out that the Sherman Highway particularly is very nearly parallel to the proposed road and that the grades on the Sherman Highway are very light and the alignment is excellent; whereas, the alignment along the proposed route is more circuitous, although the grades up the Deschutes River would be better than those on the Sherman Highway. It was his thought that the Commission should complete the Sherman Highway before

starting in on a new project as has been proposed by Mr. Galloway. The Commission concurred in the views of the Engineer and instructed him to so inform Mr. Galloway.

The Commission had under consideration a letter from Mayor O. I. Chenoweth of McMinnville, advising that the City Council on January 7, 1936, considered the matter of rerouting the West Side Pacific Highway through their city and directed him to request the State Highway Commission to select the most feasible route and to make a study of the situation and such surveys as are necessary. The Engineer advised that investigations heretofore made reveal that it would be possible, by rerouting the highway, to eliminate two railroad grade crossings and to divert traffic from the town's main business street, which is narrow. He gave as his thought that this is a meritorious project for future consideration in the event the state receives additional federal moneys for railroad grade elimination projects. After some discussion the Commission ordered that Mayor Chenoweth be advised that the Commission is not in a position at the present time to give him a definite answer but will look into the matter and will advise him later. The Engineer was authorized by the Commission to make surveys as may be necessary to obtain desired information in regard to this project.

There was presented to the Commission a letter from Parkdale Grange No. 500, Hood River County, requesting the oiling of Mt. Hood Secondary Highway No. 281 during the summer of 1936 so the improvement will be available for the transportation of fruit crops in the fall of that year. The Commission instructed that the grange be advised that an investigation of this matter has been ordered.

The Secretary presented a statement from the Public Utilities Commissioner disclosing amounts collected each month by that department in the Motor Carrier Account during the year 1934, as compared with the collections made in 1935. The report reveals that collections for 1935 exceeded those for 1934 by $128,873, or better than 20%, the collections for 1935 amounting to a total of $752,511.23, and predicts that the gross income for the year 1936 will be approximately $900,000. The Commission ordered the report filed in the department records.

A letter was presented from H. J. Brown, M. D., Cloverdale, Oregon, requesting reconstruction of the following bridges: Castle Rock bridge over Three Rivers on the McMinnville-Tillamook Highway, and East Beaver Creek Bridge on the Oregon Coast Highway south of the town of Hemlock in Tillamook County, which bridges, he said, are in poor condition and are the cause of frequent traffic accidents. The Engineer advised that the Castle Rock bridge is at the end of the section reconstructed by the Bureau of Public Roads last year and that no money was budgeted this year for repairs to this structure because he thought that a major revision of the structure would undoubtedly be made by the Bureau of Public Roads in connection with its next project on this highway. In regard to the East Beaver Creek Bridge, he said that there is contemplated a complete line revision of the section of highway on which this bridge is located and it would be a waste of money to spend any considerable amount to reconstruct the old structure. It was his thought that with minor repairs

the old bridge could be rendered satisfactory until the highway has been relocated at this point. The Commission approved the Engineer's report and ordered the communication filed in the department records.

The Commission had under discussion a letter from the Forest Grove Chamber of Commerce renewing its request for the reconstruction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway. The Secretary was instructed to reply that the Commission has this project in mind and fully intends to proceed with the work as soon as funds can be found to finance it.

A letter was presented from Mr. Alois Keber, Secretary, Highway Committee of the Businessmen's Club, Mount Angel, renewing their previous request for the improvement of the secondary state highway between Woodburn and Silverton by constructing a non-skid wearing surface and by painting a center stripe for the guidance of traffic. The Engineer advised that there are no funds available to do the non-skid work but he plans to do the center striping just as soon as weather will permit; in fact, it was planned to do the striping work last fall before the rainy weather set in but the big program of striping work in other parts of the state prevented. The Commission ordered that Mr. Keber be so informed.

Letters were presented from the Eugene Chamber of Commerce and the Klamath County Chamber of Commerce in regard to the programming of the fiscal year 1937 Forest Highway Funds. The Secretary was instructed to inform the Chambers of Commerce that the program for such funds has already been arranged and to advise them to what projects the funds have been allocated.

The Commission had under consideration a request from the Stoddard Lumber Company, Baker, Oregon, for the modification of their permit for hauling logs over the Sumpter Valley and Baker-Unity Highways in Baker County so as to permit them to operate during Saturday afternoons. The Commission referred the matter to the Engineer for information as to the volume of traffic that this road carries and the conditions which obtain on these highways during the summer and winter seasons, the report to be rendered at the next meeting. The Secretary was instructed to advise the company that the Commission is seeking additional information in regard to the matter and will advise them definitely later, but in the meantime their request is denied.

The Commission also had under consideration a request from Bowman Hicks Lumber Company, La Grande, to truck logs over the Wallowa Lake Highway between Maxwell Road and Wallowa, during Saturday afternoons throughout the year 1936. The Commission denied the request in view of its recently adopted policy which prohibits the trucking of logs on state highways during that period, this being a heavily traveled road.

A letter was presented from the U. S. War Department by J. S. Gorlinsky, Captain, Corps of Engineers, requesting permission to transport a tractor, with bulldozer attachment, 12 feet overall in width, over the Columbia River Highway from Lindsey Creek to the airport east of Cascade Locks. The Commission approved the request subject to the condition that the movement be properly flagged to safeguard other traffic.

The Commission had under consideration and ordered filed in the department records communications as follows, urging completion of the Wolf Creek Highway:

Letter from L. M. Lepper, President, Presidents' Council, Portland, directed to Governor Martin

Resolutions from Lentz Grange and Rockwood Grange, Multnomah County Fair Association, and East Burnside Improvement Club.

The Commission had under consideration at this time the adoption of a permanent route for the Woodburn-Mt. Hood Loop Secondary Highway No. 161 at the south entrance to the town of Estacada, and the adoption of a route for the Columbia River Highway at Twenty-third and Franklin Streets, in Astoria, hearings in connection with which were conducted by the Commission in those towns on December 27 and 28, 1935, respectively, as required by statute. The Commission approved the routes heretofore suggested by the Engineer in each of these cities and by unanimous vote adopted the following resolutions in regard thereto upon motion of Commissioner Aldrich, which was duly seconded by Commissioner TouVelle:

WHEREAS, pursuant to notice given as required by Section 44-120 Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met at the City Hall of the town of Estacada on the 27th day of December, 1935, for the purpose of conducting a hearing as provided for in said law, with respect to the proposed change in the point or place of entrance of the Woodburn-Mt. Hood Loop Secondary State Highway No 161, into and through said town; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway, and the proposed change in the point of entrance of said highway into said city from the westerly boundary thereof, and the Chairman then invited a discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the records and minutes of the meeting and had declared their approval of said proposed change, there being none present who opposed the change, the Chairman of the Commission announced that said matter would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and the Commission being fully advised with respect to the proposed change of the point of entrance of said highway into the town of Estacada from the westerly limits and of the proposed change of the route of said highway in said town, it is the judgment and opinion of the Commission that the interests of the state at large will be

best served by the adoption of the proposed change in the route of said highway in said town of Estacada and the change in the point of entrance of said highway into said town from the westerly direction, which said change will in the judgment of the Commission make possible a better alignment, a more serviceable and convenient thoroughfare into, in and through said town, and therefore it is the judgment of the Commission that the route and alignment of said highway, as now existing, should be altered and modified, and the point of entrance into said town from the westerly direction thereof, and the route in and through said town should be fixed and determined, all as in said notice announced, and as at said hearing heard and discussed;

NOW THEREFORE BE IT AND IT IS HEREBY RESOLVED by this Commission, there being present a majority of the Commission who voted affirmatively as follows:

1. That the route and location of the Woodburn-Mt. Hood Loop Secondary State Highway No. 161, as the same enters the town of Estacada from the westerly direction, and the route of said highway in and through said town shall be and the same hereby is located along a route and street defined and described as follows, to wit:

Beginning at a point in the center of the Clackamas River, which is at the South City Limits of the Town of Estacada, said point being approximately 756 feet North and 55 feet East of the quarter section corner between sections 28 and 29, Twp 35, South, Range 4 East, W. M., thence in a northerly direction as follows: Along an 8° 20' curve to the left through an angle of 64° 46' a distance of 777.2 feet to a point of spiral curve; thence along a spiral curve to the left, through an angle of 8' 20' a distance of 200.0 feet; thence North 52° 17' West 9.1 feet to the beginning of a spiral; thence along a spiral curve to the right, through an angle of 20° 0' a distance of 200.0 feet to the beginning of a main curve; thence along a 20° main curve to the right, through an angle of 40° 49' a distance of 74.1 feet to the beginning of a spiral curve; thence along a spiral curve to the right, through an angle of 20° 0' a distance of 200.0 feet to a point in the center of Main Street; said point being approximately 2010.0 feet North and 457.0 feet West of the said quarter section corner between sections 28 and 29.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he is hereby instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission and erect proper signs on the street or streets over which said highway

is routed and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications by this Commission approved.

4. That this resolution be entered in the records and minutes of the Highway Commission, and a duly certified copy thereof mailed to the Mayor of the town of Estacada and a like copy to the County Court of Clackamas County.

WHEREAS, pursuant to notice given as required by Section 44-120 Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the city of Astoria on the 28th day of December, 1935, for the purpose of conducting a hearing as provided for in said law, with respect to the proposed change in the point or place of entrance of the Columbia River Highway into said city from the easterly boundary thereof, and the proposed change of a portion of the route in said city; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway, and the proposed change in the point of entrance of said highway into said city from the easterly direction thereof, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the records and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matters would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made for and against the said proposed change at said public hearing both with respect to the point of entrance of said highway into said city and with respect to the change of route in said city, and the Commission being now fully advised with respect to all of said matters, it is the opinion and judgment of said Commission that the interests of the state at large will be best served by the adoption of the said proposed change of the route of said highway in said town and the change of the point of entrance into said town from the easterly direction thereof, all of which changes will therefore, in the judgment of said Commission, make possible a better alignment, a more serviceable and convenient thoroughfare into and through said city, and therefore it is the opinion of the Commission that the route and alignment of said highway should be altered and modified and the point of entrance into said city from the easterly

direction thereof and the route in and through said city should be changed, and both of the same fixed and determined, all as in said notice announced and at said hearing heard and discussed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority thereof being present and affirmatively voting, as follows:

1. That the route and location of the Columbia River Highway as the same enters the city of Astoria from the easterly direction, and the route in and through said city shall be and the same hereby is located along a route and streets defined and described as follows, to wit:

> Beginning at a point in the center of Franklin Avenue which point is also in the center of the present Lower Columbia River Highway, said point being approximately 106.2 feet northeasterly from the easterly line of 27th Street; thence in a westerly and northwesterly direction, crossing through Blocks 144, 126 and 128 of "Shiveleys Astoria" and across 26th, 23d, Exchange, 22d, Doane, and 21st Streets, respectively, to a point in the center of Commercial Street, which is approximately 60 feet westerly from the west line of 21st Street, said terminal point being also in the center of the present route of the Lower Columbia River Highway and the total length of the proposed new route being approximately 1436.1 feet.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he is hereby instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the street or streets over which said highway is routed, and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications by this Commission approved.

4. That this resolution be entered in the records and minutes of the Highway Commission and a duly certified copy thereof mailed to the Mayor of the city of Astoria and a like copy to the County Court of Clatsop County.

The Commission had under consideration a letter from the Massachusetts Bonding and Insurance Company requesting evidence of the authority of the Commission's secretary to sign, on behalf of the Commission, fidelity bond releases. The Engineer explained that it is the practice to require Resident Engineers, Rock Checkers, Material Inspectors, Timekeepers, Property Control

Men and others employed in similar capacities, to furnish the Commission with fidelity bonds in the amount of $1,000 each for the Commission's protection, which bonds are of a continuous nature and may be renewed each year upon payment of the annual premium. The turnover of men employed in some of these jobs, he said, is quite large, necessitating the frequent cancellation of their bonds. He gave as his thought that the Commission would not care to sign the bond releases and suggested that the Secretary be authorized to do so for the Commission, as has been done in the past, which practice has never before been questioned by any of the bonding companies. The Commission approved the Engineer's suggestion and accordingly adopted the following resolution in regard thereto by unanimous vote:

> WHEREAS, it now is and for some time past has been the practice and policy of the State Highway Commission to require that each person employed by the Highway Commission as a District Maintenance Superintendent, Resident Engineer, Timekeeper, Property Control Man, Materials Inspector, Rock Checker, Materials Checker, or Auditor shall deliver and deposit with the Commission an indemnity bond executed by a corporate surety authorized to transact business in the State of Oregon, in which the State Highway Commission shall be named as the beneficiary and which bond shall be conditioned upon the faithful performance of all of the duties and things to be done by such employe, and conditioned that such employe shall truthfully, correctly and faithfully account for all funds coming into his care or custody as an employe of the State Highway Department, and shall otherwise faithfully perform all of his duties and obligations; and
>
> WHEREAS, the duration of said bond is made to cover the term of employment of such employe, and upon the termination of such employment said bond shall cease to be in effect except for defaults or delinquencies on the part of said employe, occuring during the term of his said employment; and
>
> WHEREAS, it appears that the term of employment of any such employes for and on behalf of whom such bonds have been provided, terminates at times and periods when the Commission is not in session and therefore it is not possible for this Commission to take official action with respect to every such bond, and hence it appears that in the interest of the state said bonds should be terminated at the expiration of the term of employment, thereby saving the cost of additional and unnecessary premiums; and
>
> WHEREAS, to accomplish said result, it is deemed by the Commission advisable that H. B. Glaisyer, Secretary of the Commission, be authorized, upon the termination of the employment of any employe for whom any such bond has been provided, to so apprise the surety company on such bond, and from such date said bond shall cease to be in effect except with respect to defaults or delinquencies occurring prior to said date;

NOW, THEREFORE, be it resolved by this Commission as follows: That upon the termination of theperiod of employment of any employe of the Highway Department for and on behalf of whom a surety or indemnity bond has been furnished, conditioned upon the faithful performance of all the duties, responsibilities and obligations of such employe and upon his faithfully and correctly accounting for funds or property coming into his custody as such employe, the Secretary of the Commission be and he hereby is instructed to so advise the surety on such bond of the date upon which said employment has been terminated, and thereafter said bond shall not be in effect with respect to said employe except as to delinquencies, defaults or other violations of the said bond occurring prior to the date upon which said employment has been terminated, and the surety on said bond so notified.

BE IT FURTHER RESOLVED that the said Secretary be and he hereby is instructed to keep a complete and proper record of the date upon which the employment of any such person shall terminate and the date upon which notice of such termination has been given to the surety, together with the copy of such notice, all of which shall be kept of record in the office of the Commission.

The Engineer reported that the relocation of a portion of the Tualatin Junction-McMinnville Section of the West Side Pacific Highway, in Yamhill County, has cut off certain portions of the old highway that are no longer of any value for state highway purposes. He recommended that these portions be turned back to the county for maintenance or for disposal in any manner the county sees fit. He exhibited a map showing the portions in question. The Commission approved the Engineer's recommendation by unanimous vote and adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Tualatin-Junction-McMinnville Section of the West Side Pacific Highway in Yamhill County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved, and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1.That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Tualatin Junction-McMinnville Section of the West Side Pacific Highway in Yamhill County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Yamhill County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

A parcel of land lying in Sections 10 and 15, Twp. 4 South, Range 4 West, W.M., Yamhill County, Oregon, and being all that portion of the old 60-foot right of way lying northerly of the present acquired right of way of said highway and being more particularly described as follows: Beginning at engineer's center line Station 46+00 of the relocated center line of said highway; thence in a northerly and easterly direction to engineer's center line Station 58+00; also all that portion of said old 60-foot right of way lying southerly of the present acquired right of way and being more particularly described as follows: Beginning at engineer's center line Station 58+00 of said relocated center line; thence in an easterly and northerly direction to engineer's center line Station 68+50 of said relocated center line.

In addition to the foregoing description of said abandoned right of way, there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown, shaded in red, the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W. E. Chandler, Division Engineer, and bears date of August 30, 1935. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

* Map filed in Right of Way Abandonment and Retention File - No. 12

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Yamhill County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said West Side Pacific Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Yamhill County and beyond any responsibility or supervision by the State Highway Commission.

The Engineer also reported that the relocation of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County has eliminated from the main traveled portion of said highway certain small sections which are no longer of any value for highway traffic use; nevertheless, they can be used and are essential for other public purposes such as storage sites and parking areas. He exhibited a map showing the portions in question and recommended that the Commission take appropriate action, reserving these areas for such public use, as the Commission has need of them. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto.

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Highway Commission found it necessary to relocate portions of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said highway there have been eliminated from the main traveled portion of said highway certain sections or fragments of land, which said sections or fragments of land are more specifically defined and described hereinafter in this resolution and are reflected on maps or blueprints, marked "Exhibit 'A'", "Exhibit'B'", and "Exhibit 'C'", a copy of each of which is attached hereto and made a part hereof; and

WHEREAS, while said sections or fragments of land are not required for use as a part of the main or traveled section of the highway, nevertheless the same are required, can be used, and are essential for other public purposes, to wit: storage purposes, parking areas and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragments or parcels of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragments or parcels of land which heretofore were within the right of way proper of the Otis-Siletz River Section of the Oregon Coast Highway in Lincoln County, but which by reason of a relocation or realignment of said highway are now without the area improved and used by the traveling public, but are adjacent to and abut upon the said right of way, shall be preserved by the Highway Commission for such other public use as said lands may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcels or fragments of land are described as follows, to wit:

Station to Station		Side of Highway	Width of New Right of Way
		Exhibit "A"	
806+50	802+90	Easterly	40 feet
747+60	745+30	"	40 "
722+50	719+40	Westerly	40 "
712+45	708+00	Easterly	40 "
704+25	699+70	"	40 "
697+25	693+50	Westerly	40 "
682+00	678+00	"	40 "
677+70	673+25	Easterly	40 "
670+20	668+20	Westerly	40 "
		Exhibit "B"	
930+10	932+50	Westerly	40 feet
942+30	944+35	"	40 "
959+85	965+60	"	40 "
979+40	988+40	"	40 "
988+79	991+10	Easterly	40 "
993+90	999+35	Westerly	40 "
1005+10	1009+60	"	40 "
1010+10	1011+90	Easterly	40 "
1012+25	1020+10	Westerly	40 "
1021+35	1023+75	Easterly	40 "
1024+10	1028+00	Westerly	40 "
1028+95	1030+45	Easterly	40 "
1031+00	1036+80	Westerly	40 "
1037+40	1038+40	Easterly	40 "
1048+80	1051+50	Westerly	40 "
		Exhibit "C"	
1112+50	1114+90	Westerly	40 feet

In addition to the foregoing descriptions of said fragments or parcels of land there are attached hereto blueprints or maps, marked "Exhibit 'A'", * "Exhibit 'B'", and "Exhibit 'C'", which by this reference are made a part

* Maps filed in Right of Way Abandonment and Retention File - No. 13.

hereof and upon which maps or exhibits there are shown shaded in red the land or parcels of land formerly within the old right of way, but which are now by this official act preserved for public purposes. The said exhibits or maps for identification purposes bear the signature of R. H. Baldock, State Highway Engineer, H.G. Smith, Construction Engineer, and F. D. Eason, Assistant Division Engineer, and bear date of December 13, 1935.

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragments of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Lincoln County.

The Engineer discussed with the Commission matters pertaining to the proposed planning survey of Oregon roads. He requested authority to send Traffic Engineer John Beakey to Washington, D.C., for a conference with the government officials in regard thereto and explained that the expense of such trip would be paid out of the moneys received from the government to finance the planning survey. The Commission approved the Engineer's request by unanimous vote, subject to concurrence by Governor Martin.

The Commission had under consideration the matter of acquiring for timber preservation purposes a tract of land 1 mile in length in Section 12, Township 38 South, Range 16 East, W. M., Lake County, consisting of two 300-foot strips, one on each side of the Klamath Falls-Lakeview Highway west of Lakeview. The Engineer advised that Forrest Cooper, Secretary of the Lake County Chamber of Commerce, has had these strips cruised by a competent timber cruiser who estimates that they contain a total of 1,173,000 FBM of pine timber and that Mr. Cooper estimates that the timber can be acquired at a price of from $2.50 to $3.00 per thousand. The Commission desired further information before authorizing the purchase of this property and referred the matter to the Parks Engineer for investigation and recommendation.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

A. C. Baumback, Contract No. 1770, for moving buildings from the right of way of the Junction City-Eugene Secondary Highway in Lane County, requested an extension of time of 39 days in which to complete this work, giving as his reason for such request that weather conditions interfered with his operations and he was further delayed because of a number of changes in the plans for this project. The Engineer advised that the contractor's delay in completing this project within the specified time limit has not inconvenienced the traveling public in any way, neither has it increased the state's expense for engineering supervision, inasmuch

as the Resident Engineer had other work in that vicinity and gave only a nominal portion of his time to the supervision of the house-moving operations. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Edlefsen-Weygandt Company, Contract No. 1722, for grading, surfacing and construction of bituminous macadam on the west entrance to The Dalles Section of the Columbia River Highway in Wasco County, requested an additional extension of time of 12 days, from October 31 to November 12, 1935, in which to complete this project, giving as their reason for such request that their operations were handicapped by conditions entirely beyond their control. The Engineer advised that the contract provided that this job should be completed by August 31, 1935, however, due to adverse conditions, the contractor was unable to complete it within the specified time, notwithstanding the fact that they worked two and three shifts, and for that reason the Commission, on September 26, extended the completion date to October 31, without penalty. He further advised that extremely cold weather during the month of October further delayed the oiling work so that the last of such work was not done until November 12. He added that, because of adverse weather conditions, some of the surfacing work did not prove satisfactory and will have to be done over in the spring. He recommended, in view of the circumstances, that the completion date be extended to June 15, 1936, without penalty, and advised that such extension meets with the approval of the Bureau of Public Roads. The Commission approved the Engineer's recommendation by unanimous vote subject to the contractor's surety consenting thereto.

The Engineer reported that Contract No. 1749, for grading the Nigger Flat Section of the Central Oregon Highway in Harney County, was completed by contractor J. A. Lyons on December 10, 1935, according to the requirements of the contract, or modifications thereof, and that said job is now ready for acceptance.

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

WHEREAS, the Engineer has reported that Contract No. 1749, with J. A. Lyons, for grading the Nigger Flat Section of the Central Oregon Highway in Harney County, was completed December 10, 1935, according to the terms and provisions of the contract, and that said job is now ready for acceptance:

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

The Commission had under consideration and signed at this time an agreement with Ladd & Bush Bank, Salem, providing for the sale of an additional $400,000 of Oregon Coast Highway Bridge Revenue Bonds to facilitate the financing of the Coast Highway bridge construction.

The Commission adjourned at 11:30 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the Auditorium of the Public Service Building.

Portland, Oregon, January 10, 1936.

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building, with all commissioners, the State Highway Engineer, and the Secretary present. Bids as follows for the construction of various highway projects were opened and read in conformance with previously published notice:

COLUMBIA COUNTY OILING PROJECT
FOUR SECTIONS OF COUNTY ROAD
SURFACING AND OIL MAT SURFACE TREATMENT

	Using Road Oil	Using Tar
J. C. Compton	$31,971.00	$31,779.50
Warren Northwest, Inc.	- - - - -	34,985.50
Babler Bros.	35,771.00	- - - - -

TUMALO FALLS-BEND COUNTY ROAD
UPPER TUMALO SECTION - GRADING

M. L. O'Neil & Son	$15,842.00
Consolidated Highway Co.	15,873.50
D. L. Ashton	19,206.00
F. C. Dillard	20,504.00
Edward F. Weber	22,468.50

JORDAN CREEK SECTION, I.O.N. HIGHWAY
BRIDGE OVER OWYHEE RIVER

C. J. Montag & Sons	$42,735.00
Tom Lillebo	44,145.00
Dunn & Baker	51,534.00

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PACIFIC HIGHWAY, NEAR SALEM
SOUTHERN PACIFIC UNDERCROSSING AND GRADING AND PAVING

Kern & Kibbe	$256,502.20
Guthrie-McDougall Co.	259,245.20
Warren Northwest, Inc.	265,559.00
Malcom & Bell	276,085.50
Teufel & Carlson	289,612.70
Orino, Birkemeier & Saremal	292,109.00
P. L. Crooks & Co., Inc.	297,929.00
Guy F. Atkinson Co.	310,143.00
The Gilpin Construction Co.	313,234.00

HUMPHREY BOULEVARD, 45TH AVENUE AND CAMERON ROAD
BITUMINOUS MACADAM PROJECT - TWO SECTIONS OF COUNTY ROAD

	Using Road Oil	Using Tar
Harold Blake	$ - - - - -	$ 43,765.50
F. J. Kernan	45,769.40	45,284.00
J. C. Compton	- - - - -	46,659.50

102d AVENUE (CRAIG ROAD) NEAR PORTLAND
O.W.R.& N. OVERCROSSING AND PAVING

	Alternate "A" Concrete	Alternate "B" Steel and Wood
Edlefsen-Weygandt Co.	$ 77,891.00	$ - - - - -
Hoffman Construction Co.	- - - - -	78,212.00
Kern & Kibbe	90.714.00	78,521.64
Warren Northwest, Inc.	88,251.50	78,553.20
Orino, Birkemeier & Saremal	84,133.00	79,117.00
Parker-Schram Co.	85,206.00	81,368.00
The Gilpin Construction Co.	- - - - -	94,942.00

ELGIN-ROCK CREEK ROCK PRODUCTION PROJECT
FURNISH CRUSHED ROCK IN STOCK PILES

Arthur A. Hardesty	$ 22,731.00
Homer G. Johnson	23,300.00
Saxton & Looney and J. S. Risley	23,861.60
Hart Construction Co.	26,912.50
A. C. Greenwood Co., Inc.	27,570.00
Brent Sturgill Co., Inc.	28,490.00

BEAVERTON-AURORA SECONDARY HIGHWAY AT METZGER
OREGON ELECTRIC UNDERCROSSING & GRADING, SURFACING & OIL MAT SURFACE TREATMENT

	Using Asphalt	Using Tar
Saxton & Looney and J. S. Risley	$ 16,242.00	$ 16,322.00
Wm. C. Schmitt	18,081.00	18,161.00
J. F. Johnston	19,403.00	19,483.00
The United Contracting Co.	- - - - -	20,713.50

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Chairman Cabell announced that the award of contracts would be made in the same room at 4:30 o'clock p. m.

Mr. Guy Cordon, Roseburg, appeared before the Commission at this time in behalf of the County Court of Douglas County and renewed its request for the early contracting of the construction of the Kelly's Corner-Shady Point Section of the Pacific Highway, including the overhead railroad grade elimination structure at Green Station, in Douglas County. Chairman Cabell advised Mr. Cordon that the Commission has this project in mind but is not in a position at the present time to commit funds to finance it in view of the fact that there is a question whether or not the state is to receive any federal aid money from government sources this year. He also said that the Commission realizes that the Shady Point railroad grade crossing is one of the most dangerous crossings on the state highway system and proposes to eliminate it as one of the first projects in the future program.

Mr. Cordon then advised that the people of Reedsport particularly desire the completion of the City of Reedsport Section of the Umpqua Highway, for which it is their understanding some of the right of way has not been acquired. The Engineer advised that this project is not included in the Commission's construction program for this year and cannot be included therein because there are no funds available to finance the work. However, the project will be kept in mind for future funds.

The County Court of Linn County, consisting of County Judge J. J. Barrett and County Commissioners H. A. Renninger and H. F. Warren and County Engineer W. W. Larsen, came before the Commission and requested additional construction work on the Santiam Highway. They were advised by Chairman Cabell that the outlook for additional federal aid funds for this year is not very good at the present time, due to the fact that it has been proposed to defer the appropriation for the fiscal year 1937, which precludes the Commission from making any definite commitment of funds until this uncertainty is cleared.

The County Court also asked for some improvements on secondary highways, and particularly mentioned the Halsey-Sweet Home Secondary Highway which extends through Brownsville, and the Corvallis-East Side Secondary Highway. They expressed their willingness to let the Commission decide which of these two roads should be improved. The Engineer advised the Court that the improvement of the Brownsville-Crawfordsville Road is now in the Commission's tentative program for 1936 construction. The County Court indicated that it approved this project.

The County Court of Umatilla County, represented by County Judge G.F. Hodges and County Commissioners J. O. Hales and Wm. R. Meiners, was present and requested the improvement of the secondary highway which extends southwesterly from Hermiston to the Morrow County line, which road, they declared, is in bad shape and will be a total loss unless repairs are made. They asked that the road be oiled, particularly the section between Hermiston and Butter Creek, where, they said, conditions are so bad that traffic is now detouring in order to avoid that section. As their second project they asked for the oiling of the secondary highway which extends northeasterly from Hermiston to Cold Springs.

They also asked for the oiling of the Pendleton-Cold Springs Highway between Holdman and Cold Springs and that this project be included in the 1936 program. They were informed that this project is already included in the Commission's tentative oiling program for 1936.

They then inquired as to the possibilities of securing additional secondary moneys for Umatilla County and advised, if such are available, they would like to secure improvements to the Sunnyside-Umapine and Weston-Elgin Secondary Highways. Chairman Cabell advised that the secondary highway finances appear to be in a little better shape than they have been heretofore and that if they continue to improve it might be possible to spend a little more money on such roads. However, the Commission cannot commit anticipated funds in advance. He also told the County Court that the Commission has already agreed with the Bureau of Public Roads and the United States Forest Service to program $175,000 of Forest Highway funds for grading, surfacing, and construction of a bituminous macadam wearing surface on the Weston-Elgin Road.

The County Court then asked the Commission to remove the Bingham Springs Secondary Highway from the Secondary Highway System and to substitute therefor Market Road No. 2 extending from the town of Helix southerly to the junction with the Oregon-Washington Highway at Havana and the market roads extending westerly from Athena through Myrick to a junction with the Pendleton-Cold Springs Highway, which market roads, in their estimation, are of more importance as secondary state highways than the Bingham Springs Road and are about the same length. After some discussion the Commission referred the matter to the Engineer for investigation and report.

The Commission adjourned at 11:30 o'clock a. 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., all members being present and participating. Also present were the State Highway Engineer and the Secretary.

Mr. L. J. Simpson, Empire, Coos County, accompanied by E.L.Packard, Dean, Oregon State College School of Science, and Bert Brown Barker, Vice President of the University of Oregon, appeared before the Commission and urged the improvement of the Cape Arago Secondary State Highway from the completed portion of this highway, south of Empire, to Cape Arago Park. Mr. Simpson presented an album containing requests of the people of the Coos Bay communities for the improvement of this road; also containing numerous pictures of coast scenery in this vicinity, which, he said, is unexcelled, and could be available to tourists if the highway were constructed. He reiterated arguments previously presented by him on behalf of this project.

Mr. Barker spoke for the improvement on behalf of students of the University of Oregon and Oregon State College and others who are interested in the study of marine life, which abounds along the coast in this vicinity.

He pointed out that the University and the College own a park at this location which is of national importance from an educational standpoint as well as an attraction for tourists because of the botanical and marine specimens which may be found there and are not available at any other place along the Oregon coast.

Dean Packard stated that it has been the aim and ambition of the University and the College for years to establish a marine biological laboratory at this location in order to make it possible to obtain first hand information in regard to Pacific Coast fauna and flora. He said that the present road to their park is now in only passable condition and they are particularly anxious to have it improved so their laboratory will be readily accessible to students and scientists, who will make continuous use of it in their studies.

Mr. Simpson concluded the presentation by stating his willingness to donate to the State of Oregon for park purposes six-tenths of a mile of ocean frontage just north of Cape Arago Park if the Commission will construct this road. He also offered his services in acquiring right of way needed for the improvement. The Commission took no action on the matter.

Mr. Simpson then spoke to the Commission about Simpson Park in the city of North Bend. He said that this park contains 28 acres and was donated by the Simpson family to the city of North Bend and that a portion of it has been deeded to the state heretofore for use in connection with the construction of the south approach to the Coos Bay Bridge. It now appears, he said, that the state needs more of this park in order to properly and effectively improve appearances at the south end of the bridge by landscaping; wherefore, the Simpson family wishes the Commission to know that it endorses the proposal of the city of North Bend to transfer its title to the entire park area to the state for state park purposes, notwithstanding that the city's deed prohibits such transfer of title.

The Engineer advised that this park is badly needed in order to carry out his plans for the beautification of the south end of the Coos Bay Bridge and the approaches thereto. He recommended that the offer of Mr. Simpson and the city of North Bend be accepted. Chairman Cabell stated that the Commission has an established policy which prohibits the taking of title to parks located within the corporate limits of any city or town because the Commission feels that jurisdcition over such parks should rest with the cities in which the parks are located. However, in this particular instance, inasmuch as the park is needed for other public purposes, the Commission accepts it with thanks and gratitude.

The County Court of Sherman County, consisting of County Judge George A. Potter and Commissioners A. A. Dunlap and P. C. Axtell, came before the Commission and requested the oiling of the Wasco County portion of the Sherman Highway, about 28 miles in length, especially the north end of this section, which they said is in very poor condition. They were informed by Chairman Cabell, Commissioner Aldrich concurring, that there is an uncertainty as to whether Congress will appropriate Regular Federal Aid funds for the fiscal year 1937; wherefore, the Commission is not in a position at the present

time to make any definite commitments in regard to those funds; however, serious consideration will be given to their project in the event the federal funds materialize.

The County Court of Hood River County, represented by County Commissioners J. D. Smullin and Forrest L. Moe, requested improvements to the Hood River Secondary Highway. They pointed out that the road is now oiled from Hood River to a point about .8 mile south of Rockford Junction and asked that the improvement be continued at least to what is known as Tucker Bridge, which will necessitate some grading work to eliminate the hill just north of Tucker Bridge. Mr. Smullin thought that the Dee and Winans sections are in the worst condition and should be improved as the first project. However, it was finally agreed by all that the next improvement on this road should start where the present improvement ends just south of the Rockford Junction and continue southerly to Tucker Bridge. Chairman Cabell advised the County Commissioners that no definite commitment of funds can be made now but that their project will be considered in the new program which is being prepared.

The County Commissioners then asked that a center stripe be painted on the Mt. Hood Highway and that this highway be widened at certain locations, including relocation in the Van Horn district so as to eliminate two railroad grade crossings on the present route. They were informed that it might be possible to do the striping work next summer and their request would be given due consideration when the striping program is arranged. However, as to the other project, the Commission is not in a position to make any commitments at this time because there are no funds in sight to finance such improvement.

Commissioner Smullin advised that the county road extending from the town of Odell to the Mt. Hood Highway carries a large volume of traffic, especially in the fall, when the fruit packing plant at Odell is in operation, and they would like very much to fix up this road and give it an oil treatment but they do not have equipment for such purpose. He inquired whether or not it would be possible to rent state equipment. The Engineer advised that it is contrary to the policy of the Commission to rent its equipment but the state's oiling crew would do the work for the county when it is operating in that vicinity if the county so desires and will deposit with the Commission a certified check in the amount of the estimated cost of the work. This offer appeared to be satisfactory to the County Commissioners who stated that they would have their engineer write to the highway engineer and explain just what they have in mind.

The committee which came before the Commission on the previous day, representing the piling industry, reappeared before the Commission at this time for an answer to their problem of hauling long piling over state highways. The committee was headed by Mr. H. S. McEachron, representing Dant and Russell, Portland, and included Mr. A. J. Farmer, representing the Portland Chamber of Commerce. Mr. Farmer made an urgent plea in behalf of the piling operators and referred to the law and practice which is being followed in the state of Washington in regard to such hauling. He asked the Commission to be lenient with the operators until such time as they can go to the legislature for relief from the present embarrassing situation.

Chairman Cabell announced that the Commission gave this matter serious consideration on the previous evening and arrived at the following conclusions, which grant to the piling operators substantially the same privileges granted in the State of Washington: (1) Permits for hauling loads that do not exceed 75 feet overall in length will be granted as a matter of routine for a period not exceeding 30 days unless there is some special hazard connected with the hauling and provided that the curvature of the road will permit the hauling of such length loads without any portion of the load crossing the center line of the highway. (2) Permits for hauling loads that exceed 75 feet overall in length will be issued in the event that the loads will stand the map test to determine whether or not they can be moved over the highway without crossing the center line, and if there is no special element of danger connected with the movement. (3) Applications for movements not covered by the above conditions shall be referred to the Commission to pass upon. (4) Each trailer used in connection with such hauling shall be equipped with a man-operated steering device so that the wheels of the trailer will follow directly in the path of the wheels of the towing vehicle. (5) No blanket permits will be issued and permits which are granted will be issued only to the owner of the hauling equipment.

Chairman Cabell also pointed out that the Commission is now restricted by legal provisions in granting permits for the hauling of piling over state highways and it is hoped that some legislation will be enacted at the next session of the legislature to clarify the matter. He made it clear that the Commission intends to enforce the rules and that if any operator is found to be violating them his permit will be canceled immediately and he will be unable to obtain another one. He also said that the Commission will require the same amount of insurance in connection with such operations as has been required in the past; i.e., $50,000/$100,000 public liability and $10,000 property damage. The Engineer then explained the map test that will be applied in the Salem office to each application that is received for the hauling of long piling on state highways.

The County Court of Curry County, represented by County Judge C. H. Bailey and County Commissioner A. H. Boice, accompanied by County Commissioner Chas. F. Doane, of Coos County, requested consideration of a road connecting the Oregon Coast Highway, from some point in Curry County, with the Pacific Highway at some point in Josephine County, and suggested, as the most feasible route, that which extends up the Rogue River from Gold Beach to Agness, thence up the Illinois River. They asked for the road in the interest of the development of tourist travel, development of the mines and timber industry in this territory, and for the benefit of sportsmen, and suggested an inexpensive type of construction. They were informed that they have given the Commission a big order to fill and that the matter will be taken under advisement but no encouragement can be given them that the road will be constructed in the near future.

A delegation from Lincoln County, consisting of the following: C. A. Swope, Waldport, Chairman; E. J. Oakman, W. E. Goggins, J. E. Kitchen, C. E. Hall, John Greenbough, E. W. Martinsen; S. M. P. Dolan, Jack Middleton, Portland, and H. A. Stiles, Mayor of Corvallis, came before the Commission in the

interests of the Alsea Highway. They declared that the 24-mile section at the west end of this road is in very bad condition - narrow, crooked, and dangerous for travel - and should receive immediate attention by the Commission because it is the only road serving this district and it is absolutely necessary that it be reconstructed in the immediate future in the interests of life and property. They urged the Commission to give special consideration to this project and, if it could not reconstruct all of it at this time, to do anyway the 5 or 6-mile section known as the Tidewater Hill Section east of the covered bridge which is located about 6 miles east of Waldport. They declared this to be the worst section and urged that it be rebuilt immediately for public safety. Speaking in behalf of this improvement were Messrs. Swope, Dolan, Stiles, and Middleton. The Commission took this matter under advisement.

The County Court of Klamath County, represented by County Judge Geo. D. Grizzle and County Commissioner Roy Tabor, asked the Commission to include in its project for surfacing the Malin-California Line Section of The Dalles-California Highway, the oiling of this section, which item, they understand, was not included in the project for which the Commission received bids on the previous day, which bids were rejected. They were informed that their request would be given due consideration.

The County Court of Wallowa County, represented by County Judge Edgar Marvin and County Commissioner Harry O. Harmon and County Clerk D. B. Reavis, were present in the interests of the Enterprise-Lewiston Road extending north from the town of Enterprise to the Washington State Line, known locally as the Nez Perce Trail. They were informed by Chairman Cabell that it will cost a considerable sum of money to build this road to the Washington State Line, which money the Commission does not have available at the present time; also, that the Commission would like to build this road if federal aid or forest highway money could be obtained to finance the work. He gave as his belief that the state would be justified in matching the federal moneys with state money for this improvement and added that the Commission has it in mind to continue its efforts to obtain federal funds. He pointed out that Wallowa County owes the state about $42,000 for road construction work heretofore performed by the state in that county, which indebtedness is of long standing. He said that if the county will pay this account, the Commission will agree to spend the money on the Enterprise-Lewiston Road and will also contribute state funds in conjunction therewith.

Judge Marvin admitted the county's obligation insofar as it pertains to certain county warrants amounting to $15,000, which are being held by the Commission, but gave as his understanding that a former highway commission had canceled the balance of the account, notwithstanding the fact that the records of the Commission do not disclose that to be the case. Judge Marvin then filed with the COmmission a resolution adopted by the County Court of Wallowa County in which the Commission was urged to immediately designate, construct, and complete the Enterprise-Lewiston Interstate Highway.

At 4:30 o'clock p. m. Chairman Cabell announced the award to Jacobsen-Jensen Company of the contract for the construction of the 122d Avenue

Troutdale Section of Northeast Halsey Street, in Multnomah County, bids for which were received on the previous day and were referred to the Engineer with power to award to the low bidder. This award was based on Jacobsen-Jensen Company's low bid of $66,589.00.

Chairman Cabell also announced at this time the following awards of contracts, bids for which were received at the morning session, the Commission having previously approved these awards by unanimous vote:

"Columbia County Oiling Project on four sections of county road in Columbia County. 8.46 miles crushed rock surfacing and oil mat surface treatment. There were three bids submitted for this project, all of which have been rejected by the Commission and the project ordered readvertised.

"Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County. 3.5 miles of grading. The low bid submitted for this project is that of M. L. O'Neil & Son, Eugene, at $15,842.00. The next low bid is that submitted by the Consolidated Highway Company, Portland, at $15,873.50. The Commission has awarded this job to M. L. O'Neil & Son at their bid of $15,842.00.

"Construction of a steel and timber bridge over the Owyhee River on the Jordan Creek Section of the I.O.N. Highway, two miles south of Rome, in Malheur County. The low bid submitted for this project is that of C. J. Montag & Sons, Klamath Falls, at $42,735.00. The next low bid is that of Tom Lillebo, Reedsport, at $44,145.00. There is one higher bidder. The Commission has referred all bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Construction of an undercrossing under the Southern Pacific Company's tracks and 0.27 mile of grading and paving on the Pacific Highway at the north city limits of Salem, in Marion County. The low bid received for this job is that submitted by Kern & Kibbe, Portland, at $256,502.20. The next low bid submitted is that of Guthrie-McDougall Company, Portland, at $259,245.20. There are seven higher bidders. The Commission has referred all bids on this project to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Humphrey Boulevard, 45th Avenue and Cameron Road Bituminous Macadam Project on two sections of county road, in Multnomah County. 3.06 miles of surfacing and bituminous macadam wearing surface. There were three bids submitted for this project, all of which the Commission has rejected and has ordered the project to be readvertised.

"Construction of an overcrossing over the O.W.R.& N. Company's tracks and 0.26 mile of grading and paving on 102d Avenue (Craig Road) near Portland, Multnomah County. The low bid submitted for this project is that of Edlefsen-Weygandt Company, Portland, at $77,891.00, on Alternate 'A' based on concrete. The next low bid is that submitted

by Hoffman Construction Company, Portland, at $78,212.00, based on Alternate 'B', using steel and wood. There are five higher bidders. The Commission awards this contract to the low bidder, Edlefsen-Weygandt Company, at their bid of $77,891.00, based on concrete.

"Furnishing approximately 15,000 cu. yds. of crushed rock in stock piles on the Elgin-Rock Creek Rock Production Project in Union and Wallowa Counties. The low bid submitted for this project is that of Arthur A. Hardesty, Portland, at $22,751.00. The next low bid is that submitted by Homer G. Johnson, Portland, at $23,300.00. There are four higher bidders. The Commission has awarded this contract to Arthur A. Hardesty at his bid of $22,751.00.

"Construction of an undercrossing under the Oregon Electric Railway tracks and 0.19 mile of grading, surfacing and oil mat surface treatment on the Beaverton-Aurora Secondary Highway at Metzger, in Washington County. The low bid submitted for this project is that of Saxton & Looney and J. S. Risley, Portland, at $16,242.00, using asphalt, and $16,322.00, using tar. The next low bid submitted is that of Wm. C. Schmitt, Portland, at $18,081, using asphalt, and $18,161.00 using tar. There are two higher bidders. The Commission has referred all bids received on this project to the Engineer with power to award to the low bidder at his bid of $16,242.00 based on the use of asphalt when certain conditions have been satisfied."

A delegation headed by Mr. James E. Norton, Coquille, President, Coquille Chamber of Commerce, came before the Commission and urged the improvement of the Oregon Coast Highway between Coquille and Marshfield, particularly the section through the Bunker Hill District just south of Marshfield. Mr. Norton stated that he also represented the Coos County Chamber of Commerce and the city of Coquille. Others in the delegation were Ed W. Miller, representing the Oregon Coast Highway Association and the Marshfield Chamber of Commerce; Lafe Compton, Coquille Chamber of Commerce; John Nielson, Bandon Chamber of Commerce; Chas. VanDyne, North Bend Chamber of Commerce; and R. H. Lawhorn and Chas. F. Doane, County Commissioners of Coos County.

The delegation was informed by Chairman Cabell that the Commission realizes that theirs is a meritorious project but it also realizes that there are many other meritorious projects throughout the state, many of which involve similar construction. He pointed out that the state is now spending a large amount of money for improvements along the Oregon Coast Highway and other sections of the state feel that the time has come when the Commission should defer further construction on this road and allocate funds to their districts, in view of which the Commission cannot at this time make further commitments to the Oregon Coast Highway, although an inspection of their project will be made soon. Mr. Norton filed with the Commission the following communications in support of his oral request: Resolutions from the Myrtle Point Chamber of Commerce and Powers Chamber of Commerce and a letter from Ralph L. Milne, President, Coos County Chamber of Commerce.

Mr. Miller appealed to the Commission for this project in behalf of the Oregon Coast Highway Association. He said that the coast people are united for the following improvements along the Coast Highway:

1. Completion of the section at Arch Cape and Neahkahnie Mountain in Clatsop and Tillamook Counties

2. Reconstruction through the Bunker Hill district south of Marshfield

3. Reconstruction of the section south of Port Orford in Curry County

Mr. Al Stewart, Cascade Locks, representing the Cascade Water Works Company, and his attorney, Mr. Samuel E. Sax, Portland, came before the Commission in regard to a pipe line matter at Cascade Locks. It appears that when the Columbia River Highway was reconstructed through the town of Cascade Locks the highway contractor removed about 2000 feet or more of water pipe belonging to the Cascade Water Works Company and that a portion of this pipe was not replaced, in view of which the company contends that it has a claim against the state in the sum of $936, but will accept $500 as settlement in full. The Commission deferred a decision in this matter pending a study of the facts in the case. Chairman Cabell stated his willingness to do this when he is in Salem the following Monday. Mr. Sax agreed to submit an itemized statement of the claim for use at that time. The Commission agreed to discuss the matter with Mr. Stewart and Mr. Sax later.

A delegation from Morrow, Gilliam, and Wheeler Counties came before the Commission in regard to certain road improvements in those counties. Morrow County was represented by County Commissioners Geo. N. Peck and Frank S. Parker and County Engineer H. Tamblyn. Gilliam County was represented by County Commissioners Glen L. Richards and Earl P. Hoag. Wheeler County was represented by County Judge S. J. Howard and County Commissioners Chas. R. Jackson and L. A. Gochenour.

They requested the improvement of the secondary highway extending from Gwendolen, in Gilliam County, to Heppner, in Morrow County. They particularly requested reconstruction of a 10-mile section of this road at the Gilliam-Morrow County Line, three miles of which is in Gilliam County and seven miles in Morrow County.. The Morrow County Court also requested the oiling of the Lexington-Echo Secondary Highway and improvements on the Heppner-Spray Secondary Highway.

The Gilliam County Court mentioned improvements to the Wasco-Heppner Secondary Highway west from Condon. The Wheeler County Court asked for the improvement of the Shaniko-Fossil Secondary Highway between Fossil and Clarno, for which the county has approximately $4,000 of county money available for cooperation, and also asked for the improvement of the Service Creek-Mitchell Secondary Highway. They were informed by Chairman Cabell that their projects will be considered by the Commission and a check will be made to determine which of the projects, from the state's standpoint, should be given preference.

County Commissioner Peck spoke to the Commission about preservation of timber along the Heppner-Spray Secondary Highway. He advised that at one place timber is now being logged off, which, in his estimation, should not be permitted, because it detracts from the beauty of the road. It was his thought that the timber on this particular tract could be purchased at the rate of $1.50 per thousand or a total expenditure of about $75, which rate could be used as a basis for the acquisition of additional timber. He suggested an investigation to determine what it would cost to purchase the timber in this district and recommended its purchase if it is not too costly. The Commission ordered the matter referred to the Parks Engineer for such investigation and report.

The Wheeler County Court then conferred with the Commission in regard to the construction of a portion of the secondary highway between Fossil and Clarno, for which the county has offered to contribute $4,000 of county money in cooperation with $8,000 of state money. The County Court stated its unwillingness to let the state contract this work as a state project without providing that 60% of the labor employed on the portion that is being financed with county money shall be Wheeler County labor. The suggestion was made that it might be possible to contract the work as a combination job in a manner similar to the Merrill-Hatfield and Malin-California Line projects for which the Commission opened bids on the previous day, or to let the state contract the grading work and the county do the surfacing work with county forces, under state supervision. After considerable discussion the matter was left with the State Highway Commission and its Engineer to work out the best possible solution.

The Engineer reported that the estimated cost of the proposed Arch Cape Tunnel project, including the tunnel portals and the bridge over Arch Cape Creek, exceeds by about $60,000 the amounts heretofore allocated to that job. He inquired whether the Commission desires to allocate additional funds to the project now or to defer the construction of the portal structures and the bridge to some future time. The Commission decided to proceed with the construction of the entire project at this time, including portals and the bridge, notwithstanding the extra expense involved.

The Engineer also reported that the proposed railroad grade elimination program has been approved by the Union Pacific Company, Great Northern, and the S. P. & S., and affiliated companies and that signed letters have been received from these companies signifying such approval; also, that he has received a telegram from the Northern Pacific Company indicating that they also approve and will forward a letter indicating such approval, but he has not yet heard from the Southern Pacific Company, although he has wired the company to hasten such approval. The Commission took no action on this matter. (Approval of the Southern Pacific Company was received later in the session.)

The County Court of Lincoln County, represented by County Commissioners Jay W. Dunn and E. G. Calkins, was present and urged the Commission to improve the Corvallis-Newport Highway easterly from the town of Toledo. The Court was informed by Chairman Cabell that this project is on the Commission's program and it is the intention of the Commission to advertise the project for bids to be received on April 2.

Mr. Dunn reported the receipt of a complaint from a man residing at Seal Rocks who alleges that the State Highway Commission is maintaining a stock pile of rock in front of some of his property at Seal Rocks, on account of which he is barred access to his land, and wants the stock pile removed. The matter was referred to the Engineer for investigation.

Mr. Dunn also advised that Lincoln County proposes to undertake the rocking of two county road projects in the vicinity of Seal Rocks and they would like permission to secure their rock from the state's quarry located at this place and to set up their plant in this quarry. The Engineer stated that the Commission will soon have to build the approaches to the Alsea Bay Bridge and it is planned to use rock from this particular quarry in connection with such construction; also, that he would have no objection to the county using this quarry when the state's contractor is through with it but he does not believe that it would be satisfactory for the two outfits to work in the quarry at the same time. In fact, he has specified in the special provisions of this job the unrestricted use of this quarry by the state's contractor. The Commission took the matter under advisement.

Mr. L. G. Apperson, City Engineer of Portland, presented a letter signed by himself as City Engineer, giving his ideas as to how long it will take for the Commission to complete construction of the Wilson River and the Wolf Creek Highways at the rate of progress that has been made since 1932. He predicted that it would take 13 years to complete the Wolf Creek Highway from Portland to the coast and 15 years to complete the Wilson River Highway from Glenwood to Tillamook. He gave as his thought that legislation should be worked out to enable the completion of these to be accomplished in a comparatively short time and declared that Portland is entitled to such consideration. The Commission took no action on this matter.

The Commission adjourned at 6:00 o'clock p. m., to reconvene at 9:00 o'clock a. m. on the following morning in the Benson Hotel.

Portland, Oregon, January 11, 1936.

The State Highway Commission reconvened at 9:00 o'clock a. m. in Room 306, Benson Hotel, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

The Commission discussed Chairman Cabell's letter directed to E.J. Griffith, State Administrator, Works Progress Administration, reviewing and confirming the position taken heretofore by the Commission in regard to the Wolf Creek Highway and Wilson River Highway W.P.A. projects proposed by the city of Portland. The Commission approved the letter by unanimous vote and ordered that it be copied in the records of the Commission.

Mr. E. J. Griffith, State Administrator
Works Progress Administration
Bedell Building
Portland, Oregon

Dear Sir:

At the time there was first presented to the Highway Commission a plan to employ relief labor from Multnomah County on the clearing and grading of state highways, the plan consisted solely of a major project on the Wilson River Highway location. The Highway Commission took the position that the construction of any part of the Wilson River road was a desirable project and that the construction by this means of any of the other incompleted sections of the state highway system would be welcomed. The Highway Commission further decided to provide the necessary rights of way and to furnish the engineering service on such projects.

The Commission however, at that time, pointed out that in its opinion there was an even greater demand by the large population residing in Multnomah County for the early completion of the Wolf Creek Highway and in particular that portion between Sunset Camp and Elsie. The proponents of the project agreed that this also was desirable, but stated that, owing to the fact that there were better existing transportation facilities to Glenwood on the Wilson River road than to Sunset Camp, it would be difficult to put an equally large project at the latter point.

The Commission then suggested that additional work on the ultimate line of the Wolf Creek Highway into Portland could be done immediately outside of Portland adjacent to its reservoir of relief labor and that, while it would be some time before this stretch could be connected up with a through beach highway, it would still be of immediate benefit to the rich Tualatin Valley.

Shortly afterward W.P.A. projects were drawn up for all three of these sections; i.e., Glenwood clear through on the Wilson River road and both Sunset Camp west and Canyon Road west on the Wolf Creek location.

The Commission is now informed that after various difficulties in getting these projects approved, they have been redrafted and that it is now proposed to do much the greater portion of the work on the Wilson River Highway and that the section of the Wolf Creek Highway from Sunset Camp west has been entirely eliminated.

The Commission realizes that the primary problem of the W.P.A. is to put men now on relief to work and that conditions with which it is not familiar may make it impracticable to place these men at Sunset Camp, but the Commission does wish to reiterate its belief that, from the point of view of meeting the urgent desire of the citizens of Portland and Multnomah County for a short road to the sea, the Sunset Camp west portion of the Wolf Creek Highway is more important than either that portion of the Wolf Creek Highway near the Canyon Road or any portion of the Wilson River Highway, however desirable these projects also may be.

It is important that the Commission know the final outcome of the plans of the W.P.A. for the improvement of the Wolf Creek Highway as soon as possible because the Commission wishes to place under contract a project on the Wolf Creek location with the saving in contract prices over budgeted amounts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Chairman

Mr. Hal Farmer, Senior Highway Engineer, Bureau of Public Roads, was present and discussed with the Commission the matter of lighting the tunnel which it is proposed to construct on the Columbia River Highway at Tooth Rock, Multnomah County. He explained that the tunnel construction is a Forest Highway project but the lighting of the tunnel is a separate proposition and cannot be paid for with forest highway funds; wherefore, in view of the fact that it is essential that the tunnel be lighted for the protection of traffic, funds to accomplish this must be provided from some other source than the federal government. He estimated that it will cost about $6000 to install the system and from $130 to $360 per month to operate and maintain it, depending on the cost of electricity and lamps. He inquired whether or not the Commission would be willing to assume this expense and suggested favorable consideration in view of the necessity of lighting the tunnel.

The State Highway Engineer explained that the lighting of tunnels is a necessity for public safety and protection, and gave as his thought that this expense was fully justified and warranted. He recommended the adoption of Mr. Farmer's suggestion and that the records show that the Commission approves the expenditure of state funds to install and maintain the lights in accordance therewith. After some discussion the Commission approved the Engineer's recommendation unanimously. Mr. Farmer was requested to arrange for the installation through the State Purchasing Agent in the same manner that other highway purchases are made.

The Commission had under discussion at this time an offer from H.C. Dixon, Woodburn, to purchase for the sum of $200 a certain house belonging to the Commission in the town of Aurora. The Engineer explained that this house has previously been advertised for sale on two different occasions but a satisfactory bid was not received at either time. It was his thought that Mr. Dixon's offer should be accepted in the event that the land on which the house is located is not needed for right of way for the proposed highway extending from Aurora to Portland, via Wilsonville. The Commission thereupon referred the matter to the Engineer for investigation, with power to act.

The Engineer reported that in connection with the acquisition of right of way for the East Pendleton grade separation project, question has arisen as to whether or not 80-foot right of way should be acquired in front of the property of one Glen D. Long. It appears that Mr. Long's garage is

located on the extra width required by the state and there is a rock wall in front of his property, both of which would have to be removed in the event the Commission purchased an 80-foot right of way at this location and graded the highway for the full width. The Engineer pointed out that for the time being the garage building and the wall would not interfere with the plans for the construction of this project and the Commission might prefer to defer the acquisition of the extra right of way at this point until some future date when it is needed. On the other hand, the Commission might prefer to acquire the full width right of way at this time and permit Mr. Long to maintain his garage and rock wall in their present location until such time as the property is needed by the state, which procedure would save the state some expense at this time.

After some discussion of this matter the Commission decided to proceed with the acquisition of the full 80-foot width right of way but to allow Mr. Long to maintain his garage and rock wall in their present location until the extra land is needed for highway purposes, at which time he will be required to remove them from the highway premises. The Attorney was instructed to have this decision covered by appropriate clause in the deed of conveyance.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of such properties, which was carefully considered, and approved by the Commission. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been 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 property required, options have been obtained, which options have been 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 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
Estacada Section - Woodburn-Mt. Hood Secondary Hwy				
Fourier, Madeline A.	R/W	Apprx.5000 Sq.Ft.	$150 Lump Sum	Parker
Bailey, Frank J.	"	Part 3 Lots (Apprx.3195 Sq.Ft) Land	$250 plus $750	"
Smadbeck, Arthur	"	19780 Sq.Ft.	$170 Lump Sum	"
Enterprise-Joseph - Wallowa Lake Highway				
McCubbin, L. P. Est.	R/W	0.172	$100 per A.plus $32.25	Benson
Paisley Section - Fremont Highway				
Lake County	R/W	4500 Sq.Ft.	Gratis	McCallister
East Pendleton-Old Oregon Trail Hwy				
Long, Glen D.	R/W	890 Sq.Ft.	8¢ per sq.ft.plus $15	Benson
McComas, Sophia Byers	"	11.54 Acres	6 A. at $150 per A. 5.54 A. at $25 plus $395.85	"
Connell, P. J.	"	1000 Sq.Ft	6¢ per sq.ft. plus $20	"
O'Sullivan, Lawrence	"	5000 Sq.Ft.	15¢ per sq.ft. plus $1750	"
Fortier, Edward	"	1000 Sq.Ft	6¢ per sq.ft. plus cost of moving bldgs	"
Cronin, Lester B.	"	4170 Sq.Ft.	20¢ per sq.ft. plus $5168	"
Cronin, Lester B.	"	5115 Sq.Ft.	20¢ per sq.ft.plus $4975	"
Werst, Willard C.	"	5640 Sq.Ft.	20¢ per sq.ft.plus $5372	"
South Salem-Illahee School - Pacific Highway				
Greer, Hugh W.	R/W	0.87	$200 per A. plus $30	McCallister
Christianson, Lydia A.	"	2.02	$200 per A. plus $211	"
Ramey, Homer C.	"	0.75	$200 per A. plus $51	"
Calaba, Anna	"	1.54	$300 per A. plus $341	"
Macklin, A. T.	"	1.15	$200 per A. plus $230	"
Jorgensen, N. T.	"	0.48	$200 per A. plus $179	"
Scottsburg-Reedsport Section - Umpqua Highway				
Douglas County (W.G.Hoagland)	R/W	Fractional ¼ Section	$33 Lump Sum	DeSouza
Douglas County (W.G.Hoagland)	"	6.94	$12.68 Lump Sum	"
Douglas County (C.E.Marks)		Fractional ¼ Section	$44.92 Lump Sum	"
South Salem-Illahee School--Pacific Highway				
VanCleave, Florence	R/W	1.37	$300 per A. plus $251	McCallister
Tschauner, F. J.	"	1.91	1 A.at $200 per A. 0.91 " $100 " " plus $104	"

The Attorney requested authority to prepare and submit to the next legislature bills providing for amendments to the existing laws which would facilitate the acquisition of right of way for highway improvements, as follows:

1. Amendment that will permit the State Highway Commission to allege, in condemnation proceedings, benefits that will accrue to private property by reason of highway improvements

2. Amendment that will authorize the Commission to acquire the entire holdings of certain property owners where such is necessary, notwithstanding that not all of such property is required

3. Legislation that will authorize the Commission to control building construction and other activities within the 10-foot strip on each side of highway rights of way---in other words, a set-back law.

The Commission granted the Attorney's request by unanimous vote.

The Commission had under discussion a letter from Homer I. Watts, attorney for Mr. Lawrence O'Sullivan, Pendleton, with whom the Commission is negotiating for right of way for the East Pendleton grade separation project, in which the Commission was advised that Mr. O'Sullivan insists that the option which the Commission took from him for his property was obtained through fraudulent representations and that no consideration was given for this option; wherefore, he will not accept its terms nor abide by its provisions and insists that the option is void. Mr. Watts's letter also stated that Mr. O'Sullivan is willing to accept for his property such sum as a fair and impartial board of appraisers might place upon the same.

The Attorney advised that Mr. O'Sullivan was offered the sum of $2,500 for his property, which he considered a very fair settlement and which was accepted by Mr. O'Sullivan but evidently he has changed his mind about the matter since signing the option and is now of the opinion that it would be possible to secure a larger sum from the state. He suggested that it might be advisable to tender Mr. O'Sullivan a warrant in the amount previously agreed upon and at the same time get him to sign the deed of conveyance, if he will, and to condemn his property if he refuses to accept the warrant or sign the deed. After some discussion the Commission approved the Attorney's suggestion and authorized him to proceed accordingly.

The Attorney then advised the Commission that it appears necessary to condemn several parcels of land that are needed for right of way for the proposed East Pendleton improvement and he requested authority from the Commission to institute condemnation proceedings to acquire these properties if further negotiations reveal that necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the

acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

East Pendleton Section of Old Oregon Trail

land and property owned by or in possession of the following parties and/or persons, to wit:

Estate of Barney P. Doherty
W.R.Campbell,Jr., and Mrs. Frank Macy
Maud C. Dupuis
Minnie M. Phelps and D.D.Phelps
George A. Brutscher and Myrtle M. Brutscher
R.A.Brutscher and Pearl Brutscher
Laura C. Clark
Joseph Vey and Rita Vey
Lawrence O'Sullivan and Charlotte E. O'Sullivan
Mary Depew

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are

included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission had under discussion the matter of acquisition of right of way for the North Salem Undercrossing project. E. E. Bentley, Highway Department Right of Way Buyer, who is negotiating for this right of way for the Commission, was present and reported that all of this right of way has been accounted for with the exception of two or three tracts which, it appears, may have to be acquired by condemnation unless the Commission will agree to compromise. He mentioned particularly the parcels that are needed from a Mr. Laws and a Mr. Keene. He explained that Mr. Laws demands $132 more than he (Mr. Bentley) considers is a fair value of the property, based on the prices being paid for similar property in the same vicinity, and Mr. Keene wants $368 more than he has been offered, although there is a possibility that he might reduce his price. He also mentioned that it appears necessary to condemn the right of way needed from E. H. Moore and J. W. Harmer.

After considerable discussion and in order to avoid litigation, the Commission authorized the purchase of the Laws property at the figure demanded by Mr. Laws and the purchase of the Keene property at the figure demanded by Mr. Keene if he will not reduce his price. The Commission authorized the Attorney to condemn the Moore and Harmer properties if necessary.

The Attorney was also authorized to condemn right of way required from Florence Englin, Arthur Smadbeck, and James Jordan, for the Estacada Bridge Section of the Woodburn-Mt. Hood Loop Secondary Highway in Clackamas County. The following resolution in regard 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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

North Salem Undercrossing Section of the Pacific Highway in Marion County.

Estacada Bridge Section of the Woodburn-Mt. Hood Loop Secondary State Highway No. 161 in Clackamas County.

land and property owned by or in possession of the following parties and/or persons, to wit:

North Salem Undercrossing Section
Ernest Harry Moore and Eliza Ann Moore
J. W. Harmer and Bertha E. Harmer

Estacada Bridge Section
Florence M. Haynes Englin
Arthur Smadbeck and James Jordan

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Attorney was instructed to have all right of way matters in connection with the Salem Undercrossing Project completed by Saturday of this week so that the contract for this project, for which bids were received on January 10 may be awarded at that time.

County Commissioner B. Schoenburg and County Engineer D. J. Sage of Clackamas County came before the Commission at this time and presented an agreement signed by two members of the Clackamas County Court whereby the County guarantees the payment of costs in connection with the Clackamas County oiling projects for which bids were taken on January 9, over and above the amount of the federal funds that have been allocated to finance this work. The Attorney advised the Commission that two signatures of the County Court on this agreement is satisfactory and will bind the county to pay such costs. In view of the Attorney's advice the Engineer recommended the award of the oiling project to Edwin C. Gerber who submitted the low bid therefor on January 9 in the amount of $48,143.50 based on the use of road oil. W.H.Lynch, District Engineer, Bureau of Public Roads, who was present, concurred in the award of the contract to Mr. Gerber. The Commission by unanimous vote approved and adopted the Engineer's recommendation.

The Engineer reported that the conditions of the award of the contract for grading the Polk County Line-Soap Creek Section of Tampico County Road in Benton County have been satisfied and it is now his recommendation that this contract be awarded to Saxton & Looney and J. S. Risley, who submitted the low bid of $12,022 for this project on January 9. District Engineer Lynch of the Bureau of Public Roads concurred in this recommendation, whereupon the Commission awarded the contract to Saxton & Looney and J. S. Risley in accordance therewith.

There was before the Commission at this time a report from the Right of Way Department on the matter of the claim of the Rupp Investment Company for timber taken from their land which was acquired by Clatsop County for right of way for the Wolf Creek Highway. It was pointed out that the Commission at one time agreed to pay this claim in the event that the Rupp Investment Company could show to the Commission's satisfaction that the state had benefited by this timber. After considerable discussion the Commission deferred a decision pending a detailed report from the Engineer covering facts of the case. The Engineer was instructed to secure statements from the contractors who submitted bids for the construction of the highway through the Rupp Investment Company property as to whether the amount of their bids was affected in any way by reason of the provision in the specifications of this job that they could have the timber for their personal use and benefit.

District Engineer W. H. Lynch of the Bureau of Public Roads presented a joint letter to be signed by the Commission, the Regional Forester and himself, recommending to the Chief of the Bureau of Public Roads and the Chief of the Forest Service, at Washington, D. C., the approval of the forest road program for the fiscal year 1937 Forest Road Funds, which was mutually agreed upon at the joint conference held on January 9. The Commission signed the letter upon recommendation of the Engineer.

The Attorney reported that complaint has been filed by a property owner named Clark in connection with the Pendleton grade separation project, for which the Commission took bids on January 9. He gave as his thought that the solution of this problem might be hastened by a condemnation suit and requested authority from the Commission to file such action. The Commission approved. Also, it appears that the city of Pendleton was to pass an ordinance closing Court Street, which order would become effective in 30 days, or on February 3. Wherefore, the Commission decided to hold up the award of the contract for the construction of this project until then, and to continue to defer the award after that date if the railroad companies involved have not reached an agreement as to the joint use of their tracks.

Mr. C. G. Brownell, Portland, came before the Commission at this time in regard to his claim for compensation for gravel which he alleges was taken by the state from his property located in Umatilla County. He was informed by the Engineer that this matter has been thoroughly investigated and it has been found that the Highway Department forces took gravel from the stream bed and not from his property, as he thought, hence the Commission considers that the state owes him nothing for such gravel and has denied his claim. Mr. Brownell expressed disagreement with the findings and demanded a

copy of the Engineer's report on the subject, which the Commission instructed the Secretary to send him.

Chairman Cabell presented to the Commission at this time a deed from Samuel G. and Beulah K. Reed, Nehalem, conveying, as a gift, to the State of Oregon, for park purposes, 97.3 acres of land situate near Neahkahnie Mountain in Tillamook County, described as follows: All of Lots 1, 2, 3, 4, and 5, lying west of the highway in Section 18, Township 3 North, Range 10 West, containing 97.3 acres. The Commission accepted the deed and ordered that an appropriate letter of thanks be directed to Mr. and Mrs. Reed for this gift.

The Engineer reported that there are accumulated savings in the State Highway fund amounting to over $1,500,000, which it appears cannot be used to match the fiscal year 1937 Regular Federal Aid moneys as was originally intended, inasmuch as it seems doubtful that Congress will make the customary Federal Aid appropriation, which leaves the state money available for other purposes. He suggested that it would be advisable to allocate $500,000 of this money now for oiling projects throughout the state, one-half of such amount to be expended on secondary highways and the balance on primary highways, but to defer the arrangement of a program for the remaining funds, amounting to $1,000,000 until it is known definitely whether or not Congress appropriates the fiscal year 1937 Federal Aid money. The Commission approved the Engineer's suggestion by unanimous vote. There followed a general discussion as to how the money should be distributed to the four districts of the state, with the result that the following basis of allocation was tentatively adopted by the Commission by mutual agreement:

District No. 1 -	41%,	$205,000
District No. 2 -	21%	105,000
District No. 3 -	16%	80,000
District No. 4 -	22%	110,000
	TOTAL	$500,000

It was understood that the basis of this allocation shall be limited to the $500,000 which it is proposed to program at this time but that a new basis of allocation shall be determined and used in distributing the remaining $1,000,000 in the event Congress does not appropriate Federal Aid Funds this year.

Consideration was then given by the Commission to the formulation of a program for such funds. The Engineer submitted a list of desirable projects from which the Commission tentatively selected the following as a partial program, with the understanding that final approval would be deferred until the next regular meeting of the Commission on February 6:

PRIMARY HIGHWAY OILING PROJECTS

Division No. 1

Corvallis-Newport Hwy, in Lincoln Co.		$25,000
Columbia River Hwy, in Columbia and Clatsop Counties	70.0 mi.	45,000
Columbia River Hwy betw'n Portland & Troutdale, Multnomah Co.	7.3 mi.	4,000
Mt. Hood Hwy, in Multnomah County	12.7 mi.	9,000

(Primary Highway Oiling Projects, continued)

Division No. 2
Umpqua Hwy betw'n Reedsport & West Forest Boundary, Douglas Co. $50,000

Division No. 3
McKenzie Hwy in Deschutes County - - - - - - - - - - - - - - - - - - $28,000

Division No. 4
Wallowa Lake Hwy betw'n Elgin & Rock Creek, Union County - - - - - $55,000
Pendleton- Cold Springs Hwy in Umatilla County - - - - - - - - - - 55,000

SECONDARY HIGHWAY OILING PROJECTS

Division No. 1
Salem-Dayton Hwy betw'n Dayton and Spaulding Ranch, Yamhill County $65,000
Cottage Farm-Aumsville Road in Marion County - - - - - 6 mi. - - - 15,000
Nehalem Hwy, in Columbia County - - - - - - - - - - - - - - - - - - - 42,000

Division No. 2.
Butte Creek Road or Dead Indian Road in Jackson Co.or Catching Slough Bridge, in Coos County - $55,000

Division No. 3
Hood River Secondary Highway in Hood River County - - - - - - - - - $27,000
Shenar 's Bridge Hwy in Wasco County - - - - - - - - - - - - - - - - 25,000

Division No. 4
Secondary Hwy funds allotted to Pendleton-Cold Springs Primary Hwy in Umatilla County

The Engineer was authorized by the Commission to make surveys as may be necessary in connection with each of these projects and otherwise to prepare them for immediate contracting as soon as they have been definitely approved.

Chairman Cabell requested information in connection with the oiling of the Klamath Lake Secondary Highway from Klamath Falls northwesterly to the end of the adequately surfaced portion. Such information not being immediately available, the Commission ordered a report thereon submitted at the next meeting as to the distance which can be oiled without regrading or resurfacing, and the estimated cost thereof.

The Engineer discussed with the Commission the matter of salaries to be paid men employed on the proposed statewide planning survey. He pointed out that this survey will include not only all the roads on the state highway system but will cover all the roads in the state; that the survey is estimated to cost a total of $375,000, of which $200,000 will be federal funds appropriated for such purpose, $100,000 W.P.A. relief funds, and the balance state funds. He said that he proposed to place Traffic Engineer John Beakey in charge of this work as Planning Survey Manager and to employ Mr. Burdette Glenn, instructor at Oregon State College, as Traffic Survey Manager, inasmuch as Mr. Glenn has had training and experience which specially fit him for such work. He also said that it would be necessary to employ at least

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three economists. He advised that Mr. Glenn has arranged for a leave of absence from the college for one year; but, in order to secure his services, it will be necessary to pay him a salary amounting to at least what he is now receiving from the college and that Mr. Glenn has signified his willingness to accept an offer of $275.00 per month, net. He recommended, in view of the experience that Mr. Glenn has had in this kind of work, that he be employed at that rate. He also recommended a salary of $275.00 per month, net, for each of the economists, and a rate of $300.00 per month, net, for Mr. Beakey, inasmuch as Mr. Beakey will have full charge of the entire survey. After due consideration of this matter, the Commission approved the Engineer's recommendation unanimously, subject to the approval of the State Budget Director.

Parks Engineer S. H. Boardman was present and reported on various park matters. He said that his attention has been called to the fact that there is considerable tax delinquent property located along the Upper Columbia River Highway west of Benson Park, which is desirable for park purposes, and the suggestion has been made to him that the state acquire this property at delinquent tax sales. The Commission decided that if these properties are desirable for state park purposes it would be advisable to acquire them direct from Multnomah County, if they can be secured for reasonable amounts, rather than at delinquent tax sales. The Parks Engineer was instructed to convey such information to the Board of County Commissioners of Multnomah County.

The Parks Engineer also reported that the suggestion has been made to him by Mr. Gilbert E. Gable, who is interested in the port development at Port Orford, in Curry County, that it would be advisable for the state to enlarge the state park located at Port Orford by acquiring two city blocks situate adjacent to the present park, particularly blocks 27 and 30, which not only border on the park but also front on the Oregon Coast Highway. He said that the two blocks in question would make a desirable addition to the present park if they can be purchased for a reasonable sum but he doubted that the state could finance the purchase at this time in view of the fact that they are business blocks on which are located a number of business houses which would be costly to move. After some discussion the Commission instructed the Parks Engineer to ascertain from the owners of this property if they are willing to dispose of their interests therein to the state, and, if so, for what price.

The matter of enlarging Cape Arago Park was discussed. The Parks Engineer advised that, as previously instructed by the Commission, he contacted the owner of the land located adjacent to the present park, who states that he is unwilling to dispose of his holdings to the state for less than $10,000. He gave as his thought that this figure is entirely too high and suggested that the matter be dropped unless the owner is willing to sell at a considerably lower figure. The Commission agreed with the Parks Engineer and instructed him to discontinue negotiations for such property for the time being.

The Parks Engineer also reported on his investigation for the purchase of a small strip of land at the end of Depoe Bay Bridge in Lincoln County, as previously instructed by the Commission. He said that he contacted the owner of this property, who advises that he will not sell it for less than

$2,500; also, that it is highly desirable for the state to own this property in order to control the area at the bridge site but he did not believe that the state is justified in paying the price asked by the owner. He requested instructions in regard thereto. The Commission agreed that $2,500 is too much to pay for this property and instructed the Parks Engineer to discontinue negotiations for the same for the time being.

The Parks Engineer requested authority to purchase 4 acres of land situate adjacent to the state park just south of Glenada in Lane County, which property is described as follows: A parcel of land lying in the Southeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$, Section 34, Township 18 South, Range 12 West, Lane County, containing 4.55 acres. He said that this tract should be owned by the state in order to fill out the present park; also, that the owner of the property is willing to sell it at the rate of $25 an acre, or for a total of $100. He requested authority to purchase the property at that figure. The Commission approved the Parks Engineer's request by unanimous vote.

The Commission reconsidered tha matter of naming one of the state parks in honor of Mrs. Jessie M. Honeyman. The Parks Engineer advised that, as previously instructed by the Commission, he made a study of state parks with a view to recommending one to be named in honor of Mrs. Honeyman and he has concluded that the park located at Woahink Lake, in western Lane County, would be appropriate for this purpose, especially in view of the fact that Mrs. Honeyman has indicated her preference that one of the parks located along the coast be named in her honor. He recommended that this park be named "Jessie M. Honeyman Park". The Commission approved the Parks Engineer's recommendation by unanimous vote.

A report was rendered on the offer of Mr. E. J. Boos, Forest Grove, to sell to the state for park purposes a tract of timber land located on the proposed Wolf Creek Highway location about 4 miles east of Sunset Camp. The Parks Engineer stated that, due to the fact that a highway tunnel is proposed at this location and that the terrain is very rough, the purchase of this property at this time for park purposes or for timber preservation, in his estimation, would not be advisable. He recommended that Mr. Boos's offer be declined. The Commission approved the Parks Engineer's recommendation and ordered that Mr. Boos be so informed and that he be thanked for giving the state the opportunity to purchase this property before selling it to other parties.

The Parks Engineer brought up the matter of purchase of additional land at Silver Creek Falls State Park in Marion County. He said that the present park completely surrounds a privately owned tract containing 80 acres, and, in his estimation, the state should acquire this 80-acre tract in order to fill out the present park, provided it can be obtained for a reasonable sum. He requested authority to negotiate with the owner for the purchase of the property. After some discussion, the Commission authorized the Parks Engineer to contact the owner in regard thereto and ascertain the least amount that he will take for this property.

The Parks Engineer reported receipt of a request from the Angora Club of Astoria for the use of one of the abandoned C.C.C. buildings located

in Ecola State Park for clubhouse purposes. He inquired whether or not the Commission wished to grant this request and advised that, in his estimation, it would be setting an undesirable precedent. After some discussion the Commission denied the request and instructed the Parks Engineer to so inform the Angora Club.

The Commission had under discussion the proposed exchange of timber along the Salmon River Highway in Lincoln and Tillamook Counties. The Attorney advised that the Schroeder interests have two buyers for their property and want to know whether or not the state intends to complete the purchase of the same, so they can give these prospective buyers an answer and can hold them off if necessary. He also advised that the timber on the Schroeder tracts has been cruised at 17,000,000 feet and that the Schroeder people want $25,000 for this timber, although he believes that he can get them to reduce their price to about $22,000. He further reported that the Miami interests, who own the timber immediately adjacent to the Salmon River Highway, are unwilling to dispose of their timber on the basis of the cruise that was made several years ago and are demanding a new cruise by the same man that cruised the timber on the Schroeder tracts. He said that he did not believe that the timber on the Miami Company property within the limits heretofore decided on would cruise 17,000,000 feet; wherefore, it might be advisable to make a new cruise. He requested authority to do this and to extend it along the highway a sufficient distance beyond the present limits to include 17,000,000 feet of timber, inasmuch as the exchange is to be made on a foot for foot basis.

After considerable discussion of this matter, the Commission by unanimous vote authorized a new cruise of the Miami Company's timber in accordance with the Attorney's request. The Commission also authorized the Attorney to tell the Schroeder people that the Commission is of the opinion that there is a reasonable chance that this deal will be completed.

The Parks Engineer brought up the matter of acquisition of Golden Falls in Coos County and the construction of a road leading to the falls from the town of Allegany, which matter has previously had the attention of the Commission as a prospective state park. He said that C.C.C. funds cannot be used to purchase this property, neither can C.C.C. labor be used to improve the road, which features should be considered in further negotiations for the acquisition of the area. He mentioned that it might be possible for Coos County to purchase the property and to improve the road leading to it as a W.P.A. project and was instructed by the Commission to suggest such procedure to the County Court of Coos County and to Butler Brothers, who own the land on which Golden Falls is situated.

The Engineer presented a copy of a telegram from Portland Chapter, Associated General Contractors of America, to its representative in Washington, D. C., and a copy of the reply received in response thereto, in regard to the status of the Regular Federal Aid appropriation for the fiscal years 1937 and 1938, wherein it is revealed that the federal budget contemplates the suspension of the customary appropriation for the fiscal year 1937, although provision has been made for funds for the fiscal year 1938. The Engineer gave as his thought that it would be well to advise the Associated General Contractors what effect the cancellation of the appropriation for 1937 will have

on road construction in Oregon. The Commission concurred and authorized him to convey such information to the Associated General Contractors and to use long distance telephone service in the event he thought that means of communication advisable.

The Commission considered and signed agreements, et cetera, as follows:

1. Agreement with the Southern Pacific Company covering the proposed overhead crossing of its Coos Bay Branch on the Eugene-Junction City Secondary State Highway, a short distance north of Eugene, in Lane County.

2. Agreement with the Southern Pacific Company covering the proposed overhead crossing of the Oregon, California & Eastern Railway Company tracks at Dairy on the Klamath Falls-Lakeview Highway, in Klamath County.

3. Agreement with Multnomah County covering the maintenance of Northeast 102d Avenue (Craig Road) from a point .77 mile south of the Columbia River Highway to a point 1.15 miles south of the Columbia River Highway, which section is being constructed by the state as a federal road project, being designated as Oregon Project WPGS-254.

4. Agreement with Multnomah County covering the maintenance of Northeast Halsey Street from a point 2500 feet east of Northeast 122d Avenue (Buckley Road) to the Columbia River Highway at Troutdale, which section is being improved by the state as a federal road project, being designated as Oregon project WPSO-268.

5. Agreement with Multnomah County covering the maintenance of Cameron Road and Southwest 45th Avenue from the junction of Shattuck Road and Cameron Road to the junction of Southwest 45th Avenue and County Road No. 846, which section is being improved by the state as a federal road project and is designated as Oregon Project WPSO-267.

6. Agreement with Multnomah County providing for the maintenance of Southwest Humphrey Boulevard from its junction with the Tualatin Valley Highway to Shattuck Road, which section is being constructed by the state as a federal road project and is designated as Oregon Project WPSO-266.

7. Agreement with Clackamas County covering the maintenance of eight county road oiling projects, 27.87 miles in length, which are being constructed by the state as federal road projects and are designated as Oregon Projects Nos. WPSO-269 to 276, inclusive.

8. Agreement with Benton County providing for the maintenance of Tampico Market Road from the Benton-Polk County Line to Soap Creek, which section is being constructed by the state as a federal road project, being designated as Oregon project WPSO-277.

9. Agreement with Klamath County covering the maintenance of the Merrill-Hatfield Road from a point approximately 2½ miles east of Merrill to the Oregon-California State Line, north of Hatfield, California, which section is being constructed by the state as a federal road project and is known as Oregon Project WPSO-282.

10. Agreement with Columbia County providing for the maintenance of three county road oiling projects which are being constructed by the state as federal road projects and are designated as Oregon Projects WPSO-278, 279 and 280.

11. Agreement with Deschutes County covering the maintenance of Tumalo Falls Road from a point approximately ¼ mile east of the Deschutes National Forest Boundary to a point approximately 7 miles west of Bend, which section is being constructed by the state as a federal road project and is known as Oregon Project WPSO-281.

12. Agreements with the O.W.R.& N. Company covering the construction and maintenance of overcrossing structures on the Columbia River Highway at Big Eddy, in Wasco County, and at Biggs, in Sherman County.

13. Agreement with the County Court of Clackamas County whereby the county agrees to reimburse the state for any expenditures or disbursements which the state shall be required to make out of state highway funds in connection with the construction of eight county road oiling projects in Clackamas County.

14. Agreement with the County Court of Polk County whereby the county agrees to reimburse the state for any expenditures or disbursements which the state shall be required to make out of state highway funds in connection with the construction of the Byerly Corner-Bethel Section of the Lincoln-Ballston Road.

15. Bargain and Sale Deed conveying to Elmer Wright and Josephine Wright, husband and wife, two parcels of land containing .93 and .81 acre of land respectively, situate adjacent to the West Side Pacific Highway in the NW¼ of the NW¼ of Section 14, Twp 3 S, R 2 W, W. M., Yamhill County.

16. Pile trestle permit authorizing the Western Battery Separator Company to install a pile trestle roadway upon and along the right of way of the Coos River Secondary State Highway No. 241 in Coos County on the north side of the Isthmus Slough Bridge.

There being no further business to come before the Commission at this time, the meeting was adjourned at 1:30 o'clock p. m.

Henry L. Cabell
Chairman

E B Aldrich
Commissioner

F. Tou Velle
Commissioner

Portland, Oregon, February 6, 1936.

The State Highway Commission met in regular session at 9:00 o'clock a.m. in the auditorium of the Public Service Building. Present were:

E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Chairman Cabell was absent on account of illness.

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

WOODBURN-SANDY HIGHWAY
BRIDGE OVER CLACKAMAS RIVER AT ESTACADA

	Road Oil	Tar
Mountain States Construction Co.	$83,903.00	$84,113.00
Theo. Arenz & Oregon Contracting Co.	85,895.50	85,910.50
Warren Northwest, Inc.		86,465.00
Orino, Birkemeier & Saremel	89,726.50	89,771.50

OREGON COAST HIGHWAY
ARCH CAPE TUNNEL SECTION - GRADING, TUNNEL, COMPOSITE PILE TRESTLE BRIDGE

	Using Preservative Oil Treatment	Using Wolman Salts Treatment
Orino, Birkemeier & Saremel	$166,904.00	$166,904.00
Kern & Kibbe	176,883.50	- - - - -

Arch Cape Tunnel-con't.

	Using Preservative Oil Treatment	Using Wolman Salts Treatment
Myers & Goulter	$189,175.00	$189,175.00
Colonial Construction Co.	199,832.00	199,832.00
P. L. Crooks & Co., Inc.	207,295.00	210,295.00
Joplin & Eldon	215,691.50	215,691.50
Malcom & Bell	224,267.00	224,867.00
Guthrie-McDougall Co.	239,767.50	- - - - -
General Construction Co.	245,852.00	242,552.00

COLUMBIA RIVER HIGHWAY
20TH-28TH STREET SECTION OF COMMERCIAL STREET AND FRANKLIN AVENUE IN ASTORIA - PAVING

Brookfield Company	$30,580.00
The United Contracting Co.	32,486.50
Warren Northwest, Inc.	33,925.00
Mountain States Construction Co.	34,510.50
Dolan Construction Co.	44,619.00

COLUMBIA RIVER HIGHWAY
RAINIER SECTION-GRADING, PAVING AND WIDENING

Theo. Arenz & Oregon Contracting Co.	$38,443.50
Parker-Schram Co.	43,297.00
Homer G. Johnson	47,018.50
The United Contracting Co.	47,022.50

DAIRY-BONANZA HIGHWAY
DAIRY-BONANZA SECTION - REGRADING AND RESURFACING

Dunn & Baker	$33,783.00

FREMONT HIGHWAY
BRIDGE OVER CHEWAUCAN RIVER TEN MILES SOUTH OF PAISLEY

J. F. Johnston	$14,973.00
Babler Bros.	18,535.00

EUGENE-VENETA HIGHWAY
DOTY RANCH-DANEBO ROAD SECTION
GRADING, SURFACING AND BITUMINOUS MACADAM

Consolidated Highway Co. Inc.	$16,141.20
Theo. Arenz & Oregon Contracting Co.	16,177.00
Homer G. Johnson	18,162.50
Harold Blake	18,163.50
E. C. Hall	19,853.50
Warren Northwest, Inc.	20,785.00

EUGENE-VENETA HIGHWAY
OAK HILL-DOTY RANCH SECTION
GRADING, SURFACING AND BITUMINOUS MACADAM

Consolidated Highway Co., Inc.	$30,442.50
Theo. Arenz & Oregon Contracting Co.	33,349.00
Harold Blake	35,633.00
E. C. Hall	37,136.00
Homer G. Johnson	39,172.50
Warren Northwest, Inc.	39,287.50

N. E. 47 AVENUE-PORTLAND
COLUMBIA BOULEVARD-LEVEE ROAD SECTION
GRADING, PAVING AND TREATED PILE TRESTLE

Warren Northwest Inc. & Porter W. Yett	$41,935.00
The United Contracting Co.	44,420.35
Parker-Schram Co.	45,317.50
Jacobsen-Jensen Co.	46,789.00
Harold Blake	46,802.50
F. J. Kernan	59,697.50

NEHALEM COUNTY ROAD
MANZANITA-WHEELER SECTION - OIL MAT SURFACE TREATMENT

	Using Road Oil	Using Tar
J. C. Compton	$11,476.00	$ 11,411.00
Babler Bros.	11,640.00	- - - -
Warren Northwest, Inc.	12,509.00	12,345.00

PENDLETON-COLD SPRINGS HIGHWAY
COLD SPRINGS BRIDGE-HOLDMAN SECTION
REGRADING, SURFACING, OIL MAT SURFACE TREATMENT, ALSO CRUSHED ROCK

H. C. Rogers	$51,872.25
Newport Construction Co.	53,594.85
Consolidated Highway Co., Inc.	55,163.96
Schmeer, Williams & Gentemann	56,828.50
Babler Bros.	57,931.00
A. Milne	60,116.00
Warren Northwest, Inc.	60,171.50
Saxton & Looney & J. S. Risley	64,034.00

Commissioner Aldrich announced that the award of contracts would be made at 4:00 o'clock p. m. in the same room.

Parks Engineer S. H. Boardman was present in regard to the following park matters:

He said that he has received a request from the U. S. Treasury Department for the use of five acres of land situate in Cape Arago State

Park, Coos County, upon which to establish a radio station for the benefit of the Coast Guard Service. He gave as his thought that the radio station would not interfere with the use of the park nor detract from it, inasmuch as it would be located at the highest point at the back end of the park and he recommended that the request be granted. The Commission approved the Parks Engineer's recommendation.

He brought up for discussion the matter of acquisition of timber strips 500' wide on each side of the Klamath Falls-Lakeview Highway in the vicinity of Quartz Mountain and extending for a distance of 7.8 miles along this highway and containing about 950 acres of land. He gave as his thought that it would be to the state's advantage to secure title to this property and requested authority to conduct negotiations with the owner for the purchase of same. The Commission granted the Parks Engineer's request unanimously.

Mr. Boardman then requested authority to investigate and negotiate for the acquisition of 360 acres of timber land located on what is known as Bly Mountain adjacent to the Klamath Falls-Lakeview Highway. He said that this property is very desirable from the state park standpoint and that he believes it can be purchased for not to exceed $5 per acre. The Commission authorized him to negotiate with the owners for the purchase of this tract.

The acquisition of a small tract of land located adjacent to the Columbia River Highway at Crown Point, in Multnomah County, was brought up for discussion by the Parks Engineer. He said that this property, which is owned by a Mr. James Ross, contains 14 acres and was at one time held for $350 per acre but the owner is now willing to sell it for $285 per acre. He said that this property is of no value to the state from the park standpoint and recommended that the offer be declined. The Commission approved the recommendation.

The matter of acquisition of timber adjacent to the Heppner-Spray Secondary Highway in Morrow County was discussed. Mr. Boardman said that he endeavored to inspect this timber but was unable to do so because of snow conditions, however, he contacted the owners of the timber who have consented to discontinue cutting any more of the trees until the state has definitely decided whether or not to acquire the timber for state park purposes. He also said that there is a possibility that the Federal Government would be interested in including this timber area within the National Forest and that he is working to that end. The Commission approved the report.

Reconsideration was given by the Commission to the purchase of an 80-acre tract of timber land surrounded by Silver Falls State Park, in Marion County. The Parks Engineer stated that he contacted the owner of this property who at first demanded the sum of $35.00 per acre for the same but finally consented to sell at a price of $30 per acre. He strongly urged the acquisition of the property in order to complete this state park and to protect the state's investment in the present park. After considerable discussion the Commission approved the purchase of the 80-acre tract at the rate of $30 per acre and authorized the Parks Engineer to complete the deal on that basis.

The Parks Engineer brought up for discussion the matter of acquisition of 28 acres of land located on the east side of the Oregon Coast Highway at Boiler Bay in Lincoln County. He said that this land is owned by Lord Peel of London and that a demand of $50 per acre has been made for it. He pointed out that the state now owns a park on the west side of the highway and gave as his thought that the state should also own the property on the east side of the highway in order to protect the present investment and to own and control this property, which contains a fine stand of timber and on which there is a high hill which could be developed to very good advantage as an observation point from which a wonderful view of the Oregon coast line can be obtained. He recommended the purchase of the property at the price demanded. The Commission approved his recommendation unanimously.

The Parks Engineer also brought up for discussion the matter of purchase of some land adjacent to the Columbia River Highway at Shell Rock Mountain in Hood River County, being located in Sections 5 & 6 of Township 2 North, Range 9 East, W. M. He said that Hood River County owns 84 acres in Section 6 described as Lots 1,4 & 5, which the county has agreed to donate to the state for park purposes; also that a man by the name of C. Lewis Mead owns 102 acres situate in Section 5 which he is willing to sell for the sum of $5,010 and that the Brugman Timber Company, which owns 440 acres situate in Sections 5 & 6, has offered to sell its holdings to the state for the sum of $4,400, or at the rate of $10 per acre. He inquired whether or not the Commission is sufficiently interested in the matter to authorize him to continue negotiations with the owners for the acquisition of this property. After some discussion the Commission deferred action on the matter pending the presence of Chairman Cabell. In this connection, the Parks Engineer advised that he knew of no other place in the Columbia Gorge where the highway stands out as distinctly as through this particular area. This matter was discussed with Chairman Cabell at his residence on Saturday afternoon, February 8, at which time the Commission decided to defer a decision until the next meeting which was scheduled to be held on February 19.

The Parks Engineer reported a communication from a lady who is building a residence in the vicinity of Holman State Park, near West Salem, Polk County, who desires to use water from the park water supply for private domestic purposes. The Commission denied the request.

The Engineer reported on the matter of oiling certain city streets in the City of Prineville as requested by County Judge M. R. Biggs, Crook County, at the previous meeting. He said that investigation reveals that Judge Biggs desires the oiling of the main north and south street, 60' wide, for a distance of five blocks, of which one block is a unit of the Ochoco Highway, one block is a unit of the Crooked River Secondary Highway and the three remaining blocks are a unit of the Warm Springs Secondary Highway; also that he wants the oiling of five blocks, 24' wide, north on their main street which is a unit of the Warm Springs Secondary Highway, and one block, 60' wide, on the Ochoco Highway east from Main Street. He estimated that this work, including the placing of stabilizing materials and reconstructing pipe lines etc., will cost approximately $6,000. He pointed out that only a very small part of this work is eligible for federal moneys, hence, if the

Commission approves the project, it will have to be paid for with state money. He also said that, if the Commission approved the project and there are no legal barriers, the work could be done in connection with the Commission's present contract at this place.

The Attorney advised that, inasmuch as no provision has been made in the present contract to extend the work beyond the limits specified therein, the Commission can not legally extend the contract and the work will have to be done as a separate and distinct project. In view of the Attorney's opinion, the Commission declined to undertake this project and ordered that Judge Biggs be so informed.

The Commission had under consideration the Engineer's report in regard to the selection of secondary highway projects in Morrow and Gilliam Counties, which matter was referred to the Commission by the County Courts of those counties at the previous meeting. The question arose as to whether it would be advisable to improve the secondary highway which extends westerly from Heppner to Condon or to improve the Lexington-Echo Secondary Highway. The final decision was to oil the Lexington-Umatilla County Line Section of the Lexington-Echo Secondary Highway and the Engineer was instructed by the Commission to include such project in the construction program.

As previously instructed by the Commission, the Engineer reported on the advisability of permitting log hauling on the Baker-Unity and Sumpter Valley Highways in Baker County and on the Wallowa Lake Highway between its junction with the county road leading to Maxville and Wallowa during Saturday afternoons, Sundays and holidays, as has been requested by certain operators. He said that the Wallowa Lake Highway is one of the principal recreation roads of Eastern Oregon and that log hauling on this road during weekends would seriously inconvenience other traffic and create an unnecessary hazard. In regard to the Baker-Unity and Sumpter Valley roads, he said that Baker is the trade center of the Sumpter Valley district and consequently traffic on these highways is particularly heavy during Saturday afternoons. He recommended that the Commission adhere to its present policy of prohibiting Saturday afternoon, Sunday and holiday hauling of logs on these roads. The Commission approved the Engineer's recommendation and instructed the Secretary to inform the petitioners that their request has been denied.

The Commission considered the request from F. L. Owens, Tillamook, for improvements to the Oregon Coast Highway at his farm near Cloverdale. It appears that Mr. Owens is a dairy rancher and has occasion to drive his cows across the highway at this point four times daily which is a dangerous procedure, not only to highway traffic but also to the stock because there is a sharp curve in this highway alignment and the sight distance is short. The Engineer advised that many accidents have occurred at this location and to improve conditions it is planned to revise the highway alignment at some future date when funds are available. He pointed out that the present bridge over the Little Nestucca River south of Mr. Owens' ranch is in bad condition and will have to be replaced with a new structure soon and gave as his thought that nothing should be done about the line change at Owens' ranch until the bridge project is undertaken, which would make it possible to do

both jobs simultaneously. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported that, in conformity with instructions given him at the previous meeting, he made an investigation to determine whether or not there is a duplication in the efforts of the State Treasurer and the Secretary of State in the matter of collection of fines for traffic law violations and found that no such duplication exists, the facts being that the activities of the State Treasurer in this regard commence where those of the Secretary of State terminate, and that the Secretary of State's efforts are confined to correspondence whereas the State Treasurer's activities are carried on through his Field Auditor, Mr. A. W. Orten. The Commission approved the report and ordered that Mr. Orten be continued on the Highway Department's pay roll as a part-time employee until it appears that his services are of no advantage to the Highway Department.

Mr. Wm. A. Lovelace, Reedsport, came before the Commission in regard to the construction of the Umpqua Highway approach to the Oregon Coast Highway in Reedsport. He urged the Commission to construct this approach in order to provide a direct connection for northbound traffic from the Umpqua Highway, which traffic, unless such connection is made, will be required to go out of its way several blocks in order to get on the Coast Highway grade. He gave as their understanding that the Commission proposes to construct a wye connection at this junction and advised that they are not particular about the south leg of this wye being constructed now but they would like to have the north leg completed. Action on this matter was deferred by the Commission until Saturday, February 8. This matter was reconsidered by the Commission on February 8 at the home of Chairman Cabell, all members being present. The Engineer at that time reported that it would cost about $17,000 to construct this connection and recommended that the project be included in the 1936 program. The Commission approved his recommendation by unanimous vote with the understanding that the work be included in the present contract at Reedsport, if that can be done legally.

The Commission had under consideration a letter from the County Court of Harney County requesting that the state, at county expense, remove snow from a .6 mile section of Pine Creek Market Road where it connects with the Central Oregon Highway. The Engineer stated that he has no serious objection to performing this service for the county inasmuch as the county has agreed to pay for it, but it would be necessary to defer such work until the snow has been cleared from the Central Oregon Highway over Stinkingwater Mountain because of the shortage of snow removal equipment, which arrangement, he said, probably would not be satisfactory to the county. He questioned the advisability of attempting to keep this road clear, which would require the use of a rotary snow plow. After some discussion the Commission decided to deny the county's request and instructed the Secretary to so inform the County Court.

The Engineer reported on the cost to remove snow from the Weston-Elgin Secondary Highway up to Langdon Lake as has been requested by winter sports enthusiasts of Walla Walla, Pendleton, and vicinity. He said that

to keep this road open for the balance of the present winter season, starting about February 1, would cost approximately $2,800. He pointed out that the elevation at the summit of this highway is 3,500 feet which is about 1,000 feet higher than the summit on the Old Oregon Trail, where it has cost the state as much as $12,000 to keep the road open for travel during the winter season and, on that basis, there is a possibility that it would cost about $15,000 a season to keep the Weston-Elgin road free from snow as requested. In view of the Engineer's report the Commission decided not to attempt any snow removal operations on this road this year and instructed the Secretary to inform the petitioners accordingly.

The Commission had under discussion a letter from the Warner Valley Stock Company, Adel, Oregon, requesting improvements to the Camas Valley Section of Warner Secondary Highway in Lake County so as to eliminate bad snow conditions that obtain on this section under present conditions. The Engineer advised that this section is about 5 or 6 miles in length and that it is blocked each winter by snow drifts which make it necessary for the Warner Valley people to travel a route which is about 80 miles longer than the secondary highway route in going to Lakeview. He estimated that it would cost about $20,000 to construct the improvement requested by the stock company, including the raising of the grade line and the elimination of some curves. He doubted that such improvement would do away with the bad snow conditions and gave as his thought that it would still be necessary to operate snow plows in order to keep the road open for travel. He suggested that some relief might be obtained by the construction of snow fences. After some discussion the Commission instructed the Engineer to cause an investigation to be made of the conditions prevailing at this point to ascertain whether or not snow fences would solve the problem. He was authorized to construct such snow fences if the investigation reveals that they would be beneficial.

The Commission had under consideration a request from Mr. Ward Burnett, Cushman, Oregon, for permission to fence a portion of the Siuslaw Highway right of way and to cut grass within such right of way in the vicinity of his home. The Commission denied Mr. Burnett's request to build any fences on the highway but granted his request to cut grass growing within the highway right of way limits provided he will cut such grass at the times when his operations will not interfere with highway activities.

The Engineer reported the cost to construct the following improvements in the town of Sutherlin as requested by the mayor of that town:

1. Construct sidewalk or build foot bridge alongside the bridge over Sutherlin Creek near the south city limits. The Engineer estimated that this work would cost $260.

2. Widen road bed and fill ditches along the highway just north of the bank building in Sutherlin. The Engineer estimated that this work would cost approximately $1,680.

3. Oil two strips north of the bank building in Sutherlin. The Engineer estimated that this work would cost $80.

He recommended approval of the first two of these projects and the denial of the third project. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration a letter from the Amity Community Commercial Club requesting the construction of a sidewalk on the bridge which crosses Ash Swale, just south of the city limits of Amity, for the benefit of school children and other pedestrians. The Engineer advised that this sidewalk would cost about $1,200. He recommended that the project be approved. The Commission approved the Engineer's recommendation unanimously.

The Engineer requested authority to purchase the following equipment:

1. 10 oil heaters at an estimated cost of $500 each. He explained that the mileage of oiled roads is increasing each year and that a number of the old shop-made heaters are badly in need of replacement, hence his request for this new equipment.

2. 1 new automobile for the use of Division Engineer E. A. Collier, at Roseburg to replace his car which was recently damaged beyond repair in a collision with a laundry truck in Eugene. He asked the Commission to authorize the trading in of Mr. Collier's old car as part purchase price on the new one and estimated that the cash outlay would not exceed $900.

3. 2 new 5-cu. ft. concrete mixers for the Bridge Department, at an estimated cost of $500 each. He also requested authority to trade in as part purchase price on these mixers two old 3½-cu. ft. mixers of an obsolete type.

4. The following modern repair equipment and machinery for use in the Highway Department's repair shops at Salem, La Grande, Klamath Falls and Coquille, all of which is estimated to cost approximately $9,819:

SALEM SHOPS:

1 - Brake Test and Aligning Set	$1800
1 - Piston pin hole grinder	125
1 - Synchrograph	250
1 - Heavyduty floor jack	125
1 - Large economy glass edger-less motor	60
1 - Power arc welder	200
1 - Heavy-Duty Hydraulic car lift	350
	$2910

LA GRANDE SHOPS:

1 - Electric test set	$ 600
1 - Piston Pin Hole Grinder	125

LA GRANDE SHOPS: (continued)

1 - Van Norman Valve Seating tool	$ 200
1 - Brake Test Aligning set	1800
1 - Synchrograph	250
	$2975

KLAMATH FALLS SHOPS:

1 - Brake Test and Aligning Set	$1800
1 - Valve Refacer - Quick way	100
1 - Electric test set	600
1 - Synchrograph	250
1 - Piston Pin hole grinder	125
1 - Allen growler	42
	$2917

COQUILLE SHOPS:

1 - Electric test set	$ 600
1 - Piston Pin Hole grinder	125
1 - Synchrograph	250
1 - Growler	42
	$1017

Total..... $9819

After some discussion the Commission by unanimous vote approved the purchase of all of the above-mentioned equipment.

The Engineer requested authority to advertise the following rock production projects for bids to be received at the next meeting which projects, he said, are included in the budget set-up heretofore approved by the Commission:

1. 8,650 cu. yds. maintenance material for use in the vicinity of Redmond; estimated to cost $17,500

2. 5,550 cu. yds. maintenance materials for the Sherman Highway between Biggs and Moro in Sherman County; estimated to cost $12,225, including cost of quarry and stock pile sites

3. 7,500 cu. yds. maintenance materials for use on the Oregon Coast Highway between Mile Post No. 163.63 and Mile Post No. 142.16, and on the Corvallis-Newport Highway between Mile Post No. 0 and Mile Post No. 8.15; estimated to cost $16,500

4. 11,000 cu. yds. maintenance materials for use on the Winchester Bay-North Bend Section of the Oregon Coast Highway, estimated to cost $39,000.

The Commission approved the Engineer's request by unanimous vote.

The Engineer also requested authority to conduct a location survey for a road extending from the Oregon Coast Highway to the top of Neahkahnie Mountain in northern Tillamook County which, he estimated, would cost about $1,000. He explained that this road is to be constructed by C.C.C. workers from one of the camps under the supervision of the Parks Engineer which construction is to be financed with federal moneys; also that the road is a part of the state park development at this location. The Commission approved the expenditure of $1,000 for such survey and instructed the Engineer to charge that amount to the state park budget.

The Engineer reported the receipt of a request from the County Court of Clatsop County to take rock from one of the state's quarry sites located adjacent to the Wolf Creek Highway in Clatsop County. He recommended that the request be granted. The Commission approved his recommendation unanimously.

The Engineer requested authority to expend approximately $5,000 of state highway funds in cooperation with Oregon State College for research work in connection with the investigation of sand for use in concrete construction. He explained that the quality of sand varies in different localities and the object of the tests would be to classify these sands throughout the state so as to determine the best sand for the particular purpose for which it is to be used, which would result in better concrete at a great saving in cost, because it would reduce the amount of the cement content. He gave as his thought that the expenditure is fully justified and that the tests will pay for themselves many times over during one construction season. He urged the expenditure from the standpoint of savings and as a gesture of cooperation between the Commission and the state college. The Commission approved the expenditure by unanimous vote.

The Engineer reported that on January 21, 1936, in conformance with authority previously granted him by the Commission, he awarded to Saxton and Looney and J. S. Risley, Portland, the contract for the construction of the undercrossing of the Oregon Electric Railroad Company tracks on the Beaverton-Aurora Secondary Highway at Metzger, this contractor having submitted the low bid for such work on January 10, 1936, the conditions of the award having been fulfilled. He also reported that on January 21, 1936, he awarded to G. I. Stebbins Construction Company, Klamath Falls, the contract for the construction of the undercrossing of the O. C. & E. Railway tracks on the Klamath Falls-Lakeview Highway near Olene, in Klamath County, this contractor having submitted the low bid for this job on January 9, 1936, the conditions of award having been fulfilled; also, he reported that on January 22, 1936, he awarded to Kern & Kibbe, Portland, the contract for the construction of the undercrossing of the Southern Pacific Railroad Company tracks on the Pacific Highway at the north city limits of Salem, the bid of this company being the low bid submitted on January 10, 1936, for such work, and the conditions of the award having been satisfied. He asked the Commission to confirm the award of these contracts. The Commission, by unanimous vote, approved the award of the contracts as reported by the Engineer.

The Attorney reported receipt of a telegram from County Judge David Graham of Malheur County to the effect that right of way needed in connection with the construction of a bridge over the Owyhee River on the Jordan Creek Section of the I.O.N. Highway, near Rome, in Malheur County, has now been acquired by the county. The Engineer thereupon recommended the award of the contract for this project to C. J. Montag & Sons, Klamath Falls, who submitted the low bid therefor on January 10, 1936, all of the conditions of the award now being satisfied. The Commission, by unanimous vote, approved the Engineer's recommendation and awarded this contract to C. J. Montag and Sons at their bid price of $42,735.00 submitted on January 10.

The Engineer reported the need for a maintenance equipment building at Astoria and requested authority to construct such building on the site which was recently donated by the City to the State for such purpose. He estimated that the building would cost about $3,000. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to do the work as a W.P.A. project if any saving will accrue thereby, otherwise to advertise the project for bids in the usual manner.

The Engineer reported that the annual meeting of the Pacific Northwest Regional Planning Conference is to be held in Spokane, Washington, on February 13, 14, and 15 and that he has been asked to give a talk at such meeting. He requested authority for Assistant Office Engineer Cutler and himself to attend this meeting at state expense. The Commission granted the request by unanimous vote, subject to approval by Governor Martin.

The Commission had under consideration the claim of Jacobsen-Jensen Company for extra compensation in connection with their contract for the construction of the Deadman Creek-Brooks Section of the Wilson River Highway in Tillamook County, the claim being for extra hauling necessitated by reason of the extension of the limits of their work, provision for which was included in the contract. The Engineer explained that this contract was awarded on October 10, 1934, on the basis of 3.82 miles of grading construction but a clause was inserted in the specifications providing for the lengthening or the shortening of the contract at the option of the State in order to conform to the amount of money available and set up for the project, the amount to be paid for clearing and grubbing to be adjusted correspondingly. He further explained that the job was lengthened and a price agreement was obtained from the contractor covering the extra clearing and grubbing involved but the price agreement did not cover the hauling of the topping material because it was expected that suitable material for such purpose could be obtained along the Wilson River at various bars.

It developed during construction, he said, that the contractor was unable to secure satisfactory materials from contemplated sources, hence, he was put to additional expense for hauling such materials from approved sources and now requests compensation for such extra cost. He gave as his thought that the contractor should be paid for this extra expense, which amounts to

$1,911.45, and recommended that the claim be allowed in that amount. The Commission approved the Engineer's recommendation unanimously.

The Commission also had under consideration at this time the claim of Fisher Brothers, contractors for the construction of the Clear Lake-Clear Creek Section of the Wapinitia Highway in Wasco County, Contract No. 1761. It appears that a misunderstanding has developed with regard to the removal of the rock from a certain roadbed prism between Highway Engineer's Stations No. 561 and No. 568 of this job, the contractor alleging that he did not know at the time he submitted his bid for this project that the state required 12,000 cu. yds. of material from this prism to be crushed for surfacing, hence he did not include a price for such crushing in his bid and is now demanding an additional price of 50 cents per cu. yd. for all rock so used. The Engineer advised that, through inadvertence, certain information was not shown clearly on the plans for this project but it was obvious that the State would require the contractor to crush this 12,000 cu. yds. of rock as is evidenced by the fact that all of the other contractors who bid on this work included a price for this particular item which indicates to him that Fisher Brothers are simply taking advantage of a technicality. Nevertheless, they have strong argument in favor of their claim and very likely could collect if they took the matter to Court. He said that he was simply bringing this matter to the attention of the Commission at this time so that the Commission will be acquainted with the facts in the case, because it might involve an expenditure of state funds in the event the Bureau of Public Roads will not approve the expenditure of federal funds for such purpose. He gave as his thought that law suits should be avoided, if possible, and recommended direct settlement with the contractor if a satisfactory basis of settlement can be negotiated. After considerable discussion of this matter the Commission authorized settlement with the contractor direct and payment of the costs involved with state funds in the event the Federal Government will not permit an expenditure of federal funds for such purpose. The matter was referred to the Engineer to work out the best possible arrangement with the contractor.

The County Court of Tillamook County, represented by County Judge H. H. Rosenberg and County Commissioner E. H. Lindsey appeared before the Commission at this time and requested additional federal money for county road construction. They gave as their thought that Tillamook County is especially entitled to a larger allocation of such funds. The Engineer explained that the federal moneys have been allocated by the Commission on the basis of relief needs in accordance with information furnished by the Federal Government and that most of the money has been given to the Multnomah County district because that is where the relief need is greatest. He further explained that the program for all of the federal moneys has been prepared and approved and that most of the work contemplated thereunder is under contract, hence, it is too late to make any changes.

Judge Rosenberg then brought up the question of maintenance of the Manzanita-Wheeler Section of the Nehalem County Road for which the Com-

mission took bids today. He gave as his understanding that the Commission at one time agreed to maintain this section as a temporary primary highway route, hence they reluctantly signed the agreement which was recently presented to them covering the maintenance of this section. He inquired what understanding the Commission has on this subject. The Commission confirmed the County Court's understanding and ordered the maintenance agreements destroyed.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 1:30 o'clock p. m. at the residence of Chairman Henry F. Cabell.

The State Highway Commission reconvened at 1:30 o'clock p. m. at the home of Chairman Henry F. Cabell. Present were: Henry F. Cabell, Chairman; E. B. Aldrich, Commissioner; F. L. Tou Velle, Commissioner; R. H. Baldock, State Highway Engineer, J. M . Devers, Attorney; and H. B. Glaisyer, Secretary.

The Commission conferred with Mr. Frank C. McColloch, Public Utilities Commissioner of Oregon, representatives of the Bureau of Public Roads and representatives of the Union Pacific Railroad Company in regard to the East Pendleton Overcrossing project on the Old Oregon Trail. Representing the Bureau of Public Roads were W. H. Lynch, District Engineer; Tom Davis, F. E. Andrews, and H. D. Farmer, Senior Highway Engineers. Representing the Union Pacific System were Messrs. A. D. Warner and F. J. Betz, attorney.

At the request of Chairman Cabell, Attorney Devers reviewed the status of this project. He advised that the majority of the property owners affected can, if they so desire, block the State Highway Commission in its plan for this improvement by filing with the City Council a petition signed by the majority of the property owners objecting to the closing of Court Street to all classes of traffic as the Commission plans to do. In fact, such a petition has already been filed with the City Council with the result that the Commission is powerless to proceed with the project unless the Public Utilities Commissioner will order the closing of this street under authority granted him by law. He said that, in his opinion the Public Utilities Commissioner has such authority, although it is disputed by some attorneys, and, in his estimation, is in a position to make it possible for the Highway Commission to proceed with this project, if he will exercise such authority.

The State Highway Engineer inquired of Mr. McColloch, whether, in view of the circumstances, he would be willing to use his authority to close this street. Mr. McColloch replied in the negative. He also stated that he would not be influenced by any vote of the City Council, notwithstanding that the members of the council which previously disapproved the closing of the street are now in favor of doing so. He said that he has studied the law and, in his estimation, the closing of this street is a local matter and that if he were a member of the Pendleton City Council he would resent outsiders meddling in local affairs.

The State Highway Engineer pointed out that the Highway Commission has received a satisfactory bid for the construction of this railroad grade

crossing elimination project but cannot award the contract in view of Mr. McColloch's attitude unless the Union Pacific Company will consent to leaving Court Street open for pedestrian use, which it might do, if crossing gates are installed and if Court Street were fenced off at the east city limits so as to prevent the use of Court Street by traffic entering the city from the east. The Attorney advised that he was informed by Mr. George R. Lewis, Pendleton City Attorney, that the majority of the people of Pendleton are not in favor of the proposed improvement. He said that he doubted the authenticity of Mr. Lewis' statement and telephoned the President of the Chamber of Commerce for information in regard thereto and was told that 90% of the people are in favor of the improvement and that they will have representatives before the Highway Commission on Saturday of this week to refute Mr. Lewis' statements.

Mr. McColloch stated that he intended to govern his actions according to his interpretations of the law and that he would not order the closing of Court Street even if all but one of the citizens of Pendleton wanted it closed. He also said that he is interested only in the order of the City Council ordering the street closed and, if the Council will not take action to that effect, the street would have to stay open because he would not issue any order closing it. He added that, if the State Highway Commission will block Court Street at the city limits and if the railroad company will approve the installation of crossing gates where the railroad crosses Court Street, he will approve the project provided Court Street is not closed for the use of pedestrians. In other words, anything that is satisfactory to the railroad company that will not block Court Street for local use will be satisfactory to him.

The State Highway Engineer pointed out that the Highway Department has done all that it possibly can to eliminate this railroad hazard but it appears that the Commission's hands are tied and the project must be abandoned unless the Public Utilities Commissioner and the railroad company will approve it. The failure or success of the project, he said, is beyond the control of the Commission, inasmuch as the Commission is ready and anxious to proceed with the project as soon as other parties concerned give their consent. He suggested that it might be advisable to confer with Mr. F. N. Finch, General Manager of the Northwestern District, Union Pacific Railroad Company, in regard to the installation of crossing gates when Mr. Finch confers with the Commission Saturday morning of this week.

Mr. F. J. Betz stated that, while he has no authority to speak for Mr. Finch in this matter, he did not believe that Mr. Finch would approve the installation of crossing gates because he has expressed himself to the effect that such gates are not satisfactory and for the further reason that he has always taken the stand against leaving Court Street open. Mr. Lynch stated that he is unable to say at this time whether or not the Federal Government will approve the installation of crossing gates; that the Government would probably approve the elimination of the proposed pedestrian undercrossing but that the gates would have to stand on their own merits.

After further discussion it was decided to postpone further consideration of this matter pending a conference with Union Pacific Company officials on Saturday morning. The Engineer was instructed to inform the Colonial Construction Company, who submitted the low bid on January 9 for the construction of this grade elimination project, that the Commission would probably be in a position Saturday, after consulting with Mr. Finch, to state whether or not it is the intention of the Commission to proceed with the project or relieve them of their obligation.

The Commission then conferred with the representatives of the Bureau of Public Roads in regard to the proposed Tooth Rock tunnel project on the Upper Columbia River Highway in Multnomah County and particularly regarding the matter of insurance to be provided by the contractor for the protection of the Union Pacific Railroad which is located only a short distance laterly and below the proposed highway grade. The Engineer suggested that it might be satisfactory to do away with the requirement for insurance and in lieu thereof to require the contractor to furnish a performance bond in a larger amount. After considerable discussion of this matter it was agreed by all that this would be a satisfactory solution of the problem, whereupon, it was decided to require the contractor to furnish the performance bond in the amount of 50% of the amount of the contract for the protection of labor and material claims and to require him to furnish an additional bond in the amount of 100% of the contract for the benefit of the railroad company and other foreign facilities.

Mr. Lynch brought up the question of protection to be offered the railroad company against damage that might occur by reason of the failure of a certain retaining wall located along the present Columbia River Highway between the new highway grade and the railroad right of way. It appears that the railroad company officials are fearful that highway construction activities will have a tendency to weaken this wall and that it will collapse causing damage to the railroad company property for which they will expect the parties responsible for the wall's failure to pay. After considerable discussion of this matter it was finally agreed that there should be included in the contract for the highway construction work provision that the railroad company shall be paid for any damage that occurs to its property that can be attributed to the contractor's operations and for which the contractor is responsible. It was also agreed that the contract should provide for the maintaining of watchmen on the highway grade both day and night, for the protection of highway traffic during the time that highway construction activities are under way.

At 3:00 o'clock p. m. Commissioners Aldrich and Tou Velle returned to the auditorium of the Public Service Building to hear delegations. Also present were the State Highway Engineer, the Attorney, and the Secretary.

A delegation representing the Little Nestucca Highway Association and consisting of John Boyer, Grand Ronde, who was spokesman; and about 30 others, including W. H. Christensen, Ole B. Redberg and Mr. and Mrs. Bob Parks, all of Oretown; Mr. & Mrs. Mervin Boyer and Mrs. C. P. Emecher, of Grand Ronde; L. E. Bladine, Gordon Baker, Clyde Apperson, Eugene Marsh and Mr. and Mrs. A. H. Fox, all of McMinnville; Wm. S. Walton, of Salem; Boice Fenton, Portland; Arnold Wenger, Pacific City; Mrs. Frank Cebell, Multnomah; Ralph Dunn, Clarence Dunn, and Ed Pearson, Cloverdale; Mr. and

Mrs. Harold Frink, Walter Affolter, Fritz Bowman, Lee Affolter and Jim Sutton, all of Neskowin, urged the Commission to complete the Little Nestucca Secondary State Highway between Dolph and Oretown.

Mr. Christensen said that this road is one of the shortest roads from the Willamette Valley to the coast and has been neglected for many years; also, that there are only two or three miles of construction necessary to open this road for public use. He urged the Commission to complete this project at the earliest possible time. Mr. Marsh stated that he represented the McMinnville Chamber of Commerce which urges the Commission to complete the Little Nestucca Highway as soon as possible from the tourist and beach resort standpoint. He also said that the Chamber of Commerce is in favor of the Commission constructing the proposed Boyer-Dolph cutoff between the Salmon River Highway and the McMinnville-Tillamook Highway, about six miles in length, after the Little Nestucca Highway has been completed and the reconstruction work on the McMinnville-Tillamook Highway between Hebo and Dolph is done.

Mr. Walton spoke for the improvement of both roads from the scenic standpoint and in the interests of investments in Neskowin. He gave as his thought that both improvements are fully justified. Mr. Apperson spoke for both roads from the commercial standpoint and particularly mentioned the dairying interests which are badly in need of direct highway connections between the coast and the Willamette Valley.

Mr. Boyer concluded the presentation by urging the Commission to conduct surveys and construct these proposed improvements at the earliest possible date.

Commissioner Aldrich advised that the State Highway Commission and its engineers are interested in this matter and will consider this project in their deliberations.

County Judge W. R. Cook of Jefferson County conferred with the Commission in regard to right of way for the Madras-Agency Plains Section of the Warm Springs Highway, about 16 miles in length. He stated that the U. S. Reclamation Service is now conducting a survey of the North Unit Irrigation District and it is expected that early action will be taken by the Reclamation Service in regard to construction as soon as the survey is completed. It was his thought that the state should acquire the right of way for the highway and construct the highway before the Reclamation Service completes its plans. He also said that the right of way would require approximately 92 acres of land which has an assessed value of about $415 and in his estimation can be purchased for about that amount. He estimated that to construct this 16-mile section would cost approximately $60,000, exclusive of the O.W.R. & N. grade separation structure. The Engineer recommended the purchase of this right of way. The Commission approved his recommendation unanimously.

Mr. P. E. Williams, Portland, came before the Commission in regard to reinstatement of his permit for hauling long piling over state highways. It appears that Mr. Williams was arrested by state police officers for hauling piling on the Mt. Hood Highway, the overall length of which piling and hauling equipment exceeded the limit specified in his permit and, in accordance with the rules and regulations of the Highway Commission, the permit was cancelled and he now seeks reinstatement, inasmuch as he has been out of employment for about two months. Mr. Williams explained that his permit called for the hauling of loads 75' overall in length and that his violation consisted of hauling one piling which exceeded this limit by 5'; that this piling was loaded on his truck over his objections, he being told that he had to haul this timber or his services would be dispensed with. He also said that there are numerous operators in that vicinity who make a practice of hauling loads in excess of the limits prescribed in their permits but he has been the only one unfortunate enough to be stopped by the State Police. He urged favorable consideration of his request. The Commission deferred action on the matter pending a discussion with Chairman Cabell.

This matter was discussed with Chairman Cabell at his residence later in the day at which time the Engineer suggested that the permits of operators who are arrested for violating the overlength permits be suspended for three months for the first offense and that they be cancelled permanently for the second offense, and that a recommendation in accordance therewith be directed to the Public Utilities Commissioner when notice of such violations come to the attention of the Highway Commission. He suggested similar procedure in the case of logging operators who are found to be violating the weight laws. The Commission, by unanimous vote, indicated its approval of the Engineer's suggestions, however, deferred a definite decision in regard thereto pending consultation with the Public Utilities Commissioner and the Superintendent of the Department of State Police. The Engineer was instructed to confer with these officials at once and communicate their viewpoints to the individual members of the Commission by phone, when he will be given definite instructions.

At 4:00 o'clock p. m. the State Highway Engineer announced the following awards of contracts for which bids were taken at the morning session, the Commission having previously approved these awards by unanimous vote:

"Bridge over Clackamas River and 0.7 mile of grading and oil mat surface treatment on the Woodburn-Sandy Secondary Highway at Estacada. The low bid submitted for this project is that of the Mountain States Construction Co., Eugene, at $83,903.00, using road oil, and $84,113.00, using tar. The next low bid received is that of Theo. Arenz & Oregon Contracting Co., Portland, at $85,895.50, using road oil, and $85,910.50, using tar. There are two higher bidders. The Commission awards this contract to the low bidder, Mountain States Construction Co., at $83,903.00, using road oil.

"Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County. 0.62 mile grading, including 1,278 feet of tunnel and construction of 166 feet of composite pile trestle bridge. The low bid received for this project is that submitted by Orino, Birkemeier & Saremal,

Bonneville, at $166,904.00 based on the use of either preservative oil treatment or Wolman Salts treatment. The next low bid submitted is that of Kern & Kibbe, Portland, at $176,883.50, based on the use of preservative oil treatment. There are seven higher bidders. The Commission awards this contract to the low bidder, Orino, Birkemeier & Saremal, at their bid of $166,904.00. Due to the fact that the bid of Orino, Birkemeier & Saremal is exactly the same for both types of timber treatment, the Commission has left it up to the contractor to select the type of treatment to be used and to notify the commission within a reasonable length of time which type is selected.)

"20th Street-28th Street Section of Commercial Street and Franklin Avenue (Columbia River Highway) in Astoria, Clatsop County. 0.33 mile of paving. The low bid received for this project is that of Brookfield Company, Astoria, at $30,580.00. The next low bid received is that of The United Contracting Co., Portland, at $32,486.50. There are three higher bidders. The Commission has awarded this job to Brookfield Company at their low bid of $30,580.00.

"Rainier Section of the Columbia River Highway, Columbia County. 0.456 mile grading and paving and 0.402 mile grade widening. The low bid received for this project is that submitted by Theo. Arenz & Oregon Contracting Co., Portland, at $38,443.50. The next low bid received is that of Parker-Schram Co., Portland, at $43,297.00. There are two higher bidders. The Commission has deferred the award of this contract pending acquisition of right of way and has referred the bids to the Engineer with power to award to the low bidder as soon as right of way matters have been cleared up.

"Dairy-Bonanza Section of the Dairy-Bonanza Highway, Klamath County. 6.74 miles of regrading and resurfacing. The only bid submitted for this project is that of Dunn and Baker, Klamath Falls, at $33,783.00 with a reduction of $1,000 if also awarded the contract for the construction of the Merrill-California Line project for which bids are to be received tomorrow. The Commission has deferred the award of this contract pending the determination of the low bidder on the Merrill-California Line project.

"Bridge over Chewaucan River on the Fremont Highway, 10 miles south of Paisley, in Lake County. The low bid received for this project is that of J. F. Johnston, Newberg, at $14,973.00. The only other bid received on this job is that of Babler Bros., Portland, at $18,535.00. The Commission awards this contract to J. F. Johnston at his low bid of $14,973.00.

"Doty Ranch-Denebo Road Section of the Eugene-Veneta Highway, in Lane County. 0.765 mile grading, surfacing and bituminous macadam. The low bid is that submitted by the Consolidated Highway Co., Inc., Portland, at $16,141.20. The next low bid is that submitted by Theo. Arenz & Oregon Contracting Co., Portland, at $16,177.00. There are four higher bidders. The award of this contract is held pending acquisition of needed right of way. The Commission has referred the bids to the Engineer with

power to award to the low bidder as soon as the right of way has been acquired.

"Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway, in Lane County. 1.41 miles grading, surfacing and bituminous macadam. The low bid received for this project is that of the Consolidated Highway Co., Inc., Portland, at $30,442.50. The next low bid is that submitted by Theo. Arenz & Oregon Contracting Co., Portland, at $33,349.00. There are four higher bidders. The award of this contract is held pending acquisition of needed right of way. The Commission has referred the bids to the Engineer with power to award to the low bidder as soon as the right of way has been acquired.

"Columbia Boulevard-Levee Road Section of N. E. 47th Avenue (Morgan Road), in Multnomah County. 2.01 miles of grading and paving and the construction of 95 feet of treated pile trestle with concrete deck. The low bid submitted for this project is the joint bid of Warren Northwest Inc. & Porter W. Yett, Portland, at $41,935.00. The next low bid is that of The United Contracting Co., Portland, at $44,420.35. There are four higher bidders. The Commission awards this contract to Warren Northwest Inc. & Porter W. Yett at their low bid of $41,935.00.

"Manzanita-Wheeler Section of the Nehalem County Road, in Tillamook County. 3.42 miles of oil mat surface treatment. The low bid received for this project is that submitted by J. C. Compton, McMinnville, at $11,476.00, using road oil, and $11,411.00, using tar. The next low bid is that received from Babler Bros., Portland, at $11,640.00 using road oil. There is one higher bidder. The Commission has awarded this contract to J. C. Compton at his low bid of $11,411.00, using tar.

"Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway, in Umatilla County. 6.34 miles of regrading and surfacing and 7.34 miles of oil mat surface treatment; also, furnish 800 cu. yds. crushed rock in stockpile. The low bid submitted for this project is that of H. C. Rogers, Yakima, Washington, at $51,872.25. The next low bid is that of Newport Construction Co., Portland, at $53,594.85. There are six higher bidders. The award of this contract is held pending acquisition of needed right of way. The Commission has referred the bids to the Engineer with power to award to the low bidder as soon as the right of way has been acquired."

The County Court of Clatsop County, consisting of County Judge Guy Boyington and Commissioners James Elliott and Wm. Larsen, came before the Commission at this time and presented Clatsop County voucher in the amount of $31,000, representing the county's cooperation in connection with the Arch Cape Tunnel project for which the Commission awarded the contract today and representing also a portion of the amount due the state from the county according to the agreement between the county and the state when the Cannon Beach-Neahkahnie Mt. road was placed on the state highway system. The County Court agreed to pay the balance due the state, amounting to $7,000,

as soon as the Commission awards another contract on that particular highway.

A delegation representing the Greater Devil's Lake Booster Club came before the Commission in the interest of the Salmon River Cutoff. The delegation was headed by Mr. E. M. Reynolds, Secretary, Ocean Lake, and included the following: Elmer Lundberg, Portland; B. W. Caldewey, Portland, representing the Greyhound Bus Company; Ed Bayliss, Sheridan; a Mr. Thayer of Portland; Dr. Figberg, Portland; and a Mrs. Warrens.

They particularly requested the widening of this road for four lanes of traffic. They were informed that this highway is now being reconstructed for two lanes of traffic with wide parking space on each side and that the cost to widen it for four lanes of traffic would be about four times the cost of the two-lane highway. They were also informed that the Commission does not believe that the volume of traffic using this road at the present time justifies the additional expense and such expense will not be justified until the traffic reaches at least 5,000 cars per day. The Engineer advised that this road could be widened for four lanes of traffic ten years from now as cheaply as it can be widened now; hence, there would be no advantage in widening it for four lanes at this time.

The President of the Boosters Club also asked for a small improvement on the Oregon Coast Highway at the head of Devil's Lake which, he said, would involve moving about 2,000 yards of excavation. The Commission instructed the Engineer to investigate this matter.

Mr. Cyril Brownell, Portland, reappeared before the Commission in regard to the Engineer's report on his claim for gravel which he alleges was taken by the State Highway Department from his land near the town of Umatilla. He said that the Highway Department Engineers erred in determining the high water line adjacent to his gravel pit, the ordinary high water elevation being, according to the U. S. Army Engineers, 267' rather than 276' as set out in the report; also, that, according to the U. S. Army Engineers the stream flow at 267' elevation is 549,000 second feet; whereas, the approximate high water flow at 276 feet is 925,000 second feet, which has not occurred since 1894. He asked the Commission, in view of these findings, to reconsider its previous action denying his claim. The Commission took the matter under advisement.

Mr. L. G. Apperson, City Engineer of Portland, came before the Commission in regard to the proposed Seventeenth Street-Ross Island Bridge project on the East Portland-Oregon City Highway in Portland. He said that as far as engineering is concerned this project can proceed but there is still the matter of acquisition of right of way and damage to private property to be considered. He advised that the most serious trouble as regards right of way will be experienced at the Commercial Iron Works property; that these people allege that the highway improvement will damage their property to the extent of $75,000, because it is depriving them of the use of a city street and a vacant lot which they must have in connection with their business, and this interference will affect them just as

much as if they had to give up part of their holdings for the benefit of the highway improvement. He also said that the City Council is reluctant to proceed with this project in view of the circumstances because it might involve the city in a serious damage suit and they would like to have this other matter ironed out before the project is begun.

The State Highway Engineer said that he would like to place this project under contract as soon as possible because the State, up to the present time, has done very little toward furnishing work for the unemployed in Multnomah County; however, he did not like to advertise the project for bids unless there is a reasonable chance that the contract will be awarded if a satisfactory bid is received. He suggested a conference with the City Commissioners to iron out differences and to agree upon a method of procedure so as to expedite the project. After considerable discussion the Engineer's suggestion was approved by all and Mr. Apperson stated that he would arrange for such conference for 11:00 o'clock a. m. on the following day.

Mr. Apperson then asked the Commission to furnish powder for use in connection with clearing operations on the proposed Wilson River and Wolf Creek Highway W.P.A. projects. He estimated that such powder would cost a total of about $25,000. The Commission deferred an answer pending a discussion of the matter with Chairman Cabell.

The Commission adjourned at 5:30 o'clock p. m. to reconvene at 8:00 o'clock p. m. at the residence of Chairman Henry F. Cabell.

The State Highway Commission reconvened at 8:00 o'clock p. m. at the home of Chairman Henry F. Cabell, all members being present and participating. Also present were R. H. Baldock, State Highway Engineer and H. B. Glaisyer, Secretary.

The State Highway Engineer reported the following federal funds available for allocation to specific projects:

I. 1936 FUNDS AVAILABLE

	Accumulated Balance	Allowance to Insure Coverage	Total
Regular Federal Aid	$ 8,339	- -	$ 8,339
WPA Highways	-28,939	$151,932	122,993
WPA Grade Separations	20,701	116,710	137,411
Federal Lands	18,366	8,717	27,083
	$ 18,467	$277,359	$295,826

II. 1934 FUNDS AVAILABLE

	Accumulated Balance	Allowance to Insure Coverage	Total
NRH Funds	$ 53,600	$ 46,400	$100,000
NRM Funds	58,000	27,000	85,000
NRS Funds	None	None	None
	$111,600	$ 73,400	$185,000

He also reported $1,500,000 of state money available for allocation to specific projects in accordance with the plan proposed at the meeting held on January 11, including the amounts tentatively allocated to projects on that date, or a total of $1,980,826 from all sources.

The Engineer also reported the present standing of each of the four divisions of the state in the allocation of the 1936 funds, as follows:

Division No.	Theoretical Share	Total of Allocations to Date	Shortage or Excess
1	$ 5,359,364	$ 5,018,860	$340,504 Shortage
2	1,362,622	1,256,216	106,406 Shortage
3	1,111,357	1,263,081	151,724 Excess
4	1,460,493	1,459,853	640 Shortage
	$ 9,293,836	$ 8,998,010	$295,826 Shortage

He pointed out that the amounts actually allocated to Divisions No. 1, 2 and 4 as represented by contracts awarded up to and including those awarded in January are less than the theoretical shares budgetted for these divisions, whereas, the amount actually allocated to Division No. 3 is in excess of its theoretical share. It was his thought that this should be considered by the Commission in reallocating the federal funds now available so that in the end each division shall have received as nearly as possible its theoretical share as previously determined. The Commission agreed with the Engineer in this matter and thereupon adopted by unanimous vote the following program for all of the federal funds available except the 1936 regular federal aid funds amounting to $8,339, which amount was considered too small to allocate to any particular project at this time:

DIVISION NO. 1		
Wolf Creek Highway (Bear Creek-Bare Mt. Section - 1934 NRH	$ 100,000	
Garden Home Overcrossing - WPGS	40,000	
Wilsonville Project - WFSS	22,993	$162,993
DIVISION NO. 2		
Shady Overcrossing - WPGS	40,000	
Roseburg Section - NRM - 1934	85,000	125,000

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DIVISION NO. 3		
Madras Overcrossing - WPGS	$ 57,411	
Lakeview-Burns, Oiling*FLH	27,083	$ 84,494
DIVISION NO. 4		
Pendleton-Stanfield - WPH	100,000	100,000
TOTAL		$472,487
Regular Federal Aid Unallocated		8,339
GRAND TOTAL		$480,826

The Engineer then asked the Commission to adopt a formula for the allocation of the $1,500,000 of state money to the four divisions of the state. He advised that this money is available for construction on both primary and secondary state highways and gave as his thought that the secondary roads should be given a fair share of such funds. After considerable discussion of this matter, the Commission, by unanimous vote, decided upon the following distribution of such funds:

Division No. 1	47%	$705,000
Division No. 2	18%	270,000
Division No. 3	15%	225,000
Division No. 4	20%	300,000
TOTAL	100%	$1,500,000

Consideration was then given by the Commission to the allocation of this money to specific projects. Chairman Cabell suggested that it might be advisable to do some work on the proposed extension of the Enterprise-Flora Highway between Flora and the Washington State Line provided the county will put up county match money in cooperation. He pointed out that the county owes the state approximately $42,000 which the County Court might be induced to pay in the event the state would spend it for construction on this particular road. After some discussion the Commission agreed unanimously to allocate $75,000 of state money to this project if the county will put up $25,000 of county money, making it a $100,000 project.

The Commission also agreed, if the county accepts this proposition, to consider that such payment of $25,000 cancels its indebtedness to the state. The Commission thereupon set Wednesday, February 19, as the date for further discussion of this matter with the County Court, in the Benson Hotel, Portland, and instructed the Secretary to invite the County Court to appear before the Commission at that time; also, to invite the Wallowa County Pomona Grange No. 22 to be present at such conference inasmuch as they are particularly interested in the improvement of that road.

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The Commission then considered numerous projects suggested by the Engineer for inclusion in the construction program for the $1,500,000 of state funds including the projects tentatively selected on January 11th. After careful study of these projects the Commission, by unanimous vote, selected the following for such program:

DIVISION NO. 1

Corvallis-Newport	Surf. & Oil	$ 25,000
Lower Columbia River (Columbia-Clatsop) 70 Mi.	O-31, Non-skid	45,000
Portland-Troutdale (Multnomah) 7.3 Mi.	Non-skid & Planing	20,000
Mt. Hood-Portland (Multnomah) 12.7 Mi.	Non-skid & Planing	40,000
Cottage Farm-Aumsville (Marion) 6 Mi.	Oiling	15,000
Nehalem, Pittsburg-Mist (Columbia)	Oiling	42,000
Cascade Secondary, Marquam-Liberal (Clack.)	Surfacing & Oiling	45,000
Nehalem (Clatsop)	Oiling	20,000
Woodburn-Molalla	Grade, Surf. & Oil.	38,000
Jantzen Beach Section (Multnomah)	Grade, Surf. & Pave	30,000
Interstate Bridge	Planing & Resurfacing	10,000
Little Nestucca (Tillamook)	Grade & Surface	50,000
Alsea-Deadwood	Grade, Surface & Bridge	45,000
Nehalem, Beavercreek-Trehorne		25,000
Crawfordsville-Holley	3.7 Mi. Grade, Surface & Oil	60,000
Nehalem, Banks-Manning		40,000
Silver Creek Falls	Oiling	60,000
Amity-Dayton		75,000
Salem-Independence		20,000
Sub-total, Division No. 1		$ 705,000

DIVISION NO. 2

Siuslaw	Grade, Surface & Oil	$ 50,000
Catching Slough Bridge		40,000
Reedsport Connection	Grade, Surface, & Oil	15,000
Butte Creek	Grade	55,000
Grants Pass-Canyonville	Planing & Resurfacing	60,000
Reedsport-West Forest Boundary	Surface & Oil	50,000
Sub-total, Division No. 2		$ 270,000

DIVISION NO. 3

McKenzie	Surface & Oil	$ 28,000
Hood River Secondary	Oiling	27,000
Shearer's Bridge	Grade & Surface	25,000
Ft. Klamath Secondary	Oiling	45,000
Warm Springs, Agency Flat Section	Grade & Topping	60,000
Klamath Falls-Lakeview, Beatty Section	Oiling	40,000
Sub-total, Division No. 3		$ 225,000

DIVISION NO. 4

Hermiston-Echo Junction	Oiling	$ 25,000
Lexington-Butter Creek	Oiling	35,000
Flora-Washington State Line	Grade	75,000
Elgin-Rock Creek	Oiling	55,000
Pendleton-Cold Springs		55,000
Pendleton-John Day	Surfacing & Oiling	55,000
Sub-total, Division No. 4		$ 300,000

The Engineer rendered a report on his investigation of the claim of the Cascade Locks Water Co. for damages to their pipe line which, they allege, was destroyed in connection with the improvement of the Columbia River Highway through the town of Cascade Locks, said claim being in the amount of $936 which the company agreed on January 10 to settle for the sum of $500. He said that such investigation reveals that there is no merit to the claim of the Cascade Locks Water Company unless the Commission might consider their claim for loss of revenue amounting to $196 which was occasioned by reason of the fact that some of the service pipes were not reconnected to the mains of this company; however, on the other hand, the state spent $352.74 in re-laying the pipe lines of this company, which would be charged to the company if the Commission so desired. He recommended, in view of the circumstances, that the claim of the water company be denied. The Commission approved the Engineer's recommendation by unanimous vote.

There was brought up for discussion the request of City Engineer L. G. Apperson of Portland for the state to furnish powder for the proposed WPA projects on the Wilson River and Wolf Creek Highways. The Commission decided to defer giving Mr. Apperson a definite reply thereon until he has furnished the Commission with information as to just what work they propose to do and how much money they expect to spend on these projects. The Commission also decided that if the request is eventually approved the matter should be covered by an appropriate agreement which should include a clause to the effect that the Commission will do certain things and absolutely nothing else in connection with these projects.

The Commission adjourned at 11:30 o'clock p. m. to reconvene at 9:00 o'clock a.m. on the following morning in the auditorium of the Public Service Building.

Portland, Oregon, February 7, 1936

The State Highway Commission reconvened at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were Commissioner E. B. Aldrich; Commissioner F. L. Tou Velle; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary. Chairman Henry F. Cabell was again absent on account of illness.

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

FOUR SECTIONS OF COUNTY ROAD
COLUMBIA COUNTY OILING PROJECT
8.46 MILES OF CRUSHED ROCK SURFACING - OIL MAT SURFACE TREATMENT

	Using Road Oil	Using Tar
J. C. Compton	$31,021.00	$30,829.50
Warren Northwest, Inc.	- - - - -	34,985.50
Babler Bros.	35,771.50	- - - - -

OREGON COAST HIGHWAY
NORTH APPROACH TO COOS BAY BRIDGE
GRADING, SURFACING AND BITUMINOUS MACADAM

S. S. Montague	$50,034.60
E. C. Hall	52,577.00

OREGON COAST HIGHWAY
SOUTH APPROACH TO COOS BAY BRIDGE
GRADING AND PAVING

S. S. Montague	$52,604.50
Warren Northwest, Inc.	52,932.50
Mountain States Construction Co.	53,727.50

MERRILL-HATFIELD COUNTY ROAD & THE DALLES-CALIFORNIA HIGHWAY
MERRILL-CALIFORNIA LINE & MALIN-CALIFORNIA LINE SECTIONS
GRADING, SURFACING AND OIL MAT SURFACE TREATMENT

Harold Blake	$95,245.50
Dunn & Baker	95,728.00
Consolidated Highway Co., Inc.	95,862.00
Homer G. Johnson	104,627.00

MERRILL-HATFIELD COUNTY ROAD
BRIDGE OVER U. S. R. S. CANAL "J"

Dunn & Baker	$11,606.00
J. F. Johnston	12,145.00
Consolidated Highway Co., Inc.	12,689.00
Harold Blake,	13,517.00
W. W. McFarland	14,479.00
G. I. Stebbins Construction Co.	16,138.00

PACIFIC HIGHWAY
PRINGLE CREEK-TAYLOR CREEK SECTION
GRADING, CULVERTS AND TRESTLE

Roy L. Houck	$95,831.50
Jacobsen-Jensen Co.	102,580.00
J. A. Lyons	110,489.50
Coos Bay Construction Co.	113,395.00
Kern & Kibbe	114,214.00

Pringle Creek-Taylor Creek Section - continued

Babler Bros.	$117,432.50
McNutt Bros.	119,912.00
White Trucking Co.	121,266.00
E. L. Gates	122,602.50
F. J. Kernan	123,720.00
Harold Blake	124,369.50
Guthrie-McDougall Co.	126,312.50
P. L. Crooks & Co.	126,600.00
R. R. Carlson	128,130.50
Chas. H. Leonard	128,154.50
Homer G. Johnson	130,039.00
Parker-Schram Co.	134,272.50
Malcom & Bell	136,220.00
Joplin & Eldon	143,219.00
Orino, Birkemeier & Saremal	149,581.00

122nd AVENUE - PORTLAND
GLISAN STREET-FOSTER ROAD SECTION - PAVING

Jacobsen-Jensen Co.	$ 42,639.00
Kern & Kibbe	42,925.50
Parker-Schram Co.	43,537.00
Warren Northwest, Inc. & Porter W. Yett	46,785.00
Harold Blake	49,044.00
The United Contracting Co.	52,625.30

HUMPHREY BOULEVARD, 45th AVENUE AND CAMERON ROAD
TWO SECTIONS OF COUNTY ROAD
SURFACING AND BITUMINOUS MACADAM WEARING SURFACE

	Using Road Oil	Using Tar
F. J. Kernan	$ 43,368.50	$42,882.50
Harold Blake	- - - - -	43,325.50
Babler Bros.	44,520.00	
Warren Northwest, Inc.	45,698.25	45,130.35
J. C. Compton	- - - - -	45,699.50

BRIDGE FOR UNITED RAILWAYS TRACK
OVER THE COLUMBIA RIVER HIGHWAY-NEAR PORTLAND

Portland Gravel Co.	$ 42,500.75
Tom Lillebo	45,135.00
Kern & Kibbe	46,165.00
Parker-Schram Co.	48,040.00
Malcom & Bell	48,710.00
Warren Northwest, Inc.	51,612.50
The United Contracting Co.	51,952.50
Portland Dredging Co.	53,211.50

WEST SIDE PACIFIC HIGHWAY
REX HILL SECTION-GRADING,PAVING,MOVING BUILDINGS

Theo. Arenz & Oregon Contracting Co.	$176,221.50
J. A. Lyons	191,506.00
Homer G. Johnson	199,020.50
Orino, Birkemeier & Saremal	199,237.50
Malcom & Bell	205,623.00
Parker-Schram Co.	206,634.50
F. J. Kernan	209,810.50
Guthrie-McDougall Co.	210,480.00
Kern & Kibbe	215,151.00
P. L. Crooks & Co.	218,528.00

Commissioner Aldrich announced that the award of contracts would be made at 4:00 o'clock p.m. in the same room.

Mr. L. G. Apperson, City Engineer, Portland, reappeared before the Commission and advised that the members of the City Council are unable to appear before the Commission at this time because of a previous engagement; however, he has been authorized by the Council to state that a satisfactory agreement has been reached by the city's attorney and the attorney for the State Highway Commission in regard to the construction of the 17th Street-Ross Island Bridge project and, accordingly, will adopt a resolution approving the grade line for the improvement and consenting to the construction of the project. He asked the Commission to authorize its attorney to draft a form of resolution covering the matter. The Commission consented and so instructed the Attorney.

Mr. Apperson then brought up the question of a possible slight revision in alignment at the proposed cloverleaf construction at the approach to the Ross Island Bridge. He said that as this project is now laid out the City is confronted with a damage claim on account of certain residence property at this location inasmuch as the improvement does not include any part of this residence property. He gave as his thought that such damage suit could be avoided by changing the highway alignment slightly to take in a small portion of this property and suggested that that be done, notwithstanding that it would cost the state about $3,000 extra for construction. The Commission indicated its approval of Mr. Apperson's suggestion and referred the matter to the Engineer. The Commission thereupon authorized the Engineer to advertise this project for bids as soon as the plans and specifications for the project have been completed.

Mr. Apperson then inquired as to what decision the Commission has come to in regard to his request that the state furnish powder for the proposed W.P.A. projects on the Wilson River and Wolf Creek Highways. He was informed by the Engineer that the Commission has deferred its decision pending receipt of information as to just what work the City proposes to do in connection with these jobs and how much money the City will expect the State to appropriate for powder. He also stated that if the Highway Commission approves this proposition it will expect the matter to be fully covered by an agreement between the State, Multnomah County, the City of Portland and the W.P.A. officials, which agreement will state positively the maximum amount of the States's obligation and that the Highway Commission intends to adhere strictly thereto.

George W. Buck, County Roadmaster of Multnomah County, was present and requested a written statement from the Commission as to why it was necessary to eliminate from the Commission's construction program the proposed improvement of the Rocky Butte Road. The Engineer advised that this project was eliminated from the program because the Bureau of Public Roads did not approve it. He agreed to write the Board of County Commissioners accordingly upon receipt of a written statement to that effect from W. H. Lynch, District Engineer of the Bureau of Public Roads.

Mr. Buck then asked the Commission to allocate funds for widening Denver Avenue, Portland. He pointed out that this is a desirable improvement but Multnomah County does not have the funds to finance the work. He suggested that it might be possible for the State to finance it with secondary highway funds if the road is designated as a secondary state highway and estimated that the work would cost about $20,000. The Commission took the matter under advisement and asked Mr. Buck to present his request in writing, which he agreed to do.

The Secretary presented a letter from the North Bend Chamber of Commerce inquiring whether or not the Commission has set any date for celebrating the opening of the Coos Bay Bridge on the Oregon Coast Highway at North Bend. He was instructed to reply that it is customary for the Commission to leave such matters in the hands of the local community and that any date which the Chamber of Commerce decides upon will be satisfactory to the Commission which will be represented at such celebration.

W. H. Lynch, District Engineer of the Bureau of Public Roads, reported the receipt of information from Washington, D. C. to the effect that the Bureau of Public Roads will approve placing the proposed Portland-Wilsonville-Aurora Road on the Federal Aid System, provided the State Highway Commission will, as its first obligation, take this mileage out of the first additional federal aid mileage that may hereafter be approved for the State of Oregon, amounting to 1% of the total federal aid mileage, when the State of Oregon is eligible to receive such increased mileage. He advised that, without considering the mileage of federal aid routes through cities and towns, the State of Oregon has 31.8 miles of undesignated federal aid mileage, but when the 114 miles of federal aid highways within the city limits of such cities and towns is taken into consideration, it is revealed that the State of Oregon has 82.2 miles of federal aid highways in excess of the mileage that it is entitled to, notwithstanding which the Bureau of Public Roads will approve placing the Portland-Wilsonville-Aurora road on the Federal Aid System if the Highway Commission will agree to deduct this mileage and the mileage of federal aid routes through cities and towns as its first obligation when the Bureau approves the 1% increase in total federal aid mileage. The conditions expressed by Mr. Lynch were accepted by the Com-

mission by unanimous vote but no action was taken to place this road on the Federal Aid System at this time.

Mr. Lynch then inquired what the Commission intends to do about a certain rock wall on the old Columbia River Highway near Tooth Rock Tunnel. He pointed out that the officials of the O.W.R. & N. Co. are fearful that the new highway construction at this point will have a tendency to weaken this wall to such an extent that it will give way causing slides to descend on their new railroad tunnel which is located at a lower elevation and that they have indicated that they will not accept the new railroad tunnel, which was built under the supervision of the U. S. Army Engineers, until this rock wall is reconstructed to withstand any disturbance that might be caused by the highway construction and intend to hold the State of Oregon responsible for any damage that may occur to the railroad property. He also said that the army engineers who are constructing the railroad company's tunnel believe the present rock wall is not in a satisfactory condition to withstand any disturbance caused by the highway construction. He advised that the Bureau of Public Roads is ready and anxious to contract the highway tunnel construction as soon as these controversial matters have been disposed of and requested early action to that end. After some discussion it was agreed that a conference should be arranged with the railroad and army officials for 2:00 o'clock p. m. on the following day to discuss this matter.

The Commission adjourned at 12:00 o'clock noon to reconvene at 1:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:00 o'clock p. m. in the auditorium of the Public Service Building with the same members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Engineer reported that, in connection with the proposed state-wide planning survey it will be necessary to provide transportation for the men employed on such work and for the moving of portable scales. He said that he has gone over this matter very carefully and finds that it will be necessary to have 11 automobiles and 4 station wagons for such purpose. He advised that the Department now has 3 automobiles available for the survey but it will be necessary to purchase 8 new cars and 4 station wagons which he estimated would cost a total of about $8,700. He requested authority to purchase this equipment. The Commission approved the Engineer's request by unanimous vote.

The Engineer reported briefly on the petition of the Eugene City Planning Commission, directed to the U. S. Bureau of Public Roads, the U. S. Army Engineers and the Oregon State Highway Commission, covering the elimination of 11 railroad grade crossings in Eugene, the protection of Eugene from flood waters of the Willamette River, the removal of hazards to the efficiency of the plant and personnel of the University of Oregon, the removal of hazards to the expansion of the City of Eugene and the clearing of natural and artificial hazards from an area that may not be avoided either for the commerce of man or for the defence of the nation

in time of war. He said that, from the highway standpoint, this project would have considerable merit if the army engineers could maintain the channel of the Willamette River in the proposed location and, if the changes could be worked out, it would solve the question of highway routing through Eugene; however, he questioned that the project would materialize in the near future because of its prohibitive cost. The Commission approved the Engineer's report and ordered it filed in the department records.

The Engineer reported on his investigation of the request of W. H. Bennett, Port Orford, to construct a reservoir and pipe line on the Oregon Coast Highway near Port Orford. He said that many years ago Mr. Bennett constructed a small reservoir on the highway right of way and a pipe line leading therefrom to the town of Port Orford, under permit from a former highway commission; also that Mr. Bennett's permit is no longer in effect, having expired some four years ago, and he now wants it renewed and permission given him to enlarge the reservoir on the highway right of way because the present one is too small to supply the demands for water, it being necessary for him to build the new section on the highway right of way because of the controversy which he has with the owner of the adjacent property. He pointed out that it is contrary to the established policy of the Highway Commission to permit encroachments of any kind upon state highway rights of way. He recommended that Mr. Bennett be allowed to rebuild his pipe line on the highway, inasmuch as that is a customary practice, and to maintain his existing reservoir in its present location for a limited time, in view of the fact that the present highway is not constructed on permanent alignment and probably will be rebuilt in the near future; but that he be not permitted to construct an addition to the reservoir on the highway right of way. After some discussion, the Commission approved the Engineer's recommendation and instructed the Secretary to prepare a form of permit in conformance therewith, the life of such permit to extend for a period of one year with privilege of renewal.

The Commission had under consideration the matter of maintaining the secondary state highway which extends northeasterly from the town of Mount Vernon to a junction with the Pendleton-John Day Highway at Beech Creek in Grant County. The Engineer advised that this particular secondary highway now carrys all of the traffic the Pendleton-John Day Highway has and will continue to carry such traffic until the primary highway route which extends from Beech Creek to the town of John Day has been constructed. He gave as his thought , in view of the circumstances, that this road should be considered as a primary highway detour until such time as the primary route is built and that it should be maintained as such, the cost thereof to be paid with primary highway funds rather than with secondary highway funds as at present, which would release the secondary moneys for other purposes. The Commission agreed with the Engineer and thereupon authorized him to maintain the road as a primary highway detour.

The Commission had under consideration a letter from W. H. Lynch, District Engineer of the Bureau of Public Roads, in regard to the location of pole lines on the Siuslaw Highway between Rainrock and Mapleton. It

appears that when this road was originally constructed consideration was given by the U. S. Forest Service and the State Highway Department to the placement of telephone and telegraph lines on the highway right of way and the conclusion was reached that all such lines should be confined to the uphill side of the road so that the poles would not interfere with the scenic view on the opposite side, or river side of the road, and that, in conformance with such conclusion, the government went to considerable additional expense in the construction of the project so as to permit the relocation of the existing telephone and telegraph lines in the area between the highway and the railroad which parallels the highway along this section. However, contrary to expectations, the Commission, in 1932, granted a permit to the Forest Service to construct its pole line along the river side of the road and Mr. Lynch now asks the Commission to investigate and ascertain whether or not it would be possible to rearrange these pole lines so that it will not be necessary to maintain poles on the river side of the road to mar the scenery.

The State Highway Engineer pointed out that there is a very limited space for the highway and the railroad along this section, consequently the highway right of way is very narrow and, if the poles are placed on the line between the highway and the railroad they would be only 11' from the center of the traveled roadway which is too close for safety; also, that there is very little room on the opposite side of the highway for pole lines because of the proximity of the river, nevertheless, from the safety standpoint, it would be better to place them there than on the railroad side, although from the scenic standpoint, no poles whatsoever should be located on the river side. He also pointed out that the state law authorizes pole line companies to place their facilities on the rights of way of the public roads of this state but gives to the State Highway Commission the authority to say where the poles should be located on state highways. He said that the most satisfactory way to dispose of this matter, if the Commission had the authority, would be to prohibit the construction of any pole lines on this section of road.

Mr. Hal Farmer, Senior Highway Engineer of the Bureau of Public Roads, was present and stated that the Forest Service has already started the construction of its pole line under the permit issued heretofore by the Commission but has consented to defer the construction until a decision has been reached in regard to the location of the poles. After considerable discussion and, in view of the law which authorizes the pole line companies to place their facilities on the highway rights of way, the Commission ordered that the Forest Service be requested, in the spirit of cooperation, to construct its pole line entirely off the highway right of way, if at all possible to do so.

The Engineer requested instructions in regard to the refusal of a Mr. E. L. Dickson, owner of the Gold Star Auto Camp, Springfield, to place his gasoline pump 10' from the highway right of way line as he has been requested to do in accordance with the recently adopted policy of the Commission pertaining to such matters. In this connection the Secretary presented an opinion from the Attorney in which he advised that there is no specific statute applicable to the case, therefore, the Commission can only look to the principles of law which apply generally, and whether or not the highway right of way can be used for the parking of vehicles while they are being serviced in connection with the operation of a private business, and whether or not the Highway Commission can prohibit the use of the right of way for such purpose, will depend, in a large measure, upon the circumstances which surround the particular case. If the use of the right of way by a private property owner, for the transaction of a private business, interferes with the maintenance of the highway or increases the cost of such maintenance or introduces a hazard to the traveling public, or in any way interferes with the free and unrestricted use of the highway by the general public, then, in his opinion, the Highway Commission has authority to require the property owner to abandon any portion of the right of way as a place on which to conduct his business, either in whole or in part. The opinion also points out that the law which created the Highway Commission and prescribed its powers and duties expressly states that "the Commission is hereby authorized to make such rules and regulations as it may deem necessary. Said Commission shall have general supervision of all matters pertaining to construction of state highways * * * * *" and says that it is the belief of the Attorney that the courts would hold that the resolution which the Commission has adopted with respect to prohibiting the use of any part of the right of way for conducting a private business is within the Commission's authority.

After considerable discussion of this matter the Commission instructed the Attorney to notify Mr. Dickson to discontinue the servicing of cars parked on the highway right of way and to provide such service on his own private property. The Engineer was authorized by the Commission to plant shrubbery or build a fence in front of Mr. Dickson's service station so as to prevent cars from being serviced from the highway right of way in the event Mr. Dickson will not relocate his pumps so that cars can be serviced off the highway.

The Engineer reported the necessity of reducing the maximum load limits on certain state highways in order to prevent them from being broken up by traffic when frost leaves the ground. He presented a list of such roads and recommended for each a reduction of 50% of the maximum load limit specified by statute and requested authority to post these roads accordingly just as soon as inspection reveals that necessary. After due consideration the Commission approved the Engineer's recommendation and request and, by unanimous vote, adopted the following resolution in regard 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:

OLD OREGON TRAIL
THE DALLES-CALIFORNIA HIGHWAY

JOHN DAY HIGHWAY
MC KENZIE HIGHWAY
OCHOCO HIGHWAY
MT. HOOD HIGHWAY
SHERMAN HIGHWAY
KLAMATH FALLS-LAKEVIEW HIGHWAY
DAIRY-BONANZA HIGHWAY
KLAMATH LAKE SECONDARY 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 that is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways that the maximum weights permitted and authorized by law be reduced;

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

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying 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 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.

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

OLD OREGON TRAIL between Pendleton, in Umatilla County, and La Grande, in Union County;

THE DALLES-CALIFORNIA HIGHWAY between Maupin, in Wasco County, and Klamath Falls, in Klamath County;

JOHN DAY HIGHWAY between Prairie City in Grant County,

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and Unity, in Baker County;

MC KENZIE HIGHWAY between Sisters and Redmond, in Deschutes County;

OCHOCO HIGHWAY between Redmond, in Deschutes County, and Prineville, in Crook County;

MT. HOOD HIGHWAY between Parkdale and Hood River, in Hood River County;

SHERMAN HIGHWAY between Grass Valley, in Sherman County, and junction with The Dalles-California Highway, in Wasco County;

KLAMATH FALLS-LAKEVIEW HIGHWAY between Bly, in Klamath County, and Mile Post No. 68 in Lake County;

DAIRY-BONANZA HIGHWAY between Dairy and Bonanza, in Klamath County;

KLAMATH LAKE SECONDARY HIGHWAY between Link River Bridge and Wocus Bridge, in Klamath County

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed 8,500 pounds.

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

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named 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 any of said

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highways are located, and that a certified copy of this order be furnished the Superintendent of the Department of State Police for his information.

Reconsideration was given by the Commission to the matter of regulating the parking of automobiles on the right of way of the Pacific Highway at the west end of the Willamette River Bridge at West Linn in Clackamas County. The following resolution in regard thereto, which was prepared in accordance with instructions given by the Commission on December 27, 1935, when the site was inspected, was adopted by the Commission by unanimous vote:

WHEREAS, that certain highway beginning at Oregon City where Seventh Street intersects Main Street, and extending thence north across the bridge over the Willamette River, thence in a winding way with numerous curves following the contour of the land to Oswego, and thence to Portland, is a state highway and carries a large volume of traffic; and

WHEREAS, Subsection (a) of Section 50, Chapter 360, Oregon Laws, 1931, reads as follows:

"No person shall park or leave standing any vehicle, whether attended or unattended, upon the paved or improved or main traveled portion of any highway, outside of a business or residence district, when it is practicable to park or leave such vehicle standing off the paved or improved or main traveled portion of such highway; provided, in no event shall any person park or leave standing any vehicle, whether attended or unattended, upon any highway unless a clear and unobstructed width of not less than 16 feet upon the main traveled portion of said highway opposite such standing vehicle shall be left for free passage of other vehicles thereon, nor unless a clear view of such vehicle may be obtained from a distance of 200 feet in each direction upon such highway."

and

WHEREAS, the parking of cars on the portion of said highway extending from the north end of the bridge over the Willamette River around a curve to the right and for a distance of 200 feet creates a hazard to the traveling public because of the fact that within said area, when cars park on the inside of the said curve, it is impossible for traffic using said highway at said site to have a clear and unobstructed view for a distance of two hundred feet in each direction upon said highway, and for the further reason that when cars are parked within said area on the inside of the curve there does not remain a clear unobstructed width of sixteen feet upon the main traveled portion of said highway at all points opposite such standing or parked vehicles for the free passage of other vehicles using said highway; and

WHEREAS, because of said conditions and the hazard which the parking of cars within said area creates and to which persons using said highway are subjected, it is the judgment of this Commission that the parking of cars on the inside of said curve within the area above designated should be prohibited, except as hereinafter provided;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a quorum being present and affirmatively participating, as follows:

1. That this Commission does hereby find and resolve that the parking of cars on the inside of the curve on the Pacific Highway within the area defined as the area beginning at the north end of the bridge over the Willamette River at Oregon City and extending for a distance of two hundred feet around the curve should be prohibited, except as herein provided.

2. That there shall be established in front of the hotel and in front of the grocery store, a parallel loading and unloading zone, for use in connection with the operation and conduct of said hotel and said grocery store, which loading and unloading zone shall be adequately marked and designated.

3. That parallel parking of cars may be permitted outside of said loading and unloading zone, within the area beginning at a point approximately twenty feet from the end of the bridge over the Willamette River and a point designated as the driveway just north of the barber shop or pool hall, provided that any car parked within said area, must park parallel with and close to the curb.

4. That the State Highway Engineer be and he hereby is instructed to prepare a "no parking" sign and erect and maintain the same within the area between the driveway in front of the barber shop and pool hall and a point two hundred feet distant and around the curve therefrom to the north end, and that he be instructed to prepare, erect and maintain a suitable parking sign to conform to the provisions of this resolution in the area within which parallel parking may be permitted.

5. That this resolution be entered in the minutes and records of the Commission and a duly certified copy thereof delivered to the Superintendent of the State Police with the request that the provisions of Subsection (a) of Section 50, Chapter 360, Oregon Laws, 1931, be enforced, and a certified copy delivered to the Municipal authorities of the town of West Linn, and a copy delivered to the owners or operators of any business institution now being maintained along the portion of the highway affected by this resolution.

The Commission by unanimous vote approved the form of resolution, for insertion in the record of the meeting held on January 9, 1936, authorizing the Secretary to execute, in behalf of the Commission, fidelity bond releases covering certain Highway Department employes.

The Commission had under consideration a blue print plan of a shelter station which the Oregon Motor Stages desires to maintain at certain points on the Tualatin Valley Highway between Portland and Forest Grove for the benefit of its patrons. The Secretary explained that this matter had the attention of the Commission at the previous meeting when the Commission indicated that it did not went these buildings constructed on the highway right of way but deferred definite action thereon pending a study of the plans of the proposed buildings. After due consideration of this matter the Commission decided that it didn't want these buildings on the highway right of way and accordingly denied the request.

The Secretary presented a letter from Mr. Frank C. McColloch, Public Utilities Commissioner of Oregon, requesting, in behalf of a Mr. Frank Gardinier, modification of the Commission's ruling prohibiting the hauling of logs on state highways during Saturday afternoons so as to permit Mr. Gardinier to haul logs on the John Day Highway between the town of Austin and Austin School House, in Grant County, during that restricted period. The Commission approved the request by unanimous vote.

The Secretary reported the receipt of "Reports of Arrest" from the Department of State Police covering violations of traffic laws by certain logging operators, as follows:

Owner of Equipment	Operator	Date of Arrest	Violation
Elliott Transfer Company, Astoria	Wm. Jennings Rickert Astoria	1/29/36	Overload of 3,920 lbs. on trailer
Hollenbeck Logging Co. Seaside	Wm. James Yuill Seaside	"	2,420 lbs. overload on rear axle of truck and 7,080 lbs. on trailer
Hollenbeck Logging Co. Seaside	Howard Van Warrenton	"	1,560 lbs. overload on rear axle of truck; 2,260 lbs. overloaded trailer
Lawrence Nelson Astoria	Lawrence Nelson Astoria	"	1,050 lbs. overload on rear axle of truck
Elliott Transfer Co. Astoria	Franklin Jos. Reiter Astoria	"	1,960 lbs. overload on trailer

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Owner of Equipment	Operator	Date of Arrest	Violation
Hollenbeck Logging Co. Seaside	Willard Emmet Hunter Seaside (2nd arrest)	1/29/36	5,680 lbs. overload on rear axle of truck and 2,360 lbs. overload on trailer
W. R. & Rose Collins Seaside	Robt. Lagrande Chenoweth	"	3,360 lbs. overload on rear axle of truck and 3,210 lbs. overload on trailer.
Birkenfeld Lumber Co. Birkenfeld	Leo White McFarland Cannon Beach	"	700 lbs. overload on trailer
Geo. Otis Backes Jacksonville	Geo. Otis Backes Jacksonville	1/30/36	3,665 lbs. overload on rear axle of truck
Hollenbeck Logging Co. Seaside	Willard Emmet Hunter Seaside (1st arrest)	1/6/36	7,200 lbs. overload on rear axle of truck; 4,000 lbs. overload on trailer
J. W. Richardson Coquille	Reuben Russel Jacobsen Lakeside	1/21/36	1,700 lbs. overload on rear axle of truck and 1,500 lbs. overload on trailer
L. O. Conlee Portland	Millard Arthur Chase Gresham	1/14/36	2,275 lbs. overload on trailer
Raymond Griffin Boring	Clarence Rawley Griffin Boring	"	1,025 lbs. overload on trailer
Wayne Marion Harvey Portland	Wayne Marion Harvey Portland	1/21/36	1,600 lbs. overload on trailer

The Engineer advised that the cost to maintain the highways over which log hauling is being carried on is considerably in excess of the cost of maintaining other highways and, in his estimation, stringent action should be taken to prevent overloading of logging trucks which is one of the principal factors contributing to the highway damages. He suggested that the practice of overloading might be stopped by either the permanent cancellation of the permit of the violator or the suspension of his operations for a certain length of time. After considerable discussion of this matter it was decided that the Engineer should confer with the Superintendent of the Department of State Police and the Public Utilities Commissioner in regard thereto in an endeavor to arrive at a satifactory solution of the problem, such conference to be held within the next few days and the results there-

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of to be telephoned to the individual members of the Commission for confirmation at which time it will be decided what action to take against the operators whose arrests were considered at this meeting.

Major F. R. Schanck, Consulting Engineer, Portland, came before the Commission at this time in the interest of a proposed highway extending down the Snake River from the town of Robinette to Homestead, in Baker County, following along the abandoned railroad grade of the O.W.R. & N. Co. He urged the Commission to take over and improve this abandoned railroad grade as a secondary state highway for the benefit of the people of the Homestead district and particularly for the mining interests of that locality. It was his thought that this grade could be improved for highway purposes at small cost. He pointed out certain advantages that would be gained by having this road available for public use and alleged that it would not only provide a water grade road but would also shorten considerably the distance from Homestead to Baker compared with the present route via Halfway.

Commissioner Aldrich advised that this road is not on the state highway system hence the State Highway Commission is without authority to spend state funds to construct it; furthermore, if the Commission wanted to designate it as a secondary state highway such designation would have to be initiated in writing by the County Court of Baker County, which has not yet been done.

A delegation composed of persons served by the West Side Pacific Highway came before the Commission and urged the early construction of the so-called Amity-Dayton Cutoff which extends from a point on the West Side Pacific Highway, a short distance north of Amity, to a connection with the secondary state highway in the vicinity of the town of Dayton, in Yamhill County. The delegation consisted of the following: Yamhill County Commissioners W. S. Allan and F. R. Campbell; Claude E. Ingalls, C. H. Woodcock, C. J. Whiteside, J. F. Porter, C. C. Cochran, W. F. Groves, H. W. Hand, Ivan Waterman, Earl Johnson, Victor P. Moses, J. A. Gallagher, all from Corvallis; Tom Carpenter, Monroe; L. M. Travers, Waldport; Fred Horning, Toledo; Mike Walker, Independence; H. W. Morlan, Monmouth; A. W. Newby, E. E. Lindroll, H. W. Torbett, Amity; Harry Sherman, W. S. U'Ren and Fred Matches, Dayton. County Commissioner Allan headed the group and Mr. Ingalls presented the principal argument in support of their request.

The Engineer pointed out that the Highway Commission at one time had this project on its 1935 construction program but was forced to eliminate it because the County Court of Yamhill County refused to acquire needed right of way. Mr. Allan explained that the County did not have the money to buy the right of way at that time, in fact, it still believes that it is the State's obligation to buy the right of way inasmuch as the proposed road is the logical route for a state highway. He urged the Commission to designate this road as a primary or secondary state highway and to construct it at the earliest possible time. He presented a letter signed by a majority of the members of Yamhill County Court in support of such request. He also presented letters from the Corvallis Chamber of Commerce, Dayton Chamber of Commerce and the Amity Community Commercial Club endorsing this project.

It was explained to Mr. Allan that the County's request for the designation of this road as a secondary state highway must be in proper form and, if the County Court will adopt a resolution requesting this designation and send a certified copy thereof to the State Highway Commission, it will be given due consideration. Mr. Allan agreed to see that such resolution is adopted.

Mr. Charles Elrey, representing State Labor Commissioner Gram, was present and discussed with the Commission the matter of payment of claims for labor arising out of the contract of F. C. Feldschau and Son for furnishing crushed rock for the Jack Horner Creek-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties, State Highway Contract No. 1455, which claims have been assigned to the Labor Commissioner for collection. Mr. Elrey explained that in awarding this contract the Commission took a bond from the contractor in the amount of 100% of the amount of the contract but it now appears that the bond is not sufficient to pay all of the claims against the job, including numerous labor claims, so the surety on the bond has decided to pay into Court the amount of the bond, which it considers its full obligation, rather than to pay the outstanding claims. He said that, in the estimation of the Labor Commissioner, the State Highway Commission is responsible for the payment of the remaining claims because of the failure of the Commission to require the contractor to furnish a bond in sufficient amount, and that Mr. Gram's opinion has the oral approval of the Attorney General. He requested an expression from the Commission as to what it intends to do in the matter under the circumstances.

After considerable discussion the Commission referred this matter to its Attorney to confer with the attorney for the Labor Commissioner in regard thereto, to determine exactly the extent of the Highway Commission's responsibility and obligation. The Commission indicated that it would approve the payment of these labor claims in the event it develops that this is the Highway Commission's obligation.

At 3:00 o'clock p. m. the Commission conferred with Governor Charles H. Martin, in the Rose Room of the Portland Hotel, following which Highway Department business was resumed in the auditorium of the Public Service Building with the same Commissioners present and participating.

Mr. J. L. Torrens, Salem, came before the Commission in regard to his claim for damages which, he alleges, occurred to his property in Newport by reason of the construction of the Oregon Coast Highway in that town, the amount of which claim is considerably in excess of the amount of the damages which the Highway Department engineers admit. Mr. Torrens alleged damages in the amount of $1,000 but agreed to take $500 if the Commission will settle with him at once. He was informed by Commissioner Aldrich that the Commission endeavors to treat everyone fairly and alike and, in this particular instance, he will be accorded the same kind of treatment as is accorded others who have similar claims. He also stated that the Commission will review the history of this case with the Engineer and the Attorney and will then decide what action it will take.

At 4:00 o'clock p. m. the Engineer, at the request of Commissioner Aldrich, announced the following awards of contracts for which bids were taken at the morning session, these awards having been previously approved by the Commission by the unanimous vote of the members present:

"Columbia County Oiling Project on four sections of county road. 8.46 miles of crushed rock surfacing and oil mat surface treatment. The low bid submitted for this project is that of J. C. Compton, McMinnville, at $31,021.00, based on the use of road oil, and $30,829.50, using tar. The next low bid is that of Warren Northwest, Inc., Portland, at $34,985.50, based on the use of tar. There was one higher bidder. The Commission has rejected all bids received for this project and has ordered the job readvertised.

"North Approach to Coos Bay Bridge on the Oregon Coast Highway, in Coos County. 0.53 mile of grading, surfacing and bituminous macadam. The low bid received for this project is that submitted by S. S. Montague, Portland, at $50,034.60. The next low bid is that submitted by E. C. Hall, Eugene, at $52,577.00. There were no other bidders. The Commission awards this contract to S. S. Montague at his low bid of $50,034.60.

"South Approach to Coos Bay Bridge on the Oregon Coast Highway, in Coos County. 0.41 mile of grading and paving. The low bid received for this project is that of S. S. Montague, Portland, at $52,604.50. The next low bid received is that of Warren Northwest, Inc., Portland, at $52,932.50. There is one higher bidder. The Commission has awarded this contract to S. S. Montague at his low bid of $52,604.50.

"Merrill-California Line Section of the Merrill-Hatfield County Road and Malin-California Line Section of The Dalles-California Highway, in Klamath County. 2.5 miles of grading, surfacing and oil mat surface treatment and 2.86 miles of surfacing and oil mat surface treatment. The low bid for this project was that submitted by Harold Blake, Portland, at $95,245.50. The next low bid was that of Dunn & Baker, Klamath Falls, at $95,728.00. There are two higher bidders. Considering the fact that the low bidder, Harold Blake, qualified his bid on the bridge construction jobs on the Merrill-Hatfield County Road by stating that he would not accept the contract for that project unless he was also awarded the contract for this project, and, considering also that Dunn & Baker, the second-low bidders on this project were low on the Merrill-Hatfield bridge projects, and their combination bid was lower than that of Harold Blake, the Commission has awarded this contract to Dunn & Baker, at their bid of $95,728.00.

"Construction of composite pile trestle bridge over U.S.R.S. Canal "J"; untreated pile trestle bridge over drainage ditch and a laminated treated timber culvert on the Merrill-Hatfield County Road, in Klamath County. The low bid submitted for this project

is that of Dunn & Baker, Klamath Falls, at $11,606.00. The next low bid is that of J. F. Johnston, Newberg, at $12,145.00. There are four higher bidders. The low bidder, Dunn & Baker, qualified their bid by saying that they would not accept this project unless they were also awarded the contract for the Merrill-California Line and Malin-California Line projects. Inasmuch as the contract for the Merrill-California Line and the Malin-California Line project has been awarded to Dunn & Baker, the Commission considers the qualification has been satisfied and accordingly awards this contract also to Dunn & Baker, at their bid of $11,606.00.

"Pringle Creek-Taylor Creek Section of the Pacific Highway, in Marion County. 4.6 miles of grading, construction of four treated timber box culverts and construction of 83 feet of treated timber trestle with concrete superstructure. The low bid received for this project is that submitted by Roy L. Houck, Independence, at $95,831.50. The next low bid is that of Jacobsen-Jensen Co., Portland, at $102,580.00. There are eighteen higher bidders. The award of this contract is held pending clearing up of right of way matters. The Commission has referred all bids received for this project to the Engineer with power to award to the low bidder when such right of way matters have been settled.

"Glisan Street-Foster Road Section of 122nd Avenue, Multnomah County. 3.19 miles of asphaltic concrete paving. The low bid received for this project is that of Jacobsen-Jensen Co., Portland, at $42,639.00. The next low bid is that submitted by Kern & Kibbe, Portland, at $42,925.50. There are four higher bidders. The Commission awards this project to Jacobsen-Jensen Co., at their low bid of $42,639.00.

"Humphrey Boulevard, 45th Avenue and Cameron Road Bituminous Macadam Project on two sections of county road in Multnomah County. 3.06 miles of surfacing and bituminous macadam wearing surface. The low bid submitted for this project is that of F. J. Kernan, Portland, at $43,368.50, using road oil, and $42,882.50, using tar. The next low bid is that of Harold Blake, Portland, at $43,325.50, based on the use of tar. There are three higher bidders. The Commission has rejected all bids received for this job and has ordered it readvertised.

"Construction of a 116' through plate girder span and 2-23' I-beam spans to carry the United Railways track over the Columbia River Highway in Multnomah County. The low bid received for this project is that submitted by the Portland Gravel Co., Portland, at $42,500.75. The next low bid is that of Tom Lillebo, Reedsport, at $45,135.00. There are six higher bidders. The Commission awards this job to the Portland Gravel Company at their low bid of $42,500.75.

"Rex Hill Section of the West Side Pacific Highway, in Wash-

ington and Yamhill Counties. 2.12 miles of grading, paving and moving buildings. The low bid submitted for this job is that of Theo. Arenz & Oregon Contracting Co., Portland, at $176,221.50. The next low bid is that submitted by J. A. Lyons, Portland, at $191,506.00. There are eight higher bidders. The Commission awards this contract to Theo. Arenz & Oregon Contracting Co., at their low bid of $176,221.50.

"Dairy-Bonanza Section of the Dairy-Bonanza Highway, in Klamath County. 6.74 miles of regrading and resurfacing. Bids for this project were opened by the Commission yesterday but the award of the contract was deferred pending the reading of the bids for the other Klamath County projects today, on account of the condition imposed by Dunn & Baker to the effect that they would reduce their bid in the amount of $1,000 on this job if they were also awarded the contract for the construction of the Merrill-California Line and the Malin-California Line Sections. Announcement has just been made of the award of the Merrill-California Line and the Malin-California Line project to Dunn & Baker, wherefore, the Commission wishes to announce that it also awards to them the contract for the construction of the Dairy-Bonanza project, at their bid price of $33,783.00, less $1,000 for being awarded the contract for both jobs."

The Commission had under consideration a letter from G. H. Hanson, Mayor of the town of Paisley, requesting the Commission to include in the oiling project on the Fremont Highway in their town, extra oiling work on the main street for a distance of about three blocks. The Engineer estimated that this extra oiling work will cost about $840 and recommended that the request be granted. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration a request from the County Court of Hood River County for the removal, from the Secondary Highway System, of Secondary State Highway No. 280 extending from the Columbia River Highway, in the town of Hood River, to the Columbia River, a distance of about one-half mile. The Commission deferred action thereon pending an investigation and report from the Engineer.

The Secretary presented a letter from the U. S. War Department requesting permission to enter upon certain state park property adjacent to the Columbia River Highway in Hood River County for the purpose of slashing and burning the timber and driftwood thereon pending negotiations for a flowage easement. The Engineer advised that the property referred to will eventually be inundated when the Bonneville Dam is completed and it is the purpose of the War Department to clean up this land before water is impounded by the dam and to secure flowage easements on all such properties. He recommended that the request be granted. The Commission approved the Engineer's recommendation.

The Commission considered and ordered filed in the department records, communications as follows:

Letter from L. M. Lepper, Director East Side Commercial Club, Portland, requesting allocation of additional funds for the construction of the Wolf Creek Highway between Sunset Camp and Elsie;

Letter from Gold Beach Chamber of Commerce urging the improvement of what is known as the Seven Devils Road northward from the town of Bandon to Marshfield, in Coos County, as an alternate route for the use of the traveling public when the present road between Coquille and Bandon is closed by flood waters;

Letter from the Albany Chamber of Commerce urging reconstruction of a section of the Albany-Corvallis Highway near Albany at a higher grade level so as to avoid this highway being flooded during periods of high water;

Resolution from Wauna 4L Local No. 5 Loyal Legion of Loggers and Lumbermen urging the use of timber in highway construction.

The Secretary presented a joint resolution from Nehalem Valley Grange No. 804, Clatsop County, and Winema Grange No. 652, Columbia County, urging the Commission to take over and widen the connecting road between the towns of Jewell and Elsie in Clatsop County. He was instructed to inform the petitioners that the Commission does not have funds available now to do what they ask.

A letter was presented from Wallowa County Pomona Grange No. 22 renewing its request for the construction of the proposed extension of the Enterprise-Flora Highway to the Washington State Line. The Secretary was instructed to invite the grange to come before the Commission at its special meeting to be held on February 19, at which time the Commission contemplates discussing this matter with the County Court of Wallowa County.

A letter was presented from the City Council of Harrisburg, Linn County, opposing any rerouting of the Pacific Highway through Harrisburg, for the purpose of eliminating the existing curve at the east approach to the bridge over the Willamette River at that place, that will be detrimental to the business interests of that town. The Secretary was instructed to reply that nothing definite has as yet been outlined for this proposed project although the matter is being investigated for future action; also, that the people of Harrisburg will be given an opportunity to be heard in the matter before construction is undertaken.

The Commission had under consideration a resolution from residents of School District No. 69 and Fort Hill Junction vicinity, Yamhill County, in which the Commission was urged to construct a sidewalk on the bridge over the south fork of the Yamhill River on the McMinnville-Tillamook Highway at Fort Hill Junction for the benefit of school children and other pedestrians who are obliged to cross this bridge. The Engineer estimated that this sidewalk would cost about $1,000 and recommended the project for construc-

tion. The Commission approved the Engineer's recommendation.

A letter was presented from M. & V. Brown, Lebanon, renewing their request for the oiling of the county road which extends westerly from the town of Lebanon through Tangent to Corvallis, in order to alleviate the dust nuisance which they say is unbearable because of the large volume of traffic that this road carries. The Secretary was instructed to refer Messrs. Brown to previous correspondence on this subject wherein they were told to present their project to the Linn County Court inasmuch as this road is not on the state highway system and the State Highway Commission does not have jurisdiction over the same; also to inform them that conditions have not changed since they were given such information.

A letter was presented from the Gold Beach Chamber of Commerce inviting the Commission to attend a banquet honoring the Commission, to be given in Gold Beach on any date convenient for the Commission and suggesting some time in February. The Secretary was instructed to thank the Chamber of Commerce for its invitation and to express regrets that the Commission will be unable to meet with them during the month of February but will be glad to do so at some future date.

A letter was presented from Francis V. Galloway, attorney, The Dalles, with further reference to the proposition that he has in mind for the construction of the new highway along the abandoned railroad grade down the Deschutes River, in which he urges the Commission to reconsider its decision not to acquire the railroad grade for highway purposes. The Commission referred the letter to the Attorney with instructions to write a courteous reply to Mr. Galloway giving reasons why the Commission cannot comply with his request.

A letter was presented from Geo. M. Locke, Portland, opposing the construction of overhead crossings on the East Portland-Oregon City Highway for the safety of school children, and suggesting other safeguards. The Commission instructed the Secretary to acknowledge receipt of the letter and to advise Mr. Locke that the suggestions offered will be taken under advisement. In this connection Acting Bridge Engineer Glen S. Paxson presented to the Commission designs for two types of pedestrian overcrossings, in accordance with previous instructions, one of which he estimated to cost about $9,000 and the other about $5,000. After a study of the plans and a full discussion of the matter the Commission decided that it would be inadvisable to embark on a construction program of this kind on account of the cost involved and took the matter under advisement for future consideration. The Secretary was instructed to convey this information to Mrs. Katherine McRae, Superintendent of Schools for Clackamas County, who headed the delegation which appeared before the Commission on January 9 and requested such crossings.

The Engineer reported that in connection with the proposed widening work on the Pacific Highway south of the Southern Pacific undercrossing at Oregon City a large amount of rock material will be excavated and that he planned to deposit this material along the waterfront back of

the Clackamas County Courthouse grounds in Oregon City so that it could be utilized later on for highway purposes in the event that the Commission selects Water Street as the route of the highway through this town. However, it now develops that the U. S. War Department has refused to grant a permit authorizing the deposit of this material on such location, wherefore, it must be hauled to certain locations north of Eleventh Street if any benefit is to be received from it, which will require the purchase of private property. He suggested that it might be advisable for the State to buy such property as a "spoils site" and explained that it could be used as right of way for the highway in the event the Water Street route is eventually adopted. The Commission deferred action on this matter pending consultation with Chairman Henry F. Cabell. (This matter was discussed with Chairman Cabell later in the session at which time the Commission, by unanimous vote authorized the Engineer to take options for this property as a "spoils site" in accordance with his suggestion.)

The Attorney presented a form of agreement with Inez De Lashmutt, et al, disposing of the controversy existing between the Commission and the De Lashmutts which arises out of the reconstruction of the Bertha-Beaverton Highway through their property located near Glencullen in Multnomah County. He explained the provisions of the agreement and recommended its approval by the Commission. After due consideration the Commission indicated that the form of agreement is satisfactory and authorized him to prepare it in final form and secure the signatures of the De Lashmutts thereto.

Reconsideration was given by the Commission to the offer of H. C. Dixon, Woodburn, to purchase for $200, certain property belonging to the State Highway Commission in the town of Aurora. The Engineer advised that this offer pertains to a house and a fraction of several lots lying on the east side of the Pacific Highway south of Main Street crossing in Aurora and there is a question whether or not this property will be needed for right of way in the event the Beaverton-Aurora Secondary Highway is routed so as to connect with the Pacific Highway near this location, which would involve the construction of some kind of a cloverleaf junction. He further advised that, in his estimation, the price of $200 for this property is considerably below what the property is really worth. He recommended that the offer be declined. The Commission approved the Engineer's recommendation.

The Engineer reported that, during the construction of the Columbia River Highway easterly from the east city limits of The Dalles, right of way for the proposed improvement was taken from the Great Southern Railroad Company and it was agreed at that time that the State would deed to the railroad company a portion of the old highway right of way which was to be abandoned. It appears, he said, that the transfer of properties was never completed and the railroad company now wants action to dispose of the matter. He requested authority from the Commission to complete this transaction through the Right of Way Department. The Commission granted his request by unanimous vote.

The Commission had under consideration a letter from County Judge H. H. Rosenberg, Tillamook County, in regard to right of way needed for the Wilson River highway across the property of a Mr. Wm. Ryan. It appears that, since the County acquired this original right of way, a slight change has been made in the plans for the improvement and that spirals have been introduced in the curves located on this property which necessitates the state taking a small additional amount of Mr. Ryan's land in order to make the right of way symmetrical about the center line of the highway, and that Mr. Ryan has requested additional compensation for such extra land. It also appears that the Tillamook County Court wants the state to pay this extra expense inasmuch as the county acquired the original right of way. After some discussion the Commission, by unanimous vote, authorized the Engineer to acquire this extra property and pay for the same at state expense.

The Commission had under consideration the matter of abandonment of two sections of the Tualatin Valley Highway in Washington County which are no longer needed for highway purposes because of the fact that this highway has been reconstructed on new alignment. The Engineer exhibited a map on which was disclosed the sections in question and recommended that they be turned back to Washington County. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate portions of the Tualatin Valley Highway in Washington County; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there were eliminated and made unnecessary as parts of the completed highway certain sections or parts thereof, which sections or parts are more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as parts of the state highway system the fragments or portions of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, a quorum being present and affirmatively participating as follows:

1. That the fragments of land confined within the areas hereinafter designated, which fragments of land were formerly within the limits of the right of way of the Tualatin Valley Highway in Washington County, but are now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragments of land are abandoned as parts of the right of way of said highway, and such fragments of right of way are, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting properties or to the control and supervision of the County Court of Washington County, for highway or other public purposes. The fragments or parcels of land affected by this resolution are defined and described as follows, to-wit:

Exhibit "A" *

All that portion of the old 60 foot right of way lying northerly and southerly of the present acquired right of way of the Tualatin Valley Highway (Canyon Road) situated in Sections 1, 11 and 12, Twp. 1 South Range 1 West, W.M., Washington County, being more particularly described as follows:

Beginning at a point on the line between Multnomah and Washington Counties; thence in a southwesterly direction along the original constructed highway to a point opposite and 40 feet distant northerly from Engineer's center line station 82+00 of the revised center line of said highway.

Exhibit "B" **

All that portion of the old 60 foot right of way lying southerly of the present acquired right of way of the Tualatin Valley Highway (Canyon Road) situated in Section 15, Twp. 1 South Range 1 West, W.M., Washington County, being more particularly described as follows:

Beginning at a point which is opposite and 40 feet distant southerly from engineer's center line station 160+20 of the revised center line of said highway; thence in a southwesterly direction along the original constructed highway to a point on the easterly right of way line of the Bertha-Beaverton Highway.

In addition to the above descriptions, designations and definitions of said fragments of land and for a more particular description and location there are made a part hereof, a map or blueprint, marked "Exhibit 'A'", and a map or blueprint marked "Exhibit 'B'", which maps for purpose of identification, bear the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and W. E. Chandler, Division Engineer, and bear date of January 15, 1936, upon which maps are reflected the above described parcels of land by showing the same colored in red, which maps or exhibits by reference thereto are hereby made a part of this

* Map filed in Right of Way Abandonment and Retention File - No.20
** " " " " " " " " " " - No.21

resolution.

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Washington County, together with copies of said exhibits or maps, for such action as said County Court may desire to take with respect to said fragments of land, and should said abandoned portion of the right of way of said Tualatin Valley Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Washington County and beyond any responsibility or supervision by the State Highway Commission.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements throughout the state. He submitted a list of such properties which the Commission carefully studied. The following resolution authorizing the acquisition of these properties 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 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 property required, options have been obtained, which options have been 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 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. E. 17th Ave. to S. E. Union Ave. - East Portland-Oregon City Hwy.				
Folkman, Alfred V.	R/W	1040 Sq.Ft. at 30¢ per Sq. Ft.		Campbell
Voderberg, Henry	"	4600 Sq. Ft. at 30¢ " " " plus $1220.00		"
12th St. Jct.-Illahe School Sec.-Pacific Hwy.				
Paulus Bros. Pack. Co.	R/W	4.85	at $125.00 per Ac. plus $1775.00	McCallister
Hardwick, Laura B.	"	1.07	at $500.00 per Ac. plus $265.00 and move bldgs.	"
Ditto, Geo. G.	"	1.54	at $300.00 per Ac. plus $705.00 and move poultry house	"
Agner, John C.	"	2.92	at $125.00 per Ac. plus $255.00	"
Hammer, Archie M.	"	0.40	at $125.00 per Ac. plus $26.00	"
Gile & Jenks	"	6.59	at $125.00 per Ac. plus $1089.00	"
Taylor, Paul	"	5.32	at $125.00 per Ac. plus $560.00	"
Vanderhoof, Alvie	"	1.52	at $300.00 per Ac. plus $346.00	"
Smith, T. C., Albert, H. E. and Chas. L. McNary	"	2.15	at $125.00 per Ac. plus $204.31, plus moving bldgs.	"
Gosson, Oral McClain	"	0.20	at $250.00 per Ac.	"
Samuel, D. & Rachel	"	0.50	at $200.00 per Ac. plus $388.00	"
East Pendleton Section-Old Oregon Trail Hwy.				
Brownfield, Clara A.	R/W	7950 Sq. Ft. at 10¢ per Sq. Ft. plus $480.00		Benson
Tachella, Ralph & Wilson, Dora	R/W	922 Sq. Ft. at 5¢ per Sq. Ft.		"
Dyer, Anna	"	1610 Sq. Ft. at 6¢ per Sq. Ft. plus $5.00		"
Kennedy, C. Millard	"	5000 Sq. Ft. Land $1000.00 plus $2250.00		"
O'Sullivan, Lawrence (Correction)	R/W	5000 Sq. Ft. Land $750.00 plus $2250.00		"
Oregon Building & Loan Assn.	R/W	1000 Sq. Ft. at 8¢ per Sq. Ft. plus $30.00		"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
East Pendleton Section-Old Oregon Trail Hwy. Cont'd.				
Ehrhart, E. Grant	R/W		1000 Sq.Ft. at 6¢ per Sq.Ft. plus $50.00	Benson
Ross, John H. Est.	"		2250 Sq.Ft. $1650.00 Lump Sum	"
Mark, Clara C.	"		6 Sq.Ft. $5.00 Lump Sum	"
Pugh, Walter W.	"		1000 Sq.Ft. at 6¢ per Sq.Ft. plus $115.00	"
Jones, Mary S. (Correction)	"		1000 Sq.Ft. at 6¢ per Sq.Ft. plus $5.00	"
Wagner, Walter	"		1000 Sq.Ft. at 6¢ per Sq.Ft. plus $4.50	"
Pioneer Educational Society	"		1329 Sq.Ft. $600.00 Lump Sum	"
" " "	"		1780 Sq.Ft. at 20¢ per Sq.Ft. plus $7.50	"
Hoover, Loren E.	"		2500 Sq.Ft. $1000.00 Lump Sum	"
Helsby, W. A.	"		500 Sq.Ft. at 6¢ per Sq.Ft. plus $10.00 plus moving bldgs. when necessary	"
Lakeview Section-Klamath Falls-Lakeview Hwy.				
Lake County	R/W	15 Lots	Gratis	H.G.Smith
Estacada Section-Woodburn-Mt. Hood Hwy.				
Grebel, Jacob	R/W		6 Lots (7640 Sq.Ft.) at $69.50 per Lot	Parker
Cadonau, E. L.	"		1300 Sq.Ft. $20.00 Lump Sum	"
Fritz, Helen Holder	"		814 Sq.Ft.$55.00 Lump Sum	"
Boyer-Otis Sec.-Salmon River Hwy.				
Lane, Della (Indian Land) (Correction)	R/W		0.63 at $100.00 per Acre	McCallister
Labsch, Aug. J. (Correction)	"		0.23 at $100.00 per Acre	"
Warren, Ethel I. "	"		0.69 at $100.00 per Acre	"
Harrington, T. F. "	"		0.38 at $100.00 per Acre	"
Ford, A. R. "	"		0.40 at $100.00 per Acre	"
Seeley, Hermina	"		0.06 at $10.00 Lump Sum	"
Umatilla-Hermiston Section-Old Oregon Trail Hwy.				
Umatilla County	R/W	2.89	Gratis	Schannep
Umatilla County	"	0.39	Gratis	"
Umatilla County	"	0.24	Gratis	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
North Salem Undercrossing-Pacific Hwy.				
Harmer, J. W.	R/W		3295 Sq.Ft. $1000.00 Lump Sum	DeSouza
Valley Packing Co.	"		0.14 Ac. at $2000.00 per Ac. plus $1720.00	Bentley
Laws, Lucile	"		1558 Sq.Ft. $615.00 Lump Sum	"
Keen, Charles	"		3390 Sq.Ft. Land $1000.00 Lump Sum Plus $499.00	"
Pruitt, E. A.	"		0.0125 Ac. at $2000.00 per Ac. plus $75.00	"
Mutual Savings & Loan Assn.	"		0.104 Ac. at $2000.00 per Ac. plus $1017.00	"
Vogl, Grace	"		0.025 Ac. at $2000.00 per Ac. plus $250.00	"
Linhart, Ed.	"		0.0125 Ac. at $2000.00 per Ac. plus $25.00	"
Lang, E. Fay	"		Easement for Shoo Fly Track and Channel Change $300.00 Lump Sum	"
Paisley Section-Fremont Hwy.				
Farra, Earl M.	R/W		4070 Sq. Ft. $250.00 Lump Sum	McCallister
Cannon Beach Sec.-Ecola State Park Road				
Crown Willamette Paper Co.	R/W		16000 Sq.Ft. Gratis	Bentley
Biersdorf, H. R.	"		2200 Sq.Ft. Land $15.00 plus $15.00	Parker
Mathiot, Irene & Gale, Maude	"		1800 Sq. Ft. $25.00 Lump Sum	"
Newberg-McMinnville Sec.-West Side Pacific Hwy.				
Lord, E. J.	Park	1.25	$150.00 Lump Sum	Parker
Crow, F. W.	Park	1.22	Land $125.00 plus $125.00	"
Rainier Section-Columbia River Highway				
Ellis, Tom	R/W		500 Sq.Ft. Easement for slopes Gratis	Parker
Wood, Alice	"		510 Sq.Ft. Easement for slopes Gratis	"
Wright, A. B.	"		12094 Sq.Ft. Easement for slopes Gratis	"
Gulker, L. E.	"		750 Sq.Ft. Easement for slopes Gratis	"
Silva, W. J.	"		500 Sq.Ft. Easement for slopes Gratis	"
Schunesen, J. A.	"		Easement for slopes Gratis	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Rainier Section-Columbia River Highway - Cont'd.				
Wasser, J. A. et al	R/W	0.213	Gratis	Parker
Columbia County	"	9000 Sq.Ft.	Gratis	"
Braim, J. J. Est.	"	214 Sq.Ft.	Gratis	"
Van Deurs, Sallie	"	500 Sq.Ft.	Gratis	"
Lindeman, Minnie	"	500 Sq.Ft.	Easement for slopes Gratis	"
Brough, C. F.	"	1250 Sq.Ft.	Easement for slopes Gratis	"
Lindeman, Minnie	"	1086 Sq.Ft.	Easement for slopes. Land given in exchange for other property outside R/W plus $25.00	"
Smith, Milton & C. A.	"	20370 Sq.Ft.	Gratis	"
Smith, Milton & C. A.	"	625 Sq.Ft.	Gratis	"
Hallberg, C. R. et al	"	549 Sq.Ft.	Gratis	"
Clark, Paula	"	1250 Sq.Ft.	Easement for slopes Gratis	"
Clark, W. H.	"	500 Sq.Ft.	Easement for slopes Gratis	"
The Longview Co.	"	9460 Sq. Ft.	Gratis	"
Bowden, Laura M.	"	1000 Sq.Ft.	Gratis	"
Henderson, Margaret	"	1250 Sq.Ft.	Gratis	"
Hegli, Sofie	"	1000 Sq.Ft.	Gratis	"
Dotson, Antoinette Braim	"	540 Sq.Ft.	$10.00 Lump Sum	"
Williams, Glen W.	"	1830 Sq.Ft.	$10.00 " "	"
Williams, Glen W.	"	2790 Sq.Ft.	Easement for slopes Gratis	"
Rainier Lodge Knights of Pythias	"	625 Sq.Ft.	Gratis	"
Columbia County	Slope Easement on 7 Parcels of Land		Gratis	"
Ferran, N. & F.	R/W	3690 Sq.Ft.	Slope Easement Gratis	"
Schunesen, J. A.	"	4000 Sq.Ft.	Slope Easement Gratis	"
West Salem-Brunks Corner-Salem-Dallas Hwy.				
Schuett, Wm. Heirs	R/W	0.258 Ac. at $350.00 per Ac. plus $57.00		Benson
South Salem-Illahe School Sec.-Pacific Highway				
Hilfiker, August Est.	R/W	3.26 Ac. at $300.00 per Ac. plus $1886.00 plus Moving buildings.		McCallister

The Attorney requested instructions in regard to the acquisition of right of way needed for the reconstruction of the Rainier Section of the Columbia River Highway in Columbia County. He pointed out that when the Rainier project was first discussed the Commission decided to require the

city to purchase the right of way within the city limits and information to that effect was given the city officials, that procedure being in line with the Commission's policy which was in effect at that time. However, since then, the Legislature has adopted a new law regarding right of way purchases and the Commission has changed its policy in accordance therewith and is now acquiring right of way for many highway improvements. He inquired whether the Commission wishes to adhere to its old policy in regard to the acquisition of right of way at Rainier or to purchase such right of way with state funds. The Engineer recommended that the state buy the right of way in conformance with the new policy. The Commission approved the Engineer's recommendation by unanimous vote.

The Attorney then reported difficulties encountered in acquiring right of way needed for the Rainier improvement across the lands of F. J. Tucker and J. W. and Maggie MaHaffey and for the Sunset Camp-Multnomah County Line Section of the Wolf Creek Highway across the lands of John S. Ibach. He requested authority to condemn these properties in the event further negotiations reveal that necessary. The Commission approved the Attorney's request and, by unanimous vote, adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Rainier Section of the Columbia River Highway
Sunset Camp-Multnomah County Line Section of the
Wolf Creek Highway in Washington County

land and property owned by or in possession of the following parties and/or persons, to-wit:

Rainier Section of the Columbia River Highway
F. J. Tucker
J. W. MaHaffey and Maggie A. MaHaffey
Sunset Camp-Multnomah County Line Section of the Wolf Creek Hwy.
John S. Ibach

as their respective interests may appear, and this Commission does here

by declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Attorney reported on the matter of acquisition of right of way needed for the improvement of Vancouver Avenue Secondary Highway, Portland, across the property of the Riverton Land Co., which involves the moving of a shingle mill. He said that the owners of this property have indicated their willingness to deed this property to the state and to assume the responsibility for moving the mill, provided the state will pay them the sum of $2,300 for their land which is somewhat more than what he had in mind to pay them, although it is practically the same amount that was quoted to him by the second low bidder for moving the mill alone. He recommended the acceptance of this offer in order to close the transaction without litigation and to relieve the state from the responsibility of removing the building. The Engineer also recommended the acceptance of the offer. After due consideration the Commission approved the recommendations by unanimous vote.

Mr. J. W. McCallister, Salem, came before the Commission at this time in regard to the sale of some of his property which is needed by the state for right of way for the Pringle Creek-Taylor Creek Section of the Pacific Highway just south of Salem, Marion County, for which bids were received by the Commission at the morning session. He said that the Commission's right of way buyer offered him $1,400 for his land, including damages for trees destroyed, but, in his estimation, this offer is too small by $500. He said that he would settle for $1,900. The Commission declined to settle for such amount unless it could be shown that the offer made by the right of way agent is in error. The Engineer suggested that the property be appraised by a board of appraisers from the Salem Realty Board and that Mr. McCallister and the Commission abide by the price that this board might fix. This suggestion was satisfactory to Mr. McCallister and the Commission, whereupon the Commission authorized the Attorney to arrange for such appraisal, the cost thereof to be paid by the state.

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. 1759 with A. J. Anderson for the construction of an addition to a storage building at the Highway Department's shops at Salem;

Contract No. 1697 with Tom Lillebo for the construction of bridges over Applegate River and Grays Creek on Williams Secondary Highway in Josephine County.

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

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state 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. 1759 with A. J. Anderson for the construction of an addition to a storage building at the Highway Department's

shops at Salem, completed November 30, 1935;

Contract No. 1697 with Tom Lillebo for the construction of bridges over Applegate River and Grays Creek on Williams Secondary Highway in Josephine County, completed October 19, 1935;

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 discussed the matter of a date for its next regular meeting for the receiving of bids and decided to hold such meeting on Thursday and Friday, March 12 and 13. The Commission also confirmed Wednesday, February 19, as the date for a special meeting to be held in Portland to discuss with the County Court of Wallowa County and the Wallowa County Pomona Grange, matters pertaining to the construction of the proposed extension of the Enterprise-Flora Highway to the Washington State Line. The Secretary was instructed to arrange to hold the regular meeting in the auditorium of the Public Service Building, Portland, and to reserve a room in the Benson Hotel, Portland, in which to hold the special meeting on February 19. He was also instructed to invite the Wallowa County Court and the Wallowa County Pomona Grange to meet with the Commission on February 19.

The Commission adjourned at 5:30 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the Benson Hotel.

Portland, Oregon, February 8, 1936

The State Highway Commission reconvened at 9:00 o'clock a. m. in Room 306, Benson Hotel. Present were Commissioners Aldrich and Tou Velle, R. H. Baldock, J. M. Devers and H. B. Glaisyer. Also present were W. H. Lynch, Tom Davis, H. D. Farmer, and F. E. Andrews, all representing the Bureau of Public Roads and Roy Ritner, representing the Pendleton Chamber of Commerce.

The Commission conferred with Mr. F. N. Finch, General Manager of the Northwestern District, Union Pacific Company, and Mr. Sam Murray, Chief Engineer of the O.W.R. & N. Company, in regard to the East Pendleton Overcrossing project on the Old Oregon Trail. The State Highway Engineer advised Mr. Finch that the Public Utilities Commissioner of Oregon has stated to the Commission that he will not order the closing of Court Street in Pendleton, which is involved in this grade crossing elimination, unless the majority of the people of Pendleton are in favor of the closing of this street; wherefore, the Commission cannot award the contract for the overcrossing structure for which bids were taken on January 9, unless the railroad company will consent to leaving the street open or some of the remonstrators will take their names off the petition objecting to the closing of Court Street. Mr. Finch stated that the consent of the O.-W. R. & N.

Company to the crossing and to the joint use of its tracks by the Northern Pacific Company which was required by this proposed improvement was predicated on the closing of Court Street to all kinds of traffic and that he would not recede from that position.

The State Highway Engineer suggested that the matter might be disposed of by the installation of electrically operated gates. Mr. Finch replied that such gates are not acceptable to the railroad company because they are not satisfactory and they are expensive to maintain. He also said that, in his estimation, the O.-W. R. & N. Company has been very fair in this matter and went beyond the limits of wisdom and reason when it consented to the joint use of its track by the Northern Pacific Company and does not feel that it should now concede additional points by permitting Court Street to remain open across its tracks, it being the purpose of this project to eliminate this present grade crossing. He added that the railroad company is ready and willing to go ahead with the project as originally planned if, and when, Court Street is closed.

Commissioner Aldrich explained to Mr. Finch the attitude of the people of Pendleton in regard to this matter. He stated that the Commission has received information to the effect that the City Attorney of Pendleton has made the assertion that practically all of the people of Pendleton are opposed to this grade elimination project, however, a hurried canvass of the main business people made by the Pendleton Chamber of Commerce does not reveal that assertion to be correct.

Mr. Ritner stated that he personally canvassedthe businessmen of Pendleton in the short time that was available after he heard of the City Attorney's assertion and, of 155 people that he contacted, only 5 opposed the improvement, which clearly indicates that the people are in favor of the improvement, contrary to the assertions of the City Attorney. After further discussion, which resulted in no definite conclusions, it was decided to hold the matter in abeyance pending further study by the Commission and its Engineer. The Engineer was instructed to ascertain whether or not the Colonial Construction Company, which submitted the low bid for this project, is willing for the Commission to defer the award of the contract until March 23, when new proceedings which are to be instituted will terminate, and to relieve the company of its obligation if it is unwilling to wait.

The State Highway Engineer brought up for discussion the substitution of new projects in the event the East Pendleton project does not materialize. He mentioned particularly a grade elimination project on the Old Oregon Trail at Hermiston involving about 6 miles of new highway construction which he estimated would cost $174,000, and another project at Blue Mountain on the Oregon-Washington Highway near Athena, estimated to cost $94,000. He explained that plans for both of these projects have been prepared and that the Hermiston project is ready to advertise for bids as soon as the Commission orders. He also explained that the Hermiston project will eliminate two railroad grade crossings on the main highway, although one of them, located right in Hermiston, would have to be left open for local use. Mr. Finch stated that the railroad company will be satisfied with any project

that the Commission prefers although, as a public citizen, the Hermiston project appears to him to be the more desirable of the two. Mr. Lynch stated, in reply to an inquiry as to whether or not the Bureau of Public Roads would approve the Hermiston project, that he could not express himself until he has had an opportunity to look over the plans and has been advised as to the approximate cost of the job. This concluded the conference.

The Commission then conferred with Mr. Finch and Major A. E. McKennett, U. S. Army, Corps of Engineers, in regard to the proposed Tooth Rock Tunnel project on the upper Columbia River Highway. The State Highway Engineer advised that the army engineers went the state to assume responsibility and liability for accidents or damage that might result to the railroad company by reason of the highway tunnel construction above the railroad company's property, and they are particularly concerned about the stability of a certain rock wall which supports the present highway between the railroad tunnel and the proposed highway tunnel, and are fearful that the wall may weaken and collapse by reason of blasting operations in connection with the highway tunnel. He asked Mr. Finch what position the railroad company intends to take in this matter. Mr. Finch replied that the railroad company hasn't reached any conclusions in the matter.

Major McKennett stated that what the Army Engineers want is insurance coverage to protect the U. S. Government and the railroad company against loss, in the event that damage occurs to the railroad property by reason of the highway contractor's activities; that such insurance must be acceptable to the railroad company as well as to the Army Engineers and shall be effective throughout the time the highway contractor is operating and until the railroad company accepts the newly constructed railroad tunnel; that the insurance shall guarantee that the highway contractor shall be responsible for any damage that occurs by reason of his operations. It was his thought that the insurance need not exceed the sum of $100,000 and that the entire matter should be covered by appropriate agreement among the parties concerned.

After considerable discussion during which the question arose whether or not more than one insurance bond should be furnished by the highway contractor and whether or not such bond or bonds should be separate and distinct from the performance bond; the Commission referred the matter to the Attorney to discuss further with Mr. A. C. Spencer, Counsel for the railroad company.

The Commission adjourned at 12:30 o'clock p. m. to reconvene at 2:00 o'clock p. m. at the residence of Chairman Cabell.

The State Highway Commission reconvened at 2:00 o'clock p. m. at the residence of Henry F. Cabell, Chairman of the Commission, with all members, the State Highway Engineer, the Attorney and the Secretary present.

The Commission discussed matters pertaining to the proposed Tooth Rock Tunnel project on the Upper Columbia River Highway. The Attorney read a form of amendatory agreement covering the subject as proposed by the

U. S. Army Engineers, which the Commission discussed at some length, with the result that the Commission again instructed the Attorney to confer with Mr. Spencer, representing the O.W.R. & N. Co., a representative of the U. S. Army Engineers, and a representative of the Bureau of Public Roads, on the following Monday, to clear up the legal matters involved and to prepare the agreement in final form. He was particularly instructed to see that a clause is inserted in the agreement limiting the obligation of the state and the State Highway Commission to that which the state and the Commission would be limited to if the tunnel construction was a state contract. Chairman Cabell was authorized by Commissioners Aldrich and Tou Velle to act for them in passing on the final form of agreement and other matters pertaining thereto that may arise in the future.

The Commission had under consideration the adoption of a route for the East Portland-Oregon City Highway between S. E. 18th Avenue and S. E. Union Avenue in the city of Portland. The Attorney presented a resolution covering the matter and explained that the public hearing mentioned therein was conducted by a former highway commission in the City Hall, Portland, on Nov. 8, 1934. He recommended the adoption of this resolution in order to facilitate matters in connection with the construction of the particular section covered by the route described in the resolution. The Engineer also recommended adoption of the resolution. After some discussion of this matter, the Commission approved the recommendations of the Attorney and the Engineer and by unanimous vote adopted the following resolution in regard thereto.

WHEREAS, the State Highway Commission is authorized and directed to designate, construct, or cause to be constructed, a system of state highways within the State of Oregon, which highways shall be designated by number and by the point of beginning and terminus thereof, and said Commission is further authorized and directed by the provisions of Section 44-2705, Oregon Code 1930, "whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed"; and

WHEREAS, in response to the demands, provisions and authority of the laws of the State governing the Highway Commission, it is the purpose and plan of the State Highway Commission to select, designate and locate the route of the state highway known and designated as the East Portland-Oregon City Highway, otherwise designated as State Highway No. 46, into and through the City of Portland and to designate and select the streets of the City of Portland over which to route the said highway within said City, so that the convenience and accomodation of the traveling public may be promoted and served; and

WHEREAS, the Commission, having considered various proposed routes and streets through said City over which to route said highway into the City of Portland, and having determined that the route hereinafter specifically defined and the streets hereinafter expressly named

will afford a route which will best serve the traveling public and will make possible the greatest degree of safety to the traveling public, it is the judgment and decision of the Commission that said route hereinafter named and defined should be designated as the route and location of the said highway into the City of Portland;

NOW, THEREFORE, all members being present and affirmatively participating, the Highway Commission does hereby resolve and order as follows:

1. That the East Portland-Oregon City Highway, otherwise designated as State Highway No. 46, shall be routed into the City of Portland, and said highway shall be located along the following route and over the following named streets:

Beginning at a point in the center of the present constructed East Portland-Oregon City Highway at Engineer's Station 483+41.6; said point being approximately 370 feet Southeasterly along said constructed highway from the center of S. E. 18th Avenue; thence in a Northwesterly direction, crossing S. E. 18th and S. E. Mitchell and S. E. 17th and 16th and Milwaukie Avenues, and crossing through Blocks 9,8,7,4 and 2 respectively of Holgate Addition to a point near the bluff on the easterly bank of the Willamette River, said point being approximately at the point where S. E. Schiller Street extended would intersect said bluff; thence in a Northwesterly direction, following the vicinity of said bluff line, across the Westerly portion of Blocks 2 and 1 of Collinge-Crampton Addition and crossing S. E. Long Street at the Westerly termini thereof and thence along said bluff, through unplatted property to a point on the South line of S. E. Holgate Street, said point being approximately 130 feet Easterly from the center of S. E. 9th Ave.; thence continuing in a Northwesterly direction along said bluff, crossing S. E. Holgate and S. E. 9th, 8th, and 7th Avenues to a point which is approximately at the intersection of S. E. Grand Ave. and S. E. Haig Street; continuing thence Northwesterly to a point which is at the approximate intersection of S. E. Powell Blvd. and S. E. Grand Ave.; thence along Grand Ave. to approximately Division Street; thence turning left across Blocks 51, 52, 53 and 54 of Stephens Addition, crossing S. E. Caruthers, S. E. Sherman and S. E. Grant Streets, and crossing the tracks of the Southern Pacific Company at approximately S. E. Lincoln Street, and continuing thence into S. E. Union Avenue, terminating at S. E. Union Ave. and S. E. Mill Streets at Engineer's Station 588+00.3.

2. That said route and said streets shall be and the same hereby are designated as the route and location of said state highway into and in the said City of Portland, and said route and location hereby are adopted by the Highway Commission and as the route and location of said State Highway hereby are approved for construction by

the Highway Commission under the laws pertaining thereto, the cost of such improvement to be paid out of funds available for such purpose and which may be legally so applied by the Commission.

3. The State Highway Engineer hereby is authorized to survey and locate upon the ground the said highway and route and prepare plans and specifications, and said Engineer is further authorized to prepare descriptions defining and describing the various parcels of land which are required for right of way purposes in connection with the improvement of a highway over said route and along said streets.

4. It is further ordered that all of said rights of way be procured by purchase, donation or agreement where possible, and in the event any of said rights of way cannot be so procured, then such rights of way shall be procured by condemnation, or through the exercise of the power of eminent domain.

5. That certain map* prepared by the State Highway Engineer on which is shown and disclosed the said highway route and the streets over which said highway is carried, which map for identification bears date of September 26, 1934, and bears the signatures of R. H. Baldock and H. G. Smith, Construction Engineer, hereby is approved and adopted and by this reference and without being incorporated in or attached to this resolution said map is made a part hereof.

The Commission discussed matters pertaining to the proposed East Pendleton railroad grade separation project. Commissioner Aldrich explained to Chairman Cabell the results of the conference with Mr. F. N. Finch, General Manager O.W.R. & N. Co., pertaining to this subject and particularly pointed out that there is apparent agreement among the Railroad Company, the Bureau of Public Roads, and the Commission that the moneys heretofore allocated for the East Pendleton grade elimination project should be reallocated for the construction of the proposed Hermiston line change, involving the elimination of two railroad grade crossings of the O.W.R. & N. tracks and the Old Oregon Trail, provided it develops that it is impossible to construct the East Pendleton project. Chairman Cabell voiced his approval of this arrangement.

The Engineer brought up for discussion at this time the matter of acquiring a site in Oregon City on which to deposit rock materials that are to be wasted in connection with the widening of the Pacific Highway just south of the Southern Pacific undercrossing in Oregon City. He explained that it was originally planned to deposit these materials along the river front back of the Court House in Oregon City but objections were offered by the U. S. War Department, which would not issue a permit authorizing the dumping of rock at that location, hence another site has to be selected because some place must be provided for the disposal of this rock. He suggested that it would be advisable to acquire a site along the proposed Water Street route of the highway north of the Court House square in

*Map filed in Miscellaneous Sites File -- No. 82

Oregon City, so that, in the event the Commission at some future date adopts Water Street as the permanent route of this highway, the materials deposited on the spoils site at this time can be used to good advantage in the construction of this highway. He pointed out that the site could be purchased as a spoils site for the express purpose of disposing of the rock and it would have nothing whatever to do with the adoption of a highway route through Oregon City. After some discussion the Commission approved the Engineer's suggestion and authorized him to negotiate for the purchase of such site.

The Commission had under consideration a letter from Burt K. Snyder, President, Shasta-Cascade Wonderland Association, Lakeview, Oregon, in regard to the erection of a monument adjacent to a state highway at some appropriate location in southeastern Oregon, to commemorate the late William Hanley, pioneer cattleman of the district. It was Mr. Snyder's thought that suitable recognition of Mr. Hanley's public work should be given and that it should be planned and considered as a community project and possibly should be constructed as a roadside beautification development in which representatives of several communities in eastern Oregon should join forces.

The Commissioners expressed themselves in hearty sympathy with this movement in view of Mr. Hanley's generosity and service to the state as a whole, and approved the suggestion that the monument should be erected in connection with an oasis development along the Lakeview-Burns Highway. The Commission indicated that it would allocate funds for the development of the oasis in the event the federal government apportions additional federal funds to Oregon that can be used for such purpose. The Secretary was instructed to convey this information to Mr. Snyder.

The Engineer reported a request from the County Court of Marion County for the state to purchase drainage pipe needed in connection with transient camp construction operations on the North Santiam Highway and requested instructions from the Commission for reply thereto. Oscar Cutler, Engineer in charge of WPA projects for the Highway Department, advised that he received information from the WPA Adviser in Eugene to the effect that the WPA would purchase this pipe; hence the state would not have to furnish such material. The Commission instructed the Engineer to so inform the Marion County Court.

The Engineer also reported receipt of information from the Marion County Court to the effect that they want additional time in which to look over or inspect the proposed Champoeg Road construction in the northern part of the county before they will commit themselves one way or the other in regard to the acquisition of the right of way that is needed for this project. The Commission took no action on this matter.

Reconsideration was given by the Commission at this time to the list of projects selected on February 6th for construction in 1936 with the $1,500,000 of state funds now available, and by unanimous vote confirmed such list of projects.

Commissioners Aldrich and Tou Velle authorized Chairman Cabell

to act for them in passing on details in connection therewith.

The Commission then authorized the Engineer to advertise the following projects for bids to be received at the next regular meeting of the Commission which is scheduled to be held on March 12th and 13th:

	Total Estimated Cost
Alternate Relief Projects:	
Approaches to Alsea Bay Bridge, Gr., Surf. & Oil	$ 16,000
Gales Creek Section, Grad., Surf., & Oil	50,000
Enterprise-Joseph Section, Bridges	15,000
Union Ave., Grad. & Paving (Part of Overcrossing Project)	135,000
The Dalles-Boyd, Grad. Surf. & Oil	15,000
Chichester Gulch-Summit (Wheeler Co.) Grade	12,000
Yamhill County Oiling Project	30,000
Wasco County Oiling Project	7,000
Approaches to Yaquina Bay Bridge	48,000
Subtotal	$328,000
Grade Separation Projects:	
O. W. R. & N., Barr Road, Portland	$ 95,000
Southern Pacific Ry., Union Ave., Portland	306,000
Subtotal	$410,000
Federal Aid Projects:	
Kahler Creek Bridge (Service Ck.-Spray Section)	$ 5,000
Klamath Falls-Midland, Surf. and Bit. Mac	100,000
Linnton-Columbia County Line, Paving	130,000
Subtotal	$235,000
NRA Projects:	
Bear Mt. Summit-West, Grading (NRH-1934)	$100,000
Approaches to Siuslaw Bridge (NRM & NRH, 1935)	14,000
Subtotal	$114,000
State Projects:	
Pittsburg-Mist, Resurf. and Oil	$ 48,700
Redmond Rock Production	8,700

State Projects: (cont'd.)	Total Estimated Cost
Wasco Rock Production.....	$ 5,600
Winchester Bay-North Bend, Rock Production.....	39,000
Subtotal.....	$102,000
Grand Total.....	$1,189,000

The Commission considered and signed agreements etc. as follows:

(1) Agreement with Multnomah County whereby the county agrees to pay the cost of constructing N. E. and S. E. 122nd Avenue (Buckley Road) from N. E. Glisan to E. Burnside Street and from S. E. Stark Street to S. E. Foster Road, over and above the costs that can be paid with federal funds.

(2) Agreement with Multnomah County whereby the county agrees to pay the costs of constructing the Canyon Road-Talbot Section of S. W. Humphrey Boulevard, Garden Home Road-Shattuck Road Section of S. W. 45th Avenue and Cameron Road, and Columbia Boulevard-Dyke Section of N. E. 47th Avenue, over and above the costs that can be paid with federal funds.

(3) Agreement with Tillamook County whereby the county agrees to pay the costs of constructing the county road extending from Wheeler overhead crossing to Manzanita, over and above the costs that can be paid with federal funds.

(4) Agreement with Linn County whereby the county agrees to pay the costs of constructing the Corvallis Junction-Peoria Section of the Corvallis-Harrisburg Road, over and above the costs that can be paid with government funds.

(5) Agreement with Klamath County whereby the County agrees to pay the cost of constructing the Merrill-California Line Section of the Merrill-Hatfield Road, over and above the costs that can be paid with government funds.

(6) Agreement with Benton County whereby the county agrees to pay the cost of constructing the Polk County Line-Soap Creek Section of the Tampico Road, over and above the cost that can be paid with government funds.

(7) Agreement with Malheur County whereby the county agrees to pay the cost of constructing the Federal Lands Portions of the west unit of Jordan Creek Section of the I.O.N. Highway and Private Lands Portions of the west unit of the Jordan Creek Section of the I.O.N. Highway and the Owyhee River Bridge on the Jordan Creek Section of the I.O.N. Highway, over and above the costs that can be paid with

federal funds.

(8) Agreement with Deschutes County whereby the county agrees to pay the cost of constructing the Upper Tumalo Section of the Tumalo Falls-Bend Road, over and above the costs that can be paid with government funds.

(9) Agreement with Lane County whereby the county agrees to pay the cost of constructing the Danebo Road-Oak Hill Section of the W. 11th Street Road, over and above the costs that can be paid with government funds.

(10) Agreement with Columbia County whereby the county agrees to pay the cost of constructing Sheeley Bridge Section of the Upper Nehalem Road and the Dibble Ranch-Rainier Section of the River Road and the Bachelor Flats-St. Helens Section of the Bachelor Flats road, over and above the costs that can be paid with government funds.

(11) Agreement with Lane County whereby the county agrees to maintain at county expense the Eugene-Veneta County Road from its intersection with Danebo Road to Doty Ranch, after such section has been constructed by the state.

(12) Agreement with Lane County whereby the county agrees to maintain at county expense the Oak Hill-Doty Ranch Section of the Eugene-Veneta County Road, when such section has been constructed by the state.

(13) Agreement with Multnomah County whereby the county agrees to maintain at county expense N. E. and S. E. 122nd Avenue (Buckley Road) from N. E. Glisan to E. Burnside Street and from S. E. Stark Street to S. E. Foster Road, after these sections have been constructed by the state.

(14) Agreement with Multnomah County whereby the county agrees to maintain at county expense N. E. 47th Avenue from N. E. Columbia Boulevard to N. E. Levee Road, after the same has been constructed by the state.

(15) Agreement with Multnomah County providing for certain construction work to be performed by county forces on the N. E. Halsey Street and 122nd Avenue projects.

(16) Agreement with Contractor J. J. Badraun disposing of his claim for extra compensation arising out of his contract with the State Highway Commission for the construction of a bridge over the Calapooya River on the Halsey-Sweet Home Secondary Highway near the town of Holley in Linn County, being Contract No. 1586.

(17) Agreement with Marion County relative to the granting of an easement by the county to the state, covering property required by

the state for a right of way for a shoofly track for detouring Southern Pacific Company train operations during the construction of the railroad grade crossing elimination project at the north city limits of Salem.

(18) Permit granting to Western Battery Separator Company, Marshfield, authority to construct a private roadway under the Isthmus Slough Bridge on the Coos River Secondary Highway in Coos County.

(19) Permit authorizing W. E. Purkerson, Junction City, the right to take rock from a certain state-owned quarry located adjacent to the Siuslaw Highway in the SW ¼ of Section 11; T. 16 S.; R. 5 W.; W.M., Lane County, for a period of one year.

(20) Two petitions directed to the Oregon State Board of Control in regard to right of way for the reconstruction of the Old Oregon Trail across the State Hospital property at Pendleton.

(21) Bargain and sale deed conveying to Charles C. Rikhoff, Jr. and Clarence C. Rikhoff 1.3 acres of land situate in Lane County, said property being situate outside of the highway right of way and for which Messrs. Rikhoff have deeded other property to the state for right of way purposes.

(22) Bargain and sale deed conveying unto Estella L. Sams 0.392 acres of land situate adjacent to the Newberg-Middleton Section of the West Side Pacific Highway in Yamhill County, said property being situate outside of the highway right of way, and as a consideration Mrs. Sams has deeded other property to the state for right of way purposes.

(23) Agreement with the O.W.R. & N. Company renewing a lease for a storage site at Troutdale.

(24) Grant of right of way agreement covering the relocation of the Fremont Highway through the lands of the Chewaucan Land and Cattle Company in Lake County.

There being no further business to come before the Commission at this time, the meeting was adjourned at 4:00 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

Secretary

F. L. Tou Velle
Commissioner

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Portland, Oregon, February 19, 1936.

The State Highway Commission met in special session at 9:00 o'clock a. m. in Room 306, Benson Hotel. Present were:

E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Chairman Henry F. Cabell arrived at 10:00 o'clock a. m.

In response to the invitation of the Commission, the County Court of Wallowa County, consisting of County Judge Edgar Marvin and County Commissioners Harry O. Harmon and S.A. Blevins, was present for discussion of matters pertaining to the construction of the proposed extension of the Enterprise-Flora Highway from the town of Flora to the Washington State line. Dr. C. T. Hockett, Enterprise, was also present and entered into the discussion.

Commissioner Aldrich explained to the County Court that the Commission, at its previous meeting, tentatively agreed to place this road on the state highway system and to allocate $75,000 of state money to construct a portion of it if Wallowa County will contribute an additional $25,000, making it a $100,000 project, such contribution to be considered as payment in full of the county's indebtedness to the State Highway Commission, amounting to approximately $42,000. Judge Marvin stated that it would be extremely difficult for the county to raise $25,000 at this time; also, that there is a question as to whether or not the county owes the state more than $15,000, the amount of the county warrants that the State Highway Commission is holding, because it is their understanding that a former highway commission canceled the obligation. He presented an affidavit signed by L. E. Jordan, former county judge of Wallowa County, and Ernest F. Johnson, former county commissioner of Wallowa County, to the effect that, during the forepart of the year 1928 they met with the State Highway Commission, which then consisted of H. B. VanDuzer, Chairman, C. E. Gates, and Robert W. Sawyer, in regard to Wallowa County's indebtedness, and that the Highway Commission at that time forgave and canceled said indebtedness of Wallowa County because previously this Commission had canceled similar indebtedness of Baker County and Union County; that such action was taken orally, and was ordered not entered in the records of the Commission.

Commissioner Aldrich advised that the Highway Commission's records have been thoroughly searched but nothing could be found entered therein that would indicate to the present Commission that the indebtedness was ever canceled. The Attorney advised that the County Court and the State Highway Commission are obliged to speak through their records and that previous oral agreements made by former county courts or highway commissions would not bind their successors. He said that this is a supreme court ruling and, based thereon, the affidavits of former County Judge Jordan and former County

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Commissioner Johnson would have no binding effect on the present Highway Commission.

The County Court admitted a moral obligation to take up the $15,000 of warrants that the Highway Commission is holding, as soon as they have funds for the purpose, but advised that they could not do it at this time unless some arrangement could be made to assign to the state Wallowa County's share of the motor vehicle fund, which amounts to $8,476.42 annually. They agreed, if the Commission will reduce its claim to $20,000 and will accept an assignment of the county's share of the motor vehicle fund, to pay such amount in five annual payments of $4,000 each, beginning with the year 1937. They explained that they could not assign the full amount of the county's share of the motor vehicle fund because they need part of it to apply on the county's road bonded indebtedness. After considerable discussion of this matter, this solution of the problem was approved by the Commission unanimously, all members being present, and was adopted by mutual consent of all parties.

The Attorney was instructed by the Commission to prepare a form of agreement between the county and the state in accordance therewith, and to forward the forms to the county court at once so they can be acted upon and returned to the Commission for execution at its next regular meeting on March 12. The County Court also agreed to send the Commission a certified copy of its records disposing of the matter. The Secretary was authorized to return to the county the $15,000 of county warrants when the agreement has been fully executed and has been accepted by the Secretary of State.

The Commission thereupon designated as a primary state highway the proposed extension of the Enterprise-Flora Highway from its present terminus near the town of Flora to the Washington State line and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the highway from Enterprise to Flora is a duly designated and adopted state highway and is being improved and maintained as a part of the state highway system; and

WHEREAS, there is urgent public demand that there be designated as a state highway a highway from Flora northerly to the Oregon-Washington state line so as to connect with the Asotin-Oregon State Line Road in the State of Washington; and

WHEREAS, the State Highway Commission has caused a survey to be made of a proposed route for a state highway extending the said existing state highway from Flora to a connection with the said Asotin-Oregon State Line Road in the State of Washington; and

WHEREAS, the State of Washington has definitely located and constructed the said Asotin-Oregon State Line Road to the Grande Ronde River and has under consideration the construction of a further extension of said highway to connect with the proposed Oregon Highway; and

WHEREAS, it is the judgment of the State Highway Commission that the location, construction, improvement and maintenance of a state highway extending from Flora to a connection with the Asotin-Oregon State Line Road in the State of Washington at the Oregon-Washington boundary line will be of advantage to the general public, and in the judgment of the Commission the location, construction, maintenance and improvement of such highway is necessary for the accommodation of the volume, type and character of traffic which will be accommodated by said highway; and

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

THEREFORE, BE IT RESOLVED that that certain highway hereinafter described be and the same hereby is designated and adopted as a state highway and hereby is made a part of the state highway system, which said highway shall be known as state highway No. 11, and is described as follows, to wit:

Beginning at a point in the present constructed highway, which point is on the south boundary of Section 24, Township 5 North, Range 44 East, W.M.; said point being approximately 1800 feet east of the southwest corner of said Section 24; thence in a northerly direction running through Sections 24, 13, 14, 11 and 2 in Township 5 North, Range 44 East, and continuing northerly through Sections 35, 26, 23, 22 and 15 of Township 6 North, Range 44 East, to a point on the Oregon-Washington State Line, which is approximately 800 feet westerly from the northeast corner of said Section 15. (The route then extends northerly into the State of Washington for approximately 3000 feet, after which the route turns southerly and enters the State of Oregon at approximately the northwest corner of Section 14, Township 6 North, Range 44 East.) Thence in a southeasterly direction, through Sections 14 and 23 to a point which is approximately on the south boundary of said Section 23, at approximately 1200 feet from the southeast corner of said Section 23. Thence turning northerly, through Sections 23 and 14 to the Oregon-Washington State Line, which point is approximately 2800 feet westerly from the northeast corner of said Section 14, Township 6 North, Range 44.East, the total distance being approximately 12.63 miles, of which 11.3 miles are in Oregon.

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

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

The question arose as to which particular section should be constructed this year and how much money the state should spend for such construction, in view of the fact that Wallowa County will be unable to cooperate financially this year. The Engineer suggested that it would be advisable to start construction of the hill section where the worst conditions obtain rather than to improve the existing road. His suggestion was approved by the County Court and the Commission unanimously. The Commission deferred until its next meeting a decision as to how much state money should be put into this year's project.

A delegation from the town of Jordan Valley, headed by Dr. W. W. Jones, appeared before the Commission in regard to the routing of the I. O. N. Highway in the vicinity of that town. Others in the delegation were County Judge David F. Graham, Malheur County; W. R. Helms, merchant, Jordan Valley; and V. P, Laca, auto dealer, Jordan Valley. They gave as their understanding that this highway is now routed so as to miss the town of Jordan Valley by about 4 miles and urged the Commission to change the plans so the highway will pass through their town. They suggested that it be routed directly into Jordan Valley from the end of construction now under way about 10 miles east of Rome, thence northerly to a connection with the present survey about 4 miles north of Jordan Valley. They admitted that such routing would be about 5 miles longer than the route proposed by the State Highway Engineer but gave as their thought that people would not object to traveling the extra distance.

Judge Graham pointed out that Jordan Valley is a town of 400 population and that it is the trade center of the southern half of Malheur County; also, that it is the only place between Caldwell, Idaho, and McDermitt, Nevada, where the traveling public can secure gas and oil and other accommodations; wherefore, in his estimation, the logical route for the highway is through this town. He mentioned the Basque settlement at Jordan Valley as a tourist attraction.

Dr. Jones stated that the people of Jordan Valley have waited for 70 years to obtain good road connections and it now appears that if the Commission proceeds under its present plans, Jordan Valley will have to wait another 70 years to get their road. He urged favorable consideration of their request from the commercial standpoint.

The Engineer advised that the modern trend of highway construction is to build for permanency on the shortest line possible and that the I.O.N. Highway was laid out on that basis, which unfortunately made it necessary to bypass the town of Jordan Valley. He pointed out that this is an interstate road and that construction is being financed with federal funds; wherefore, the Federal Government has considerable to say about where the road is to be located, and there is a question whether the Government would approve the expenditure of its money on the suggested location because it would increase the length of the road. He suggested that it would be advisable to continue construction on the adopted survey up to the point where the survey intersects the existing highway about 4 miles west of Jordan Valley and defer construction of the remaining section until traffic increases sufficiently to justify the extra expense; in the meantime, to route traffic over the existing road into and through Jordan Valley. Commissioner Aldrich stated that he would prefer not to leave Jordan Valley off the main highway if that could possibly be avoided. However, he approved the Engineer's suggestion that the present construction be on the line of the adopted survey and be terminated at the junction with the old highway until it appears desirable and necessary to build the cutoff section for through traffic. Chairman Cabell expressed his willingness for construction to proceed to the point where the proposed new road intersects the existing road west of Jordan Valley, provided such construction is on the adopted survey, so as not to preclude the possibility of continuing the improvement in accordance with present plans if traffic demands require.

Dr. Jones then asked the Commission to improve the road extending westerly from Jordan Valley and the secondary highway extending northerly from Jordan Valley, especially the secondary highway, which he said is in very bad condition.

After considerable discussion the Commission instructed the Engineer to investigate the roads in the vicinity of Jordan Valley and ascertain what it will cost to fix them up in passable condition, and report his findings to the Commission at the next meeting, the idea being that if the estimated cost is not exorbitant the Commission might be able to find some money with which to improve the roads this season. The Engineer was also instructed to ascertain from the Bureau of Public Roads whether or not the Bureau will approve the expenditure of federal moneys to improve the 4-mile section of the existing road extending westerly from Jordan Valley.

The Commission had under consideration the claim of F. J. Kernan for extra compensation in the amount of $4,451.57, arising out of his contract with the state for the construction of the Cascade Locks Section of the Columbia River Highway in Hood River County, being State Highway Contract No. 1737.

The Engineer advised that Mr. Kernan's claim consists principally of request for extra pay for the removal of some boulders from the gravel which the state furnished in connection with this job, and for additional yardage of gravel shipped to the job from Portland. He gave as his thought that Mr. Kernan is not entitled to any pay for these items, unless he can

submit additional evidence to the contrary. Regarding the claim for removal of boulders from the gravel pit, he stated that there would appear to be no basis for Mr. Kernan's claim because the special provisions of the contract specifically cover that feature and provide that the contractor shall not submit a claim for such expense. He recommended that this claim be disallowed unless further evidence of damage is submitted by Mr. Kernan. In regard to the claim for pay for additional gravel, he said that Mr. Kernan has based his claim on the amount that he was billed for by the Ross Island Sand and Gravel Company, which furnished gravel used in connection with the oiling work. It appears that the Ross Island Sand and Gravel Company allege that they shipped 1560 cubic yards of gravel to the job, based on weight measurement, whereas the state's records show that only 1200 cubic yards of such material were actually incorporated in the work and that there remains unused a total of 24 cubic yards, making a difference of 336 cubic yards of gravel for which Mr. Kernan is now demanding payment.

The Engineer said that all of the rock that was delivered to the job was carefully checked by a materials inspector in the employ of the state, who issued receipts therefor, and there are no indications whatsoever that he did not issue receipts for all of the rock that was delivered. Further, that the amount of rock that was receipted for and that actually went into the work checks very closely with the theoretical amount that should have been incorporated in the work based on the ratio of rock to oil as determined by laboratory tests. He recommended the payment of the following items included in Mr. Kernan's claim, viz.: $12 for spreading and tamping material that was placed by highway maintenance forces without tamping; $56 for extra clearing work; $44.28 for placing sidewalk material; and $186.30 for watering the right of way; or a total of $298.58; and the rejection of the remaining items. After some discussion, during which the Commissioners expressed themselves as not wanting to be unfair to Mr. Kernan, the Commission approved the Engineer's recommendation by unanimous vote, subject to the condition that Mr. Kernan's claim for additional gravel shipped will be reconsidered if he can furnish absolute proof that such additional rock was actually incorporated in this job.

The Engineer suggested the following change in the construction program for state funds which was adopted by the Commission on February 8: Eliminate from such program the Beatty Section oiling project on the Klamath Falls-Lakeview Highway in Klamath County and substitute therefor an 8-mile oiling project on the Central Oregon Highway westerly from Sage Hen Hill in Harney County, each of which is estimated to cost $40,000. He pointed out that the Commission will have about $600,000 worth of work under way in the Klamath Falls district this season, in addition to the $40,000 set up for the Beatty oiling work, but there is a shortage of funds for oiling on the Central Oregon Highway. It was his thought that it would be advisable to make this transfer of funds, as then only a short gap of unoiled road, about 4 miles in length, would be left between Burns and the junction with the Lakeview-Burns Highway, on which the Commission proposes to spend about $28,000 of Federal Lands money for additional oiling work. He suggested that it might be possible to find additional funds to finance the oiling of this 4-mile gap at the same time that the other work is undertaken. The Commission by unanimous vote approved the Engineer's suggestion and authorized him to alter the program in accordance therewith.

Parks Engineer S. H. Boardman appeared before the Commission in regard to several park matters. He recommended the purchase of 25.2 acres of land situate adjacent to the Oregon Coast Highway at its junction with the road leading to Cape Sebastian State Park, described as follows: The Northwest ¼ of Section 31, Township 37 South, Range 14 West, W. M. He said that this property is needed to fill out the present park and advised that it can be acquired from Mr. George Henry, the owner, at a cost of $30 per acre, or for a total sum of $756. After some discussion, the Commission approved the purchase of this property at the price quoted.

The Parks Engineer requested authority to negotiate for the purchase of an 80-acre tract of land adjacent to the Oregon Coast Highway in Curry County, described as follows: The South ½ of the Southwest ¼ of Section 30, Township 37 South, Range 14 West, W. M. He said that this property is desirable for park purposes and in addition thereto a portion of it will be needed for right of way when the highway is reconstructed; also, that he believes he can acquire it at a cost of not to exceed $50 per acre. The Commission authorized the Parks Engineer to negotiate for the acquisition of this property.

The Parks Engineer requested instructions in regard to acquiring for state park purposes certain property located adjacent to the Upper Columbia River Highway in the vicinity of Lindsey Creek, Hood River County, which matter had the attention of the Commission at its previous meeting. The Commission deferred action on this matter pending an inspection of the premises by members of the Commission.

Mr. Boardman reported an inquiry from Senator Franciscovich, Astoria, as to whether or not the Highway Commission is willing to sell a portion of the state park located at Tongue Point. He advised that this park was donated to the state by Clatsop County for state park purposes only and in his estimation it should be preserved for such purpose, and he recommended that the request be denied. The Commission approved the recommendation and instructed the Parks Engineer to advise Senator Franciscovich that the Commission desires to preserve all of its park areas for the use and benefit of the general public and in view thereof must deny his request.

The Commission had under consideration the matter of the acquisition of timber adjacent to the Salmon River Highway. The Attorney advised that the surveys and timber cruises have been completed and a study of the findings reveals that the timber along this highway can be acquired at the rate of $1.50 per thousand feet, board measure, if advantage is taken of the offer of the Miami Company to accept the Schroeder tract in exchange for their holdings along the highway. He also reported that the Schroeder interests and the Miami Corporation are ready and willing to conclude negotiations at any time. He requested instructions in regard thereto. The State Highway Engineer gave as his thought that $1.50 per thousand is a reasonable amount to pay for this timber. Chairman Cabell inquired of the Parks Engineer whether there are any timber areas in the state that should be acquired in preference to the Salmon River timber. The Parks Engineer replied that, in his estimation, there are no timber areas adjacent to the highways in the coast

district that can compare with the Salmon River timber and that the only one he can recall in any part of the state that is anywhere near equal in value is the timber area along the Crater Lake Highway north of Prospect, in Jackson County. C. L. Gardner, right of way buyer, stated that a tentative arrangement has been made with the Schroeder interests to purchase their timber for $25,000, although there is a possibility that it can be purchased for a losser amount. After further discussion the Commission deferred action in this matter until the next meeting and instructed the Engineer and the Attorney to present it in final form at that time with full particulars, so a definite decision can be rendered.

The Engineer reported the results of surveys to eliminate two railroad grade crossings on city streets in The Dalles, as requested by the Port of The Dalles Commission. He estimated that it would cost $500,000 to eliminate these crossings in a manner satisfactory to the Port Commission, which involves the construction of a new highway through the city starting from a point on the present Columbia River Highway near the west city limits of The Dalles and extending easterly on a diagonal to the docks and continuing easterly to a junction with the present highway near the east city limits. The Commission indicated that it was not interested in this proposition; however, instructed the Engineer to complete the data and forward a copy of the same to The Dalles Port Commission for their information.

The Commission adjourned at 12:00 o'clock 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 Room 306, Benson Hotel, with all members present and participating; also present were the State Highway Engineer, the Attorney, and the Secretary.

The Engineer presented a letter from Charles H. Reynolds, Chairman of the Roads Committee, Union County Chamber of Commerce, recommending the following highway improvements in Union County:

1. Completion of the Weston-Elgin Secondary Highway from Elgin to the forest boundary.

2. Resurface Catherine Creek Section of the Union-Medical Springs Secondary Highway.

3. Extend the Hilgard-Starkey Secondary Highway to the forest boundary, a distance of about 4 miles, which will provide a connection with road work completed by C.C.C. forces and the Forest Service.

4. Complete the oiling of the Island City-Cove Secondary Highway.

The Commission ordered the communication filed for future reference.

The Engineer advised that, in his capacity as secretary of the Western Association of State Highway Officials, he has been asked to urge members

of the association and the members of the Oregon delegation in Congress to extend their efforts in securing the customary allotment of Federal Aid funds for the fiscal year 1937, which, according to reports, may be lost to the states unless action is taken to prevent. He gave as his thought that every effort should be made to secure these funds, and requested authority from the Commission to wire the members of the association and the Oregon congressional delegation requesting their assistance to that end. The Commission approved the Engineer's request.

The Attorney said that there is some question with reference to the Highway Commission's authority to spend highway funds in the city of Portland and called attention to the fact that the same question has been raised in the city of Pendleton. He recommended that in order to have the Commission's authority defined by the Supreme Court, a proceeding be instituted under the declaratory judgments act and that the proceeding apply to the city of Portland. He advised that a decision with respect to Portland would be applicable as well to Pendleton. The Commission authorized the Attorney to proceed as outlined.

The Engineer reported that on February 14, in accordance with authority previously given him by the Commission, he awarded to Roy L. Houck the contract for the construction of the Pringle Creek-Taylor Creek Section of the Pacific Highway in Marion County, Mr. Houck's bid being the low bid submitted for such work on February 7, and the conditions of the award having been satisfied. The Commission confirmed the Engineer's award of this contract.

He also reported that the right of way for the Rainier Section of the Columbia River Highway has been acquired and that this job is now ready to proceed. He recommended the award of the contract for this project to the contracting firm of Theo. Arenz and the Oregon Contracting Company, which submitted the low bid for such work on February 6. The Commission approved the Engineer's recommendation and accordingly awarded this contract to Theo. Arenz and the Oregon Contracting Company at their bid price of $38,443.50.

The Commission had under consideration the offer of Mr. H.M.Counts, Bar View, to complete the grading on the "Simpson" line revision on the Cape Arago Secondary State Highway between Empire and South Slough, in Coos County. It appears that Mr. Counts has offered to grade this line change and to take the surfacing materials from the old road and place them on the new grade, provided the state will finish the surfacing and oil the section when his work is done. The Engineer estimated that the entire improvement, including grading and surfacing, would cost approximately $6000, of which the state's share would amount to about $2500. He recommended the acceptance of Mr. Counts's offer and requested authority to do the surfacing and oiling work when Mr. Counts completes the grading work. The Commission approved the Engineer's recommendation and request by unanimous vote.

The Engineer asked the Commission to confirm the arrangement made on February 11 with the Superintendent of State Police and the Public Utilities Commissioner in regard to penalizing logging operators who have been

arrested for violations of the traffic laws, which arrangement is as follows:

1. The penalty for the violation of the weight limit shall be immediate permanent cancellation of the permit of the operator.

2. The penalty for hauling loads longer than the length limit specified in special permits shall be suspension of the permit for a period of 3 months. The penalty for the second offense of this kind shall be the permanent cancellation of the permit.

The Commission approved these arrangements by unanimous vote and ordered the following procedure in connection therewith:

Arrest reports received from the Superintendent of the Department of State Police shall be referred to the State Highway Commission for instructions, and if the Commission approves, recommendations then shall be made in writing to the Public Utilities Commissioner in accordance with the above arrangements.

In this connection, the Engineer advised that it is evident, if the usual routine procedure is followed in disposing of these cases, a considerable time will elapse between the date of arrest of the offender and the date that his permit is canceled, because of the requirement of the Public Utilities Commissioner that the operator be given a hearing to show cause why his permit should not be canceled. In the meantime, he added, the operator is allowed to proceed with his hauling work, notwithstanding the Commission's recommendation that he be not allowed to do so. It was his thought that the Public Utilities Commissioner should be requested to either dispense with the formality of the hearing and cancel the permits immediately upon receipt of the letter from the State Highway Commission so recommending, or to advance the dates of the hearings so as to cause the least possible delay in handing down his orders. After some discussion, the Commission instructed the Engineer to ask the Public Utilities Commissioner to advance the dates of the hearings as much as possible.

The Engineer reported receipt from the State Police Department of "Reports of Arrest" for violations of the laws covering logging operations as follows:

Owner of Equipment	Operator of Equipment	Violation
Updegrave Bros. Sandy, Ore.	Norman Francis Updegrave	1200 lbs.overload on rear axle
L. O. Conlee Portland, Ore.	George Nicholas White	1525 lbs.overload on semi-trailer
Hollenbeck Logging Co. Seaside, Ore.	Roy Owen	550 lbs.overload on rear axle 4200 lbs.overload on trailer
Rose and W.R.Collins Seaside	Robert LaGrande Chenoweth	100 lbs.overload on rear axle 2900 lbs.overload on semi-trailer
Hollenbeck Logging Co. Seaside	Willard Emmett Hunter	3200 lbs.overload on rear axle 1500 lbs.overload on trailer
J. Wiederholt, Estacada	Harold Sarver	Hauling overlength load of piling without permit on truck

After due consideration of these reports, the Commission instructed the Secretary to recommend to the Public Utilities Commissioner the permanent cancellation of the permits of the operators who were arrested for overloading and three months' suspension of the permits of the operators who were arrested for hauling over-length loads without a special permit from the State Highway Commission.

The Engineer brought up for discussion the order adopted by the Commission at the previous meeting reducing the maximum load limits on certain highways. He pointed out that this order limited the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of the vehicle to 8500 pounds, which restriction, in his estimation, penalizes unjustly the operators of heavy equipment. He recommended that the 8500-pound limit be stricken from the order and that the maximum limit set by law for any one axle be substituted therefor. The Commission approved the Engineer's recommendation and thereupon rescinded its order of February 7 and, by unanimous vote, adopted in lieu thereof the following one:

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:

OLD OREGON TRAIL
THE DALLES-CALIFORNIA HIGHWAY
JOHN DAY HIGHWAY
McKENZIE HIGHWAY
OCHOCO HIGHWAY
MT. HOOD HIGHWAY
SHERMAN HIGHWAY
KLAMATH FALLS-LAKEVIEW HIGHWAY
DAIRY-BONANZA HIGHWAY
KLAMATH LAKE SECONDARY 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 the said roads shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying 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 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.

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

OLD OREGON TRAIL between Pendleton, in Umatilla County, and La Grande, in Union County;

THE DALLES-CALIFORNIA HIGHWAY between Maupin, in Wasco County, and Klamath Falls, in Klamath County;

JOHN DAY HIGHWAY between Prairie City, in Grant County, and Unity, in Baker County;

McKENZIE HIGHWAY between Sisters and Redmond, in Deschutes County;

OCHOCO HIGHWAY between Redmond, in Deschutes County, and Prineville, in Crook County;

MT. HOOD HIGHWAY between Parkdale and Hood River, in Hood River County;

SHERMAN HIGHWAY between Grass Valley, in Sherman County, and junction with The Dalles-California Highway, in Wasco County;

KLAMATH FALLS-LAKEVIEW HIGHWAY between Bly, in Klamath County, and Mile Post No. 68, in Lake County;

DAIRY-BONANZA HIGHWAY between Dairy and Bonanza, in Klamath County;

KLAMATH LAKE SECONDARY HIGHWAY between Link River Bridge and Wocus Bridge in Klamath County

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed the maximum limit set by law for any one axle.

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

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named highways and at important cross-roads 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 any of said highways are located, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

The Secretary presented a form of permit as follows, covering transportation over state highways of loads that are longer than the length limit specified in the statutes:

Mr. _____
_____, Oregon

Dear Sir:

Permission is hereby granted you to transport piling, having an overall length of not to exceed _____ feet, on truck and trailer over

(Section of highway to be described in this space)

This permit is granted you as an emergency, temporary proposition only and is subject to the following terms, conditions and agreements, and not

otherwise; and the violation of any of said terms, conditions and agreements will constitute sufficient cause for the immediate cancellation of this permit. The actual transportation of said piling over the above mentioned state highways shall constitute your acceptance of the provisions contained herein:

1. The equipment authorized to be used in connection with this permit shall be as follows:

(Here describe equipment)

2. Said equipment shall be properly licensed in the State of Oregon and shall be equipped with pneumatic tires. It shall also be licensed as a SPECIAL CARRIER by the Public Utilities Commissioner of Oregon.

3. The trailer to be used in connection with this operation shall be equipped with a SPECIAL STEERING DEVICE to enable the wheels of same to follow directly in the tracks of the vehicle furnishing the motive power and said steering device shall be of the type that is operated by hand. Automatic steering apparatus is strictly prohibited.

4. The movement of said piling over said state highways shall at all times occupy the extreme right hand side of the road. In no event shall the truck, trailer, or any portion of the load carried thereon, extend over or beyond the safety traffic stripe that has been painted along the center line of the said highways, or over or beyond the center line of the traveled roadway in case there be no such painted traffic stripe, and this permit is granted with the specific understanding that it is void and absolutely of no force and effect if said piling cannot be transported over any of said highways without violating this provision.

5. The width of the load authorized to be hauled under the provisions of this permit shall not exceed eight (8) feet and the speed of the movement shall not exceed twelve (12) miles per hour.

6. Flagmen shall be furnished by you to stop and warn other traffic at points where the loads of piling enter upon and leave the said state highways, and at points where the movement crosses an intersecting state highway or a main county road. Said flagmen shall be equipped with red flags or other suitable signaling devices to properly and effectively stop and warn approaching traffic and they shall be stationed on the highway at points approximately 300 feet on each side of the point of entrance or exit, as the case may be, and on the intersecting state highway or county road at points approximately 300 feet to the left and right of the point of intersection.

7. The transportation of said piling over the above mentioned

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highways shall be carried on during daylight hours only and shall not be carried on during Saturday afternoons, Sundays, or any holiday.

8. You shall be held responsible and liable for injury or damage that may occur to persons or property by reason of the transportation of said piling over and upon said highway, and you shall indemnify and hold harmless the State, State Highway Commission, or any officer or agent of the State, or the State Highway Commission, from liability, in the event that such injury or damage shall occur. In this connection, you shall furnish to the State Highway Commission satisfactory public liability and property damage insurance in the amount of $50,000/100,000 and $10,000, respectively, insuring the State of Oregon and its State Highway Commission, jointly and severally, against liability in the event of injuries or accidents occurring by reason of your said operations.

9. Furthermore, you shall be held responsible and liable for injury or damage that may occur to any highway or to any highway structure, by reason of transporting said piling over said roads, and you agree to reimburse the State Highway Commission for the cost or expense of repairing such injury or damage, should there be any, such reimbursement to be made within ten days after being billed for the same by the State Highway Commission.

10. This permit is intended to cover the OVERLENGTH FEATURE ONLY and in no event shall it be construed to cover weight, width or height in excess of the limits prescribed by law.

11. This permit is of a temporary nature only and will expire on _____ _____.

Very truly yours,
STATE HIGHWAY COMMISSION

By
SECRETARY

P. S. THIS PERMIT MUST ACCOMPANY VEHICLE DURING MOVEMENT.

The Commission approved such form upon recommendation of the Engineer.

The Engineer reported that an investigation has been made of the request of the Umatilla County Court for the removal of the Bingham Springs Road from the secondary state highway system and substituting therefor an equal mileage of market roads north of Pendleton, and that it is his recommendation that the request be granted in the event the county will make it in proper form. The Commission approved the Engineer's recommendation and instructed the Attorney to request the county court to submit their application for such substitution of roads in accordance therewith.

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The Engineer reported that, in accordance with the Commission's instructions at the last meeting, an inspection has been made of the places between Canemah and New Era on the Pacific Highway, where the Southern Pacific Company has requested that guard fence be erected as a protection against automobiles being driven off the highway onto the railroad company's tracks, which inspection reveals that about 3600 lineal feet of guard fence is needed, which would cost about $1.00 per foot. He recommended the construction of this guard fence and that the project be advertised for competitive bids in the usual manner. The Commission approved the Engineer's recommendation unanimously.

The Engineer requested instructions with regard to the construction of the proposed road extending from the Oregon Coast Highway to the new docks at Port Orford, Curry County. He pointed out that these docks were badly damaged by recent storms and that there is a question whether or not they will be reconstructed in view of the expense involved; which brings up the question whether or not the state is justified in spending its money for the construction of the proposed road for which funds have already been allocated. After some discussion the Commission instructed the Engineer to defer the contracting of the road project until it is known definitely whether or not the docks are to be rebuilt.

The Engineer requested authority to purchase approximately 30,000 gallons of yellow lacquer for striping and restriping, during the season of 1936, approximately 2500 miles of highway pavement and numerous traffic lanes. He estimated that the paint would cost about $1.30 per gallon, or a total of apprcximately $39,000. The Commission approved the Engineer's request by unanimous vote and ordered the purchase through the State Board of Control.

The Engineer requested authority to purchase a Graflex Kodak, with accessories, for the use of the Right of Way Department, at an estimated cost of $98. He explained that such kodak could be used to very good advantage in reporting right of way purchases, especially where the purchase price is in dispute. The Commission approved the Engineer's request by unanimous vote.

The Commission read and approved Chairman Cabell's letter directed to Senator Charles L. McNary, requesting his assistance in securing free electric energy from the Bonneville Dam project for lighting the Columbia River Highway in the vicinity of the dam, including several tunnels.

The Commission had under consideration a resolution from the County Court of Yamhill County requesting that the following described road be designated as a secondary state highway: Amity-Dayton Road, beginning at a point on the West Side Pacific Highway approximately one mile south of Whiteson; thence in a northeasterly direction to a junction with Secondary Highway No. 152, a distance of approximately 7 miles. After some discussion, the Commission approved the county court's resolution and by unanimous vote,

upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Tou Velle, adopted the following resolution designating such road as a secondary state highway:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Yamhill County Court of the State of Oregon, has selected the county road or location hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said county road or location as a part of the secondary highway system of Yamhill County to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary state highways under the provisions of said acts;

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 county road, highway, route or location of a highway in Yamhill County be and the said county road, highway, location or 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:

Amity-Dayton Road

Beginning at a point on the West Side Pacific Highway at a point approximately 1 mile south of Whiteson, thence in a northeasterly direction to a junction with Secondary Highway No. 152, a distance of approximately 7 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

The Commission had under consideration the matter of designating as a secondary state highway the proposed road extending from the Pacific Highway at a point near Aurora in Marion County northerly to a connection with the present secondary highway in the vicinity of Wilsonville. It appears

that the county court has not made proper application for the designation of this road as a secondary highway; wherefore, the Engineer was instructed to contact the county court and request such formal application for consideration by the Commission at its next meeting.

Reconsideration was given by the Commission to the request of the County Court of Hood River County that Interstate Bridge Secondary Highway No. 280 be removed from the secondary highway system. The Commission again deferred a decision in regard to this matter pending further investigation. The matter was referred to Construction Engineer H. G. Smith and Division Engineer K. D. Lytle for such investigation and report to the Commission at its next meeting.

The Engineer requested authority to install two truck scales on the right of way of the Pacific Highway at Jantzen Beach, near Interstate Bridge, in Multnomah County. He said that the Department now has the scales on hand and estimated that they could be installed at a cost of not to exceed $2000. He explained that they are needed in connection with proposed planning survey activities. The Commission approved the Engineer's request unanimously.

The Engineer discussed with the Commission a letter from the State Game Commission, requesting relief from the payment of $87.30 for crushed rock that they took from one of the Highway Department's stock piles in the vicinity of Pendleton. He said that part of the rock that the Game Commission took was suitable for oiling work, and that the remainder, while not suitable for oiling, was valuable to the Highway Department for other purposes, such as the construction of shoulders. He gave as his thought that the relationship between the various state departments should be carried on on a business-like basis and that each department should pay for whatever service it receives from any other department; and accordingly recommended that the State Game Commission be required to pay for the rock that they took, as a matter of principle. The Commission approved the Engineer's recommendation by unanimous vote and instructed him to so inform the State Game Commission.

The Commission had under consideration the claim of C. D. Garrett, Bly, Oregon, in the amount of $22.50, for six lambs that he lost as a result of their being mired in some road oil belonging to the State Highway Department. The Engineer explained that the road oil was stored in barrels at a location near the town of Bly, and it is apparent that some of the barrels leaked, resulting in the accumulation of sufficient oil on the ground to cause the death of the lambs. He recommended the payment of the claim in view of the fact that the lambs died as a result of negligence on the part of the State Highway Department employes. The Commission approved the Engineer's recommendation.

The Commission approved and ordered filed in the department records the report of A. W. Orton, Traveling Auditor for the State Treasurer, covering his activities during the month of January, 1936, in checking up and collecting fines assessed for violations of traffic laws.

The Commission approved the Engineer's letter dated February 18, 1936, to Mr. Ogden L. Dane, Daly City, California, explaining the Commission's plans for the elimination of the railroad grade crossing on the Pacific Highway, south of Roseburg.

A letter wad presented from Felix Wilcoxson, President, Local No. 2261, United Brotherhood of Carpenters and Joiners, Jewell, Oregon, complaining of log-hauling operations that are being carried on on the Nehalem Secondary Highway in the vicinity of Jewell and Olney. The Commission ordered that Mr. Wilcoxson be advised to file his complaint with the Public Utilities Commissioner and the Department of State Police.

The Commission had under consideration a letter from Theodore R. Conn, Attorney, Lakeview, in behalf of a client who desires to purchase that part of Lot 1, Block D, original town of Paisley, which is owned by the state but lies beyond the limits of the highway right of way. The Commission referred this matter to the Engineer for investigation and report, with the understanding, if the final decision is to sell the property, that notice of sale shall be posted in the town of Paisley and the property shall be sold to the person submitting the highest bid therefor.

The Commission had under consideration a request from the State Forestry Department for permission to construct a telephone pole line along the right of way of the Wilson River Highway throughout its entire length in Tillamook and Washington Counties. The Commission authorized the granting of such permit with the understanding that, where the right of way has been cleared, the pole line shall be constructed in a permanent location to be designated by the Commission; but where the right of way has not been cleared, the pole line may be constructed in a temporary location, provided the Forestry Department will relocate it later at its own expense, so as not to interfere with highway construction operations. In this connection, the Secretary advised that an application has also been received from the Tillamook People's Utility District, John O. Bozorth, Secretary, to construct its pole line on this highway. The Commission authorized the granting of a permit for such construction on the same basis.

The Commission considered and ordered filed in the department records the following communications:

Letter from the West Side Pacific Highway Association urging the construction of the Amity-Dayton Cutoff in Yamhill County.

Resolution from the Bandon Chamber of Commerce urging the reconstruction of the present highway between Coquille and Bandon, in Coos County, or the construction of an alternate road, in order to avoid flooding on the highway during high water periods.

Letter from Mrs. Jessie M. Honeyman thanking the Commission for naming one of the state parks in her honor.

The Assistant Attorney reported that, in conformance with authority previously granted by the Commission, he bid in on tax sale four city lots in Reedsport, Douglas County, for use as right of way for the proposed Umpqua Highway connection to the Oregon Coast Highway; however, subsequent investigation reveals that an assessment against one of the properties has been protested so that it would not be possible to obtain this property for at least a year; also, that a house located on another of the lots has been moved off since the sale. He gave as his thought that, considering the purchase as a whole, the Commission would not derive any special or particular benefit by attempting to secure this right of way by tax sale procedure and suggested that attempts to acquire this property by such procedure be discontinued and that the sheriff of Douglas County be requested to return the state warrants heretofore issued in payment thereof. After due consideration of this matter, the Commission approved the Attorney's suggestion and ordered that none of the lots which have been bid in on the tax sale proceedings be acquired in that manner, provided the sheriff of Douglas County will agree to the cancellation of the sales. The Commission authorized the Attorney to condemn the right of way needed for the connection, if that is necessary.

The Commission had under consideration at this time matters pertaining to the acquisition of right of way for the Wolf Creek Highway, including the purchase of timber and the moving of buildings, and damages to property occasioned by the proposed highway improvement. The Commission authorized the Engineer to acquire outright right of way 100 feet wide between Sunset Camp and Elsie and a right of way of the same width westerly from the Multnomah County line a sufficient distance to include the section which the city of Portland proposes to construct as a W.P.A. project.

The Attorney was authorized to offer the following prices for timber located on the section of the Wolf Creek Highway between Sunset Camp and Elsie and to condemn the properties if the owners will not agree to settle on that basis within a couple of weeks:

Red fir (green)	$ 1.50 per M.
Red fir (burned)	1.25
Yellow fir (green)	2.50
Yellow fir (burned)	2.00
Cedar	2.00
Spruce	2.00
White fir	.50
Hemlock	.50

It was understood that these prices are for the timber, including the land on which the timber is growing, and that no extra payment would be made to the property owners for the land. In regard to the properties of the Sunset Logging Company, it appears that this company has 26 buildings on the proposed highway location, which will have to be moved; also, that the company has about 1¼ miles of logging railroad that will have to be rebuilt in another location. Right of way buyer C. L. Gardiner stated that the company will accept the figures of the State Highway Commission for moving the railroad but

there is some question as to whether or not it will accept the low quotation that the Commission has received for moving the buildings. The Attorney was instructed to extend his efforts to settle with the Sunset Logging Company out of court, if possible, for everything except the timber item, which it appears will have to be condemned. He was also instructed to offer the various owners the prices fixed by the Commission and to advise them that if they will not accept these prices, then the Commission will condemn their properties. The Engineer pointed out that a portion of this right of way will be needed before the next Commission meeting inasmuch as it is proposed to receive bids at that time for a project on this highway. He suggested that if the Attorney is not able to complete the acquisition of right of way for this project, he should secure from the owners written permission for the Commission to enter upon their properties at once if there is not much difference between the prices offered by the Commission and the amounts demanded by the owners. The Commission approved the Engineer's suggestion and instructed the Attorney to negotiate accordingly.

Commissioner Aldrich brought up for discussion the proposed East Pendleton railroad grade elimination project. He suggested that, inasmuch as a majority of the people affected by the improvement are now in favor of it, and for the further reason that it is necessary for the city of Pendleton to institute new proceedings in connection therewith, it would be advisable to omit from the new proceedings all reference to the pedestrian undercrossing heretofore proposed and to have them apply only to the closing of Court Street to vehicular traffic. Tom Davis, Senior Engineer, Bureau of Public Roads, who was present, recalled that Mr. F. N. Finch, General Manager, O.W.R.& N.Co., would not consent to the closing of Court Street for vehicular traffic only but has insisted upon it being closed tight for all manner of traffic; which means that the proposed pedestrian tunnel would have to be retained in the plans unless Mr. Finch will retreat from his position. After some discussion the Commission decided to contact Mr. Finch in regard thereto and to secure, if possible, his approval of the elimination of the pedestrian tunnel, inasmuch as it now appears that the people of Pendleton do not intend to insist upon this tunnel and it will reduce the cost of the project about $10,000.

The Attorney reported that, as instructed by the Commission at the previous meeting, he contacted a Mr. Tucker, who owns certain land that the Commission needs for right of way for the Rainier project on the Lower Columbia River Highway, in Columbia County, and has reached an agreement whereby Mr. Tucker will accept $750.00 for such right of way. He gave as his thought that this is a fair settlement and recommended its acceptance by the Commission, which would eliminate the necessity of condemning the property and would permit the immediate award of the contract for the construction of the Rainier project, for which bids were taken on February 6. The Engineer also recommended the acceptance of this settlement and that the Attorney be authorized to complete the deal on that basis. The Commission approved the recommendation unanimously.

The Engineer then recommended the award of the contract for the construction of the Rainier Section, consisting of grading, paving, and grade

widening work, to Theodore Arenz and the Oregon Contracting Company, Portland, who submitted the low bid for such work, amounting to $38,443.50, on February 6, the award having been held up at that time pending completion of right of way transactions. The Commission by unanimous vote approved the award of this contract to Theodore Arenz and the Oregon Contracting Company, as recommended by the Engineer. Tom Davis, Senior Highway Engineer, Bureau of Public Roads, concurred in the award.

The Attorney brought up for discussion the matter of acquisition of right of way needed for the proposed reconstruction of the Pacific Highway south of Main St., in Oregon City, which involves the moving of a Ford garage and a service station. He said that, according to the best figures obtainable, the owners of the garage and the service station have an investment of about $57,000 tied up in their business, and indications are that right of way across their properties will cost the state that amount unless arrangements can be made to furnish these people with a new site. He suggested the purchase of the property just back of the Ford plant for such purpose and the moving of the garage and service station to such site, which would leave them in the same relative position that they are now in with respect to the highway and would provide them with practically the same amount of ground area that they now have. He advised that he has already secured a 6-months' option to acquire this property for the sum of $7000; also that, in his estimation, the state can save about $15,000 in the cost of this right of way if this property is acquired and used for trading purposes. After considerable discussion the Commission, by unanimous vote, approved the taking of the option at the price mentioned therein and authorized the Attorney to use the option in connection with further negotiations for the acquisition of this right of way.

City Commissioner Ormond R. Bean and City Engineer L. G. Apperson, Portland, came before the Commission at this time in regard to right of way for the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway. The Commission's Attorney advised that there is a question as to the authority of the Commission to spend state funds within the city limits of Portland, which the Commission wants clarified before proceeding further with this project, and accordingly the Commission has authorized him to institute proceedings under the declaratory judgments act in order to have its authority defined by the Supreme Court. Mr. Bean expressed himself emphatically in favor of securing such declaratory judgment. However, he said that he would not consent to taking any man's property without compensating him for the same; and, while it is not his intention to hold up the proposed project in the least, he will not be a party to any unfair practices in obtaining right of way. The State Highway Engineer asked Mr. Bean whether or not he would lend his assistance in bringing the right of way matters to a successful conclusion. Mr. Bean replied in the affirmative.

The Attorney reported difficulties in acquiring right of way needed for the construction of the S. E. 17th Avenue-S. E. Union Avenue Section of the East Portland-Oregon City Highway across the holdings of the Ross Island Sand and Gravel Company. He requested authority to condemn this property if further negotiations revealed such action necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

S. E. 17th Avenue-S. E. Union Avenue Section of East Portland-Oregon City Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Ross Island Sand & Gravel Co., a corporation

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same

are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land, with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Attorney presented a letter from Mr. C. F. Hyde, Attorney, 121 Willamette Street, Eugene, Oregon, in behalf of Mr. Showalter, who objects to the new location in which Highway Department employes have replaced his mail box on the Pacific Highway in the Santa Clara District, south of Junction City. He also presented a letter from the U. S. Post Office Department setting forth its requirements in regard to mail boxes. It appears that Mr. Showalter's mail box was moved from a position directly in front of his house to a point a short distance southerly therefrom so as to combine it on a rack with several other mail boxes, in accordance with the Highway Department's plans for roadside beautification, and Mr. Showalter objects to the new location because it requires him to walk a few steps farther than he has been accustomed to heretofore, and wants the box reinstalled in its original location. The Commission referred this matter to the Engineer for disposal.

The Engineer requested authority to acquire certain parcels of real property needed for various highway improvements He presented a list of such properties, which was carefully studied. The following resolution authorizing the purchase of the same 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 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 property required, options have been obtained, which options have been 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 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-Illahe Section - Pacific Highway				
Dexter, Irving B.	R/W	3.37	$500 per A.	McCallister
McCallister, J. W.	R/W	1.55	$500 per A.plus $517.50 plus $125 for moving bldgs	"
Cape Sebastian Section - Oregon Coast Highway				
Henry, Geo.	Park	25.2	22.9 A. $700 Lump Sum 2.3 A. at $30 per A.	Parker
Union Avenue-S.E. 17th Avenue - East Portland-Oregon City Highway				
Ray Estate, Inc.	R/W	5000 Sq.Ft.	-30¢ per Sq.Ft plus $600	Campbell
Thomas, Warren E.	"	4000 Sq.Ft.	-75¢ per Sq.Ft.	"
West Salem-Brunks Corner - Salem-Dallas Highway				
Schuett, Wm., Estate	R/W	0.258	$350 per A. plus $57	Benson
Dairy-Bonanza Highway				
Rueck,Michael,et al	Drainage Easement	1744 Ft.	Gratis	Bentley
Rueck,Michael,et al	R/W	1.86	$100 Lump Sum	"
Lenhart,Trinnis-Perpetual	Easement	0.5	Land $50 plus $50	"
Rueck, Michael -	Drainage Easement	832 Ft.	Gratis	"
Bowne Est.,Francis	"	1000 Sq.Ft.	$50 Lump Sum	"
Sparks, Jonah	Quarry	1-yr.Lease	$50 Lump Sum	"
Prineville-Ochoco Section - Ochoco Highway				
Briggs, M.R.	Gravel Pit	5.40	$200 Lump Sum, 9-yr. Lease	McCallister
North Salem Undercrossing - Pacific Highway				
Kerr, D.C. and L.A.	R/W	172 Sq.Ft.	$25 Lump Sum	McCallister

Section, Hwy., and owner	Purpose	Acres	Approximate Amounts	Agent
Dairy Crossing-Klamath Falls-Lakeview Highway				
Barton, Guy	R/W	3.03	$100.00 Lump Sum	McCallister
Burton Canyon-Spray Sec. - John Day Highway				
Anderson, Anton W.	Gravel Pit	8.12	$150.00 Lump Sum	Williams
Salem-Illahe School - Pacific Highway				
World War Veterans' State Aid Com.	R/W	0.16	$200.00 per A.	McCallister
Pendleton-Cold Springs Highway - Holdman-Cold Springs Section				
Harrah, Rose B.	R/W	0.126	Land Gratis,plus $214.50	Benson
Guerrant, Margaret	"	0.184	Land Gratis, plus $42.00	"
McComas, Sophia B.	"	0.32	Land Gratic, plus $166.50	"
Boylen, E. N.	"	1.42	Land Gratis, plus $5.00	"
Boylen, E. N.	"	0.67	Land Gratis, plus $110.00	"
Connelly, Joseph F.	"	0.06	Land Gratis, plus $15.00	"
Rainier Section - Columbia River Highway				
Tucker, F. J.	R/W	4093 Sq.Ft.	Land $600, plus $150	Parker
Oregon City Section - Pacific Highway				
Brady, E. A.	R/W	7522 Sq.Ft.	$7000.00 Lump Sum	Parker

In this connection Chairman Cabell brought up the question of what assurance the Commission has that the purchase price of real property purchases will not be paid until the project for which the property is needed has been definitely approved and ordered constructed, having in mind that the Commission might approve the taking of options for right of way at certain approved prices with the thought that the project could be contracted within a reasonable length of time, and then might change its plans so that the project would not be advertised for a long time. It was his thought that options for right of way should not be closed until it is known definitely that the project is to be constructed. After some discussion of this matter, the Engineer was instructed to give the solution of this problem some thought and to render a report thereon at the next meeting.

The Commission confirmed the dates of March 12 and 13 as the dates for its next regular meeting for receiving bids on highway construction work.

The Commission considered and signed agreements as follows:

1. Agreement with the Oregon State Agricultural College, covering cooperation in an investigation to be conducted by the College, of the quality of sands available for Portland cement concrete construction.

2. Agreement with the Southern Pacific Company covering construction of the North Salem undercrossing project.

3. Agreement with the O. C. & E. Railway Company relative to the construction of an undercrossing on the Klamath Falls-Lakeview Highway, near Olene, in Klamath County.

4. Agreement with Inez DeLashmutt et al, disposing of a right of way controversy on the Bertha-Beaverton Highway, near Glenkullen, in Multnomah County.

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

Henry L. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

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Henry L. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Portland, Oregon, March 12, 1936.

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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

OREGON COAST HIGHWAY
WINCHESTER BAY - NORTH BEND ROCK PRODUCTION PROJECT
CRUSHED ROCK OR CRUSHED GRAVEL IN STOCK PILE

Umpqua River Navigation Company	$ 29,590.00
Coos Bay Dredging Company	31,900.00

COLUMBIA COUNTY OILING PROJECT
FOUR SECTIONS OF COUNTY ROAD
CRUSHED ROCK SURFACING AND OIL MAT SURFACE TREATMENT

	Using Road Oil	Using Tar
J. C. Compton	- - - - -	$ 29,807.50
Babler Bros.	$ 34,646.50	34,440.50
Warren Northwest, Inc.	- - - - -	34,985.50

MIST-CLATSKANIE SECONDARY HIGHWAY
AND NEHALEM SECONDARY HIGHWAY
MIST-PITTSBURG SECTION ----- RESURFACING, OIL MAT TREATMENT

	Using Road Oil	Using Tar
Dolan Construction Company	$ 54,976.00	$ 54,940.00
Babler Bros.	55,814.00	55,734.00
J.C.Compton, Saxton & Looney and J.S.Risley	- - - - -	55,903.00
Harold Blake	57,342.50	57,010.50
Warren Northwest, Inc.	60,113.50	59,561.50

KLAMATH FALLS - WEED HIGHWAY
KLAMATH FALLS—MIDLAND SECTION
SURFACING AND CRUSHED ROCK IN STOCK PILE

Harold Blake	$124,640.00
Dunn & Baker	125,904.00
Babler Bros.	127,777.00
Homer G. Johnson	141,800.00
Consolidated Highway Company, Inc.	154,209.00

OREGON COAST HIGHWAY
APPROACHES TO SIUSLAW RIVER BRIDGE
GRADING, SURFACING, CRUSHED ROCK IN STOCK PILE

Homer G. Johnson	$ 21,976.00
Coos Bay Dredging Company	24,075.70

OREGON COAST HIGHWAY
APPROACHES TO ALSEA BAY BRIDGE
GRADING, SURFACING, CRUSHED ROCK IN STOCK PILE

Saxton & Looney and J. S. Risley	$ 25,352.00
Homer G. Johnson	29,728.50

HUMPHREY BOULEVARD, 45th AVENUE AND CAMERON ROAD
TWO SECTIONS OF COUNTY ROAD
SURFACING AND BITUMINOUS MACADAM

	Using Road Oil	Using Tar
Harold Blakd	$ - - - - -	$ 41,606.50
Warren Northwest, Inc.	45,698.25	45,130.55

THE DALLES-THREEMILE CREEK SECTION
THREE SECTIONS OF COUNTY ROAD
OIL MAT SURFACE TREATMENT

Warren Northwest, Inc.	$ 6,871.50
Joplin & Eldon	7,120.00
J. C. Compton	8,005.00
Babler Bros.	8,240.00

JOHN DAY HIGHWAY
COMPOSITE FRAME TRESTLE BRIDGE
OVER KAHLER CREEK

Tom Lillebo	$ 5,714.50

Chairman Cabell announced that the awards of contracts would be made at 3:00 o'clock p. m. in the same room.

Mr. C. O. Bunnell, Portland, appeared before the Commission in behalf of the Pacific Power and Light Company and requested permission to relocate the Company's pole line across Mayer State Park, in Wasco County. He said that the Company's existing pole line was built in

1911 and now needs replacement and in so doing they prefer to rebuild it along the south line of the park where it will be out of the way for future park development. He also said that their plans for this improvement eliminate two crossings of their power wires over the Columbia River Highway. The Engineer recommended that the request be granted with the understanding that the company will not cut or trim any of the trees growing in the park. The Commission approved the Engineer's recommendation and instructed the Secretary to prepare a permit covering the matter, in conformance therewith.

Mr. Bunnell then spoke to the Commission about some prehistoric mounds, trenches, etc., situate near the Columbia River Highway, at Mosier Loops and at Rowena Loops. He said that the land on which these curiosities are located belongs to private parties but should be owned by the state, in order to preserve them, and gave as his thought that the state could acquire these properties at small cost; in fact, the owners of some of the property have signified their willingness to donate their land to the state if the state is interested. The Commission appeared favorably inclined to acquire these properties but decided that an investigation of the same should be made before taking definite action. Thereupon, the matter was referred to the Parks Engineer to make such investigation, with instructions to render a report thereon at a future meeting.

The Parks Engineer reported on the following park matters: Proposal of Mayor Gilbert E. Gable, Port Orford, relative to enlarging Battle Rock State Park at Port Orford, Curry County. He said that he contacted the owners of the property involved in this addition and found that it would cost the state about $62,500 to acquire their properties, which, in his estimation, is far too large an amount to be considered at this time for the purchase of park areas. He presented a petition signed by about two hundred residents of Port Orford requesting that this property be not secured for park purposes. In view of the Engineer's report, the Commission decided not to enlarge the present park at this time.

The Commission then discussed the matter of reconstructing the road leading from the Oregon Coast Highway to the docks at Port Orford. In the discussion of this matter it developed that no definite information has yet been received as to the intentions of the owners of the dock to repair the damage that was done to it by the storms of the past winter. In view of the circumstances, the Commission instructed the Engineer to defer advertising this project for bids until it is known definitely that the dock is to be rebuilt. However, in the meantime he is to prepare the plans for the project so that it can be advertised on short notice, if necessary.

The Parks Engineer reported receipt of a request from Byron C. Shaver, Otter Rock, Oregon, for permission to use water from the new water system that is being installed in Devil's Punch Bowl Park at Otter Rock. He recommended that the request be denied on account of the precedent that would be established and for the further reason that if Mr. Shaver is granted this privilege, it would be necessary to grant similar privileges to others, which would be undesirable. The Commission approved the recommendation by unanimous vote.

The Parks Engineer reported receipt of an offer from Mr. Seneca Pfouts, Portland, to sell to the state for park purposes 160 acres of land situate adjacent to the Upper Columbia River Highway near Mitchell Point, in Hood River County. He said that Mr. Pfouts wants $12,000 for this land, but it is not adaptable for park purposes, hence he recommended that the offer be declined. The Commission decided not to purchase this property.

The Parks Engineer presented a deed from Tillamook County, whereby the county conveys unto the state for park purposes, without cost, 120 acres of land situate adjacent to the Oregon Coast Highway and the present state park at Short Sand Beach in the northern part of the county. The Commission accepted the deed and ordered that an appropriate letter of thanks be directed to the County Court.

The Commission had under consideration the offers of Messrs. D. N. Hendricks and Gene Grabenhorst to sell to the state for park purposes their respective ocean front properties located just south of the mouth of the Salmon River, in Lincoln County. The Parks Engineer advised that Mr. Hendricks' property consists of 162 acres, for which he wants $9,720.00, and that the Grabenhorst tract contains 314 acres, for which he wants $8,500.00; also, that both tracts are situate about two miles from the highway. It was his thought that the total amount involved in these offers of purchase is too high for the Commission to assimilate at this time and accordingly recommended that the offers be declined. The Commission approved the recommendation.

A report was rendered by the Parks Engineer on the matter of purchase of a proposed park site containing 80 acres of land situate adjacent to the Oregon Coast Highway at its junction with the road leading to Cape Sebastian State Park in Curry County, as previously instructed by the Commission. He advised that the owner of this tract, a Mr. S. P. Starks, has offered to sell this property to the state for the sum of $1,200.00, or at the rate of $15 per acre. The Commission instructed him to negotiate further with the owner and endeavor to get him to reduce his price, with the thought in mind that the purchase would be approved if the owner will sell for $12.50 per acre.

The Parks Engineer reported a request from Medford Post No. 15, American Legion, for permission to develop and use for public park purposes a 40-acre tract of state park property situate adjacent to the Crater Lake Highway, in Section 17, Township 36 South, Range 2 East, W.M., near Medford, in Jackson County. He recommended that the request be granted, subject to the condition that the development work shall be done under the strict supervision of the State Parks Department. The Commission approved the Parks Engineer's recommendation and referred the matter to him with full power to act.

The Parks Engineer brought up for discussion the question whether or not additional exploration work should be done in Lava River Caves south of Bend, in view of the fact that the work heretofore performed has not revealed any additional openings in the present cave. He said that the original appropriation of $500 that was set up for this purpose is exhausted and

questioned the advisability of continuing the work until surveys have been made to ascertain facts that might be useful in further investigations. The State Highway Engineer gave as his thought that this work should be continued and that an additional appropriation of $100 should be made to finance it. After due consideration the Commission indicated that it would approve such additional appropriation but decided to defer a definite decision thereon until the surveys mentioned by the Parks Engineer have been completed.

A letter was presented from V. B. Stanbery, Secretary of the State Planning Board, requesting a full status report on the matter of acquiring timber land adjacent to the Crater Lake Highway between the town of Prospect and the boundary of Crater Lake National Forest. The Parks Engineer reviewed briefly the history of this matter and gave as his thought that the preservation of the timber along this section of highway is a proposition for the Federal Government to take care of, inasmuch as it vitally concerns Crater Lake National Park. It was his thought that the State Planning Board should be given all of the details relating to the efforts of the State Highway Commission in securing title to timber strips along this road, so that the Planning Board can have the benefit of the same, in its efforts to preserve this timber. The Commission concurred by unanimous vote and instructed him to give the State Planning Board all the information possible and to render the Board any assistance that might be helpful in preserving this timber.

The Parks Engineer reported on his inspection of the timber land adjacent to the Heppner-Spray Road at the Morrow-Wheeler County line, as previously ordered by the Commission at the request of the Morrow County Court. He said that this property is owned by a Mr. Louis Fluhrer, Mayger, Oregon; that there is a fine stand of timber on the land, which should be preserved; but, in his estimation, the responsibility to preserve it belongs to the U. S. Forest Service, inasmuch as it is surrounded by the National Forest. The Commission concurred and ordered that full information regarding the tract be given to the State Planning Board along with the information regarding the timber adjacent to the Crater Lake Highway, and that every effort should be made to interest the Forest Service in a proposition to work out an exchange of timber properties so as to insure that the timber along this road will not be cut.

Reconsideration was given by the Commission to the matter of the Sinnott property adjacent to Short Sand Beach State Park at Cape Falcon, in northern Tillamook County. The Parks Engineer stated that there are 145.61 acres in this tract, for which Mr. Sinnott demands the sum of $100 per acre. He gave as his thought that such price is too high, but recommended the purchase at $75 per acre. He also said that Mr. Sinnott has expressed a desire to talk to the Commission about the matter, whereupon the Commission instructed him to invite Mr. Sinnott to be present at the afternoon session.

The Commission declined an offer from Mrs. Catherine S. Sickels, Bandon, Oregon, to sell to the state for the sum of $2500.00 four and one-half acres of land at Bandon Beach, about two miles south of the town of Bandon, Coos County.

The Engineer reported the need to purchase six engineers' transits

and six levels for use of engineering field parties. He requested authority to buy this equipment, which he estimated would cost about $3200.00.

The Engineer also requested authority to purchase the following equipment:

4 pick-up trucks for the use of the Parks Department, at an estimated total cost of $2000.00.

1 paving plant complete, with road roller, 6 trucks and 1 pick-up truck at an estimated total cost of $10,000.00.

3 snogos for snow removal operations, at an estimated total cost of $36,000.00.

He explained that the Parks Department needs its trucks to properly maintain the parks that have been developed during the past two years with C.C.C. forces; that an extra paving plant is required for use in connection with the maintenance of state highway routes through cities and towns, which work has only recently been added to the functions of the State Highway Department; and that the extra snogos are required in order to keep open for travel during the winter months the increased mileage of state highways through snow areas.

After due consideration of this matter the Commission, by unanimous vote authorized the Engineer to purchase all of said equipment.

The Engineer reported the desirability of changing the type of mileage and direction signs now being used to a type equipped with reflectors that can be readily seen at night time as well as by day time. He explained that during the past two years experiments have been conducted with various types of signs with the view in mind of changing to a type that will afford the greatest amount of safety to the traveling public during all hours of the day, and, in his estimation, the reflectorized sign meets the requirements to the best advantage, and it is his recommendation that such type be adopted as the standard type of sign to be used hereafter on primary state highways. He also explained that if the Commission approves the use of the reflectorized type of sign and will authorize the purchase of a sufficient quantity to replace those now in use, it will be his purpose to make the changeover as quickly as possible and to preserve the old signs for use on secondary highways or on roads of lesser importance. He estimated that it would cost about $17,100 to make this changeover and recommended that it be done in order to reduce the hazards to night driving.

After due consideration the Commission approved the Engineer's recommendations by unanimous vote and authorized him to purchase the required number of reflectorized signs.

The Commission had under consideration the matter of acquiring right of way for the improvement of the lower Columbia River Highway across the property of the City Motor Trucking Company, Portland, at "Rocky Point" between

Linnton and Multnomah-Columbia County line. It appears that the company demands considerably greater compensation for its property, which consists of a rock quarry and plant, than the Commission and its engineers believe it is worth, and that it may be necessary to acquire such right of way by condemnation. It also appears that the Commission proposes to rebuild this year the section of highway involving this right of way but may not be able to do so if a settlement with the company cannot be effected.

The Engineer explained the details of the existing controversy and after considerable discussion of the same suggested that the Commission proceed with its plans to construct this year all of the uncompleted portions of this road between Portland and the Columbia County line except the portion through the company's property, which can be done next year and probably can be financed with 1937 Federal Aid money. The Commission approved the Engineer's suggestion and decided to use state money to finance the construction across the company's property in the event that there are no federal funds available for such purpose. The Commission ordered that the Columbia County Court and the people of St. Helens be notified of this action inasmuch as they have been assured of the improvement this year.

It appeared to the Commission that it would be necessary to condemn the right of way across the City Motor Trucking Company property. However, it was decided to make them a fair offer for the same before starting condemnation proceedings. The Attorney was instructed to offer the company $3000.00 as a top price for its property and to start condemnation if they do not accept.

Mr. _____ Nielson, representing the Multnomah Industrial Health Association, Portland, came before the Commission at this time and requested permission to furnish group medical and hospital coverage to State Highway Department employes, as is now being done by the National Hospital Association, Portland, and the Physicians and Surgeons Hospital Association, Salem. He explained that a number of Highway Department employes working in the district served by the Multnomah Industrial Health Association have expressed a desire to affiliate themselves under a contract with this association and that the association is desirous of serving them if the Commission will approve, under the same conditions under which similar service is being rendered by the other associations. The Engineer recommended the approval of the request, provided the association will render at least as good service as is now being rendered by the other two associations. The Commission approved the Engineer's recommendation by unanimous vote.

Mr. W. B. Ward, representing Ward Lumber Company, Portland, was present and requested authority to transport three loads of special bridge timbers over the Columbia River Highway and the Old Oregon Trail, from Portland to La Grande, each of which loads weighs more than the maximum weights that are allowed between Pendleton and La Grande by the Commission's reduced load limit order which is now in effect. He explained that the timbers are for use of the Highway Department's bridge crew which is working in the vicinity of La Grande; also, that he planned originally to ship these timbers by rail but received instructions from Salem to make truck delivery. The Commission referred this matter to the Engineer with full power to act.

The Engineer reported receipt of a request from the Newport Construction Company which has the contract for the resurfacing of the Emigrant Hill-Emigrant Springs Section of the Old Oregon Trail, for permission to transport certain rock crushing equipment from the railpoint either at Pendleton or Meacham to the site of their crushing operations at Deadman's Pass, which will require that it be moved over a section of highway on which a reduced load limit is now in effect. He explained that a part of this section is within the limits of the Newport Construction Company's contract; hence they would be responsible for any damage that the movement would cause the highway; in view of which he recommended that a permit be granted for such movement from Meacham. The Commission approved the Engineer's recommendation.

The Engineer brought up for discussion the matter of penalizing "special carriers" for transporting loads weighing in excess of the statutory weight limits. He recalled that the Commission at a previous meeting decided on certain penalties that should be recommended to the Public Utilities Commissioner for cases of overloading, which penalties he now believes are rather severe and could be modified somewhat without losing any of the desired effect. He recommended that the penalty for a first violation be a ten-day suspension of the permit of the "special carrier" rather than the permanent cancellation of the permit; that the penalty for a second violation be a twenty-day suspension of the permit and that for a third violation be a thirty-day suspension of the permit; further, that in cases where more than one truck is being operated under a single "special carrier" permit, the penalty for a second and a third violation shall apply to first and second trucks, respectively, found carrying an overload, notwithstanding that such violations may be the first ones for these particular trucks. He also recommended a tolerance of 1500 pounds per axle over and above the statutory weight limit for such axle, to cover the difference in weights of logs of the same size.

After considerable discussion the Commission adopted the Engineer's recommendation by unanimous vote and ordered that recommendations in accordance therewith be directed to the Public Utilities Commissioner covering the following "special carriers" who have been arrested for overloading their equipment:

	Date of Arrest	Truck License Number	Overload on Truck	Overload on Trailer
L. O. Conlee, owner Millard Arthur Chase, operator	Mar. 4, '36	T55-885	1800 lbs.	2150 lbs
C. F. Bogart, owner and operator	4	T55-964	- - - -	2650 "
Arthur Nelson " " "	4	T50-260	1360 lbs.	- - - -
Jack P. Olsen " " "	6	T53-629	- - - -	2300 "
John D. Kenney " " "	2	T50-545	- - - -	2300 "
Geo. Ray Altree " " "	Feb.14	T50-631	- - - -	6000 "
Oscar Wideman, " " "	18	T51-521	- - - -	1500 "
W. W. Harris, owner C. C. Wolfer, operator	18	T52-203	- - - -	2700 "
Henry Ivan Callister, owner & op'r	21	T52-638	- - - -	2100 "
Hollenbeck Logging Co., owner Wm. J. Yuill, operator	19	T 1-087	40 lbs	3250
Elliott Transfer Co., owner Wm. J. Rickert, operator	19	T954	720 "	3130 "

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	Date of Arrest	Truck License Number	Overload on Truck	Overload on Trailer
Seymour R. Johnston, owner & op'r	Feb.24, '36	T 3-967	- - - -	5250 lbs
R. A. Briggs, owner C. C. Chamberlain, operator	29	T52-692	- - - -	5000 "
Connie Dye, owner Guy M. French, operator	28	T51-336	1200 lbs	- - - -
C. W. White, owner Ivan Chester Glass, operator	18	T50-011	- - - -	1950 "

The Secretary presented a number of transcripts of testimony involving formal investigations and hearings conducted by the Public Utilities Commissioner in regard to "special carriers" who have been arrested for loading their equipment in excess of the statutory weight limits. The Commission ordered them filed in the department records.

The County Court of Morrow County, represented by County Commissioners Geo. N. Peck and Frank S. Parker, accompanied by T. J. Jones, Mayor of Heppner, came before the Commission in regard to the oiling of the Lexington-Butter Creek Section of the Lexington-Echo Secondary Highway. They were informed that this job is on the construction program to be contracted in May.

The Commission considered the matter of replacement of bridges on private approach roads connecting with the dike section of the Oregon Coast Highway between Coquille and Bandon, Coos County. It appears that a number of these bridges were damaged by reason of high water during the past winter and the owners of the bridges are of the opinion that it is the state's obligation to replace them.

The Engineer advised that the county records show that Coos County acquired the right of way for this section, which was constructed on an entirely new location, by paying $200 per acre for land actually used as right of way and $100 additional per acre as damages; also, that the county agreed to build certain approach bridges for adjoining property owners but reserved the right to pay each property owner $500 in county warrants in lieu of building certain bridges, but no mention was made in the deeds conveying the right of way to the county that the county would maintain the bridges. He gave as his thought, in view of the circumstances, that neither the state nor the county is responsible for the maintenance of the bridges and recommended that the property owners be so advised unless it can be shown that these bridges are a responsibility of the state.

The Attorney advised that inasmuch as the records do not indicate that either the county or the state is obligated to maintain these bridges, it is his opinion that the entire matter of the approaches was a right of way transaction and therefore there is no obligation on the part of the state to either maintain or restore any of them.

After some discussion and in view of the Attorney's opinion, the Commission by unanimous vote approved the Engineer's recommendation and

instructed him to communicate such decision to the County Court of Coos County for transmittal to the several property owners concerned.

The Engineer brought up for discussion a letter from the Attorney in regard to the responsibility of the Commission to maintain those sections of primary and secondary state highways which have not yet been reconstructed to state standards, in which the Attorney advises that consideration should be given to such sections and especially to the condition of the bridges thereon so as to at least avoid personal liability on the part of the members of the Commission and the State Highway Engineer in the event that accidents should happen because of defects or imperfections in the highways or in the bridges, and the Commission or the Engineer be charged with negligence. It was the opinion of the Attorney that the responsibility of the Commission for the condition of a road starts just as soon as it is placed on the state highway system, regardless of whether or not the road is properly constructed.

The Engineer read a letter from Maintenance Engineer J. N. Bishop on this subject, containing a list of the roads that are on the state primary and secondary highway systems but which have not been constructed to state standards, totaling about 65 miles of road and including the following:

Baker-Homestead Highway, in Baker County, from a point about 4 miles east of the town of Halfway to the town of Homestead, a distance of approximately 26 miles;

Enterprise-Flora Highway, in Wallowa County, from its present terminus near the town of Flora to the Washington State line, a distance of approximately 12 miles;

Little Butte Creek Secondary Highway, in Jackson County, a distance of about 12 miles;

Willamette Highway, in Lane and Klamath Counties, a distance of about 15 miles, with a possibility that such mileage will be increased to about 50 miles if the grade on the newly constructed route is not usable;

Santiam Highway, in Linn County, east of the end of the newly constructed portion, a distance of approximately 18 miles.

Wilson River Highway, in Tillamook and Washington Counties, east of the constructed portion which ends about 12 miles east of Tillamook.

He estimated that it would cost about $8000 annually to maintain these sections and recommended that the following roads be closed to traffic: viz., 12-mile section of Little Butte Creek Secondary; Santiam Highway east of the constructed portion in Linn County; Wilson River Highway east of the constructed portion in Tillamook County; and that the remaining highways be maintained usable for traffic but that they be inspected and posted for reduced load limits which they can carry with safety.

After considerable discussion the Commission approved the Engineer's recommendation by unanimous vote.

The Engineer discussed with the Commission needed repairs to The Dalles-California Highway between Mile Post 59 and Mile Post 70, in Wasco County. He advised that the surfacing of this road is very weak; in fact, nearly every spring the oiled surface fails in many places and it is necessary to maintain it as an ordinary macadam road until weather conditions are such that it can be re-oiled. He further advised that extreme frost conditions during the past winter have caused unusual damage to certain sections and it is now a vital matter that a good surface be provided if traffic is to be properly taken care of. He estimated that it would cost about $102,000 to stabilize the road and construct an O-11 type oil surface thereon, and recommended the approval of such improvement. The Commission took the matter under advisement for future consideration.

L. G. Apperson, Portland City Engineer, was present and inquired as to the status of the Seventeenth Street-Ross Island Bridge project in East Portland. He was informed that the Commission is waiting for a court decision in regard to the project, which is the only thing that is holding it up.

Mr. Apperson then asked the Commission to furnish culverts and powder needed for the W.P.A. projects on the Wolf Creek and Wilson River Highways which they propose to start next week.

The State Highway Engineer pointed out that portions of these highways pass through timbered areas where cedar timber is available for culvert construction; whereas, in other localities, especially at the Portland end, there is no cedar timber and in such places pipe culverts would have to be installed. He gave as his thought that, inasmuch as the W.P.A. work is being conducted on state highway routes, the state could afford to furnish pipe culverts where necessary, in order to assist in the work and to show good faith with the endorsers of the project. Accordingly, he recommended that the state furnish pipe for culverts where it is not possible to secure cedar to construct timber culverts, and requested authority to expend state funds for such purpose as occasion demands. After some discussion the Commission approved the Engineer's recommendation and request by unanimous vote, subject to the condition that expenditures for such purpose, for the time being at least, shall be limited to not more than $15,000, with the understanding that timber culverts shall be constructed wherever cedar timber is available.

Mr. Apperson also asked the Commission to furnish powder for use in connection with clearing and grading operations on these projects. He estimated that present needs would take about $10,000 worth of powder for each job, or a total of $20,000. The Commission approved the request by unanimous vote upon recommendation of the State Highway Engineer, subject to the condition that the expenditure for such purpose shall not exceed $20,000 unless and until the Commission authorizes an additional expenditure.

The Commission adjourned at 12:30 o'clock p. m. and reconvened at 1:30 o'clock p. m. in the same room, with all members, the State Highway Engineer, the Attorney, and the Secretary present.

The Engineer reported a request from J. F. Kronenberg, Port Orford, Oregon, to construct a "high line" across Humbug Mountain State Park, to facilitate the removal of salvaged cargo from the ship "Phyllis" which was recently wrecked off the Oregon Coast line at this location. He recommended that the request be granted if Mr. Kronenberg will conduct his operations so as not to damage the park in any way. The Commission approved the Engineer's recommendation by unanimous vote, subject to the condition that Mr. Kronenberg shall furnish a bond in the amount of $5000 as a guarantee that the park will not be damaged.

A delegation from Roseburg, consisting of W. C. Harding, Secretary, Chamber of Commerce; A. C. Marsters; C. A. Ayre, Secretary, Pacific Highway Association; B. S. Nichols, County Commissioner; and Harris Ellsworth, Editor, Roseburg News-Review, came before the Commission in regard to the improvement of the Pacific Highway south from Roseburg to what is known as Kelley Corner. They particularly requested the reconstruction, this year, of the section between Shady Point and Kelley Corner, which includes the elimination of the railroad grade crossing at Green Station. The elimination of the grade crossing, they said, is a matter of vital concern.

They were informed by Chairman Cabell that their project is on the Commission's program for early construction but the Commission may not be able to finance more than the grade separation project now. It will do that much anyway and may extend the work to connections with the present highway at Kelley Corner and at Shady Point, if additional federal funds are appropriated. In accordance therewith the Commission authorized the Engineer to advertise the grade crossing elimination project as soon as plans for the same are completed.

The delegation then discussed with the Commission matters pertaining to the proposed rerouting of the Pacific Highway through Roseburg and asked the Commission to conduct a public hearing in Roseburg soon to obtain expressions from the people of that town in regard thereto, as is required by law. The Commission granted the request and set Wednesday, April 15, 1936, as the date for such hearing. The Secretary was instructed to send formal notice of the same to the Roseburg City Council, in accordance with the statutory provision covering such matters.

Following the appearance of the Roseburg delegation, the Commission discussed further matters pertaining to railroad grade crossing elimination projects, particularly the proposed separation of Garden Home County Road No. 1323 and the Oregon Electric Railroad tracks at Garden Home, in Washington County, and the proposed separation of the grades of the Warm Springs Highway and the Union Pacific Railroad Company tracks, near Madras, in Jefferson County. The Commission approved these two projects and by unanimous vote authorized the Engineer to advertise them for bids to be received as soon as the plans are ready.

A delegation, representing the Portland-Salmon River Highway Association and consisting of the following members: L. E. Bladine, McMinnville, President; E. J. Bayliss, A. R. Baird, E. M. Huntley, E. W. Bewley, H. C. Wilson and R. L. Eldridge, all of Sheridan; F. C. Robinson, Taft; Eugene E. Marsh,

McMinnville; Dr. Berger Underdahl, Portland; R. A. Bailey, Senator W. E. Burke, and C. E. Newhouse, all of Springbrook; and S. L. Parrett, Newberg, appeared before the Commission and urged the reconstruction of the McMinnville-Tillamook Highway between McMinnville and Valley Junction, where it connects with the Salmon River Highway. Mr. Bladine headed the group and introduced the speakers.

Mr. Bayliss, Mayor of Sheridan, spoke for this improvement from safety standpoint as well as from a business one. He said that the present road has outlived its usefulness and that if travel thereover increases as rapidly in the future as it has in the past there will be no question as to the expense of reconstruction being fully justified.

Mr. Robinson urged the improvement in behalf of the people of the Taft-Nelscott district from the traffic increase standpoint. He said that traffic demands the straightening and widening of this road, the elimination of the five railroad grade crossings on the present road between Willamina and Grand Ronde, and the construction of modern bridges.

Mr. Marsh and Dr. Underdahl also spoke for this improvement.

Senator Burke said that he favored the reconstruction of this section by stage construction, as funds become available. He suggested that complete surveys be made now on a permanent basis, so that construction can proceed without delay when funds are on hand to finance the work. It was his thought that the McMinnville-Tillamook and Salmon River Highways will assume far greater importance than they now have upon completion of the Coast Highway bridges and that the Commission should bear that in mind in arranging its future construction program.

The Engineer reported the results of reconnaissance surveys that have been made to determine the approximate location for the new highway and how much money it will take to build it. He pointed out that the bypassing of the town of Willamina cannot be avoided and that there is a possibility that the town of Sheridan will also be bypassed, inasmuch as one of the two routes that are being considered at this point misses this town. He estimated the cost to reconstruct the road between McMinnville and Valley Junction at $1,100,000. He suggested that it would be advisable to conduct location surveys and prepare plans now for the reconstruction of those sections that the Commission thinks will be reconstructed within the next year or two, so that these will be ready to contract on short notice.

Chairman Cabell advised that the Commission recognizes the importance of the McMinnville-Tillamook Highway and the Salmon River Highway as connections with the Coast Highway, and the reason that no more work has been accomplished south and west of McMinnville is that the Commission feels that first consideration should be given to the reconstruction of the section between Portland and McMinnville and because the demand for a road from Portland to the northern beaches has been so great. He agreed with the Engineer that surveys and plans of those sections that very likely will be reconstructed within a reasonably short time should be made ready and told the delegation that its project will be given due consideration by the Commission in the

formulation of its future road programs. The Commission then authorized the Engineer to conduct surveys and prepare plans for several short jobs along the section under discussion that it is reasonable to expect will be constructed within the next year or two.

Mr. Cyril G. Brownell, Portland, again came before the Commission in regard to payment for gravel that he alleges the state took from his land situate near the town of Umatilla, in Umatilla County.

The Engineer suggested that the Commission settle with Mr. Brownell at the rate of five cents per cubic yard for the gravel taken if the Commission feels that Highway Department forces took the material from his land. Mr. Brownell said that he would not consider payment on any basis less than twenty-five cents per cubic yard because that is the logical price for the material and is what people in that vicinity have been paying for a long time, and that if the Commission is unwilling to settle on that basis he will take the matter into court. He was told that he has the privilege of suing and to go ahead and sue if he feels so inclined.

At 3:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, the awards having been approved by the Commission previously by unanimous vote:

"Winchester Bay-North Bend Rock Production project, in Coos and Douglas Counties. Furnish approximately 11,000 cubic yards of crushed rock or crushed gravel in stock pile. The low bid submitted for this project is that of Umpqua River Navigation Company, Gardiner, at $29,590.00. The only other bid received for this job is that of Coos Bay Dredging Company, Marshfield, at $31,900.00. The Commission has awarded this contract to the low bidder, Umpqua River Navigation Company, at its bid price of $29,590.00.

"Columbia County Oiling Project, in Columbia County. 8.46 miles surfacing and oil mat surface treatment. The low bid is that received from J. C. Compton, McMinnville, at $29,807.50, using tar. Mr. Compton did not submit a bid on the use of road oil. The next low bid is that of Babler Bros. Portland, at $34,646.50, based on the use of road oil, or $34,440.50, based on the use of tar. There was one higher bidder. The Commission has rejected all bids received for this project.

"Mist-Pittsburg Section of the Nehalem Secondary Highway and Mist-Clatskanie Secondary Highway, in Columbia County. 11.65 miles resurfacing and oil mat surface treatment and furnish crushed rock in stock pile. The low bid is that of Dolan Construction Company, Tillamook, at $54,940.00, based on the use of tar, and $54,976 based on the use of road oil. The next low bid is that of Babler Bros., Portland, at $55,734.00, based on the use of tar, and $55,814 based on the use of road oil. There were three higher bidders. The Commission has rejected all bids received for this job.

"Klamath Falls-Midland Section of the Klamath Falls-Weed Highway, in Klamath County. 4.93 miles bituminous macadam surfacing

and furnish crushed rock in stock pile. The low bid is that of Harold Blake, Portland, at $124,640.00. The next low bid is that of Dunn & Baker, Klamath Falls, at $125,904.00. There are three higher bidders. The Commission has awarded this job to the low bidder, Harold Blake, at his bid price of $124,640.00.

"Construction of approaches to the Siuslaw River Bridge on the Oregon Coast Highway, in Lane County. 0.47 mile grading and rock surfacing and furnish crushed rock in stock pile. The low bid is that received from Homer G. Johnson, Portland, at $21,976.00. The only other bid received for this job is that of Coos Bay Dredging Company, Marshfield, at $24,073.70. The Commission has rejected both of these bids, and ordered the work done with state forces.

"Construction of approaches to the Alsea Bay Bridge on the Oregon Coast Highway, at Waldport, in Lincoln County. 0.56 mile grading and surfacing and furnish crushed rock in stock pile. The low bid is that received from Saxton & Looney and J. S. Risley, Portland, at $25,352.00. The only other bid received for this job is that of Homer G. Johnson, Portland, at $29,728.50. The bid of Homer G. Johnson was conditioned upon the award of the contract for the construction of the Yaquina Bay Bridge approaches, for which the Commission is receiving bids tomorrow; hence, the Commission has deferred the award of this contract until that time.

"Humphrey Boulevard, 45th Avenue and Cameron Road. Bituminous Macadam Project on two sections of county road, in Multnomah County. 3.06 miles surfacing and bituminous macadam. The low bidder is Harold Blake, Portland, at $41,606.50, based on the use of tar. Mr. Blake did not submit a bid based on the use of road oil. The only other bid received on this job is that of Warren Northwest, Inc., Portland, at $45,130.35, based on the use of tar, and $45,698.25 based on the use of road oil. The Commission has awarded this contract to Harold Blake, the low bidder, at his bid price of $41,606.50, based on the use of tar.

"The Dalles-Threemile Creek Section on three sections of county road, in Wasco County. 4.0 miles oil mat surface treatment. The low bidder is Warren Northwest, Inc., Portland, at $6,871.50. The next low bid is that submitted by Joplin & Eldon, Portland, at $7,120.00. There were two higher bidders. The Commission awards this job to the low bidder, Warren Northwest, Inc., at its bid price of $6,871.50.

"Construction of bridge over Kahler Creek, near Spray, on the John Day Highway in Wheeler County. The only bid received for this project is that of Tom Lillebo, Reedsport, at $5,714.50. This bid is satisfactory to the Commission, which has awarded the job to Mr. Lillebo at his bid price of $5,714.50."

A delegation from Waldport and Corvallis, headed by Samuel M. P. Dolan, Corvallis, came before the Commission and renewed their request for the

improvement of the Alsea Highway, especially the modernization of the Tidewater Hill Section. Included in the delegation were the following: Ed Oakland, U. G. Berry, L. J. Rickard and E. E. Mills, all of Waldport.

Chairman Cabell advised that the Commission is aware of the condition of the Alsea Highway, with its twisty turns and narrow roadway, which prevents fast driving, and would like to improve it if funds were available to finance the work, but the Commission is also aware of the fact that there are many other roads in the state in like condition which cannot be reconstructed because the moneys on hand are not sufficient to finance all of them.

The Engineer advised that the Highway Department is now conducting a state-wide planning survey to ascertain the condition of all of the roads throughout the state, the results of which will be used to determine how much money it is going to take to improve them and the order in which they should be improved. The Alsea Highway, he said, is included in this survey and when the survey is completed its place in the reconstruction program may be determined and fixed. He pointed out that the Tidewater Hill Section is within the National Forest boundaries, therefore should be improved as a forest highway and he gave as his understanding that surveys have already been made by the government engineers looking forward to the improvement of the section.

Commissioner Aldrich pointed out that the Commission has been expending enormous sums of money during the past few years for improvements in the coast district and that other parts of the state are objecting to any great amount of additional funds being spent there until their roads have had attention.

After further discussion Chairman Cabell reiterated that the Commission does not have the funds to finance this improvement now, so cannot make any promises regarding the same. However, the survey records of the Bureau of Public Roads covering this section will be investigated and the project will be kept in mind for future consideration.

The Hood River Valley Committee, consisting of R. J. McIsaac, Chairman, J. D. Smullin, County Commissioner, both of Parkdale; R. A. Collins, Dee; R. W. Arens, C. M. Hurlburt, and E. O. Blanchard, all of Hood River, were present and conferred with the Commission in regard to the improvement of the Mt. Hood Highway between Hood River and Parkdale, and the improvement of the Hood River Secondary Highway. They asked for a continuing oiling program on each of these roads, a portion to be constructed annually until completed. They also asked the Commission to remove the snow from the Mt. Hood Highway from Parkdale to Wapinitia Junction earlier this year than heretofore and in support of such request presented a petition signed by 65 businessmen and citizens of Hood River.

The Commission took no action on the matter of snow removal on the Mt. Hood Highway. In regard to the oiling of the Mt. Hood Highway, the delegation was advised that the Commission will make investigations but cannot give any assurance that the work will be done this year. However, it may be possible to paint a yellow line along the center of the road for the guidance of traffic.

In regard to the Hood River Secondary Highway, Chairman Cabell advised that the Commission had it in mind to spend about $25,000 to improve said road this year and inquired which section the delegation considers most in need of such improvement. The delegation was unanimously in favor of the stabilization and oiling of the section between the town of Dee and the junction with the county road leading to the town of Summit. The Commission agreed to spend its money on that section so far as the funds available will permit and to paint a traffic line on the oiled portion when it is completed,.

The delegation also requested the construction of a sidewalk on the Hood River Bridge at Hood River for the benefit and safety of school children and other pedestrians who are obliged to walk across this bridge daily. The Commission instructed the Engineer to prepare an estimate of cost to construct such sidewalk and report the same at the next meeting of the Commission.

Mr. W. P. Sinnott and his Attorney, Coe A. McKenna, Portland, came before the Commission at this time in regard to Mr. Sinnott's property at Cape Falcon, the purchase of which the Commission is considering as an addition to Short Sand Beach State Park. Chairman Cabell explained that the Commission wishes to acquire this property in order to fill out the present park at this place.

Mr. Sinnott said that he did not care to sell it because he and his associates have it in mind to divide the property into home sites, for which they can get at least $500 per acre, and to develop a winter and summer resort there. However, if the Commission is determined to have it, they will sell for $15,000 and for no less amount, which is at the rate of about $100 per acre.

Mr. McKenna gave as his thought that $15,000 is not an exorbitant price to ask for this property, which, he said, is unsurpassed from the scenic standpoint by any other place along the Oregon coast line. He added that, in his estimation, it would be unwise for the state to condemn the property because very likely it would cost the state in the end considerably more than the price Mr. Sinnott is asking for it.

After considerable discussion, the conference was concluded with a statement from the Commission that it wished to consult the Parks Engineer again before taking definite action in the matter. Later, the Commission, by unanimous vote, adopted a suggestion from the Engineer that the Parks Engineer be authorized to offer Mr. Sinnott $75.00 per acre for his property, and, if he will not compromise at that figure, let the Attorney condemn the property.

Ray Conway, Manager of the Oregon State Motor Association, was present and inquired whether or not the Commission is interested in the purchase of any "Oregon State Flags" that his association has for sale. He explained that Oregon had no official state flag until one was adopted by the State Legislature in 1925, subsequent to which time only one flag was in existence, and that one was burned in the Capitol Building fire. The Motor Association, he said, is trying to arouse interest in the matter and has ordered a quantity of flags made in accordance with the official design, size 4' x 6', and is in a position to sell them at $10.00 each.

The Engineer recommended the purchase of five flags for use at the several Highway Department shop buildings. The Commission approved the purchase of same by unanimous vote.

Mr. Conway then offered to turn over to the State Highway Department the preparation of the May issue of "The Oregon Motorist", the official publication of the Motor Association, in order to commemorate the opening of the Coast Highway bridges which he suggested should be featured articles of that issue. The Commission accepted the offer with thanks and instructed the Engineer to refer the matter to Mr. Say, of the Travel and Information Department, to handle.

The Engineer brought up for discussion a drainage matter on the East Portland-Oregon City Highway, near Jennings Lodge, involving the drainage of private property belonging to a Mr. J. G. Johnson at this location. He said that the existing highway culvert was installed on bed rock but is about two feet too high to drain the adjacent land, and to lower the culvert would cost about $2000 because it requires trenching through solid rock. It was his thought that the state is partly to blame for this condition but is not obligated to lower the pipe more than six inches inasmuch as the land was never drained across the highway at this point. However, if it is to be lowered that much, it might as well be lowered another eighteen inches and he recommended that that be done provided Mr. Johnson will pay a portion of the cost. The Secretary recalled that the Commission discussed this matter with Mr. Johnson at a meeting held on November 30, 1935, at which time Mr. Johnson was told that the state would lower the culvert at state expense. In view of this information, the Commission decided to pay the entire cost of such work if a review of the records confirms the Secretary's statement; otherwise, Mr. Johnson is to be required to pay a share of this expense or the pipe will not be lowered.

The Commission, by unanimous vote, approved the minutes of the meetings held on September 26; October 7, 8, and 9; October 16; October 28; November 7, 8, and 9 and November 20, 1935, subject to further approval by former Commissioner Carl G. Washburne as to minutes of the meetings held on September 26 and October 7 and 8.

The Engineer discussed with the Commission the matter of resurfacing and non-skidding the Azalea-Grave Creek Section of the Pacific Highway, in Douglas and Josephine Counties, a distance of 16.01 miles. He said that he has two methods under consideration, one for temporary construction and the other for standard construction, which includes planing of the present pavement and would cost about $2000 per mile more than the temporary type. He advised that the alignment along certain portions of this section may be revised at some future date; nevertheless recommended the standard type improvement because, no doubt, it will be a number of years before such realignment is undertaken. He pointed out that the Commission has already budgeted a certain amount of state funds for this project, and inquired as to the wishes of the Commission in regard to the type of improvement. After some discussion the Commission voted unanimously to approve the Engineer's recommendation and authorized him to proceed with such work on the basis of construction of a standard non-skid surface, including the planing work.

The Commission also discussed and approved the same type of resurfacing work for the Mt. Hood Highway between Portland and Gresham and for the Columbia River Highway between East 82d Street, Portland, and Troutdale.

Consideration was also given by the Commission to the matter of non-skidding the Lower Columbia River Highway between Scappoose and Astoria where it is planned to provide a non-skid surface at intermittent locations. The Commission decided that a light temporary treatment should be given to these sections in view of the fact that they contain many sharp curves which will have to be straightened out in the not far distant future. The Engineer was instructed to perform all of this work by contract, except the Lower Columbia River Highway resurfacing, which he was authorized to do with state forces.

The Commission considered a letter from Attorney Theodore R. Conn, Lakeview, in behalf of a client who wishes to purchase a small triangular parcel of state-owned land in the town of Paisley, Lake County, which lies outside of the 80-foot width right of way that was recently acquired by the state at the intersection of Main Street and West Street in that town. The Commission decided not to sell this property.

The Engineer reported the need of about 7200 cubic yards of surfacing material for use in connection with re-oiling and pavement patching work on the Myrtle Point-Coquille Section of the Coos Bay-Roseburg Highway, in Coos County. He requested authority to advertise for bids for the furnishing of such material, which he estimated would cost a total of about $23,700.00. The Commission granted the request by unanimous vote.

Reconsideration was given by the Commission to the request of the County Court of Hood River County for the removal of Secondary Highway No. 280, Hood River County, from the secondary state highway system. The Engineer reported briefly in regard to this matter and recommended further investigations before the Commission takes definite action on the request. The Commission referred the matter to the Engineer for such additional report, and it was decided that Chairman Cabell and the Engineer should inspect the road in the meantime.

The Commission considered a telegram from Senator Charles L. McNary in regard to the Government furnishing free electrical energy from the Bonneville Dam project for lighting the Columbia River Highway in the vicinity of Bonneville, and particularly the tunnels in that district, in which Senator McNary advises that he is doing everything possible to secure such free electricity. It was the opinion of the Commission that an effort should be made to secure such free electricity to light this highway throughout its entire length between Portland and The Dalles. Accordingly the Commission authorized Chairman Cabell to direct another letter to Senator McNary and request his assistance to that end.

The Engineer asked the Commission to confirm the telegraphic authority given him on March 4 to post the Mt. Hood and Wapinitia Highways between Rhododendron and the junction with The Dalles-California Highway near Maupin, for a reduced load limit during the period when frost is leaving the ground. The Commission complied therewith and by unanimous vote adopted the following resolution in regard thereto as of March 4, 1936:

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
WAPINITIA 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 the said roads shall be reduced and fixed as in this order provided;

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles carrying 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 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.

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

MT. HOOD HIGHWAY between Rhododendron and junction with the Wapinitia Highway, in Clackamas County;

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

shall be as follows: The combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of the front axle of a truck or truck-tractor shall not exceed the product of four hundred (400) multiplied by the sum in inches of the tire width of the wheels of such axle; and, the combined weight in pounds bearing on the surface of the highway at contact with the tread on the wheels of any one axle of a vehicle or combination of vehicles, other than the front axle of a truck or truck-tractor, shall not exceed the product of three hundred (300) multiplied by the sum in inches of the tire width of the wheels of such axle; but, in no event shall the combined weight in pounds bearing on the surface of the highway at contact with the tread of the wheels of any one axle of a vehicle exceed the maximum limit set by law for any one axle.

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

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named 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 any of said highways are located, and that a certified copy of this order be furnished to the Superintendent of the Department of State Police for his information.

The Engineer reported that on March 5, in accordance with authority previously given him by the Commission, he awarded to H. C. Rogers, Yakima, Washington, the contract for the construction of the Cold Springs Bridge - Holdman Section of the Cold Springs Highway, for which work Mr. Rogers submitted the low bid on February 6, the conditions of the award having been fully satisfied. He asked the Commission to confirm this award. The Commission by unanimous vote approved the award of this contract to Mr. Rogers at the prices quoted in his proposal submitted February 6.

The Commission considered and ordered filed in the department records, without action, a report dated February 25, 1936, by I. M. Schannep, title examiner, in regard to miscellaneous obligations due the State Highway Commission from various sources.

The Attorney brought up for discussion a letter from A. C. Spencer, General Solicitor for the O.W.R.& N.Co., in regard to damage claims that have arisen and that may arise in the future out of the derailment of one of the Company's trains in the Columbia River Gorge when it ran into a snow blockade which the Company alleges was deposited on its tracks by Highway Department snow-removal operations on the Columbia River Highway. He gave as his thought that the Commission should join with the railroad company in its defense of these claims, if the Highway Department has any liability in the matter. Chairman Cabell gave as his thought that the Commission should not admit any such liability to the railroad company. The question arose as to what effect these claims or lawsuits would have on the bonds furnished by the members of the Commission and the Engineer to the state. After some discussion, the Attorney was instructed to consult the agents of the bonding companies involved and then write Mr. Spencer that the State Highway Commission does not admit liability in this matter. He was told to draft such letter and to discuss it with Chairman Cabell before mailing to Mr. Spencer.

The Commission adjourned at 6:00 o'clock p. m., to reconvene on the following day at 9:00 o'clock a. m. in the same room.

Portland, Oregon, March 13, 1936.

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building, with all members, the State Highway Engineer, the Attorney, and the Secretary present.

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

WOLF CREEK HIGHWAY
BEAR CREEK-BARE MOUNTAIN SUMMIT SECTION - GRADING

J. A. Lyons	$110,050.00
Joplin & Eldon	113,492.00
McNutt Bros.	117,225.00
Kern & Kibbe	117,761.00
Consolidated Highway Company, Inc.	119,513.00
P. L. Crooks & Company	124,805.00
Jacobsen-Jensen Company	128,107.00
Malcom & Bell	132,641.00
Orino, Birkemeier & Saremal	141,132.50

(Tabulation of March 13 bids, continued)

REDMOND ROCK PRODUCTION PROJECT
CRUSHED GRAVEL IN STOCK PILE

Babler Bros.	$ 16,560.00
Consolidated Highway Company, Inc.	19,987.50
Schmeer, Williams & Gentemann	21,832.50

OREGON COAST HIGHWAY
APPROACHES TO YAQUINA BAY BRIDGE
GRADING, SURFACING, AND FURNISHING CRUSHED ROCK IN STOCK PILE

Homer G. Johnson	$ 69,655.00
Consolidated Highway Company, Inc.	78,731.50
Saxton & Looney and J. S. Risley	79,362.90
Kern & Kibbe	91,319.00
J. A. Lyons	92,485.00
Malcom & Bell	93,051.50
P. L. Crooks & Company - Irregular bid - no unit price for "Special Borrow"	

COLUMBIA RIVER HIGHWAY
ROADSIDE OASES NEAR CASTLE ROCK AND BOARDMAN

O. N. Pierce and Frank Connor	$ 8,290.00
Parker-Schram Company	11,709.40

HALSEY STREET (BARR ROAD) JUST EAST OF PORTLAND
OVERCROSSING OVER UNION PACIFIC RAILROAD

Tom Lillebo	$ 72,927.00
Hoffman Construction Company	74,118.00
O. R. Wayman	74,328.00
Malcom & Bell	75,946.50
Warren Northwest, Inc.	76,271.00
Parker-Schram Company	77,880.50
Guthrie-McDougall Company	79,803.50
Kern & Kibbe	80,654.00
Orino, Birkemeier & Saremal	80,984.00
Gilpin Construction Company	83,535.50
P. L. Crooks & Company	87,715.00

SHERMAN HIGHWAY
BIGGS-MORO ROCK PRODUCTION PROJECT - CRUSHED ROCK IN STOCK PILE

H. C. Rogers	$ 9,597.50
Hart Construction Company	9,945.00
Joplin & Eldon	12,442.00
Schmeer, Williams & Gentemann	13,350.00
Newport Construction Company	13,634.00
Consolidated Highway Company, Inc.	13,804.00

WALLOWA LAKE HIGHWAY
ENTERPRISE-JOSEPH SECTION
COMPOSITE PILE TRESTLE BRIDGE OVER WALLOWA RIVER

Homer G. Johnson	$ 8,399.50
J. C. Compton	10,855.50

FOUR SECTIONS OF COUNTY ROAD
YAMHILL COUNTY OILING PROJECT
GRADING, SURFACING, BITUMINOUS MACADAM, AND OIL MAT SURFACE TREATMENT

	Using Road Oil	Using Tar
J. C. Compton	- - - - -	$ 39,612.00
Warren Northwest, Inc.	- - - - -	42,065.00
Babler Bros.	$ 42,885.00	42,779.00
Harold Blake	- - - - -	50,083.00

Chairman Cabell made the following announcement in regard to the proposal submitted by Contractor Homer G. Johnson for the construction of the Yaquina Bay Bridge approaches: "This bid appears to be irregular in that the qualification attached thereto apparently changes the specifications. The bid will be read, the conflicting clauses studied, and a decision rendered at 4:00 o'clock p. m. today."

Chairman Cabell also announced that the awards of contracts would be made at 4:00 o'clock p. m. in the same room.

Lacey V. Murrow, Director of Highways, State of Washington, was present and conferred with the Commission in regard to the extension of the Enterprise-Flora Highway to the Washington State line and particularly in regard to its connection with the Washington end of this road at the state line.

Mr. Murrow opposed the adoption of a location which has more than one crossing of the state line, such as has been proposed at this point, if that can be avoided, because his experience shows that it does not work out very well with respect to maintenance and policing. He suggested construction on a six per cent grade line, which he thought would eliminate this undesirable feature, and advised that the State of Washington is willing to pay the extra cost of construction on such grade line over and above the cost to construct along Buford Creek; furthermore, the State of Washington will pay one-half the cost of surveying between the point where this line diverges from the existing survey and the point where it ties into the present survey at the mouth of Rattlesnake Canyon.

After some discussion the Commission approved Mr. Murrow's proposition by unanimous vote and authorized the Engineer to conduct such survey, with the understanding that the cost thereof will be paid for on approximately a 50/50 basis by the two states, and ordered same to be undertaken immediately so that the project can be advertised for bids to be received at the June meeting of the Commission.

A delegation, consisting of the County Court of Union County, and representatives of the Oregon Trail Association, came before the Commission in regard to highway projects in Union County and improvements to the Old Oregon Trail between Ontario and Portland. Chas. H. Reynolds, La Grande, headed the group, which included County Judge U. G. Couch; County Commissioner Chris Johnson; Arthur Hallgarth, Elgin, and Mr. Reynolds, who represented the La Grande Chamber of Commerce.

The delegation requested construction of the following Union County projects during 1936:

1. Complete to secondary highway standards the Medical Springs Secondary Highway between Union and Baker County line.

2. Grade, surface, and oil the Elgin-Forest Boundary Section of the Weston-Elgin Secondary Highway.

3. Oil the remainder of Cove Secondary Highway between Island City and Cove which is not now under contract and which is known as the Grande Ronde River - Cove Section.

The delegation also asked the Commission to designate the following Union County roads as secondary highways:

1. Lower Cove Market Road beginning at its junction with the Wallowa Lake Highway between Island City and Alicel and extending through a farming district to the town of Cove.

2. Extension of Hilgard-Starkey Secondary Highway from its present terminus at Starkey southwesterly to the Umatilla National Forest boundary, a distance of about 4½ miles.

3. North Powder-Baker County line bridge road between the town of North Powder and a connection with the Haines-Anthony Lake Secondary Highway in Baker County, at the county line.

Mr. Reynolds filed a brief of these projects in support of their oral requests.

Commissioner Aldrich inquired whether or not Union County will cooperate in the cost of the Weston-Elgin Road project by contributing $20,000, which represents one-half the cost of the work. Judge Couch replied that the county does not have the money.

Chairman Cabell advised that the matter of increasing the mileage of secondary highways depends largely on revenues, and if the revenues increase proportionately in the future as they have in the past year or two, the Commission might add some more roads to the secondary system, but no promises can be made at this time.

W. H. Lynch, District Engineer, Bureau of Public Roads, advised that, in so far as the Bureau of Public Roads is concerned, preference should be given

to the Weston-Elgin Road over others.

Mr. Reynolds then submitted a brief in behalf of the Oregon Trail Association, supporting its oral request for improvements to the Old Oregon Trail between Ontario and Portland. County Judge F. L. Phipps and County Commissioner Mace Fulton of Wasco County, appeared before the Commission with Mr. Reynolds in regard to this matter. The brief contained a list of projects as follows:

1. Modernize Ontario-Dead Ox Flat Section in Malheur County, a distance of about 9 miles.

2. Complete reconstruction of Gales-Tunnel Section in Baker County, consisting of about 10 miles of bituminous macadam between Lime and Gales, and 1.2 miles of the Tunnel Section.

3. Modernize Haines-Union Section in Baker and Union Counties.

4. Emigrant Hill Section in Umatilla County. Reconstruct East Unit by widening, resurfacing, and oiling.

5. Entrance to Pendleton from the east. Eliminate sharp turns in one-mile section between Pendleton and junction with Oregon-Washington Highway.

6. Complete proposed cut-off between Pendleton and Stanfield in Umatilla County, about 16 miles in length.

7. Modernize 25-mile section between Arlington and John Day River in Gilliam County.

8. Construct new Columbia River Highway between The Dalles and Portland.

Mr. Reynolds pointed out that the Old Oregon Trail is the main artery of travel to the East and is an important tourist road, wherefore it should be reconstructed to modern standards. He also pointed out that unless something is done to this road to encourage travel over it between Pendleton and Portland, people from Pendleton and points east may find it to their advantage to trade and shop in Seattle rather than in Portland inasmuch as, under present conditions, it takes only about forty-five minutes longer to drive from Pendleton to Seattle than it does from Pendleton to Portland.

The Commission agreed to keep these projects in mind when programming future funds.

Mr. J. W. Deemy, Marshfield, came before the Commission in regard to the proposed Golden Falls park in Coos County. He said that it is imperative for Butler Brothers, in connection with their logging operations in the vicinity of this park, to have a good road over which to truck logs, but Coos County

does not have the funds to finance the improvement of the present road, although the County Court wants to cooperate to the best of its ability and to that end has signified its willingness to undertake a W.P.A. project on this road if Butler Brothers will take charge of construction and the State Highway Commission will loan or rent to the county at a nominal rate for use on the job one of its bulldozers and an air compressor for a period of about 30 days. The Engineer advised that the Commission has an established policy which prohibits the loan or rental of state equipment and it would be his recommendation that the request be denied unless the Commission wishes to change that policy, because, if this particular request was granted, it would be necessary to grant the many other requests that are received for the same privilege. He further advised that the Highway Department does not have available equipment to loan to the county at this time, all of such equipment being needed for State Highway Department purposes. In view of the Engineer's statements, the Commission advised Mr. Deemy that it is necessary to deny his request.

The Engineer brought up for discussion the question of who should assume the responsibility for notifying the Right of Way Department when right of way options should be closed, so as to make certain that no moneys will be expended for right of way that will not be needed for some time to come. He recommended that the Secretary assume this responsibility and notify the Legal Department when the project is to be contracted. The Commission approved the Engineer's recommendation.

The Commission had under consideration a request from the Portland General Electric Company to overbuild a line of telephone poles on the Woodburn-Mt. Hood Loop Secondary State Highway, near Estacada, in Clackamas County. The Engineer reported that the company desires to extend its pole line for a short distance along this highway but is precluded from occupying the proper side of the highway because of the existence of telephone poles; in fact, telephone poles have been maintained on both sides of the highway at this location for many years and the owners of the same, who are for the most part farmers, are not financially able to reconstruct their lines and consolidate them on a single pole line at the present time. Furthermore, their finances will not permit them to pay to the Portland General Electric Company the amount demanded for contact on the Power Company's poles. He explained that the confusion of pole lines existed before the Highway Commission assumed the responsibility for this secondary highway, franchises having been given by the County Court of Clackamas County apparently without much thought of future development, so that now in this particular district it will require an expenditure of a large sum of money to rearrange the poles in accordance with the State Highway Commission's requirement. In the present instance, he said, the Power Company has endeavored to secure a satisfactory rearrangement of poles but to no avail, and now requests permission to overbuild the telephone line for a short distance. He added that this matter has been investigated thoroughly by Division Engineer Wm. E. Chandler, who recommends that the Power Company be allowed to overbuild the telephone line as a temporary proposition for two or three years, when the telephone poles undoubtedly will be ready for replacement, and then require the telephone lines to be reconstructed on the opposite side of the highway where they belong. He read Mr. Chandler's letter on this subject, dated March 11, 1936, and recommended the

adoption of the solution contained therein. After some discussion the Commission approved the Engineer's recommendation by unanimous vote and authorized the granting of a permit to the Power Company in accordance therewith, with the understanding that the telephone and power companies involved shall rearrange their pole lines accordingly when their poles are in need of replacement.

In this connection the Secretary reported that a controversy exists between the Mountain States Power Company and the Tri-County Telephone Company with respect to pole lines of these companies along the right of way of the Oregon Coast Highway in the vicinity of Oretown, Tillamook County, which said controversy in a minor degree involves the Pacific Telephone and Telegraph Company. He said that the Power Company constructed its pole line on the westerly side of the highway, which was designated previously for the pole line of the Tri-County Telephone Company, and refuses to re-establish its poles on the easterly side of the highway, notwithstanding the fact that the Telephone Company is anxious to proceed with the construction of its line on the side that has been allotted to it. This matter, he said, has been under discussion for some time and a solution therefor has apparently been reached whereby the Power Company has agreed to move its poles over to the easterly side of the highway whenever it shall be necessary for the company to replace its poles, and in the meantime the Tri-County Telephone Company will occupy the easterly side of the highway but will move its poles to the westerly side when the Power Company changes over. The only difficulty in this arrangement, he said, is the determination of the date when the Power Company's pole line shall be considered in need of replacement, the Power Company contending that they should be permitted to leave their pole line in its present location until 30% of its poles on this section are in need of replacement or have been replaced. He recommended the granting of this concession, subject to approval by the Tri-County Telephone Company and the Pacific Telephone Company. The Engineer expressed his approval of the arrangement, provided a limit of not more than seven years is set in which all of the Power Company's poles shall be moved. After some discussion the Commission approved this solution of the problem and authorized the insertion of a clause to that effect in the tri-party agreement which is being prepared to cover the matter.

The Commission had under consideration the application of School District No. 137, Lane County, to construct a power pole line along the McKenzie Highway, which involves the maintenance of poles on the river side of the highway where they will interfere with the scenery between the highway and the river, and, in other locations, involves the maintenance of two pole lines on the opposite side of the highway and several crossings of the telephone wires over the highway, which is contrary to the established policy of the Commission. After some discussion the Commission ordered that the School District be informed that the Commission wishes to preserve the area between the highway and the McKenzie River free and clear of pole lines and other obstructions that would interfere with scenic view; hence denies the request in that respect. However, the Commission will permit the District to overbuild the telephone pole line now on the opposite side of the highway, provided the poles are placed on the same line with the telephone poles and in positions alternating with the telephone poles, and provided, further, that the Power

Company will permit the telephone wires to be carried on the power poles, arrangements for such joint use of poles to be made by the officers of the companies concerned.

The Engineer reported that in connection with the Highway Department's proposed W.P.A. projects for the construction of buildings at Astoria and Roseburg, it will be necessary to increase the allotment of state funds to pay for certain grading work and for the installation of a heating plant, the grading work to be done at the Astoria site and the heating plant to be installed in the Roseburg Division Engineer's office building. He estimated that the total extra cost would amount to about $2,400 and requested authority to pay the same with state funds, inasmuch as W.P.A. funds are not available for such purposes. The Commission approved the Engineer's request by unanimous vote.

In this connection the Commission ordered that hereafter when the final survey has been completed and the estimate of cost has been prepared for any highway project, and it is disclosed that such estimate of cost exceeds the amount budgeted for that particular project, work under such project shall not proceed until the Commission has had an opportunity to discuss the project further and has authorized the increased amount.

Reconsideration was given by the Commission to the claim of Contractor F. J. Kernan for extra compensation arising out of his contract with the Commission for the construction of the Cascade Locks Section of the Columbia River Highway in Hood River County, being Contract No. 1737. The Engineer advised that he has reconsidered this matter since reporting the same to the Commission at the previous meeting when the Commission denied Mr. Kernan's claim, and is now of the opinion that Mr. Kernan does have a claim for removing large boulders from the gravel pit that he was using in connection with this project, and it is now his recommendation that Mr. Kernan be allowed for the removal of such boulders in the amount of $783.08. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration the application of the Suburban Transportation System, Seattle, for permission to operate on Oregon highways a vehicle known as a "Tri-Coach", the overall length of which is 40 feet. The Engineer explained that this is a semi-trailer type bus for carrying passengers, and, being a new type vehicle, is not defined in the Oregon Motor Vehicle Code, although such code does define a semi-trailer, which is limited to an overall length of 35 feet and differs from the "Tri-Coach" only in that the latter is designed for carrying passengers rather than freight. He inquired whether or not the Commission desires to take the responsibility for issuing a permit for the operation of this vehicle on Oregon highways.

The Attorney advised that this appears to him to be a legislative matter outside of the jurisdiction and control of the State Highway Commission. However, the Commission could grant a permit, if it cared to, for a single movement but not for continuous movements, as the company desires. In view of the Attorney's opinion, the Commission decided not to assume jurisdiction over this matter, and to deny the request. It was ordered that this information

be transmitted to the company and that the company be informed of the Commission's legal authority in such matters.

The Secretary presented a bill, in the amount of $350.00, from the American Association of State Highway Officials, covering dues of the State of Oregon in such association for the year 1936. The Commission ordered this bill paid in the usual manner.

The Engineer reported that in connection with the proposed undercrossing project on the Beaverton-Aurora Secondary Highway near Aurora, the Southern Pacific Company demands that provision be made for an additional track, because they plan to double-track this section of their railroad at some future date. He said that this could be done in the present contract but that it would increase the cost of the project from $60,000.00 to $90,000.00, in view of which he suggested that the company be told that, because of the fact that the Southern Pacific Company's plans for double-tracking are indefinite, the Commission feels that it is unnecessary to make provision for a double line of railroad tracks in its plans for the undercrossing project, and accordingly is submitting its plans to the Federal Government for a single track crossing. The Commission approved the Engineer's suggestion by unanimous vote.

The Engineer requested authority to advertise for bids for the construction of a two-story frame building approximately 60' x 80' in dimension on the premises of the State Highway Department's Shops in Salem, for use of the Sign Department, which is now operating in cramped quarters, and as offices for the state-wide Planning Survey Department. He said that this building is justified from the standpoint of the Sign Department alone, but that he plans to confine the Sign Department to the lower floor for the time being and to use the upper floor as offices for the men working on the planning survey, who are now scattered in the Agriculture Building, the First National Bank Building, and the State Office Building. He estimated that such building would cost approximately $15,200.00. After considerable discussion the Commission granted the Engineer's request and authorized him to advertise for bids to be received for this building at the next regular meeting.

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 Auditorium of the Public Service Building, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

Senator F. M. Franciscovich, Astoria, headed a group from Clatsop County who are carrying on log hauling operations over state highways in that vicinity, and who have been arrested and penalized for overloading their equipment. In addition to Senator Franciscovich, the group included the following: James Elliott and Thomas Nelson, Astoria; James Leeback, Chester A. Groat, W. B. Hollenbeck, N. M. Robertson, W. R. Collins, Ernest Dawson, and Carl Habekost, all of Seaside; and G. Clifford Barlow, Warrenton.

Senator Franciscovich made an urgent plea for the modification of the Commission's ruling in regard to the penalty that shall be imposed on "special carriers" who are arrested for transporting loads weighing in excess of the statutory weight limits. He contended that this ruling is too severe and is unfair to the operators, and if adhered to strictly will result in the closing down of the logging industry in Clatsop County. He expressed himself on the subject from three standpoints, viz.: first, whether or not the violations of overloading in Clatsop County are deliberate; secondly, from the standpoint of revenue which the Highway Commission derives through the operations of persons engaged in hauling logs; and, third, the effect of the Commission's ruling on the logging industry in Clatsop County.

He contended that the overloading is not deliberate but is accidental, and supported such contention with statements that the weight of logs of the same size varies greatly and cannot be determined accurately at the time the trucks are loaded, this being especially true of logs that are water-soaked and are known as "sinkers" because they will not float when dumped into water. Such logs, he said, are of no value, and certainly the owners would not allow them to be hauled to market if they knew, in advance, that they were "sinkers", but there is no way to determine it. The loaders, he explained, have to judge the weight of a log by scale measure because no weighing scales are available at the point of loading, and frequently mistakes are made due te the difference in weight of logs containing the same number of board feet. Violations from this cause, he said, are committed innocently and should not be charged against the operator.

He also contended that overloading is frequently caused by the shifting of the load on the hauling equipment in traveling over the logging roads between the point of loading and the main highway, many of which roads are steep and rough.

Relative to revenues, he alleged that the amount that the Clatsop County operators pay to the state for license fees and gasoline taxes is more than sufficient to maintain the roads over which the hauling is being carried on. In fact, he said, the state's profit over and above the cost of maintenance at $400 per mile annually, will pay for rebuilding the road. He endeavored to prove his argument with figures, which were disputed by the Engineer.

In regard to the effect of the Commission's ruling on the logging industry in Clatsop County, he said that unless the Commission modifies such ruling the log hauling business in Clatsop County will cease because the logs cannot be hauled out by rail. The effect of this, he added, will be that the timber owners will lose the value of their timber; two hundred and fifty men now working in the woods will be thrown out of employment; in fact, a thousand citizens of Clatsop County, or one-twentieth of the population of the county, who are now dependent on this activity, will be obliged to look for income from other sources.

Mr. Barlow, auditor and police judge, of Warrenton, stated that he was sent to this meeting by the City Council to inform the Commission that the streets in Warrenton, over which is routed most of the log hauling in Clatsop

County have been damaged only slightly by reason of such operations and the cost of repairing them has been negligible. He spoke highly of several of the operators whose trucks have been involved in overloads.

Mr. Robertson stated that he represents the Seaside Chamber of Commerce, which believes that it will be a catastrophe if log hauling is required to be closed down on state highways. Seaside, he added, has experienced the best winter it has had for a number of years, which can be attributed directly to the log-hauling business.

Chairman Cabell advised that the Commission realizes how important the logging industry is to Clatsop County and wants to make such rules as can be observed by that industry. He also advised that information has come to the Commission to the effect that operators are deliberately overloading, and inquired whether or not the operations can be carried on within the law.

Senator Franciscovich replied that they can be carried on within the law if the operators are allowed to haul by scale measure rather than by weight. If that were permitted, he added, there would be absolutely no excuse for overloads, but under the present system there is such a variance in the weights of logs that some loads are found to be too heavy, although the violation is unintentional.

Chairman Cabell explained that from the standpoint of the operator Senator Franciscovich's contention may be true; however, the difficulty is that the Highway Commission can build roads to withstand weights but cannot build them to withstand log scale. He said, further, that the Commission must consider the problem from the standpoint of the general public and not in the interest of any special group. He gave as his thought that if operators knew definitely that they must confine their loads within certain limits, they would do so. He mentioned the matter of allowing a certain tolerance to cover the difference in the weights of logs and inquired how much tolerance the operators feel should be allowed, but received no direct reply.

After further discussion, the Commission conferred privately regarding the matter and agreed unanimously to modify its provisions as follows:

1. A tolerance of 1500 pounds per axle shall be allowed and if the overload does not exceed such allowance, then no penalty will be recommended to the Public Utilities Commissioner for the overload.

2. In cases where the overload exceeds the tolerance of 1500 pounds per axle, a penalty of ten days' suspension of the permit of the operator shall be recommended to the Public Utilities Commissioner for the first offense; for a second offense, the penalty to be recommended shall consist of a twenty-day suspension of the permit; and for the third offense, a thirty-day suspension of the operator's permit shall be recommended. The Commission deferred making a rule for four or more violations.

This information was communicated to the delegation by Chairman Cabell and was accepted by the delegation as satisfactory.

At 4:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were opened at the morning session:

"Construction of approaches to the Alsea Bay Bridge on the Oregon Coast Highway, in Lincoln County. 0.36 mile grading and surfacing and furnish crushed rock in stock pile. Bids for this project were received on the previous day but the award of the contract was deferred until today because the bid of the second low bidder, Homer G. Johnson, was conditioned upon the award of the contract for the construction of the Yaquina Bay Bridge approaches, for which the Commission took bids today. After full consideration of this qualification, the Commission decided that it was irregular, hence awarded the contract to the low bidder, Saxton & Looney and J. S. Risley, at their bid price of $25,352.00.

"Bear Creek-Bare Mountain Summit Section of the Wolf Creek Highway, in Clatsop and Tillamook Counties. 2.17 miles grading. The low bid is that submitted by J. A. Lyons, Portland, at $110,050.00. The second low bid is that submitted by Joplin & Eldon, Portland, at $113,492.00. There were seven higher bidders. The Commission has deferred the award of this contract and has referred all bids received therefor to the Chairman of the Commission and the State Highway Engineer for further investigation, with power to award the contract to the low bidder or to reject all bids, as in their judgment appears to be to the best interests of the State of Oregon.

"Redmond Rock Production Project, in Crook and Deschutes Counties. Furnish crushed gravel in stock pile. The low bid is that submitted by Babler Brothers, Portland, at $16,580.00. The next low bid is that submitted by Consolidated Highway Company, Inc., Portland, at $19,987.50. There was one higher bidder. The Commission has awarded this contract to the low bidder, Babler Brothers, at their bid price of $16,560.00.

"Construction of approaches to the Yaquina Bay Bridge, on the Oregon Coast Highway, at Newport, in Lincoln County. 0.64 mile grading and 0.56 mile bituminous macadam surfacing, and furnish crushed rock in stock pile. The low bid is that submitted by Homer G. Johnson, at $69,655.00.. The next low bid is that submitted by Consolidated Highway Company, Inc., Portland, at $78,731.50. There were four higher bidders. The Commission has rejected all of the bids and ordered the project readvertised.

"Construction of roadside oases, near Castle Rock and Boardman, on the Columbia River Highway, in Morrow County. The low bid is that submitted by O. N. Pierce and Frank Connor, Portland, at $8,290.00. The only other bid received for this project is that of Parker-Schram Company, Portland, at $11,709.40. The Commission

has referred these bids to the Engineer, with power to award to the low bidder when certain conditions have been complied with.

"Construction of an overcrossing over the Union Pacific Railroad, on Halsey Street (Barr Road), east of Portland, in Multnomah County. The low bid is that submitted by Tom Lillebo, Reedsport, at $72,927.00. The next low bid is that of Hoffman Construction Company, Portland, at $74,118.00. There were nine higher bidders. The Commission has referred these bids to the Engineer, with power to award to the low bidder when certain conditions have been fulfilled.

"Biggs-Moro Rock Production Project, in Sherman County. Furnish crushed rock in stock pile. The low bid is that of H. C. Rogers, Yakima, Washington, at $9,597.50. The next low bid is that submitted by Hart Construction Company, La Grande, at $9,945.00. There were four higher bidders. The Commission has referred the bids to the Engineer, with power to award to the low bidder when certain conditions have been satisfied.

"Construction of a bridge over Wallowa River, two concrete box culverts, and extensions to three concrete box culverts on the Enterprise-Joseph Section of the Wallowa Lake Highway, in Wallowa County. The low bid is that submitted by Homer G. Johnson, Portland, at $8,399.50. The next low bid, and the only other received for this job, is that of J. C. Compton, McMinnville, at $10,855.50. The Commission has awarded this job to the low bidder, Homer G. Johnson, at his bid price of $8,399.50.

"Yamhill County Oiling Project on four sections of county road, in Yamhill County. .79 mile grading, 4.06 miles rock surfacing, .68 mile bituminous macadam, and 5.61 miles oil mat surface treatment. The low bid is that received from J. C. Compton, McMinnville, at $39,612.00, based on the use of tar. Mr. Compton did not submit a bid based on the use of road oil. The next low bid is that submitted by Warren Northwest, Inc., Portland, at $42,065.00, based on the use of tar. This company also did not submit a bid on the basis of using road oil. There were two higher bidders. The Commission has awarded this contract to the low bidder, J. C. Compton, at his bid price of $39,612.00, based on the use of tar."

A delegation, consisting of the County Court of Baker County, represented by County Judge Charles E. Baird and County Commissioner R. M. Phipps; A. A. Smith, R. C. Frisbie, Norman Elliott, J. W. Stuchell, Linn Vermillion and Henry McKinney, all of Baker; C. H. Spencer and C. C. Ketchum, Vale, came before the Commission in regard to the reconstruction of the Baker-Unity Highway around the proposed Burnt River Dam in Baker County. Mr. Smith was spokesman for the group.

He said that the Reclamation Service has appropriated $500,000.00 for this dam project, which includes an amount of about $24,000.00 to relocate

the present road, which will be inundated when the dam is completed; but they are now informed that the Highway Engineer's estimate to rebuild the road is $70,000.00, and while they may be able to secure an increase in the government's allowance for this project up to about $550,000.00, it is quite certain that they cannot secure an additional $20,000.00. Hence, they ask that the State Highway Commission assume this additional expense or lay out a road that would not be so costly. He gave as their thought that a satisfactory road without excessive curvature or grades could be constructed for not to exceed $45,000.00 and urged the Commission to revise its plans to come within that amount so as to relieve the people of this district, who will eventually have to pay the bill, of the payment of the added expense. He asked early action on their request because they are fearful that any delay will cause them to lose their project.

Mr. Spencer, who is resident engineer for the Reclamation Service in connection with this job, gave as his thought that a satisfactory road can be built in accordance with the suggestions offered by Mr. Smith. He also said that the Reclamation Service has set up $500,000.00 for this project and that it would be possible to stretch that amount by about ten per cent, but any amount over and above such increase would have to be provided from some other source, and if the Government provided it, it would have to come either from the W.P.A. setup or from a special appropriation by Congress.

Chairman Cabell stated that in principle the Commission has no quarrel with the district but there might be a difference of opinion as to what is "just as good a road as the one they have now". He pointed out that the Commission several years ago spent over $20,000.00 to rebuild the present road to fit the dam as it was located at that time, but apparently the plans for the dam have been changed and it is now necessary to again rebuild the highway. He suggested that the Reclamation Engineer submit plans for a road that he considers "just as good as the present road" for the consideration of the Commission and its engineers, and advised that if the Commission decides that such road is in principle as good as the existing road, the plan will be accepted, and if the Commission prefers a better road, then the state will pay the extra cost to secure the same. After further discussion, the plan as outlined by Chairman Cabell was accepted by all. It was also agreed that the survey for the road should be deferred until it is known definitely where the dam is to be located and as soon as such information is available the survey is to be undertaken immediately either by the Reclamation Service or by engineers of the State Highway Department.

Judge Baird brought up for discussion the matter of designating as a secondary state highway a road extending from the town of Robinette to the town of Homestead, in Baker County, along the abandoned railroad grade of the Union Pacific Company. The Commission signified its willingness to designate this grade as a secondary highway provided the County Court will submit a formal application for the same in writing. The County Court consented to do this, whereupon the Attorney was instructed to prepare a form of resolution to effect the same.

Messrs. Ben A. Campbell and Lester J. Peters, Portland, came before the Commission at this time in regard to the routing of the East Portland -

Oregon City Highway at the Southern Pacific crossing on Union Avenue, in Portland. They asked the Commission to consider opening up a new street from S. E. Union Avenue to S. E. Third Street, parallel to the Southern Pacific Company's tracks, which they declared would relieve the highway of slow-moving traffic, would eliminate the necessity of acquiring additional right of way along Union Avenue for about three blocks north of Lincoln Street, and would necessitate the construction of sidewalks only on the west side of Union Avenue for these three blocks. They also declared that all the property owners along the west side of Union Avenue are in favor of such change. This matter was discussed at considerable length, during which the Attorney advised the Commission that in his opinion there would be no legal barrier to the Commission's authorizing such change in the plans for the project. The Commission appeared to be favorably inclined to the suggestion offered and accordingly instructed the Engineer to make a detailed study of it. Inasmuch as it appeared that early action in the matter is necessary, Commissioners Aldrich and Tou Velle expressed their willingness to let Chairman Cabell pass on the matter. Whereupon, they referred the entire matter to Chairman Cabell with full power to act. Chairman Cabell accepted the responsibility, with the understanding that he would take no action thereon until he had consulted with the other commissioners by phone.

The Commission had under consideration at this time the question whether or not to accept the Government's offer to spend $1,007,075 W.P.A. funds for beautification and drainage work along state highways. Landscape Engineer George Otten was present in regard to this matter and advised that the Government has offered to spend such an amount of funds in Oregon with no strings attached to it, except that the state would have to contribute 1% of state money in connection with each job that is undertaken. He further stated that in accordance with previous instructions from the Commission, he has worked up one project on the Canyon Road, Portland, which involves an expenditure of about $160,000 of W.P.A. funds and about $2000 of state money. The plans for this project, he said, are substantially in accordance with the plans prepared two or three years ago when the matter of landscaping this road was first considered by the Commission, in that they embrace the construction of rock walls, planting of shrubs, stabilizing slopes, and draining the highway. The Commission appeared favorably inclined to avail itself of at least some of this money and accordingly by unanimous vote approved the construction of the Canyon Road landscaping project in accordance with the Engineer's plans. The State Highway Engineer was authorized by the Commission to sign the application for W.P.A. funds to finance the work.

The Landscape Engineer also presented for the Commission's approval a landscaping project in Champoeg State Park involving an expenditure of approximately $19,000 of W.P.A. funds and $1800 of state funds. The Commission approved the project by unanimous vote, subject to concurrence by the Champoeg Park Commission. The Engineer was authorized to sign an application for securing W.P.A. money to finance this work.

The Commission had under consideration a letter from the County Court of Lake County, in which the Commission was requested to allot a sum of money for the construction of a ten-mile section of the Warner Valley Secondary Highway No. 431 south from the town of Plush, in Lake County. The

Engineer advised that to grade and surface this road to secondary highway standards and to construct four small bridges that are necessary, would cost about $147,000. He pointed out that the annual allocation of secondary highway funds to Lake County amounts to about $4,500 and that the average annual cost to maintain the secondary highways in Lake County is about $3,500. In view of the Engineer's statements, the Commission ordered that the County Court be advised that there are no funds available now to finance this improvement; hence, it is necessary to deny their request.

Telegrams were presented from the John Day Highway Improvement Association, Spray Commercial Club, and Monument Grange, urging the Commission to improve the Fossil-Butter Creek Summit Section of the John Day Highway. The Commission took no action on this matter.

There was also presented a petition signed by 84 citizens, tax payers and businessmen of the town of Lafayette, requesting the oiling of the strips adjacent to the pavement on the West Side Pacific Highway through their town. The Engineer estimated that this work would cost about $20,000. In view thereof, the Commission denied the request because of lack of funds and instructed the Secretary to so inform the petitioners and to tell them also that the Commission will reconsider this project if and when it secures additional funds for municipal road improvements.

A letter was presented from the City Attorney of Grants Pass, requesting authority, in behalf of the City Council, to maintain stop signs at certain locations on the Pacific Highway route in Grants Pass during certain hours for the benefit of school children who are required to cross the street. The Commission denied the request and instructed the Secretary to so inform the City Attorney and to advise him that the Commission believes that the matter could be better taken care of by maintaining school boy patrols at such locations. The Traffic Engineer was instructed to contact the city officials personally in regard thereto and also to offer the same suggestions to the Superintendent of the City Schools in Milwaukie, who is concerned with the disposal of a similar situation at Island Station where school children are obliged to cross the East Portland-Oregon City Highway.

A letter was presented from R. M. Alton, Trust Officer, U. S. National Bank of Portland, in which he requests in behalf of the Hadley Estate, Burlington, Oregon, the rocking of the area between the highway pavement and the Hadley grocery store building in the town of Burlington. The Commission denied the request and ordered that Mr. Alton be informed that the Commission does not feel that it is justified in doing this work at the present time but will see that it is done later in connection with the highway improvement that is proposed along this section.

The Commission considered a letter from the West Side Pacific Highway Association urging the improvement as a state highway of the cutoff road extending from Amity to Dayton in Yamhill County. The Commission ordered the communication filed.

The Commission also considered a letter from the Lincoln County School Board requesting that a sidewalk be constructed on the Yaquina River

bridge at Eddyville, on the Corvallis-Newport Highway, in Lincoln County, for the benefit and safety of school children and other pedestrians. The Engineer advised that such sidewalk would cost approximately $500 and recommended the expenditure. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from M. W. Gumm, Newberg, opposing the construction of the proposed project on the Spring Brook County Road, in Yamhill County, and suggesting that moneys allocated therefor be re-allocated to some other project in Yamhill County. The Commission took no action on this matter.

The Commission denied a request of P. E. Hadley, Klamath Falls, to purchase the triangular area in the wye connection of the Klamath Falls-Weed Highway and Green Springs Highway south of Klamath Falls, it being contrary to the policy of the Commission to dispose of areas so situated.

There was presented for the Commission's consideration a letter from Mrs. Katherine McRae, County School Superintendent, Clackamas County, with further reference to the possibility of securing construction of overhead crossings over the East Portland-Oregon City Highway, between Milwaukie and Oregon City, for the benefit of school children who are obliged to cross this road. There was also presented a letter from W. C. Foster, Portland, in regard to the same subject. The Commission ordered that replies be made to these communications to the effect that the Commission does not look with favor on the construction of overhead crossings for this purpose because of their prohibitive cost, and suggests that the maintenance of school boy patrols at the several crossings would serve the purpose satisfactorily.

Letters were presented from the Newport Lions Club and the city of Newport, requesting that the new bridge now being constructed over Yaquina Bay at Newport be named "Newport Bridge". The Commission ordered that this matter be referred to a committee of interested citizens for recommendation, the chairman of said committee to be Mr. Lewis A. McArthur, Secretary of the Oregon Historical Society, he to name the other members of the committee.

The Secretary presented a letter from Anna K. Lew, Milwaukie, Oregon, suggesting that the East Portland-Oregon City Highway be named "McLoughlin Boulevard" throughout its entire length, in view of the fact that the Portland end of this road is now so named, so as to facilitate house to house mail delivery service. The Commission referred this matter to the Attorney for legal advice as to its authority to provide a name for this highway.

The Commission considered and ordered filed a letter from Franklin Miller, Albany, calling attention to the condition of the Pacific Highway between Halsey and Tangent, in Linn County, where many automobile accidents occur.

The Engineer brought up for discussion at this time matters pertaining to the disposal of rock which is to be excavated in connection with the construction of the Oregon City Undercrossing project, on the Pacific Highway, in Oregon City. He recalled that the Commission at a previous meeting authorized the acquisition of property along what is known as the Water

Street Route of the proposed East Portland-Oregon City Highway, in Oregon City, on which to deposit waste rock, with the idea in mind that if the Water Street Route is eventually adopted for this highway, such rock deposits could be used to good advantage in constructing the highway grade. However, it now develops that difficulties have been encountered in arriving at satisfactory settlements with the owners of some of this property and it appears necessary to acquire such by condemnation. He further advised that he has been informed by the Attorney that the Commission is without authority to condemn land for use as disposal sites and the only way that the Commission could acquire these properties by that method would be to first adopt the Water Street Route as the route for the highway and condemn the properties as right of way. He further advised that he has received information from the Southern Pacific Railroad Company that it could use this rock to good advantage and is willing to take it away free of cost to the state if the state will agree to such proposition. However, if the Commission accepts the Company's offer and later on adopts the Water Street Route, it will then be necessary to haul in materials from some other source to construct the highway grade, which would be very costly.

The Attorney advised that, while the Commission does not have legal authority to condemn a site upon which to deposit waste materials, it does have the authority to purchase such sites outright. He also advised that options have been signed up and satisfactory prices agreed upon in regard to all of the properties except that belonging to Judge E.C.Latourette, which is situated in a little cove, it being Judge Latourette's contention that the use of his property for this purpose will destroy it for his own personal use. He presented a list of the options, all of which the Commission approved by unanimous vote after careful consideration, and ordered that they be added to the properties listed in the right of way resolution which is to come before the Commission at this meeting.

The Attorney reported that he has reached a satisfactory settlement with the General Petroleum Company and Huntley and Shepard for the acquisition of other properties which are to be used as right of way for the Oregon City grade separation project, whereby these properties are to be acquired at a cost of not to exceed $39,250.00, including buildings, etc. After some discussion of this matter, the Commission by unanimous vote approved the purchase of these properties at the price quoted.

The Attorney advised that satisfactory arrangements have been made with eight out of nine heirs of the Pointer Estate for right of way across their property just west of Portland, for the Wolf Creek Highway, but this one heir, a woman, insists that she be paid the sum of $1000 for the moving of some graves in the Pointer cemetery through which the highway is routed. He said that this demand is preposterous and suggested that the matter be disposed of in a court of eq ity. The Commission approved the Attorney's suggestion by unanimous vote.

The Engineer requested authority to acquire certain parcels of real property which are needed for various highway improvements throughout the state. He presented a list of such properties, together with options for each parcel mentioned therein. After careful consideration the Commission approved the acquisition of such properties at the prices quoted in the options, and

by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Redmond-Sisters Section - McKenzie Highway				
Struss, Millie P.	Gravel Pit	5.48	$200 Lump Sum	McCallister
Deschutes County	Quarry Site	12.34	Gratis	"
Pendleton-Stanfield Section - Old Oregon Trail Highway				
Rohde Bros.	R/W	24.93	$25 per A. plus $1010.50 plus moving buildings	Benson
Holdman-Cold Springs Section - Pendleton-Cold Springs Highway				
McCook, E. C.	R/W	0.79	Land Gratis plus $184.00	"
Boylen, E. N.	Quarry Site	2.25	$50.00 Lump Sum	"
Boylen, E. N.	R/W	0.48	Land Gratis plus $220.00	"
Goff, Bessie F.	"	0.32	Land Gratis plus $184.00	"
Gabrielson, C. D.	"	0.75	Land Gratis plus $ 91.50	"
Pearson, Tillie	"	0.62	Land Gratis plus $ 41.50	"
Dairy-Bonanza Highway				
Lilly, Jesse J.	Drainage Easement	20,000 Sq.Ft.	Land $50.00 plus $450.00	Bentley
Smith, Walter T.	R/W	1.05	$100.00 Lump Sum	"
Mangue, Agnes D.	"	1.81	$100.00 Lump Sum	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Biggs-Moro Section - Sherman Highway				
Lamborn, Hattie & Geo.	Quarry Site	2.18	Land $125.00 plus $21.	McCallister
Wasco, City of	Stock Pile	0.7	$10.00 Lump Sum	"
Rufus Section - Columbia River Highway				
McDonald, Mattie J.	Stock Pile	1.18	$35. Lump Sum (1 yr lease)	Bentley
Dayville-Flat Creek Section - John Day Highway				
Oliveira, Mary S.(Correction)	R/W	1.135	$10.00 per A.	
		1.442	$100.00 per A.plus $546.00	Benson
Mosier-The Dalles - Columbia River Highway				
Yokum, J. M.	Stock Pile	2.0	$50.00 per A.	Benson
Enterprise-Joseph Section - Wallowa Lake Highway				
World War Veterans' State Aid Commission	R/W	400 Sq.Ft.	1¢ per sq. ft. plus rebuilding fence	Benson
Prineville-Ochoco Dam Section - The Ochoco Highway				
Mortgage Co. of America	Stock Pile	0.69	$100 per A.	McCallister
Mortgage Co. of America	Easement for Hauling Road	1.97	$50.00 Lump Sum	"
Island City-Cove Section - Island City-Cove Highway				
Metropolitan Life Ins. Co.	R/W	1.76	$100 per A. plus $233	Parker
Chichester Gulch-Summit Section - Shaniko-Fossil Highway				
Hilton & Burgess	R/W	0.79	Gratis	Bentley
Hilton & Burgess	"	9.13	Gratis	"
Salmon River Highway				
Polk County	R/W	Covers R/W deeded	Polk County - Gratis	DeSouza
Lincoln County	"	Covers R/W deeded	Lincoln County - "	"
Tillamook County	"	Covers R/W deeded	Tillamook Co. - "	"
Salmon River-Grande Ronde Hwy Improvement District	"	Covers R/W deeded	Improvement Dist.	"
Churchill, James, Est.	"	1.12	$510.00 Lump Sum	Devers
Castle Rock-Columbia River Highway				
Morrow County	Park	10.99	Gratis	Benson
Junction City-Eugene Section - Junction City-Eugene Secondary Highway				
Blais, Anthony	R/W	7.40	1.44 A. at $100 per A. 5.96 A. at $125 per A. plus $2232.25 plus moving bldgs-	Parker
Eccleston, J. H.	"	2.09	$200.00 Lump Sum	"
Rainier Section - Columbia River Highway				
Columbia County - R/W Slope Easement 4500 Sq.Ft.-Gratis				Parker

Section, Hwy., and owner	Purpose	Acres	Approximate Amounts	Agent
Coos County - Coos Bay-Roseburg Highway				
Neideigh, L. F.	Stock Pile	0.78	$160.00 Lump Sum	Parker
The Oaks-Eugene - Junction City-Eugene Secondary Highway				
Thatcher, B.J.(Correction)	R/W	0.957	0.457 A. at $175 per A. 0.50 A. at $300 per A. plus $43.30	Parker
Oregon City Section - East Side Pacific Highway				
Busch, Frank	Dumping Grounds	53,925 Sq.Ft.	Land $8,250 plus $6750	Parker
Latourette, Earl C.-	R/W & Dump Grounds-	4,792 "	$1600 Lump Sum	"
Moffatt, J. W.	Dumping Grounds	9,438 "	Land $1500 plus $1000	"
Hemingway, Jerry	"	9,438 "	Land $1500 plus $100	"
Salem Undercrossing - Pacific Highway				
Moore, E. H.	R/W	6,011 "	12½¢ per sq.ft. plus $250 plus fence and shrubbery	McCallister

The Attorney reported that it appears necessary to condemn certain property in Morrow County, owned by the Vance Lumber Company, which the Commission wishes to acquire for recreational purposes, and to preserve the timber growing thereon. He requested authority to institute condemnation proceedings if further negotiations reveal that the property cannot be acquired otherwise. The Commission granted the request and by unanimous vote adopted the following resolution in regard 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 of and is for the best interest of the general public that there be acquired for public purposes, to wit: for the purpose of developing and maintaining a park, parking place, automobile camp, recreation ground and/or resort, and for the purpose of making it possible for the Highway Commission to preserve the timber growing thereon, the following described parcel of land, to wit:

Vance Lumber Company:

Vance Lumber Company (continued):

A parcel of land lying in the east one-half of Section 36, Township 5 North, Range 25 East, W. M., Morrow County, Oregon, and being a portion of that tract of land which was conveyed by that certain deed to Puget Sound Mortgage Company and recorded in Volume 39, Page 155, of Morrow County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is the intersection of the east line of said Section 36 and the center line of the Columbia River Highway at engineer's center line station 514+04.5; said point also being 2850.8 feet north of the southeast corner of Section 36, Township 5 North, Range 25 East, W. M.; thence north along said section line a distance of 332.18 feet to a point which is opposite and 250 feet distant from the center line of said highway at Station 511+85.8; thence South 48° 49' West parallel to said highway center line a distance of 407.54 feet; thence South 41° 11' East a distance of 465.8 feet to a point on the east line of said Section 36; thence North along said section line a distance of 286.74 feet to the point of beginning.

The parcel of land to which this description applies contains approximately 2.18 acres, of which 0.26 acre lies within the existing right of way; net new area 1.92 acres.

and

WHEREAS, in the opinion and judgment of the State Highway Commission it is necessary that title to the said parcel of land be procured for the purposes herein stated;

NOW, THEREFORE, BE IT RESOLVED that the said parcel or tract of land be and the same hereby is declared by this resolution to be necessary for the purposes herein stated; and

BE IT FURTHER RESOLVED that title to the said parcel or tract of land be acquired by the State of Oregon for the purposes herein stated.

BE IT FURTHER RESOLVED that the best interest and convenience of the general public require that title to the said tract of land be acquired for the purpose of developing and maintaining the same for park, parking place, automobile camp, recreation grounds and resort purposes, and for the purpose of preserving the timber growing thereon and making the said parcel or tract of land generally available for the use and enjoyment of the general public.

BE IT FURTHER RESOLVED that an effort be made to agree with the owner or owners of the said parcel or tract of land upon the compensation to be paid for the taking of the same and the damage, if any there be,

and in the event that no satisfactory agreement can be reached it is further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested to negotiate with the said owner or owners for the purchase and acquisition of the said parcel or tract of land, and in the event that they are unable to reach a satisfactory agreement with the owner or owners of said parcel of land they are hereby requested and instructed to commence and prosecute to a final determination such action, suit, or proceedings as may be necessary and appropriate to acquire title in and to the said parcel or tract of land and all rights therein for the purposes herein stated.

The Attorney also requested authority to condemn certain parcels of land that are needed for right of way for a number of highway improvements. The following resolution granting such request 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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

Middleton-Newberg section of the West Side Pacific Highway
Stanfield-Pendleton Section of Old Oregon Trail
Mill City section of North Santiam Secondary State Highway No. 162
Canyon Road-Barnes Road section of the Wolf Creek Highway
Bonneville-Eagle Creek section of the Columbia River Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Middleton-Newberg section of the West Side Pacific Highway
Emma Kramien

Stanfield-Pendleton section of Old Oregon Trail
Claude O. Meyers and Frances Meyers

Mill City section of North Santiam Secondary State Highway No 162
Albert Zeitzinger

Canyon Road-Barnes Road section of the Wolf Creek Highway
Lydia Gerber Meyer and John Meyer and C. E. Walker

Bonneville-Eagle Creek section of the Columbia River Highway
Mildred S. Alcorn

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer brought up for discussion the matter of financing the construction of the approaches to the Siuslaw River bridge, on the Oregon Coast Highway, at Florence, for which the Commission rejected all bids received at this meeting. He gave as his thought that inasmuch as the Commission has ordered this work done by state forces, it should be paid for with state funds rather than federal funds, and requested authority to change the setup of funds accordingly. The Commission approved the change and granted the request by unanimous vote.

The Commission confirmed the date of Wednesday, April 15, 1936, previously set for the public hearing in Roseburg regarding the proposed rerouting of the Pacific Highway through that town, and also set Wednesday, May 20, 1936, as the date for a public hearing in McMinnville, to obtain expressions from the people of that town regarding the Commission's plans to reroute the West Side Pacific Highway through that place. The Secretary was instructed to send official notification of such hearings to the governing bodies of those cities in accordance with the provisions of the statutes covering such matters.

The Commission set Thursday and Friday, April 16 and 17, as the dates for its next regular meeting in Portland for receiving bids for the construction of highway projects, and instructed the Secretary to arrange to hold such meeting in the Auditorium of the Public Service Building, if possible.

There being no further business to come before the Commission at this time, the meeting was adjourned at 6:30 o'clock p. m.

Henry F Cabell
Chairman

Geo Cochran
Commissioner

R. H. Baldock
State Highway Engineer

A. M. Dennison
Secretary

F. L. Toney
Commissioner

Salem, Oregon, March 17, 1936

The State Highway Commission met in special session at 10:30 o'clock a. m. in the office of the State Highway Engineer, Room 325, State Office Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

The Commission had under consideration the award of the contract for the construction of the Bear Creek-Bare Mountain Summit Section of the Wolf Creek Highway in Clatsop and Tillamook Counties, bids for which were received by the Commission on March 13, the award of the contract being deferred at that time pending satisfactory conclusions of right of way matters. It was finally agreed that this project should proceed notwithstanding that right of way negotiations have not been concluded. The Attorney was instructed to contact the various property owners and offer them prices for their holdings in accordance with the price schedule adopted by the Commission at the previous meeting and, if these offers are accepted, to secure deeds at once, if possible, otherwise to secure agreements permitting the State to enter their properties and to construct the highway thereover pending delivery of the deeds to the State. The Attorney was also instructed to follow the same procedure in case the offers are not accepted by the owners and the difference between the amounts demanded by them and the amounts offered by the State is not excessive; otherwise, he is to file condemnation proceedings immediately so that immediate possession of the right of way may be obtained.

The Commission thereupon, by unanimous vote, awarded the contract for the construction of this project to contractor J. A. Lyons who submitted the low bid therefor, amounting to $110,050.00, on March 13.

The Commission also awarded the following contracts bids for which were received on March 13, 1936, upon advice from the Engineer that the conditions of the awards have been satisfied:

Biggs-Moro Rock Production Project, in Sherman County, furnish approximately 5,500 cu. yds. crushed rock in stock piles. This job was awarded to Contractor H. C. Rogers, Yakima, Washington, who submitted the low bid of $9,597.50 therefor on March 13;

Roadside Oases near Castle Rock and Boardman adjacent to the Columbia River Highway, in Morrow County. This job was awarded to Contractors O. N. Pierce and Frank Conner, Portland, who submitted the low bid therefor on March 13.

The Assistant Attorney reported on the acquisition of right of way needed for the Umpqua Highway connection to the Oregon Coast Highway in

Reedsport. It appears that there are numerous city liens on file against this property in addition to the delinquent taxes and, in order for the State to be relieved of the payment of the liens, the properties must be advertised again for tax resale. The Attorney advised that Douglas County has agreed to conduct such resale during the latter part of April and the City has indicated that it has no objection to this procedure, which means that it will be possible for the State to obtain possession of the property upon payment of the delinquent taxes. The Commission approved this method of acquiring the right of way in question and instructed the Attorney to defer further negotiations in connection therewith until the County has conducted its tax resale.

The Commission signed agreements, et cetera, as follows:

1. Agreement with Katie Hilfiker, guardian of the estate of Julius C. Hilfiker, in regard to acquisition of right of way for the Salem Undercrossing Section of the Pacific Highway near the north city limits of Salem;

2. Bargain and Sale Deed conveying unto John Astleford 0.32 acre of land situate adjacent to the right of way of the West Side Pacific Highway at Rex, in Yamhill County, in exchange for which the Yearly Meeting of Friends Church of Rex is deeding to the State other land needed for right of way for this highway;

3. Bargain and Sale Deed conveying to Henry J. Radabaugh and wife a certain tract of land containing 0.75 acre in Coos County which the State acquired from them for a stock pile site but which, it later developed, was not as satisfactory for such purpose as another tract in the same vicinity which the State acquired;

4. Agreement with Multnomah County whereby the County agrees to maintain, at County expense, Northeast Halsey Street, between the East City Limits of Portland and Northeast 102nd Avenue, which section is to be constructed by the State as a federal road project, being designated as Oregon Project No. WPGS 268-B;

5. Agreement with Wasco County whereby the County agrees to maintain, at county expense, 4 miles of county roads; viz., The Dalles-Threemile Creek Road; Junction of Threemile Road and Dry Hollow Road southwesterly one-half mile; Junction of Steel Spur Road and Threemile Road to Threemile Creek; which are to be constructed by the State as a federal project and is designated as Oregon Project No. WPSO-290;

6. Agreement with Yamhill County whereby the County agrees to maintain, at county expense, the following sections of county roads about 4.29 miles in length:

Willamina-Brickyard Section; Deer Creek-Sheridan Junction Section; Baker Creek-McMinnville Section; Springbrook-Newberg Junction Section; when the same have been constructed by the State as federal projects Nos. WPSO-286, 287, 288 and 289 respectively;

7. Agreement with Wasco County whereby the County agrees to pay the cost of constructing the following projects which are to be improved by the state, over and above the costs which can be paid with government funds: Resurface 6 miles, Threemile Creek-Eightmile Creek Section of The Dalles-Dufur Road; Resurface and construct oil mat surface on a 3-mile section of Threemile Road between Threemile and Pleasant Ridge; 0.5 mile resurfacing and oil mat surface on Steel Road Spur Section of Steel Road; 0.5 mile resurfacing and oil mat surface on Dry Hollow Spur Section of Dry Hollow Road;

8. Agreement with Yamhill County whereby the County agrees to pay the cost of the following improvements over and above the costs that can be paid with government funds: 0.9 mile regrading, resurfacing and oil mat surface on Springbrook-West Side Pacific Highway Section of Market Road No. 5; 2.5 miles resurfacing and oil mat surface on McMinnville City Limits north and west section of the Baker Creek Road; 1.0 mile resurfacing and oil mat surface on McMinnville-Tillamook Highway - North section of Market Road No. 3; 1.0 mile regrading, resurfacing and oil mat surface on Willamina North Section of Market Road No. 10;

9. Agreement with Mercer-Fraser Company providing for an extension of time for the completion of the bridge over the Siuslaw River on the Oregon Coast Highway at Florence, Lane County;

10. Agreement with Wallowa County disposing of the county's debt to the state in the amount of approximately $42,000.00.

The meeting was adjourned at 11:00 o'clock a. m.

State Highway Engineer

Henry Z. Cabell
Chairman

Secretary

E B Cordiner
Commissioner

Gold Beach, Oregon, March 18, 1936

The State Highway Commission met at 9:00 o'clock a. m. in the lobby of Sunset Inn. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

County Judge C. H. Bailey of Curry County was present and asked the Commission to construct a sidewalk along the Oregon Coast Highway for a distance of about 1/2 mile, between two schoolhouses in Gold Beach, for the benefit and safety of school children and other pedestrians. He was informed that the Commission considers that such projects are purely local in character and should be financed with strictly local funds; also, that the Commission does not have the money to embark on a sidewalk construction program which would eventually require the expenditure of an enormous amount of money, hence his request must be denied; however, the Commission will grant a permit to the county or the city authorizing such sidewalk construction on the highway if either body wants it.

The meeting was adjourned at 9:30 o'clock a. m. following which the Commission proceeded to the town of Brookings where, at 10:30 o'clock a. m., a conference was held with a committee from the Brookings Chamber of Commerce which asked for the widening of the Oregon Coast Highway through their town. Members of the committee were W. L. Crissey, President; James A. Harris, and Mr. Driscoll.

They pointed out that the present highway right of way is only 60 feet wide which, they alleged, is too narrow to permit parking of cars in their business district with safety to other traffic, especially in view of the fact that there is a curve in the highway alignment at this location. They particularly urged such widening at the intersection of the road which leads to their dock. As a special inducement for expediting the improvement, Mr. Crissey offered, in behalf of property owners, to donate the necessary right of way if the Commission will construct the improvement this year. The Engineer advised that a reconnaissance survey has already been made for this work which is a part of a major improvement contemplated for some future date but the Commission does not have the money on hand to finance the work now. He added that the improvement will be kept in mind for consideration in the event Oregon receives additional federal money that must be spent for municipal improvements.

The conference was terminated at 11:00 o'clock a. m. following which the Commission proceeded to Ashland for luncheon at 2:30 o'clock p. m. with representatives of the Ashland Chamber of Commerce in the Plaza Cafe. Commissioner F. L. Tou Velle joined the party at this point. The Chamber of Commerce was represented by Frank J. Van Dyke, City Attorney; Senator George W. Dunn; G. M. Green, Editor, Ashland Tidings; and several others. Also present was Mr. Shoemaker, Talent, Oregon, President of the Talent Chamber

of Commerce. Mr. Van Dyke presided. He said that the projects the people of Southern Oregon are most interested in are the completion of the Siskiyou unit of the Pacific Highway between Ashland and the California State Line and the continuation of the reconstruction work already started on this highway north from Ashland. He asked for a statement from the Commission in regard to the status of these projects.

Chairman Cabell pointed out that the Commission now has under contract work on the Siskiyou Section that is estimated to cost about $400,000 and proposes, as soon as possible, to place under contract additional work costing about $271,000, which will provide for the completion of grading and surfacing on the revised alignment between Ashland and the junction with the old highway at Siskiyou Station by July or August of 1937, following which reconstruction will proceed northerly from the California State Line and will start probably in 1938.

Commissioner Aldrich confirmed the statements of Chairman Cabell and advised that the Commission recognizes this as a worthy and meritorious project and realizes that it is important and desirable to complete it as quickly as possible and is making plans accordingly.

Mr. Van Dyke then introduced Mr. Shoemaker who urged the Commission to continue the modernization of the Pacific Highway north from Ashland. He said that the people of Talent understand that present plans for this improvement involve the construction of a new highway that will bypass the town of Talent and, while they dislike very much the thoughts of losing the highway entirely, they are willing for the work to proceed so they can go ahead with certain plans that they have for the betterment of their town, including the widening of their main street, if the Commission and its Engineers are satisfied that it is proper to rebuild the highway on new alignment as has been proposed. He suggested an alternate route which, he said, would contain slightly more curvature than that proposed by the Highway Department engineers but would be a vast improvement over the present route and would pass through Talent. He asked that this route be investigated.

At the Chairman's request, the Engineer explained that surveys were conducted along the present proposed route because it fitted in best with the Commission's established policy of rebuilding for permanency and, while it is to be regretted that the town of Talent is bypassed by such route, the Commission has no alternative but to adopt it if it wants to adhere to the policy. He added that there are no funds available to finance the construction of the proposed change in the near future but when the time comes the people of Talent will be given an opportunity to express themselves either for or against it, as required by law, following which the Commission will make its decision. Mr. Shoemaker asked the Commission to set the date of such hearing and make its decision as early as possible so as not to hold up their civic improvements. The Commission took the matter under advisement.

Mr. Van Dyke also spoke for this improvement stating that the people of Ashland are not vitally concerned as are the people of Talent but they are particularly anxious for the elimination of the numerous dangerous curves in the present highway.

He then brought up for discussion the elimination of the sharp turn in the Pacific Highway route at the Plaza Corner, between Water Street and Oak Street, in Ashland. The Commission inspected the proposed project and instructed the Engineer to make a survey of the change and to render a report thereon, including an estimate of cost, at the next meeting.

The meeting was concluded at 3:30 o'clock p. m. following which the Commission proceeded to Klamath Falls where, at 6:00 o'clock p. m., the Commission conferred with the County Court of Klamath County and with representatives of the Klamath County Chamber of Commerce in the offices of the latter organization in regard to Klamath County road matters. Present at this meeting were all members of the Highway Commission, the State Highway Engineer and the Secretary; also, County Judge George D. Grizzle, County Commissioners Roy Tabor and Wm. F. B. Chase, Clifford Dunn, and Earl C. Reynolds, President and Secretary respectively of the Klamath County Chamber of Commerce.

Mr. Reynolds presented a list of Klamath County road projects, as follows, and asked the Commission to give them serious consideration in arranging its construction program for future funds:

Klamath Falls-Lakeview Highway:

1. Oil all untreated sections
2. Construct overcrossing at Mile Post No. 4 (Olene)

Willamette Highway:

3. Surface newly-graded sections

The Dalles-California Highway:

4. Realign from Terminal City to Crooked Creek and reconstruct same to modern standard of grade and surface
5. Reconstruct bridge at Lost River and widen undercrossing at flume
6. Reconstruct bridge at diversion canal and widen undercrossing at flume (Mile Post No. 293)
7. Construct overcrossing at Modoc Point
8. Construct overcrossing at Hager
9. Undertake landscaping project about 3 miles east of Klamath Falls

Crater Lake Highway:

10. Reconstruct, to modern standards of grade and surface, from Fort Klamath to Crater Park Boundary

West Side Secondary Highway No. 421:

11. Construct as much as possible

Green Springs Highway:

12. Realign and construct from junction with Klamath-Falls Weed Highway to city limits of Klamath Falls

State Highway Routes in Klamath Falls:

13. Realign and reconstruct to eliminate dangerous traffic hazards caused by narrow streets and sharp curves

Sprague River Market Road:

14. Designate and maintain as a secondary state highway

These projects were discussed at some length but the Commission made no definite commitments in regard to any of them except to state that they would be kept in mind for consideration when the new program is arranged.

In regard to the Sprague River Market Road, the Engineer gave as his thought that, inasmuch as this road for the most part lies within the Klamath Indian Reservation, the U. S. Indian Service should finance its improvement. He suggested that every effort be extended to obtain Indian Reservation money and that every means to that end be exhausted before further consideration be given to placing this road on the state system. He pointed out that Oregon is not now receiving as much Indian Reservation money as it is entitled to and there is a possibility that additional funds could be secured if the matter was approached in the correct manner. Judge Grizzle advised that they have already done about all that they can to that end without success but they will try again.

The conference was concluded at 6:30 o'clock p. m. following which the Commission immediately proceeded to Lakeview where, at 10:00 o'clock, p.m., the Commission conferred with the County Court of Lake County and others regarding Lake County road matters.

Present at this conference were all members of the Highway Commission, the State Highway Engineer, and the Secretary, County Judge Fred Reynolds, County Commissioners B. C. Robinson and W. P. Vernon, "Burt" Snider, James C. Clark, representing the Underwood Lumber Company, and E. W. Court.

Judge Reynolds asked the Commission for three road projects, as follows:

1. Reconstruct Camas Prairie Section of the Adel-Plush Secondary Highway so as to permit the use of this road throughout the winter season which is not now possible because of snow blockades. He said that Lake County will acquire the right of way needed for this project.

2. Reconstruct the Crooked Creek Gulch Section of the Fremont Highway.

3. Complete reconstruction and oiling of the Klamath Falls-Lakeview Highway.

Mr. Clark asked the Commission to modify its rules and regulations governing the hauling of logs on state highways so as to permit such hauling on state highways in Lake County during Saturday afternoons.

The Commission granted the request by unanimous vote, upon recommendation of the Engineer, until such time as complaints justify the restoration of such restriction.

Mr. Court asked for an explanation of the Commission's order in regard to tying logs on trucks. Such explanation was given by the Engineer who also explained the new rules with respect to transportation of loads that weigh in excess of the limits specified by statute.

The meeting was adjourned at 11:00 o'clock p. m.

Henry L Cabell
Chairman

State Highway Engineer

E B Aldrich
Commissioner

Secretary

F L Lowell
Commissioner

Burns, Oregon, March 19, 1936

The State Highway Commission met with a delegation representing the Burns Chamber of Commerce at 2:00 o'clock p. m. in the Welcome Hotel, all members of the Commission, the State Highway Engineer, and the Secretary being present. Members of the delegation were Archie McGowan, Senator Robert M. Duncan, Julian Byrd and Dr. L. E. Hibbard.

The improvement of state highways radiating out of Burns was the subject of general discussion. The tentative plans of the Commission in regard to such improvements were explained but no commitments were made.

Mr. McGowan brought up for discussion the matter of constructing a monument of some kind commemorating the late William Hanley, former member of the State Highway Commission and a pioneer stockman of Harney County. He said that they are heartily in favor of an oasis development, as has been previously suggested by the Highway Commission, somewhere along the highway between Lakeview and Burns and the erection of an appropriate monument therein.

Chairman Cabell advised that the expenditure of state money must be confined to projects that are of general public benefit, hence it would not be possible to finance the monument with funds from that source.

Commissioner Aldrich suggested that it might be possible to use federal money to pay all of the costs of such oasis development except the cost of the monument.

After further discussion, in which it was mutually agreed that this oasis should be built around the idea of serving the general public, not only as a resting place but also as a service station where travelers may purchase automobile supplies, et cetera, the Commission approved Commissioner Aldrich's suggestion by unanimous vote and instructed the Engineer to send his Landscape Engineer over here to pick out a number of locations that might be suitable for such purpose.

The conference was terminated at 3:30 o'clock p. m. following which the Commission proceeded to Ontario where, at 8:00 o'clock p. m., the Commission met with representatives of the Ontario Chamber of Commerce in the Moore Hotel, all members, the State Highway Engineer and the Secretary being present.

The Chamber of Commerce was represented by J. A. Davenport, President; W. J. Pinney, Secretary; George K. Aiken, Mayor; H. C. Boyer, Chairman of the committee on lighting; Mr. Cooper of the Idaho Power Company, and several others.

The delegation brought up for discussion and urged the appropriation of additional funds for the completion of the Central Oregon Highway, Lakeview-Burns Highway, and the I-O-N Highway. Mr. Aiken mentioned that the Old Oregon Trail between Baker and Pendleton is in bad condition in numerous places and needs attention.

Chairman Cabell advised that the Commission does not yet know if it is to receive the customary federal aid allotment from the federal government this year, hence is not in position at this time to make any definite commitments of funds; however, if such federal aid money is made available, it is the plan of the Commission to place under contract another project on the Central Oregon Highway east from Burns to help close up the existing 20-mile gap; further, that the Commission will be disappointed if sufficient funds are not available to grade the entire section and to place a rock topping thereon, but the surfacing of the section will be a separate project for future consideration.

The delegation also asked the Commission to provide a lighting system for the one-mile section of the Old Oregon Trail between Ontario and the Idaho state line. This subject was discussed at considerable length but

action thereon was deferred so as to first secure the benefits of a lighting experiment that the Washington Highway Department is now conducting on the Pacific Highway near Tacoma.

The meeting was adjourned at 9:30 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E B Bledsoe
Commissioner

Secretary

F L Lovelle
Commissioner

Prairie City, Oregon, March 20, 1936

The State Highway Commission met at 2:30 o'clock p. m. with representatives of the Prairie City and John Day Chambers of Commerce in the "Coffee Cup Cafe", all members being present. Also present were the State Highway Engineer and the Secretary.

The delegation consisted of about 20 members including W. Glen Chandler; Glenn Howell, President, Prairie City Chamber of Commerce; County Judge P. A. Retrum; County Engineer L. E. Lucas; C. M. Casady, Mayor of John Day; Jim Maple, William Ford, and Mr. Smith. Mr. Chandler presided.

They urged the Commission to reconstruct to modern standards the John Day-Austin unit of the John Day Highway, particularly the section between Prairie City and John Day which, they said, carries the heaviest travel, is in the worst condition and most in need of improvement.

Mr. Smith urged the Commission to defer the proposed improvement near Dayville and use the money set up for that job to improve the John Day-Prairie City section. Judge Retrum also inquired if it would be possible to make such transfer of funds.

Mr. Lucas recalled that this section was originally constructed in 1917 with river gravel and has had nothing done to it since.

Mr. Howell pointed out that the Prairie City-John Day district is without railroad service since train service now terminates at Austin and, in case of a hard winter, it would be practically impossible to ship feed in for stock inasmuch as the present highway, which is their only means of transportation, is in poor condition and would not stand up under the heavy hauling that it would be subjected to.

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Mr. Cassady recalled that surveys were made a number of years ago with the idea of reconstructing the road on new alignment but nothing ever came of them and the people are still using the same old, crooked road. He urged the construction of a new road on permanent location and as straight as possible, notwithstanding that it will take some valuable farm land for right of way.

The Engineer explained that the survey referred to was made in 1929-1930 and was a compromise line necessitated by right of way difficulties, and possibly would not now be acceptable to the Commission. He advised that the original survey was remonstrated out by nearly everyone living in this part of the John Day Valley. He also said that, in his estimation, if the highway is rebuilt, it should be reconstructed on permanent alignment which is as straight as is possible and, if it is not possible to put it in the proper location now, it would be much better to defer the improvement until that can be done. He estimated that it would take about two weeks time to work up the necessary revisions in the present survey.

Mr. Maple declared that mining interests are now trucking their equipment direct from San Francisco rather than Portland because of better transportation facilities. It was his thought that Oregon should have their business and could get it if the John Day Highway was improved.

Mr. Ford also spoke for this improvement in behalf of the Associated Oil Company, which he represents.

Chairman Cabell explained the condition of the Commission's finances and how, because of an increase in revenue during 1935, it was possible to undertake three projects on the John Day Highway during this year, totaling about $300,000, or considerably more than was allocated to the Central Oregon Highway. He also explained how the Commission distributes its money throughout the state. The Commission is uncertain, he added, whether regular Federal Aid Funds will be available this year and, until definite information has been received from Washington, D. C. in that regard, the Commission cannot say where its money will be spent or how much shall go to any project; however, the Commission believes that some money should be spent for some improvements on the John Day Highway.

W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, confirmed Chairman Cabell's statements in regard to federal funds.

After further discussion, the Commission instructed the Engineer to work over the field notes of this project at once and ascertain whether or not the present survey is acceptable, and to prepare this job for construction so it can be advertised on short notice if the final decision is to include it in the 1936 program.

Judge Retrum brought up for discussion the matter of extending the Kimberly-Monument Secondary Highway easterly to a connection with the Pendleton-John Day Highway near Long Creek. He gave as his understanding

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that the Commission at one time promised to do that if the County would co-operate in the Monument bridge construction.

Chairman Cabell explained that apparently Judge Retrum misunderstood because, as he recalled, the Commission only agreed to extend this highway to include the bridge and the approaches thereto and had no intention to include the entire road.

The meeting was adjourned at 3:15 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E K Kadderly
Commissioner

Secretary

F L Fouvelle
Commissioner

Bend, Oregon, March 21, 1936

The State Highway Commission met in special session at 9:30 o'clock a. m. in the Pilot Butte Inn with all members present and participating. Also present were the State Highway Engineer and the Secretary.

The Commission had under discussion the price to be paid for timber along the right of way of the Wolf Creek Highway and agreed upon a basic price of $3.00 per thousand if it cannot be bought at a lesser figure. The Engineer was instructed to so inform the Attorney for his guidance in carrying on further negotiations.

The Engineer brought up for discussion the matter of purchase of a new 7-passenger car for the use of the Commission and himself. In view of the age of the car that the Commission now uses and the trouble that has been experienced with it on nearly every trip that it has been used by the Commission, the Engineer was authorized to purchase a new car of the same type and to trade in the old car as part purchase price thereon. The Engineer was instructed to shop around and try out a number of cars before selecting any particular make.

The Engineer requested authority for Maintenance Engineer Bishop and himself to inspect oiled roads in eastern Washington next week in company with Lacey Murrow, Director of Highways in that state. The Commission granted his request by unanimous vote subject to approval by Governor Martin.

The Commission discussed the matter of conducting a hearing in the town of Talent in regard to rerouting the Pacific Highway at that place, as was requested by Mr. Shoemaker, President of the Talent Chamber of Commerce, on March 18. It was decided to defer setting a date for such hearing until the next regular meeting on April 16.

The Commission then considered a date for the public hearing to be held in McMinnville in regard to rerouting the West Side Pacific Highway through that town. It was decided to hold such hearing on Wednesday, May 20, 1936. The Secretary was instructed to send official notice of such hearing to the City Council of McMinnville as required by statute.

Thursday, May 21, and Friday, May 22, were then set by the Commission as the dates for the regular meeting in May for receiving bids for construction projects. The Secretary was instructed to arrange to hold this meeting in the Public Service Building Auditorium, Portland, in accordance with the usual practice.

The Engineer reported receipt of a request from the City of The Dalles that the State Highway Department oil approximately 2,942 lineal feet of their city streets, using an O-11 specification type of surface. He estimated that such work would cost about $1800 provided the City furnishes the necessary rock and the work can be done by state forces when they are in that vicinity.

After due consideration, the Commission authorized the Engineer to do this work with state forces if it fits in with the state oiling crew program and, provided further, that the City will pay the entire cost of the work and will deposit with the Commission, in advance, a certified check in the amount of the estimated total cost of the work.

The Commission had under consideration the naming of the state park situate in the Wallowa River Canyon in Wallowa County. The Engineer explained that former County Commissioner Ernest F. Johnson, of Wallowa County, in 1923 donated the original 10 acres of land for this park, which has since been enlarged by the purchase of the area between the highway and the river, and it was the understanding at that time that this park would be named for him but no official action was ever taken thereon. He recommended that the park be named "Ernest F. Johnson Park" in accordance with the original understanding. The Commission approved the Engineer's recommendation by unanimous vote and ordered the erection of an appropriate sign on the park premises for public information.

A telegram was presented from County Judge H. H. Rosenberg, Tillamook County, requesting the "fine" surfacing of a ten-mile section of the Wilson River Highway in Tillamook County which, he alleges, is badly needed because of heavy travel on this road by road contractors and loggers.

The Commission instructed the Engineer to telephone Judge Rosenberg that the Commission will consider the surfacing of this section if and when Federal Aid Funds become available to finance such work.

The Engineer reported the progress that is being made in connection with negotiations for the purchase of timber along the Salmon River Highway as disclosed by the Attorney's letter, dated March 4, 1936, to the Secretary. The Commission took no action on this matter.

A petition was presented from 42 property owners residing along the Pacific Highway between Salem and Chemawa Four Corners who ask that, during the construction of the North Salem grade separation project, traffic be routed around this work via the Silverton paved road as far as the State Fairgrounds, thence westerly along a certain graveled county road to the Pacific Highway at a point a short distance north of said highway construction, so as to minimize losses that will accrue to business concerns whose establishments are along the highway north of Salem.

The Engineer advised that the graveled county road referred to in the petition is not at present in condition to hold up the heavy traffic that will use it if it is thrown open for all Pacific Highway traffic. He recommended that the petition be denied and that the present detour, which is somewhat longer but is in better condition, be continued as long as is necessary. The Commission approved the Engineer's recommendation unanimously.

A letter was presented from Walter Norblad, City Attorney for the City of Gearhart, inquiring whether or not the Commission is interested in the purchase of a portion of the beach area in Gearhart which is owned by the Gearhart Park Company. The Commissioners expressed themselves as not being particularly interested in this matter at the present time inasmuch as the State of Oregon now owns nearly all of the beach area along the coast and for the further reason that it has more urgent use for the comparatively small amount of money that has been budgeted for park purposes. The Secretary was instructed to so inform Mr. Norblad.

A letter was presented from Mrs. Daisy Overlander, Waldport, in which request was made for permission to gather flowers and blossoms of wild shrubs growing along the highways of this state for use in making sketches and for classification purposes for a text book which Dr. Helen M. Gilkey, Assistant Professor of Botany, Oregon State College, proposes to publish at some future date.

The Commission ordered an investigation to ascertain if the request is bona fide and authorized the granting of the permit if Dr. Gilkey needs the specimens.

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. 1770, with A. C. Baumback, for moving the Spencer buildings on the Junction City-Eugene Secondary Highway in Lane County;

Contract No. 1792, with Quinn-Robbins Company, Inc., for the Cairo-Adrian Rock Production Project on the Old Oregon Trail and Jordan Valley Secondary Highway in Malheur County.

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

WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state 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. 1770, with A. C. Baumback, for moving the Spencer buildings on the Junction City-Eugene Secondary Highway in Lane County, completed February 11, 1936;

Contract No. 1792, with Quinn-Robbins Company, Inc., for the Cairo-Adrian Rock Production Project on the Old Oregon Trail and Jordan Valley Secondary Highway in Malheur County, completed February 11, 1936;

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

There being no further business to come before the Commission at this time, the meeting was adjourned at 10:00 o'clock a. m. following which the Commission inspected the 12-mile section of The Dalles-California Highway just north of its junction with the Sherman Highway, where the road surface has broken up badly as a result of heavy trucking that was not anticipated when the road was first constructed. The Commission instructed the Engineer to submit at the next meeting estimates of cost to repair the damage by several methods.

Henry F Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Salem, Oregon, March 31, 1936.

The State Highway Commission met in special session at the hour of 10:30 o'clock a. m. in the office of the State Highway Engineer, Room 325 State Office Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed matters pertaining to the construction of a railroad grade separation project on the proposed secondary highway extending northerly from the Pacific Highway south of the town of Aurora, in Marion County, to Wilsonville. It appears that the Southern Pacific Railroad Company, which is concerned, is favorable to this project but wants it constructed wide enough to accommodate two lines of railroad tracks, inasmuch as they have plans for double-tracking at this point at some time in the future; and has signified its willingness to pay the cost of furnishing and installing steel girders needed for such double tracks, when the company is ready to construct it, if the state will provide for wider abutments in its present proposed contract. The Engineer requested instructions in regard to this matter, in view of the fact that the Commission has no definite information that the Southern Pacific Company intends to construct the additional track service. He suggested that it might be advisable to enter into an agreement with the company for the enlargement of the proposed structure, whereby the State Highway Commission would construct and pay the cost of extending abutments to accommodate the double line of tracks and the railroad company would furnish and pay the cost of installing the girders at such time as the company is ready to proceed with its improvement, provided that the present Highway Commission has authority to bind a future highway commission. The Attorney advised that the Commission has the right to enter into such an agreement with the railroad company and by so doing the railroad company will enjoy certain benefits; also, that an agreement entered into by the present Commission will be binding upon its successors.

After further discussion, the Commission, by unanimous vote, approved the Engineer's suggestion and instructed him to inform the railroad company that the Commission prefers not to spend its money to construct abutments of a width to accommodate double-tracking at this point until the company is ready to proceed with its improvement; but is willing to enter into an agreement with the railroad company to cover such extra work when it is needed, on the following basis: When the railroad company is ready to make its improvement, the state will extend the abutments of the structure that it proposes to build at this time and will pay the cost thereof with state or government funds, provided the railroad company will furnish and install the girders that are needed to accommodate its double tracks. The Commission authorized the Engineer to modify the agreement to provide

for the immediate construction of abutments that will accommodate two lines of railroad tracks in the event the railroad company insists upon it; however, the basis of payment of costs shall be the same as specified above.

The Commission had under consideration matters pertaining to the contract of C. J. Montag & Sons for the construction of a bridge over the Klamath River and the Great Northern Railroad Company's tracks on the Klamath Falls-Weed Highway, about 3 miles south of Klamath Falls. It appears that the contractor has violated numerous provisions of the contract in regard to labor requirements and that the State Highway Engineer has authentic evidence of such violations, which involve not only the rules and regulations of the federal government but also the laws of the State of Oregon. It was the thought of the Engineer that such violations should not be tolerated and that drastic action should be taken against the contractor to the end that no further violations will be committed, and that the contractor should make good and pay the extra cost for labor, etc., heretofore performed, which the evidence shows is due and payable, in view of the fact that these violations place this contractor in a position which is totally unfair to other contractors who have complied strictly with their contractual obligations.

After considerable discussion of this matter the Commission decided that the violations which involve state laws should be referred to the State Labor Commission and that those involving the federal statutes, rules and regulations should be brought to the attention of the Federal Bureau of Investigations; furthermore, the Commission ordered that no further payments be made in connection with this job until the contractor has satisfied the Commission that all delinquencies and irregularities have been corrected, and that the contractor be informed if a satisfactory showing cannot be made to the Commission that no further violations will occur, the Commission will exercise its right under the contract to terminate the same.

The Commission also ordered that a special audit be made at once of the accounts of this contractor in connection with this job, either by an auditor from the Secretary of State's office or by a special certified public accountant who may be selected by the Engineer, and that the findings, in so far as they pertain to violations of state laws, be brought to the immediate attention of the State Labor Commissioner, and that those which pertain to federal laws, rules and regulations, be brought to the attention of the Federal Department of Justice. The Attorney was instructed by the Commission to notify the contractor in accordance with the above decision and to invite him to be present at the April 16th meeting of the Commission for a discussion of the matter, if he so desires. He was also instructed to bring to the attention of the State Labor Commissioner and the Federal Department of Justice the violation in which they are concerned.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 1:15 o'clock p. m. in the same room.

The State Highway Commission reconvened at 1:15 o'clock p. m. in the office of the State Highway Engineer with the same members present

and participating.

The Engineer reported receipt of a letter from W. H. Lynch, District Engineer, Bureau of Public Roads, advising that investigation of the available sources of rock which have been considered for use in resurfacing the Salmon River Highway Forest Road project, indicates that the amount of money heretofore allocated for this project will be insufficient to pay the cost thereof and requesting the Commission to approve the transfer of $35,000 additional Forest Highway funds to this job from the allotment heretofore made to the Willamette Highway Forest Road project. He recommended the approval of such transfer of funds, which would revise the setup for this project as follows: State funds, $180,000; FHEC funds, $35,000; FH funds, $35,000; total, $250,000. The Commission approved the Engineer's recommendation by unanimous vote.

Messrs. Franklin T. Griffith, President, and W. H. Lines, Vice President, and R. E. Brennan, representing the Portland Traction Company, came before the Commission at this time and requested permission to operate trolley coaches 104 inches overall in width, being 8 inches wider than the legal width limit, on the state highway routes within the city limits of Portland. They gave as their interpretation of the law that the Commission's authority extends to the granting of special permits of this kind within the city limits of incorporated cities and towns, and requested favorable consideration so they can proceed with their contract for the construction of the coaches. The Commission's Attorney advised that there is a question whether or not the Commission has jurisdiction over such matter and legal authority to grant such permit. He suggested, however, that the Commission, if it so desires, could assume such authority as a temporary expedient until the legislature meets to settle the question. Mr. Griffith and Mr. Lines indicated that they would be satisfied with a permit issued on that basis. After discussion, the Commission approved the Attorney's suggestion and the granting of a permit to the Portland Traction Company in accordance therewith, it being understood that said permit shall be of a temporary nature only and will expire at the end of a period of one year. The Attorney was instructed to prepare an appropriate form of permit covering the matter.

The Commission referred to the Engineer and the Attorney, with power to act, the question as to whether or not the Portland Traction Company should furnish public liability and property damage insurance for the protection of the State Highway Commission against liability for damages in the event of accidents occurring in the use of the trolley coaches on the state highway routes.

The Attorney was authorized by the Commission to prepare a bill for the consideration of the next legislature, defining the Commission's authority in this and similar situations.

Mr. Robert M. FitzMaurice, Salem, came before the Commission in behalf of a man by the name of J. W. Conner, Paisley, Oregon, who desires to purchase a small triangular parcel of state-owned property lying between the old and new highway routes in the town of Paisley. The Engineer advised

that the tract in question is quite small and that a building located thereon would have a tendency to block sight distance along the highway and might be the cause of traffic accidents. He recommended that the Commission refuse to sell this property to anyone. The Commission approved the Engineer's recommendation by unanimous vote.

The Attorney requested instructions in regard to the acquisition of certain parcels of real property needed for various highway improvements throughout the state. A list of such properties was presented to the Commission and after careful consideration of the same the Commission adopted the following resolution in regard thereto by unanimous vote:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Boyer-Otis Section-Salmon River Hwy.				
Warren, Ethel I.	Stock Pile	1.17	at $100 per acre plus fencing	McCallister
Paisley Section-Fremont Highway				
Riggs, Everett	Gravel Pit & Hauling road	2.61	at 2¢ per Cu.Yd.(2 Yr.Lease)	"
Shady Point-Kelley Corner Sec.-Pacific Hwy.				
Kohlhagen, Wm.	R/W	0.82	at $50.00 per Ac. plus $33.00	Benson
McNary, E. W.	"	2.79	at $50.00 per Ac. plus $152.00	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Shady Point-Kelley Corner Sec.- Pacific Hwy. (continued)				
Burroughs, Addie M.	R/W	3.34	at $50.00 per Ac. plus $82.50	Benson
Lawrence, G. B.	"	0.8	at $50.00 per Ac. plus $183.00	"
Mullins, Chas. B.	"	1.68	at $50.00 per Ac. plus $66.00	"
Vosburgh, Jessie L.	"	0.31	at $100.00 per Ac. plus $57.00	"
Smith, Grant	"	2005 Sq.Ft.	$5.00 Lump Sum	"
Murray, Rhoda A.	"	0.91	at $82.50 per Ac. plus $25.00	"
Winston, H. A.	"	6.88	3.00 Ac. at $100.00 per Ac. 3.88 " at $50.00 per Ac.	"
Ervin, Chas. M.	"	1.29	at $100.00 per Ac. plus $21.00	"
Mulkey, Sarah E.	"	3.94	at $100.00 per Ac. plus $496.00	"
Winston, H. A.	"	0.21	at $50.00 per Ac.	"
Dairy-Bonanza Sec.-Dairy-Bonanza Hwy.				
Sparks, Jonah (Correction)	Gravel Pit	6.5	$100.00 Lump Sum (20 Yr. Lease)	Parker
Laurie, L. S.	R/W	1.05	$100.00 Lump Sum	Bentley
Sparks, Jonah	R/W & Ditch Easement	2.7	at $60.00 per Ac. plus $88.00	Parker
East Pendleton-Old Oregon Trail Hwy.				
Rugh, Geo. N.	R/W	1000 Sq.Ft.	at 6¢ per Sq.Ft. plus $30.00 plus moving Bldgs.	Benson
Giebels, Wm. P.	"	2000 Sq.Ft.	at 6¢ per Sq.Ft. plus $186.00 plus moving Bldgs.	"
Adams, Russell	"	1000 Sq. Ft.	at 6¢ per Sq. Ft. plus $140.00 plus moving Bldgs.	"
Harvey, Minnie M.	"	1500 Sq.Ft.	at 6¢ per Sq.Ft. plus $37.50	"
Harvey, Minnie M.	"	74 Sq.Ft.	at 8¢ per Sq.Ft.	"
Oregon City Section-Pacific Highway				
Brady, E. A.	R/W	181 Sq. Ft.	$181.00 Lump Sum	Parker
Agate Beach Sec.-Oregon Coast Hwy.				
Agate Beach Land Co. et al	Quarry	7.64	$1000.00 Lump Sum	McCallister
Salem-Illahe School Sec.-Pacific Hwy.				
McIntyre, R. W.	R/W	0.60	at $300.00 per Ac. plus $470.00 plus moving Bldgs.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Prineville Sec.-Ochoco Hwy.				
Horigan, J. Lester	Stock Pile	43,500 Sq.Ft.	$200.00 LumpSum	McCallister
Stanfield-Pendleton Sec.-Old Oregon Trail Hwy.				
Vollendorff, Sallie M.	R/W	12.31	at $25.00 per Ac. plus $501.75	Benson
Washington County Sec.-Wolf Creek Hwy.				
Daniels, Wm. N.	R/W	4.7	$400.00 per Ac. plus moving bldgs.	Bentley
Pointer, John H.	"	1.69	at $1000.00 per Ac.	"
Viggers, Isaac	"	1.5	at $800.00 per Ac.	"
Walters, Estella A. W.	"	1.4	$700.00 Lump Sum	"
Brussat, Annie L.	"	1.2	$1000.00 Lump Sum	"
Beamish, Richard et.al	"	1.6	$100.00 per Ac. plus $85.00	"
Worth, J. B.	"	1.00	$300.00 Lump Sum	"
Johnson, John	"	3.03	$100.00 per Ac.	"
Ide, W. G.	"	2.07	at $200.00 per Ac. plus $86.00	"
Olalla Creek-Toledo Sec.-Corvallis-Newport Hwy.				
Anderson, Maurice	R/W	1.19	$600.00 Lump Sum	McCallister
Wagner, M. F.	"	0.81	at $125.00 per Ac. plus $32.00	"
Robertson, Kate	"	0.06	$10.00 Lump Sum	"
Burgess, Gladys	"	3.71	at $100.00 per Ac. One Half of this amount to be paid for one half interest	"
Anderson, Neils	"	0.324	$200.00 Lump Sum	"
Pennock, John	"	0.43	at $200.00 per Acre	"
Estacada Section-Woodburn-Mt. Hood Hwy.				
Stormer, Oral	R/W	0.305	Land $100.00 Lump Sum plus $48.20	Parker
Kiggins, J. C.	R/W	0.211	Land $100.00 Lump Sum plus $100.00	"
Haynes, Florence M.	"	1089 Sq.Ft.	$75.00 Lump Sum	"
Johnson, Douglas	"	0.41	$100.00 Lump Sum	"
Smadbeck, Arthur	"	0.282	$60.00 Lump Sum	"
Stormer, John M.	"	0.15	Land $50.00 plus $87.60	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Florence Section-Oregon Coast Hwy.				
Carlson, Jessie K.	R/W	1200 Sq.Ft.	$15.00 Lump Sum	Parker
Rex Hill Section-West Side Pacific Hwy.				
Whitney, Joseph R. (Correction)	R/W	1.019	Land $105.00 plus $45.00	"
Otis, L. S.	"	0.225	Land $300.00 plus $500.00	"
S. E. Grand Ave.-S. E. 17th St. Sec.-Portland-Oregon City Hwy.				
Wolfenberger, Mary	R/W	3000 Sq.Ft.	at 30¢ per Sq.Ft. plus $3100.00	Campbell
MacNaughton, Jesslyn	"	3000 Sq.Ft.	at 30¢ per Sq.Ft. plus $1640.00	"
Delegato, Frank et al	"	2346 Sq.Ft.	at 30¢ per Sq.Ft. plus $3146.20	"
Alsager, Insvald A.	R/W Easement	72 Sq.Ft.	Gratis	"
Legler, Jacob	R/W	33300 "	" $2400.00 Lump Sum	"
Meier & Frank	"	21000 "	" $4616.00 " "	Gardiner
Cooper, Annie M. D. et al	"	3000 "	" at 35 cents per Sq. Ft. plus $1215.00	Campbell
Grand Avenue-East Portland-Oregon City Hwy.				
Tozzi, Jerry	R/W	3000 Sq.Ft.	at 30¢ per Sq.Ft. plus $2125.00	"
Cedar Mills-Mult. County Line-Portland-Coast Hwy.				
Holboke, Anna M.	R/W	2.0 Ac.	at $300.00 per Ac. plus $250.00	Bentley

In connection with the L. S. Otis property needed for right of way for the Rex Hill Section of the West Side Pacific Highway, the Attorney explained that this right of way is needed for a county road connection and that he is negotiating with the county court of Washington County to pay $500 of the cost thereof which will leave only $300 for the state to pay. He gave as his thought that this is a fair settlement and asked the Commission to approve the same. The Commission approved the acquisition of the Otis property on the basis of the Attorney's explanation and subject to the condition that Washington County will assume $500 of this expense.

In regard to the right of way needed for the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland,

the Attorney reported that he has been unable as yet to secure satisfactory settlement with James Newlands and William Giddings for right of way across their respective properties. He was instructed by the Commission to continue negotiations with these parties and to condemn the properties if he is still unable to reach satisfactory settlements with the owners.

In the discussion of the acquisition of right of way for the Wolf Creek Highway W.P.A. project west from the city limits of Portland, the question arose as to how far west from Portland such right of way should be acquired. After considerable discussion, the Commission authorized the Attorney to secure options for all the right of way between Portland and North Plains and to close the options for all of the right of way between Portland and the Daniels property, which is situate at the junction with the Barnes Road. The Engineer was instructed to inform Mr. L. G. Apperson, City Engineer, Portland, that the Commission is taking options for all the right of way between Portland and North Plains but is authorizing the purchase of only that portion between Portland and the Daniels place. Therefore, he must confine his W.P.A. operations to the section between Portland and the Daniels place because the right of way beyond that point will not be available for his use. The Commission instructed the Attorney to secure one-year options for such right of way rather than six-months options as has been the practice heretofore.

The Commission discussed matters pertaining to the proposed viaduct over the Southern Pacific company's tracks on Union Avenue, Portland, particularly the suggestion offered by Messrs. Ben A. Campbell and Lester J. Peters on March 13, that a new street be opened up along the north side of the Southern Pacific Company's tracks between Union Avenue and South East Third Avenue passing underneath the proposed viaduct, for use by slow-moving traffic and traffic from southeast Portland. It was pointed out in this discussion that this method of caring for traffic would eliminate the necessity of widening Union Avenue north of the railroad tracks as was heretofore proposed. However, it would be necessary to construct retaining walls in close proximity to the present property line on both sides of Union Avenue in order to confine the highway embankment for a considerable distance north from the end of the viaduct. Also, that it would be necessary for the owners of existing buildings along Union Avenue for a distance of two or three blocks to reconstruct such buildings in conformity with the highway grade line, inasmuch as this grade line is several feet higher than the grade line of the present street. After considerable discussion of this matter, the Commission by unanimous vote approved the change, subject to the legality of the same and concurrence therein by the City Council of Portland. Construction Engineer H. G. Smith and Clifford Gardner, Right of Way Agent, were instructed by the Commission to contact Commissioner Ormond R. Bean of the City of Portland on the following day in regard thereto. Anticipating favorable consideration by the City Council, the Commission then instructed the Engineer to revise the plans for this project in conformance with its decision and authorized him to advertise the project for bids to be received at the next meeting.

The Attorney reported satisfactory termination of negotiations

with W. A. Huntley and P. J. Shepherd, for the acquisition of right of way needed for the improvement of the Pacific Highway between Main Street and the Southern Pacific Company's tracks in Oregon City. He said that he has secured a deed from the Company and that the consideration agreed upon is $36,800, which is $1450 less than the amount the Commission authorized him to pay for such property. The Commission approved the report and the acquisition of this property at the price mentioned by the Attorney.

The Engineer requested instructions in regard to the construction of a pedestrian overcrossing over the tracks of the O.W.R. & N. Co. on Court Street, Pendleton. He said that the O.W.R. & N. Co. is demanding the closing of Court Street for all classes of traffic in connection with the proposed grade crossing project, whereas certain factions in Pendleton are demanding that Court Street be left open for pedestrians, which indicates that it is going to be necessary to construct an overhead crossing over the railroad company's tracks in order to satisfy all concerned. He requested authority to construct such pedestrian overcrossing if developments reveal that necessary, and to pay the cost of the same with state funds. The Commission approved the Engineer's request by unanimous vote.

The Assistant Attorney reported the refusal of the County Court of Washington County to sign an agreement with the Commission providing for the payment of the cost of constructing a railroad grade separation project on a county road at Garden Home in Washington County, over and above the cost that can be paid with federal funds. It was agreed that Chairman Cabell and the Engineer would talk to the County Court about this matter when they are in the vicinity of Hillsboro within the next few days, and it was tentatively decided to reallocate the funds set up for this job in the event the county will not sign the agreement.

The Engineer reported the award of the following contracts in conformance with authority previously given him by the Commission, the conditions of the awards having been satisfied.

Construction of an overcrossing over the Union Pacific Company's tracks on Halsey Street (Barr Road) just east of Portland, in Multnomah County. Bids received on March 13; contract awarded on March 23, to Tom Lillebo, Reedsport, the low bidder, at his bid price of $72,927.

Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway, in Lane County. 0.765 mile grading and surfacing and bituminous macadam. Bids received on February 6; contract awarded on March 28, to Consolidated Highway Co., Portland, the low bidder, at their bid price of $16,141.20.

Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway, in Lane County. 1.41 miles grading, surfacing and bituminous macadam construction. Bids received on February 6; contract awarded on March 28, to consolidated Highway Co., Portland, the low bidder, at their bid price of $30,442.50.

The Commission by unanimous vote confirmed the award of these contracts as reported by the Engineer.

The Engineer requested authority to confer with Mr. Wallace Wharton, Governor Martin's Executive Secretary, in regard to the installation of a radio system for use jointly by the State Highway Department, State Police Department, and any other department that might have need of such facilities. He said that the Highway Department of the State of Washington has had such a system for some time and has found it very useful, especially during the winter season, in communicating with snow-fighting equipment when other means of communication are not available, which was clearly demonstrated to him recently on an inspection tour of the State of Washington with Lacey V. Murrow, Director of State Highways, when, because of severe weather conditions, it was necessary for Mr. Murrow to direct snow-removal operations from the small radio set he had installed in his car. He gave as his thought that such a system installed in Oregon could be used to very good advantage and that the cost of the same would be fully justified, especially if used in connection with operations of the State Police Department. After some discussion, the Commission authorized the Engineer to discuss this matter with Mr. Wharton and instructed him to render a report thereon at the next meeting.

The Commission had under consideration a report from Division Engineer E. A. Collier, dated March 28, 1936, in regard to the proposed Port Orford Dock road, as ordered by the Commission on the inspection trip over the Oregon Coast Highway on March 17. The report indicates that Mr. Gilbert E. Gable, Port Orford, who is sponsoring this project, intends to reconstruct his dock, which was destroyed by heavy storms of the past winter, just as soon as the present stormy season is past, and that he wants the road leading to his dock constructed just as soon as such repair work has been completed. The Engineer read the report in full. In the discussion of this matter, it was brought out that additional right of way is needed in order to construct the road to proper standards; also, that the road is not on the state highway system; hence, state funds cannot be used for the purchase of such additional right of way. In view of this fact, the Commission ordered that the right of way descriptions be turned over to the County Court of Curry County with the request that the county purchase the right of way. The Engineer was instructed to secure from Mr. Gable a written statement as to his intentions in regard to the rebuilding of the dock.

Mr. R. R. Gardner, representing the Schroeder Timber Company, with whom the Commission is negotiating for the purchase of timber along the right of way of the Salmon River Highway, came before the Commission at this time in regard to said matter. He said that, contrary to the understanding of the State Highway Commission, the Schroeder interests will not accept less than $2.00 per thousand board feet for its timber, which would make a total of $35,000 for the state to pay for the two Schroeder tracts which are under discussion and which the Commission proposes to trade to the Miami Timber Company for timber strips 500 feet wide on each side of the highway through the Miami Company holdings. The Commission indicated that it would pay $25,000 for the Schroeder timber, which is the amount that has heretofore been discussed, but would not pay $35,000. The question arose whether or not the Schroeder interests will agree to the sale of one of its tracts and the Miami interests to the trade of a portion of its timber along the highway, on the basis of the former transaction. After considerable discussion, it was decided that both companies should be contacted in regard thereto. The Commission referred the matter to Parks Engineer S. H. Boardman and to C. L. Gardiner, Right of Way Buyer, to consult the representatives of these companies relative thereto, with instructions to render a full report thereon at the next meeting of the Commission, which is to be held on April 16. The Commission informed Mr. R. R. Gardner that he would be given a definite answer on April 16 as to whether or not the Commission intends to purchase the Schroeder Company's timber.

R. R. Gardner also brought up for discussion the Bruggman and Mead properties on the Upper Columbia River Highway, which the Commission has considered acquiring for state park purposes. It appears that he has a proposition whereby the Commission can save $1000 or so in connection with this purchase. The matter was referred to State Parks Engineer Boardman for report at the next meeting of the Commission.

The Engineer reported receipt of a telegram from Ralph Staehli, Manager, Allied Truck Operators' Association, Portland, requesting the Commission to conduct a public hearing for the discussion of matters pertaining to log hauling on state highways. The Commission refused to hold a public hearing on this matter but instructed the Engineer to invite Mr. Staehli to discuss the subject at a special meeting of the Commission to be held in the Benson Hotel, Portland, during the evening of April 15.

The Engineer brought up for discussion the matter of penalizing contractor F. J. Kernan for failure to complete his contract for the construction of the Cascade Locks Section of the Columbia River Highway, within the time limit specified in the contract. He pointed out that the Commission previously reached an agreement with Mr. Kernan in regard to the settlement of his claims for extra compensation arising out of this job and Mr. Kernan understood that such settlement also relieved him from the payment of the penalty, which amounts to $172.53 and represents engineering expense incurred by the state subsequent to the specified date of completion. He gave as his thought that inasmuch as the settlement with Mr. Kernan was satisfactory, he should be relieved of payment of this engineering expense, and so recommended. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration a request from the Oregon Electric Railway Company to purchase 1.6 acres of state-owned land situate adjacent to the Junction City-Eugene Secondary Highway, for use as a planing mill site for one of the lumber companies operating in the vicinity of Cheshire, which desires to move its planing mill to a location in close proximity to the railroad. The Engineer explained that this property was purchased by the Commission in connection with acquisition of right of

way for this highway, at a cost of approximately $100 per acre. He advised that the land is not particularly useful for highway purposes, but in his estimation is worth at least $350 per acre; furthermore, it contains much top soil which can be used to good advantage in connection with landscaping work which is proposed at this location, and if the Commission disposes of the property now it will be necessary to haul in such material from other sources at extra cost to the State. He also advised that there is now stock piled on this property a large quantity of top soil which will have to be removed if the land is sold, the cost of which, together with the extra hauling cost, will amount to about $250. After considerable discussion of this matter, the Commission ordered that the railroad company be informed that the Commission prefers not to sell this property because there is a possibility it will be needed for highway purposes at some future date. However, if the company must have it, the Commission will sell it for the sum of $800.

The Commission had under consideration reports from the Department of State Police regarding certain special carriers who have been arrested for overloading their trucks and trailers in connection with log hauling operations, as follows:

	Truck License No.	Date of Arrest	Overload on Truck	Overload on trailer
W. B. Crawford, Owner C. E. Kleinfeldt, Operator	T-2343	3/16/36	3500 lbs.	2600 lbs.
Leo F. Fischer, Owner Leo F. Fischer, Operator	T-53118	3/16/36	3900 lbs.	1900 lbs.
N. B. Marsh, Owner Delmer M. Wright, Operator	T-50193	3/19/36	2300 lbs.	
Hollenbeck Logging Co. Owner Roy Owen, Operator	T-1085	3/23/36		4120 lbs.
Hollenbeck Logging Co., Owner W. E. Hunter, Operator	T-1082	3/23/36	2300 lbs.	
Morrison Trucking Co., Owner E. D. Morrison, Operator	T-56348	3/23/36		11,100 lbs.
Morrison Trucking Co., Owner William Yost, Operator	T-56344	3/23/36	2300 lbs.	
Morrison Trucking Co., Owner Raymond G. Yost, Operator	T-56346	3/23/36		5450 lbs.
L. A. Christensen, Owner C. G. Straus, Operator	T-3557	3/23/36	1200 lbs.	750 lbs.
L. A. Christensen, Owner O. H. Corbin, Operator	T-2620	3/23/36	2185 lbs.	1750 lbs.

	Truck License No.	Date of Arrest	Overload on Truck	Overload on Trailer
E. H. Klahr, Owner A. F. Kopposch, Operator	T-51756	3/23/36	1295 lbs.	910 lbs.
R. C. Johnson, Owner R. C. Johnson, Operator	T-50398	3/23/36		2720 lbs.

The Commission ordered that a letter be directed to the Public Utilities Commissioners recommending the suspension of the permits of these special carriers in accordance with the Commission's recently established policy, which is as follows: 10-day suspension for first violation; 20-day suspension for second violation; 30-day suspension for third violation.

The Commission also considered transcript of testimony taken by the Public Utilities Commissioner in connection with hearings held in regard to overload violations by the following special carriers in log hauling service: Henry Callister; Seymour R. Johnston; Birkenfeld Lumber Co.; E. A. Hugh; and Updegrave Bros. The Commission ordered that a communication be forwarded to the Public Utilities Commissioner recommending the suspension of the permits of these operators in conformance with the Commission's recently established policy.

The Engineer reported to the Commission the need of providing additional free ferry service across Yaquina Bay pending the completion of the Coast Highway Bridge at this point. He pointed out that the present ferry contract terminates on May 31st, 1936 and that the bridge will not be completed and open to traffic until some time in September which means that ferry service must be provided up to that time or for a period of about four months. He gave as his thought that with the opening of the other four Coast Highway bridges traffic on this road will increase to such an extent that additional service will have to be furnished over and above that which is now being furnished and suggested the use of an extra ferry boat during the sixteen hour period between 7:00 A.M. and 11:00 P.M. and at least one ferry during the remaining eight hours of the day. In order to provide such service he suggested that the ferry "Rogue", now in service at Waldport, be transferred to Newport and that it be placed on a fifteen minute schedule sixteen hours per day; that the ferry "Sadie B", now in service at Newport, be operated on a 15-minute schedule sixteen hours per day; and that the auxiliary service be furnished by the tug "Pilot" and a barge on a 30-minute schedule for eight hours per day. He presented four additional schemes to take care of this matter, together with the estimate of cost to operate under each, one of which involves an extension of the present ferry contract with the Roosevelt Highway Ferry Co. After considerable discussion, the Commission deferred action on the matter pending the securing of additional information in regard to the possibilities of extending the present contract with the Roosevelt Highway Ferry Co. The Engineer was authorized to negotiate with this company for such additional ferry service and report at the next meeting.

The Commission had under consideration two resolutions from Fort

Rock Grange No. 758 and Summer Lake Grange, Lake County, requesting additional improvements on the Fremont Highway. The Secretary was instructed to reply that the Commission is now doing all it possibly can with funds available to improve the conditions which obtain on this road and will bear their project in mind in its deliberations in the programming of future highway funds.

The Commission considered and signed agreements as follows:

Agreement with Southern Pacific Co. covering right of way for the Siuslaw Highway between Rainrock and Cushman in Lane County.

Agreement with Lindstrom & Feigenson, Parker & Banfield, and T. H. B anfield, contractors for the construction of the Alsea Bay Bridge, on the Oregon Coast Highway at Waldport, extending the time limit for the completion of this bridge from December 31, 1935, to June 1, 1936.

Agreement with F. J. Kernan, contractor for the construction of the Cascade Locks Section of the Columbia River Highway, in Hood River County, contract No. 1737, disposing of his claim for extra compensation arising out of this contract.

Agreement with J. F. Kronenberg and Fred Caughell, covering the erection and operation of a "high line" across Humbug Mountain State Park, in Curry County, for use in connection with the salvaging of the cargo of the steamship "Phyllis" wrecked off the Oregon Coast at this point.

Agreement with Sunset Logging Company providing for the state to take immediate possession of the company's property that is needed for right of way for the Wolf Creek Highway, and also providing for the consideration that the state is to pay the company for such right of way, including damages for removal of buildings, reconstruction of railroad facilities, etc., necessitated by the highway construction.

Agreement with Ladd & Bush Bank, Salem, providing for the sale of $300,000 of bridge revenue bonds to facilitate the financing of the Coast Highway bridges.

There being no further business to come before the Commission at this time, the meeting was adjourned at 5:15 o'clock p. m.

Henry J. Cabell
Chairman

Commissioner

Commissioner

State Highway Engineer

Secretary

MAR 31 1936

requests. The Commission told Mr. Lancaster that money is not available to finance such improvement now, but the matter will be reconsidered later if there is a demand for the use of the old road; also, that the Commission has an agreement with the Union Pacific Railroad officials to turn over to the company such portions of the old highway right of way as will not be needed by the state when the new road is built. Mr. Lancaster said that he believed he could get the railroad company's consent to a modification of the agreement in that regard and declared his intention to work to that end.

After further discussion the Commission reiterated that it would not spend any money now to restore the old road but will reconsider the matter later; however, the Commission did agree to construct a rock retaining wall along the south side of the new highway for a short distance easterly from the east portal of the tunnel that is included in the plans for the new highway.

Mr. Lancaster also brought up the matter of acquiring for public use the private lands which lie adjacent to the Columbia River Highway and the Mt. Hood National Forest through the Columbia River Gorge. He pointed out that there are numerous small parcels of privately owned land situate between the national forest and the Columbia River which, in his estimation, should be included in the national forest area in order to secure the benefits of forest fire prevention and to insure that fires starting on these areas will not get beyond control and damage the Bull Run reservoir watershed, which is Portland's water supply. He advised that it is his intention to go to Washington, D. C., and try to interest the federal authorities in the matter and to get the Government to purchase these parcels so they may be included in the national forest. The Commission took no action on this matter.

There being no further business to transact at this time, the meeting was adjourned at 10:00 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer and
Acting Secretary

E B Rodrick
Commissioner

JAN 8 1936

PART 1

OF

VOLUME XXI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1936

THROUGH

JULY 8, 1936

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OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, 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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6439		Oregon City. Acquisition of site on which to deposit rock.
6440		Options authorized on property south of Abernethy Creek Bridge for right of way in event Water Street is finally chosen as route through city. Grant County. George MacKay's claim for damages resulting from construction of diversion ditch by State.
6441		Multnomah County. Claim of Mrs. Annie Schug for damages to property acjacent to Bertha-Beaverton Highway near Glencullen. Cotton mats. Application to Government for mats approved. Ross-Island Bridge-Schiller Street Project in Portland and Cottage Farm-Aumsville Project east of Salem selected as trial projects. Port Orford. Letter to Mayor Gable regarding dock road approved. Rufus Holman. Refusal of City of Portland to turn over to State money collected for traffic law violations.
6442		Garden Home Overcrossing. Approach road to be constructed with W.P.A. funds. County to furnish right of way. Washington County. Garden Home Overcrossing. Agreement reached in regard to construction of approach road. Coast bridges. Request of Sheldon F. Sackett for contribution of $250 towards cost of special edition of Coos Bay Times denied. Oregon City. Taylor Motor Company's claim to ownership of hydraulic lift on property acquired by State.
6443		Tillamook County. County Court requests improvements to Wilson River Highway. Weyerhaeuser Timber Company requests improvement to Wilson River Highway. County requests oiling between pavement and curb in Rockaway. Engineer instructed to investigate.
6444		McMinnville-Tillamook Highway. County Court requests improvement on Sourgrass Section. Tillamook County. County Judge requests additional work on Little Nestucca Secondary Highway. Lane County. County Judge requests removal of snow from McKenzie Highway. Engineer to investigate. Judge Fisk inquires of plans for oiling Lake Creek Road, between Greenleaf Creek and Mapleton. John Day Highway Improvement Association request improvement between Fossil and Kinzua Junction.

Page	Date 1936	Subject
6445	April 17	John Day Highway. Improvement of wye connection between highway and Lone Rock Road, near Condon. Clatsop and Tillamook Counties. County Courts request improvements to Neahkahnie Mt.-Cannon Beach Road.
6446		Tillamook County's debt to State. Assignment of portion of County's motor vehicle tax money considered. Tillamook County. County Court asks credit for rock furnished for oiling project on Nehalem-Neahkahnie Mt. detour. Request granted. Clatsop County. County Court requests designation as secondary highway of road from Wolf Creek Highway, at Elsie, to Nehalem Secondary Highway, at Jewell. Coos County. Golden Falls Park. Acquisition for state park urged by County Judge.
6447		Removal of 3-mile section from Powers Secondary Highway authorized and substitution of 5-mile extension to Coos River Secondary State Highway. $10,000 expenditure authorized on 5-mile section added to Coos River Secondary Highway. C. J. Montag. Payment of current estimate on bridge over Klamath River and Great Northern tracks authorized.
6448		W.P.A. funds. Burton E. Palmer, Director, W.P.A.,advises change in rules which permits expenditure of W.P.A. funds on Federal Aid Roads. Wolf Creek and Wilson River Highways. Applications for $50,000 additional W.P.A. funds authorized.
6449		Awards announced on following: S. P. Undercrossing at Oregon City; Mist-Pittsburg Section, resurfacing and furnishing crushed rock; Mist-Pittsburg Section, oil mat surface treatment; O. T. Undercrossing on Franklin Avenue, Bend; Shop building at Salem; Vancouver Avenue Extension, Portland, paving;
6450		Hot Lake-La Grande Section, windbreak planting; Elgin-Rock Creek Section, oil mat surface treatment; Threemile Creek-Eightmile Creek Section, surfacing; Balm Grove-Forest Grove Section, grading, surfacing, etc. Klamath Falls. The Dalles-California Highway. Widening at intersection of Oregon Ave. and Upham St. approved. Marion County. County Court requests designation of new route for Beaverton-Aurora Secondary Highway.
6451		Butteville Road-Hubbard Secondary Highway designated. Resolution adopted
6452		Oasis. Jay H. Upton, Bend, recommends selection of John Helfrich Ranch in Deschutes County as site for oasis. East Portland-Oregon City Highway. Gus H. Huthman, Portland, suggests routing between Schiller Street and Ross Island Bridge. Alsea Bay. George E. Peil, Chairman Bridge Dedication Committee, requests additional ferry service during bridge dedication.

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6452	April 17	Oregon Coast Highway Association. Commission invited to attend banquet in Coquille on April 18. Declined.
		Acquisition of real property needed for right of way, etc. Resolution adopted.
6456		Pendleton. Options on property needed for grade separation project to be closed.
6457		Maude C. Dupuis property. Attorney authorized to sell.
		Disposition of buildings acquired on right of way for grade separation project.
		Condemnation. Attorney authorized to acquire right of way on following sections:
		Agency Plains-Madras Section;
		Pendleton-Stanfield Section;
		Island City-Cove Section;
		Canyon Road-Barnes Road Section.
6459		Orino, Birkemeier & Saremal. Request use of buildings on Gudhart Property acquired by State on Upper Columbia River Highway. Request denied.
		Bureau of Public Roads. Permission granted Bureau to occupy lodge building acquired in connection with Gudhart property.
		Multnomah County Health Association. Agreement for furnishing insurance to Highway Department employes.
		Park matters:
6460		Stage Road Pass. Offer of owner to sell timber land.
		Cleawox Lake. Girl Scouts of Lane County request that park be left in natural state. Request denied.
		Cape Sebastian Park. Purchase of 80-acre tract adjacent to entrance approved.
		Tillamook County. Purchase of Sinnott property at Cape Falcon approved.
		Upper Columbia River Highway. Purchase of Mead and Brugman properties at Lindsey Creek deferred.
		Alsea Highway. Dave W. Pugh, Waldport, requests construction of approach road from his property to highway. Denied.
6461		Policies. Engineer authorized to prepare manual of standard policies of Highway Commission.
		Tire replacements. Commissioners to be relieved of responsibility for accidents with Highway Department equipment due to worn out tires.
		Reedsport. Sale of property to L. C. Arthur adjacent to Oregon Coast Highway authorized.
		Curry County. County Court, Port of Port Orford, and others, object to enlarging State Park at Port Orford.
		Extensions of time granted on following:
6462		Haskin and Brooks Construction Company, Bolon Island Section;
		Edlefsen-Weygandt Co., West Entrance to The Dalles Section.
		Contracts completed and accepted:
		Bridge over Umpqua River, at Reedsport, Teufel & Carlson;
		Bridge over Siuslaw River at Florence, Mercer-Fraser Company;
		Ashland-Jenny Creek Section, crushed rock, A. S. Wallace;
		Pendleton Hill Section, James Crick.

Page	Date 1936	Subject
6463	April 17	Date for receiving bids for Union Avenue grade separation project set for April 24. Date of May 20 for hearing in McMinnville confirmed. May 21 and May 22 date for next regular meeting.
6464		Agreements, et cetera, considered and signed, as follows:
		Settergren Brothers disposing of claim for extra compensation for construction of bridges over Bybee Boulevard and Crystal Springs Creek;
		Teufel & Carlson, extending time limit on Umpqua River Bridge;
		Amendatory agreement with Multnomah County relative to Halsey Street Overcrossing project;
		Multnomah County, maintenance of Northeast Glisan St., Portland;
		Great Northern Railroad Company, installation of crossing signals at South Klamath and north of LaPine;
		Wheeler County Court, improvement of Units 1 and 2 of Chichester Gulch-Summit Section;
		U. S. Geological Survey and Harney County, construction of observation wells in Harney County;
		Marion County Court, construction of new secondary highway between Aurora and Wilsonville;
6465		Oregon American Lumber Company, acquisition of right of way for Wolf Creek Highway;
		Carl Vogl, providing easement for construction of shoofly track in connection with North Salem Undercrossing;
		Estella Isbell Bridges, et al, easement to construct shoofly track in connection with North Salem Undercrossing;
		Warren-Northwest, Inc., and Porter W. Yett, regarding construction of Columbia Boulevard-Levee Road Section;
		United States Government, regarding Gudhart property near Bonneville.
6467	April 23	C.J. Montag and Sons. Conference with contractor, auditors, Assistant Labor Commissioner, et al, in regard to violations of labor provisions on Contract No. 1750.
		Joint audit authorized.
		Release of estimates due authorized.
6469		Roseburg. Rerouting of highway through city discussed. Resolution designating route adopted.
6471		Union Avenue Viaduct. Inman-Poulsen Lumber Company. Attorney's report on cost of moving buildings.
		Baker-Unity Highway. Report on relocation around proposed dam site on Burnt River.
		Reclamation Service requests State to assume extra expense in connection with relocation of Baker-Unity Highway around proposed dam site on Burnt River.
6472		Salmon River Highway. Hauling of logs having overall length in excess of 52 feet without hand-operated steering device. Report on test haul. 55 feet to be permitted.
		Tire replacements. Grooving of old tires discussed. Letter of instructions to be revised.

Page	Date 1936	Subject
6473	April 23	Snow Removal. Estimates to remove snow from McKenzie Highway. Santiam Highway. Engineer authorized to remove snow from Sisters to Clear Lake.
		Log hauling. Damage to Wolf Creek Highway. $30,000 expenditure authorized on 7.8-mile section.
6474		Pendleton. Construction of pedestrian overcrossing on East Court Street authorized.
		Columbia River Highway. Construction of sidewalk on Hood River Bridge, in Hood River, authorized.
		Travel and Information Department. Report of Harold B. Say.
		U. S. Employment Service. Man-hours of employment on all projects under alternate plan agreement.
6475	April 24	Bids, as follows, opened and read: Myrtle Point-Bandon Rock Production Project; Union Avenue Overcrossing.
6476		Coos Bay Bridge. Bridge celebration committee requests ferry service during bridge dedication.
		Services of Landscape Engineer authorized to assist in decorating speaker's platform.
		Arrow Transportation Company, Portland. 30-day permit granted to operate overlength equipment on state highways.
6477		Log hauling. Booth Kelly Lumber Company requests permission to transport 68-ft. logs over McKenzie Highway; also, to operate trailers without hand-operated steering device.
		Estacada Union High School. Delegation requests Commission to provide proper drainage facilities on highway right of way.
6478		Radio. Resolution authorizing Engineer to make application for federal grant for installation of radio-telephone network.
		Yaquina Bay. Construction of additional ferry slip authorized.
6479		Stanfield-Pendleton Hill Section. Contract awarded to James Crick; right of way to be settled later.
		Log hauling. Hearings not recommended in cases within 1500-lb. tolerance. Public Utilities Commissioner to be advised.
		U. S. War Department. Report on proposed improvement of Siuslaw River and bar.
		Lane County. County Court requests substitution of "Route F" for portion of Eugene-Swisshome Secondary Highway between Richardson and Swisshome.
6480		Maintenance materials. Contract for furnishing maintenance materials for Central Oregon Highway in vicinity of Sage Hen Hill authorized.
		Maintenance materials. Contract for furnishing stock-piled material authorized on following sections: Deadwood Creek-Greenleaf Creek; Hermiston-Echo Junction; Lexington-Sand Hollow; Lava Lake-Little Butte; Azalea-Wolf Creek Summit; Cottage Farm-Aumsville; Silver Creek Falls-Sublimity Road;

Page	Date 1936	Subject
6480	April 24	Maintenance materials, (continued) Marquam-Liberal; Jewell to end of concrete pavement.
		Marion County. Stabilization authorized on Secondary Highway between Aumsville and Cottage Farm.
6481		Automobile. Recommendation to State Purchasing Agent for purchase of Buick car for Commission.
		Columbia Gorge. Mayberry vs. O.W.R. & N. Co. Letter to attorney for Mr. Mayberry in regard to claim arising out of derailment of train due to snow removal operations.
		Waldport Chamber of Commerce. Request for permission to construct approach road from beach to Coast Highway.
		Harney County. County Court and others request rerouting of Diamond Valley Secondary Highway to pass through town of Diamond Valley. Investigation ordered.
		Pendleton. East Pendleton grade separation project. Attorney's status report on closing of Court Street, et cetera.
6482		Klamath Falls-Weed Secondary Highway. Klamath County Chamber of Commerce and County Court submit recommendation. Designation of route from Midland south as Primary state highway requested; also road from Midland north to Green Springs Highway. Commission indicates approval.
		Lane County. Lorane taxpayers request grading and oiling of old Territorial Road. Request denied.
		Oswego. Parent Teachers Association recommend rerouting of Pacific Highway to avoid passing Oswego School.
6483		Awards announced, as follows: Myrtle Point-Bandon Rock Production Project; Union Avenue Overcrossing, Portland.
		Myrtle Point-Bandon Rock Production Project. Lewis McGeorge, contractor, confers in regard to probable delay in completion of contract.
		Portland Traction Company. Permit covering operation of overwidth busses approved on city streets of Portland
6484		Communications, petitions, et cetera: Letter from C. F. Richardson, Clerk of Milwaukie Public Schools, requesting improvement of Harrison Street as connecting link between East Portland-Oregon City Highway and East 82nd Street; Mill City residents request oiling of North Santiam Highway in that town - request granted; Gladstone residents request reconstruction of Arlington Street as connecting highway between East Portland-Oregon City Highway and East 82nd Street; City Recorder of Monroe requests oiling of West Side Pacific Highway in Monroe to alleviate dust nuisance; Willamette Highway users, in Klamath County, request the removal of snow for distance of 20 miles north of the Deschutes Lumber Company's mill.
		Baker County. County Court requests designation of Robinette-Homestead road as Secondary. Resolution adopted.

Page	Date 1936	Subject
6485	April 24	Umatilla County. County Court requests removal of Bingham Springs Secondary Highway from system and substitution of portions of Market Roads No. 2, No. 32 and No. 50. Resolutions adopted substituting above market roads for Bingham Springs Secondary Highway.
6488		Agreement with County Court setting forth obligations in connection with designation of new secondary highways.
		Sherman County. County Court requests designation of 1½-mile section of Fulton Canyon Market Road as secondary highway. Resolution adopted so designating.
6489.		Coos County. Coos River Grange No. 701 requests improvement to Coos River Secondary Highway from Catching Inlet Bridge to Allegany Ferry.
		Linn County. Citizens of Lyons and vicinity request oiling of Albany-Lyons Secondary Highway No. 211.
		Lane County. County Court and users of Springfield-Jasper Section of Springfield-Lowell Secondary Highway request oiling from junction with McKenzie Highway to Jasper steel bridge.
6490		Ashland. Chamber of Commerce requests elimination of turn in Pacific Highway at Plaza Intersection.
		East Portland-Oregon City Highway. Mrs. Anna K. Lew, Milwaukie, requests that section be named McLoughlin Boulevard.
		Sand. Board of Higher Education approves arrangements made for special investigation of concrete sand.
		Florence. City requests donation of Highway Department office building used in connection with Siuslaw River Bridge construction. Request granted.
		Emanuel Young People's Society, Portland, request permission to install two signs on East Portland-Oregon City Highway.
		Signs. Commission orders Division Engineers to contact civic organizations in regard to removal of signs from highways.
6491		Communications, petitions, et cetera:
		L. M. McClelland, Junction City, urges use of name "Franklin" instead of "Smithville" on signs on West Side Pacific Highway.
		B. F. Howard, Shedd, urges recognition of name "Smithville" rather than "Franklin" on department signs.
		Yaquina Bay. Roosevelt Highway Ferry Company submit modified offer for furnishing ferry service. Offer accepted.
		Salmon River Highway. Discussion regarding rumor that Schroeder Timber Company is negotiating to make purchase by State contingent upon acquisition of Mead and Brugman properties.
6492		East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section. Advertising of project deferred on account of right of way.
		Inman-Poulsen Lumber Company. Removal of buildings discussed. Bids for removal rejected and new bids called for.
		Salmon River-Grande Ronde Highway Improvement District. Attorney for George O. McCroskey, confers regarding consideration to be paid by state for relinquishment of reservations in deed by which right of way was conveyed to District.

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6493	April 24	McKenzie Highway. Percey R. and Cofra B. Rossman, Springfield, request purchase of land at Mile Post No. 17.
		Florence. Offer of J. S. Woodward to purchase part of lot 58, Block 8, Miller Addition to Florence.
		Baker County. Tunnel-Dixie Section of Old Oregon Trail. Compromise agreement with Hance C. Benson for right of way.
		Yamhill County. Rex Hill Section. Additional area at quarry site to be acquired by condemnation.
6494		Wolf Creek Highway. Claim of Rupp Investment Company for timber taken from land purchased by Clatsop County.
		Oregon Electric Railway Company. Sale of property by State to railway company for warehouse purposes.
		Junction City-Eugene Secondary Highway. Sale of land to Oregon Electric Railway Company for warehouse purposes.
		North Bend. City Council requests inclusion of certain conditions in City's deed conveying "Simpson Park" to State.
		Lake County. Acquisition of right of way for Silver Lake-Paisley Section of Fremont Highway. Condemnation authorized across land of Charles E. and Mary Campbell.
6496		Acquisition of real property needed for highway improvements. Resolution authorizing acquisition adopted.
6498		East Portland-Oregon City Highway. Engineer's report on construction of pedestrian tunnels between Milwaukie and Oregon City.
		Sherman County. Engineer's report on secondary state highway up Fulton Canyon. Commission authorized repair of damage to road and replacement of bridge authorized.
		Coos County. Extension of Coos River Secondary Highway. Butler Brothers offer to donate Golden Falls park to State if State will put road leading to park in good condition.
		Load limit. Order lifting reduced load limit previously imposed on The Dalles-California Highway between Bend and Klamath Falls. Resolution.
6499		Buildings. Construction of maintenance building at Astoria and Division office building at Roseburg. W.P.A. refuse to allot money right away.
6500		Maintenance materials. Bids authorized for material for Lakeview-Burns and Central Oregon Highways.
		Estimated cost for maintenance material to be checked against maintenance budget.
		Commission to pass on projects before being advertised.
		Clackamas County. Barlow. Commission authorizes application of blacktop pavement on sharp curve.
		Extensions of time:
		Dolan Construction Co., culverts on Brooks-Jordan Creek Section;
		Mountain States Construction Co.,Bridge over Smith River;

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6501	April 24	Extensions of time (continued): Joplin & Eldon, bridge over Eagle Creek Contract completed and accepted: Bridge over Mill Creek, Columbia River Highway, Louis Johnson & Son. Talent. June 24 set as date for hearing.
6502		Date for next regular meeting for receiving bids set for June 26. Agreements, et cetera, considered and signed: Quitclaim Deed conveying land in Wasco County to The Dalles and Southern Railroad Company in exchange for right of way for reconstruction of highway at entrance to The Dalles; Bargain and Sale Deed conveying to Oregon Electric Railroad Company land in Lane County; Bargain and Sale Deed conveying to World War Veterans' State Aid Commission land in Lane County in exchange for property needed for improvement of Junction City-Eugene Secondary Hwy.; Bargain and Sale Deed conveying to Southern Pacific Company property needed in connection with North Salem Undercrossing; Agreement between O.W.R. & N. Company, State, and Multnomah County regarding construction of Northeast Halsey Street grade separation structure; Agreement with Multnomah County relative to costs for improvement of East Glisan Street; Agreement with Umatilla County regarding obligations of State and County in connection with removal of Bingham Springs Secondary Highway from Secondary Highway System; Agreement with Washington County covering maintenance of Balm Grove-Forest Grove Section; Agreement with Washington County regarding obligations of State and County in connection with construction of Garden Home grade separation project; Agreement with Multnomah Industrial Health Association relative to insurance on Highway Department employes.
6504	May 20	Oil surface. Commission approved oiling Lakeview-Burns Highway and Fremont Highway to Valley Falls. 1937 Federal Aid temporary percentage program adopted.
6507		Nehalem River. Bridge over North Fork. Engineer authorized to secure Federal Aid money. Columbia River Highway. Acquisition of right of way between Portland and The Dalles.
6508		Douglas County. Crossing of S. P. tracks on Umpqua Highway in Reedsport involving installation of wig-wag signals. Public Utilities Commissioner to hold early hearing. Tax Resale. Acquisition of right of way for Umpqua Highway connection in Reedsport. Authority given to purchase City of Reedsport bonds.
6509		McMinnville. Hearing regarding rerouting of highway.
6513	May 21	Bids received on following projects: Liberal-Marquam Section, resurfacing; Lava Lake-Little Butte Section, resurfacing;

Page	Date 1936	Subject
6513	May 21	Bids received: (continued) Frame office building in Roseburg;
6514		Tucker Bridge-Winans Section, surfacing; Deadwood Creek-Greenleaf Creek Section, surfacing, crushed rock; Bridge over Olalla Creek; Cottage Farm-Aumsville Section, resurfacing; Rocky Point School-South Falls Section, resurfacing, oiling; Hermiston-Echo Junction Section & Lexington-Sand Hollow Section, resurfacing;
6515		Bonneville-Eagle Creek Section, grading and surfacing; Multnomah County Pavement Planing and Resurfacing Project; (See entry on Page 6520 regarding bid of Parker-Schram Co.) Nye Junction-Camas Valley Section, resurfacing; Sale of ferryboat "Roosevelt". Hood River County. Request removal of Secondary State Highway No. 280 from Secondary Highway System. Denied. Letter from Don E. Meldrum, U. S. War Department regarding same. Columbia River Highway. Survey authorized for short distance east of Hood River.
6516		Malheur County. Relocation of Vale-West Secondary Highway. Coast Bridges. Report on status of grant money due State. Tires. Purchase of regrooving machines authorized for four shops. Clatsop County. Rock surfacing and oiling of short section of Cannon Beach Highway approved. Award of following contracts confirmed: Balm Grove-Forest Grove Section, Saxton & Looney and J. S. Risley and J. C. Compton;
6517		Vancouver Avenue Extension, Harold Blake; East Pendleton Grade Separation Project, Colonial Construction Co.; Harney County. Report on rerouting of Diamond Valley Secondary Highway approved. Resolution to be prepared. Lincoln County. Improvement of Siletz River Secondary Highway deferred. Coos County. Report on proposed 5-mile extension of Coos River Secondary Highway approved.
6518		Information Stations. Secretary of State and Mr. Say to make report. Lake County. Delegation requests improvement and oiling of various roads.
6520		Multnomah County Pavement Planing and Surfacing Project. Bid of Parker-Schram Company not read. Hood River County. Delegation requests improvement of various roads.
6521		Ferry Service. Prices of auxiliary service across Umpqua River approved. Agreement to be prepared.

Page	Date 1936	Subject
6522	May 21	Tillamook County. Delegation requests change in labor provisions in Charles H. Leonard's contract on Wilson River Highway.
6523		Early completion of Wilson River Highway asked.
		Rockaway. Request for oiling between curbs and pavement.
6524		Little Nestucca Secondary Highway. Bids to be taken at next meeting.
		Awards announced, as follows:
		Liberal-Marquam Section, resurfacing;
		Lava Lake-Little Butte Section, resurfacing;
		Roseburg, office building;
		Tucker Bridge-Winans Section, surfacing;
6525		Deadwood Creek-Greenleaf Section, surfacing;
		Trestle bridge over Olalla Creek;
		Cottage Farm-Aumsville Section, resurfacing;
		Rocky Point School-South Falls Section, resurfacing and oil;
		Hermiston-Echo Junction Section, resurfacing;
		Bonneville-Eagle Creek Section, grading;
6526		Multnomah County Pavement Planing and Resurfacing Project;
		Nye Junction-Camas Valley Section, resurfacing;
		Sale of Ferryboat "Roosevelt."
		Umatilla County. Retention of CCC buildings in Emigrant Springs Park and Battle Mountain Park approved.
		Park matters reported, as follows:
		80-acre tract adjacent to Redwood Highway and Rough and Ready Creek. Proceedings to acquire property authorized.
6527		Purchase of land bordering Columbia River Highway near Mosier discussed.
		Silver Falls State Park. Purchase of 40-acre tract from Alta P. Drews authorized; also purchase of 80-acre tract from M. L. Whitesell authorized.
		Acquisition of 6.75-acre tract between Coast Highway and Pacific Ocean at Seal Rocks considered.
		Rehiring of two C.C.C. foremen discharged by National Parks Service. Re-employment authorized.
6528		Lincoln County. Greater Devils Lake Booster Club requests widening of Oregon Coast Highway through Oceanlake to make room for sidewalk construction.
		Estacada. Report on drainage situation in front of High School.
		Wolf Creek and Wilson River Highways. L. G. Apperson requests approval of application for additional W.P.A. funds
		Woodburn-Silverton Secondary Highway. Engineer's report on cost of improvement as requested by Mt. Angel residents.
6529		Forest Highways. Bureau of Public Roads request clause in agreements for protection of roadside timber.
		Malheur County. Secondary highways. Rearrangement suggested by W. C. Williams.
		Clatsop and Columbia Counties. Nehalem Secondary Highway. Betterments discussed.
6530		State-wide inventory survey. Report rendered and approved.

Page	Date 1936	Subject
6530	May 21	Load limit. Resolution reducing load limit on Wapinitia and Mt. Hood Highways, Clackamas and Wasco Counties.
		Interstate Bridge. Two additional gate tenders authorized. Installation of flashlight signals authorized.
6531		Coos Bay Bridge. Construction of speaker's platform for use of Dedication Committee approved.
		Landscaping. Application to W.P.A. for funds approved. Neahkahnie Mountain project approved on state force account.
6532		Bend. Maintenance headquarters building and division office authorized.
		Klamath Falls. District Maintenance Superintendent's headquarters. Rearrangement authorized.
		Multnomah. Maintenance headquarters. Purchase of new site authorized.
		Wolf Creek and Wilson River Highways. Application of L.G. Apperson for additional W.P.A. funds approved subject to revision.
6533		Equipment Department. Purchase of generator and rental of punching machine and verifier authorized.
		Automobiles. Purchase of eight station wagons and eight automobiles authorized.
		Trucks. Purchase of ten authorized.
		State-wide Planning Survey. Purchase of six automatic traffic counters authorized.
		Coos Bay Bridge. Northwest Roads Company. Payment of all but 3 per cent of money due authorized.
6534		Service Stations. Improvement of right of way to station property.
		Douglas County. South Umpqua River Bridge on Pacific Highway. Report on damage done to masonry wall by Richard Abdie referred to Attorney.
		Clatsop County. Agreement relative to maintenance of county road from Elsie to Jewell approved.
6535		Communications, petitions, et cetera:
		Letter from Coos County Chamber of Commerce requesting improvement to Powers Secondary Highway. Request denied.
		Letters from Lincoln County residents requesting improvements to Siletz River Secondary Highway. Denied.
		Resolution from Tillamook Chamber of Commerce requesting realignment of Oregon Coast Highway at south entrance to Tillamook.
		Letter from County Judge of Tillamook County requesting oiling of 2-mile section of Wilson River Highway east of present paving at Tillamook.
		Letters from North Bend Chamber of Commerce and City of North Bend requesting resurfacing of Sherman Avenue (Oregon Coast Highway)
		Resolution from County Court of Klamath and Jackson Counties requesting designation of Dead Indian Road and the Klamath Lake-of-the-Woods Road as Forest highways.
		Letter from Douglas County Court requesting maintenance of several county roads.

6536 May 21 Communications, petitions, (continued)
Letter from V. Harpham, Forest Supervisor, Umpqua National Forest, requesting use of Highway Department's rotary snow plows.
Letter of Lincoln Beaches 20-30 Club, DeLake, requesting erection of signs on Coast Highway indicating beach roads.
Letter from Albany Chamber of Commerce requesting bridge at Upper Soda on Santiam Highway be named Joseph H. Ralston Bridge. Referred to Lewis A. McArthur
Request from Mayor of Florence, in behalf of Red Cross officials, to obtain possession of engineering headquarters building. Permission granted to move building from south end of Siuslaw Bridge into Florence.

6537 Letter from Director of Highways, State of Washington, relative to services of Attorney in connection with Federal Radio Commission.
Letter from City Marshall, Sutherlin, relative to accident to telephone communication system caused by truck belonging to Columbia Hauling Company.
Letter from Mr. & Mrs. Hoskins, Cottage Grove, requesting information regarding rerouting of highway through that town.
Letter from Miss Ida Patterson, Regent, Lewis and Clark Chapter, D.A.R. requesting permission to erect monument memorializing George M. Miller, at Florence.

6538 Letter from A. C. Spencer, General Solicitor, U. P. Railroad Company, transmitting copy of complaint against O.W.R. & N. Co., by E. L. Sayre, for damages incurred in derailment of Passenger train in Columbia River Gorge.
Invitation from Siuslaw River Bridge Dedication Committee requesting presence of Commission at dedication of bridge.
Letter from Aurora Community Club urging reconsideration of proposed location for Aurora-Wilsonville Secondary Highway.
Letter from Mrs. Winifred McKay Hutchinson, Newport, requesting loan of small roller for use in construction of tennis courts
Pendleton. Report of Attorney on moving of buildings in connection with East Pendleton grade separation project.
Bids to be received on June 13 on above buildings.

6539 May 22 Bids received on following:
Moving service station buildings, reconstruction of concrete cement, etc. in Oregon City;
Construction of maintenance building in Astoria;

6540 Four sections of County roads, Columbia County, surfacing;
Azalea-Wolf Creek Summit Section, planing and resurfacing;
Cinder Butte-Silver Creek Section and Silver Creek-Sage Hen Hill Section, surfacing;
Wocus Marsh-Link River Section, oil mat surface;
Criterion-Cow Canyon Section, surfacing;
Threemile Creek-Eightmile Creek Section, surfacing;

6541 Tygh Valley Section, grading and surfacing;
Garden Home Section, trestle over Oregon Electric Railway, and surfacing

6541 May 22 Bids (continued):
Unit No. 1, Chichester Gulch-Summit Section, grading and topping;
Unit No. 2, Chichester Gulch-Summit Section, grading.

6542 Sherman Highway. Sherman County Highway Association request oiling of unoiled portion in Sherman and Wasco County.
Bench marks. Lewis A. McArthur suggests printing of booklet.
Columbia River Highway. Request of Cascade Locks for widening and straightening in front of Craigmont Hotel.
Salmon River Highway. Settlement with George O. McCloskey for surfacing materials approved.
Columbia River Highway. City Motor Trucking Company. Action on acquisition of right of way deferred.

6543 Wilson River and Wolf Creek Highways. W.P.A. funds. Application of L. G. Apperson to finance work after July 1 approved.

6544 Purchase of culvert pipe and powder authorized.
Transfer of relief labor employed on Canyon Road landscaping project approved.
Reedsport. Sale of property to L. C. Arthur approved.
Curry County. Gold Beach. Purchase of additional right of way for Oregon Coast Highway deferred.
East Portland-Oregon City Highway. Union Avenue Project. Acquisition of right of way from World War Veterans State Aid Commission.

6545 Condemnation. Attorney authorized to acquire right of way for following:
Canyon Road-Barnes Road Section, Wolf Creek Highway;
Pendleton Overcrossing Section, Old Oregon Trail;
Reedsport Section, Umpqua Highway;
Union Avenue Overcrossing Section, East Portland-Oregon City Highway;

6546 Eugene-Junction City Section, Eugene-Junction City Secondary Highway;
Multnomah County Line-Scappoose Section, Columbia River Highway.

6547 Simpson Park. Bargain and Sale deed from City of North Bend accepted.
Klamath County. Proposed rearrangement of secondary highways by Klamath County Chamber of Commerce.

6548 County Court's request that Klamath Falls-Midland Secondary Highway be retained on Secondary System denied.
Oasis. Landscape Engineer suggests sites for oasis memorializing Wm. Hanley. Report to be rendered.

6549 Living quarters to be maintained on site selected.
Pole Line. Report of Landscape Engineer on request of U.S. Forest Service to construct telephone line along Alsea Highway in Lincoln County.
Suggestions of Landscape Engineer regarding location of poles, painting, trimming of trees, et cetera.

Page	Date 1936	Subject
6549	May 22	Tillamook County. Isaac Walton League of America requests additional parking space in front of Lake Lytle.
		Yamhill County. McMinnville-Tillamook Highway. Petition protesting rerouting between McMinnville and Sheridan.
		McMinnville. Rerouting of West Side Pacific Highway. Date for public hearing, May 20.
6550		Extensions of time:
		Mountain States Construction Co., bridge over Smith River;
		O. L. Pierce and Frank Connor, two oases near Castle Rock and Boardman;
		Joplin & Eldon, bridge over Eagle Creek.
6551		Contracts completed and accepted:
		Bridge over Smith River, Mountain States Construction Co.;
		Bridge over Soda Fork of Santiam River, Averill and Corbin;
		Units 1 and 5 of Redmond-Bend Section, Parker-Schram Co..
6552		Multnomah County. Johnson Creek Boulevard. Wichita Improvement Club requests improvement to make connection with East Portland-Oregon City Highway at Tacoma Avenue.
		Crook County. County Judge M. R. Biggs requests road improvements.
6553		Rural house numbering. National Bureau of Statistics and Location requests endorsement of system. Action deferred.
		Awards announced, as follows:
		Moving of service stations buildings, et cetera, Oregon City;
6554		Maintenance building, Astoria;
		Four sections of county roads, Columbia County, surfacing;
		Azalea-Wolf Creek Summit Section, planing and resurfacing;
		Cinder Butte-Silver Creek Section and Silver Creek-Sage Hen Hill Section, surfacing;
		Wocus Marsh-Link River Section, surfacing;
		Criterion-Cow Canyon Section, surfacing;
6555		Threemile Creek-Eightmile Creek Section, surfacing;
		Tygh Valley Section, grading and surfacing;
		Oregon Electric trestle at Garden Home;
		Unit No. 1, Chichester Gulch-Summit Section, grading & topping;
		Unit No. 2, Chichester Gulch-Summit Section, grading.
		Acquisition of real property needed for various highway improvements. Resolution adopted.
6559		Bargain and Sale Deeds signed, as follows:
		Earl M. and Opal Farra. Exchange of property for right of way for Fremont Highway, in Paisley;
		Augustus J. Flint. Exchange of property for right of way for Junction City-Eugene Secondary Highway at Junction City.
		Agreements signed, as follows:
		City of Portland and Portland Traction Co., rearrangement of Traction Company's tracks and alteration and rearrangement of city's water pipe lines involved in Ross Island-Schiller Street project.

Page	Date 1936	Subject
6560	May 22	Agreements (continued):
		Carl Edmundson. Exchange of properties on East Pendleton Grade Separation Project;
		Wasco County. Maintenance of The Dalles-Dufur County Road between Threemile Creek and The Dalles-California Highway junction;
		Washington County. Maintenance of short section of Garden Home Road No. 1323;
		Portland Traction Company. Permit to operate trolley coaches over highway routes in City of Portland;
		City of Portland. Maintenance of short section of North Vancouver Avenue;
		Mercer-Fraser Company. Settlement of claims for construction of bridge over Siuslaw River at Florence;
		Klamath Falls City Park Commissioners and General Sand and Gravel Company. Authorizing removal of materials from land owned by Park Board;
		Southern Pacific Company. Overhead crossing of Pacific Highway at Green Station, south of Roseburg, Douglas County;
		Southern Pacific Company. Construction of overhead crossing at Union Avenue, East Portland-Oregon City Highway;
		Southern Pacific Company. Reconstruction of Pacific Highway under tracks at Oregon City;
		Estella and Albert Waller. Shoofly track necessitated by North Salem Undercrossing project;
		Bureau of Public Roads. Reconstruction of Otis-Polk County Line Section of Salmon River Highway;
6561		C. J. Montag. Contractor's attorney, representative of Bureau of Public Roads and Deputy State Labor Commissioner confer regarding violations in connection with contract for Klamath River Bridge and Great Northern Overcrossing. Report on violations filed. Cancellation of contract considered.
6563	June 12	Pendleton. Conference with County Courts of Gilliam, Morrow and Umatilla Counties regarding road problems.
		Gilliam County. County Court asks completion of Heppner-Condon Road.
		Morrow County. County Court requests completion of Heppner-Condon Section, resurfacing of Heppner-Rhea Creek Section and oiling between Lexington and Echo.
6564		Umatilla County. County Court requests several road improvements and grade separation projects.
		Designation of county road easterly from Echo as Secondary Highway requested. County to submit resolution.
6565		Designation of Pendleton Airport Road as Secondary Highway requested. County to submit resolution.
6566		Pendleton. Sale of buildings and moving of buildings on highway right of way.
		Bids received, as follows:
		Purchase of buildings at Pendleton;
		Moving of buildings at Pendleton.

Page	Date 1936	Subject
6569	June 13	La Grande. Conference with representative of National Reemployment Service, Bureau of Public Roads and Homer G. Johnson regarding furnishing of satisfactory labor.
		Homer G. Johnson. Representative of contractor confers in regard to failure of National Reemployment Service to furnish satisfactory labor on La Grande and Enterprise contracts.
6570	June 16	Burns. Meeting in Welcome Hotel, enroute to Bend, to dispose of routine matters.
		Lincoln County. Devils Lake. Letter from Ed W. Miller relative to purchase of right of way at lake outlet.
		Travel and Information. Distribution of folders to tourists at entrances to State, discussed.
6571		Awards confirmed as follows:
		Rocky Point School-South Falls Section, R.O.Dail and Warren Brothers, Inc.;
		Tygh Valley Section, McNutt Brothers;
		Union Avenue Overcrossing, Hoffman Construction Co.,;
		Cottage Farm-Aumsville Section, Saxton & Looney and J. S. Risley;
		Cinder Butte-Silver Creek Section, Babler Bros.
		Morrow County. Tree cutting on Heppner-Spray Highway by Edward Freeman.
6572		Maintenance. "Special Maintenance" budget increase approved.
		Roseburg. California-Oregon Power Company. Payment for removal and reconstruction of water mains approved.
		Tillamook County. Rockaway. Drainage work and oil surfacing approved on Coast Highway through Rockaway.
		Lake Lytle. Request for removal of log jam at outlet of lake denied.
6573		Lake Lytle. Request of Chamber of Commerce for additional parking area denied.
		Klamath County. The Dalles-California Highway. Reallocation of Federal funds for Modoc Point and Klamath Agency Section and Algoma and Terminal City Section considered.
		Federal Aid Funds. Revising of 1937 program to include work between Modoc Point and Klamath Agency considered.
		Certificate of deduction from and apportionment of 1937 appropriation filed.
		Coos County. County Court requests removal of portion of Powers Secondary Highway and substitution of extension to Coos River Secondary Highway.
		Waterford Lumber Company to deed Golden Falls to State.
6574		Division headquarters. Rearrangement of divisions, addition of one. New division headquarters to be in Portland.
		Transportation of household goods from one division to another to be paid by State.
		State-Wide Planning Survey. Four loadometer scales purchased.
		Load Limit. Resolution lifting reduced load limit on Sherman, John Day and Klamath Falls-Lakeview Highways.
6575		Columbia County. Clark & Wilson Lumber Company request permission to appropriate water from Little Jack Falls Creek.

Page	Date 1936	Subject
6576	June 16	Wilson River and Wolf Creek Highways. State Forester requests some responsible agency to assume responsibility for burning of timber and brush.
		Forest Service. Regional Forester requests permit to transport government-owned equipment which exceeds legal dimensions, over state highways. Request denied.
		Communications, petitions, et cetera, as follows:
		Forest Grove. City requests elimination of bad turns in highway.
		Champoeg Park Commission requests construction of log cabin and erection of sign.
		Gold Beach residents request extra right of way to widen Oregon Coast Highway.
6577		Dayton-Amity Secondary Highway. Yamhill County. Petition from taxpayers opposing improvement on new alignment.
		Salem City Council. Resolution requesting designation of Twelfth Street as secondary state highway.
		Harrisburg Chamber of Commerce requests widening of pavement at north approach to Willamette River Bridge.
		W. N. Brown, McMinnville, requests adoption of Lafayette Street as route of West Side Pacific Highway.
		Ashland. Request for elimination of curve in highway at Plaza intersection.
		Klamath County Pomona Grange. Resolution in regard to larger diversion of gasoline tax moneys to counties.
		Malheur County. Rearrangement of secondary highways. Resolution to be prepared.
6578		Marion County. Purchase of quarry site for construction of Rocky Point School-South Falls Section approved.
		Bertha-Beaverton Highway. Inez DeLashmutt, Glencullen, requests deed to abandoned portion of right of way.
		Clackamas County. Resolution adopted retaining old right of way of Woodburn-Mt. Hood Loop Secondary Highway.
6580		Tax Resale. Roseburg. Purchase of properties for right of way for Umpqua Highway approved.
		Acquisition of real property needed for various highway improvements. Resolution adopted.
6583		Agreements, et cetera, as follows:
		Washington County. Payment of costs in connection with Garden Home grade separation project;
		City of Portland. City to maintain 1.385 miles of East Portland-Oregon City Highway;
		Works Progress Administration. Allotment of funds to finance improvements in Champoeg Park;
		Oregon-American Lumber Corporation. State granted advance possession of right of way for Wolf Creek Highway;
		Bargain and Sale deed conveying to L. C. Arthur property in Reedsport which is not needed for highway purposes.
6584		Bend. Conference with Bend Chamber of Commerce regarding various road improvements in Central Oregon.

Page	Date 1936	Subject
6586	June 24	Talent. Hearing relative to rerouting the Pacific Highway.
6589	June 25	East Portland-Oregon City Highway. Offer of Richard Scott Estate to deed property for maintenance headquarters site.
		Richard Scott Estate. Offer to deed land near Multnomah County Line to State for maintenance headquarters site.
		Aurora Undercrossing. Butteville Road-Hubbard Secondary Highway. Right of way by condemnation authorized.
6590		Oregon City. Acquisition of site on which to deposit waste rock. Purchase from E. A. Brady approved.
		East Pendleton Section, Old Oregon Trail. Right of way acquired from Catherine Doherty.
		Curry County. Oregon Coast Highway. Offer of John Goss Estate to sell land for park purposes.
		Acquisition of right of way needed for highway improvements. Resolution adopted.
6594	June 26	Bids received on following projects:
		Butte Creek-Rock Creek Section, grading and surfacing;
6595		Klaskanine Summit-Jewell Section, resurfacing;
		Treharne Section, grading, surfacing and trestle bridge;
		McKenzie Pass-Little Butte Section, resurfacing;
		Frame office building in Bend;
		Odell Junction-Dee Section, surfacing;
		Unit No. 3, McCallister Section, grading
6596		Rainrock-Greenleaf Creek Section, surfacing
		Butteville Road-White School Section, grading and trestles;
		Lexington-Sand Hollow Section, rock in stock pile;
		Ross Island Bridge-Schiller Street Section, grading, viaduct, paving;
6597		Milwaukie Undercrossing;
		Independence Section, regrading, widening, surfacing;
		Small Creek-Dolph Section, grading;
6598		Hermiston-Echo Junction Section, crushed gravel in stock pile;
		Davies-Banks Section, grading, surfacing, two trestles;
		Dayton-Foster Ranch Section, grading, surfacing;
		Grub College-Amity Section, grading, surfacing;
		Sale of Ferry Boat "Oregon" located at North Bend.
6599		Park matters as follows reported:
		Homer Davenport Memorial Tree. Decline offer of land on which tree is growing.
		Silver Creek Falls State Park. Application of Mrs. Nancy A. Nelson for concession granted.
		Devils Lake. Acquisition of property from Mr. Hostettler at outlet of lake. Action deferred.
		Curry County. Oregon Coast Highway and Humbug Mountain; Offer of Fred Pfisterer to sell 460 acres considered.
		Curry County. Purchase of two-acre tract at south end of Rogue River Bridge, near Gold Beach, from Mr. Crabb.
		Wedderburn Water Company request permission, through Mr. Crabb, to construct pipe line on Rogue River Bridge
6600		Wilson River and Wolf Creek Highways. Additional funds authorized for powder, culverts, and equipment rental.

Page	Date 1936	Subject
6600	June 26	Columbia River Highway. Gudhart Property. Resolution authorizing deeding of portion of property to U. S. Government; also granting of flowage easement.
		U. S. Government. Columbia River Highway. Resolution authorizing deeding Gudhart property and flowage easements.
6604		Radio-telephone communication system. Resolution accepting grant for construction of system adopted.
6606		Franklin. Petition requesting Commission to change sign reading "Smithfield" to "Franklin".
6607		Washington County. Garden Home grade crossing. Conference with county court.
		Garden Home Railroad Grade Crossing. All bids received on May 22 rejected. Parker-Schram Company, low bidder, to be notified.
		Hood River County. Conference with County Court et al. in regard to improvements between Hood River and Parkdale.
6608		Gilliam County. John Day Highway Improvement Association request landscaping in Condon. Project approved.
		John Day Highway. Delegation from Condon request improvements in Condon consisting of landscaping.
		Delegation request erection of sight posts and road improvement on Burton Canyon-Spray unit of Service Creek-Spray Section.
6609		Request for yellow stripe on Service Creek-Spray Section.
		Linn County. County Court confers in regard to Santiam and Pacific Highways.
		Crawfordsville-Holley project. Improvement of 300 yard gap to connection with road to Sweet Home approved.
		Marion County. Mt. Angel delegation request improvements to Woodburn-Silverton Secondary Highway.
6610		Klamath County. County Court discusses proposed rearrangement of secondary state highways.
6611		Marion County. County Court requests improvements to North Santiam Highway.
		East Portland-Oregon City Highway. Ross Island Bridge-Schiller Street project and Milwaukie Avenue Undercrossing project. Condemnation authorized for necessary right of way.
		Nehalem Secondary Highway. Condemnation authorized for right of way for Davies-Banks Section across property of Lester Sell.
6613		Award of contracts. Engineer authorized to award Ross Island-Schiller Street project and Milwaukie Avenue Undercrossing project as soon as condemnation proceedings are filed.
		Award announced on following:
		Butte Creek-Rock Creek Section, grading and surfacing;
6614		Klaskanine Summit-Jewell Section, resurfacing;
		Treharne Section, grading, surfacing, and trestle bridge;
		McKenzie Pass-Little Butte Section, resurfacing;
		Office building at Bend;
		Odell Junction-Dee Section, surfacing;

Page	Date 1936	Subject
6614	June 26	Awards announced (continued) Unit No. 3, McCallister Section, grading;
6615		Rainrock-Greenleaf Creek Section, surfacing; Butteville Road-White School Section, grading and trestles; Lexington-Sand Hollow Section, crushed rock; Ross Island Bridge-Schiller Street Section, grading, paving, and viaduct; Milwaukie Avenue Undercrossing;
6616		Independence Section, regrading, pavement widening, resurfacing; Small Creek-Dolph Section, grading; Hermiston-Echo Junction Section, gravel in stock pile; Davies-Banks Section, grading, surfacing, two trestles; Dayton-Foster Ranch Section, grading, surfacing; Grub College-Amity Section, grading, surfacing;
6617		Ferry "Oregon" at North Bend. Log hauling. Siletz River Secondary Highway. Request of D. M. Morley for permit to drag logs across highway. Coos County. Coos River Secondary Highway. Bridge over Catching Slough. Plans to be approved by U. S. War Department. Wilson River and Wolf Creek Highways. Commission to accept responsibility in connection with burning operations. Supervisor to be obtained from State Forester's force.
6618		Portland Traction Company. Agreement executed regarding reconstruction of car tracks on Seventeenth Street-Ross Island Bridge Section of East Portland-Oregon City Highway. Portland. Request of certain cooperative association for permission to construct spur track on East Third Street. Commission denies any jurisdiction over Third Street.
6619		Bureau of Public Roads. Request that penalty be imposed for failure to complete jobs within time specified.
	June 27	Bids received on following: State-wide radio communication system;
6620		Purchase of buildings on East Portland-Oregon City Highway right of way.
6621		Coos County. County Judge McLain requests designation of county road from Marshfield to Empire as Secondary Highway. Oiling of county road from Marshfield southerly into Englewood district requested. Equipment. Purchase of five new station wagons authorized. Pendleton. Loren Hoover requests additional compensation for property acquired by State for right of way for grade separation project. Jackson County. Crater Lake Highway. Offer of Walter Bowne, Medford, to sell additional right of way. No action.
6622		Walter Bowden, Arcok, requests compensation for right of way acquired several years ago. Wolf Creek Highway. Surveys to be completed before acquiring right of way from Oregon-American Lumber Corporation. McMinnville. Resolution designating "B" Street as route of West Side Pacific Highway through town adopted.

Page	Date 1936	Subject
6624	June 27	Columbia County. Clark and Wilson Lumber Company's request for water right to Little Jack Falls denied. Stanfield. Request for oiling of gravel strips along pavement through town; also oiling side streets for short distance.
6625		Forest Grove. Flattening of corners on three street intersections.requested by City Council. Forest Grove-Hillsboro Section of Tualatin Valley Highway; rounding of two corners on Nehalem Secondary Highway to be included in contract. Union Avenue Grade Separation project. Conference with H. B. Van Duzer in regard to right of way matters. Radio. Conference with J. F. Meager of the P.W.A., in regard to grant money and award of contract.
6626		Awards announced on following: Radio-telephone communication system; Sale of buildings in Southeast Portland. Pendleton. Sale of house to L. C. Kerst, Pendleton, approved. Alsea Bay Bridge. Sale of building used as office approved. Sold to Claude Stout. Coos Bay Ferry. Sale of wooden pontoon to Coos Bay Dredging Company.
6627		P.W.A. Letter from C. C. Hockley in regard to probable allotment of additional funds. Otten, George. Attendance at meeting to be held in St. Louis, Missouri, in July, authorized. Planning Survey. John Beakey,Bob Glenn and Paul Van Scoy to confer with Washington State highway officials in Olympia this month. Log hauling. Request of Swede Basin Lumber Company to haul logs on Saturday afternoons denied. Communications, et cetera, as follows: Cascade Locks Chamber of Commerce request permanent survey of Columbia River Highway to permit construction of water pipe lines; East Side Commercial Club, Portland, request early completion of Elsie-Sunset Camp Section of Wolf Creek Highway; Merrill Service Club, Merrill, recommends addition of county road in Klamath County to Secondary Highway System; Sons and Daughters of Oregon Pioneers request permission to dedicate Paradise Creek Bridge to memory of pioneer stage drivers.
6628		Extensions of time: J. F. Johnston, bridge over Chewaucan River; Hart Construction Co., La Grande-Hot Lake windbreak planting Contracts completed and accepted: Alsea Bay Bridge, Lindstrom & Feigenson, Parker & Banfield and T. H. Banfield; Valade Ranch-Stewart Bridge Section, Oregon Contracting Company and Theodore Arenz;

Page	Date 1936	Subject
6628	June 27	Contracts completed and accepted (continued) La Grande-Hot Lake windbreak planting, Hart Construction Company.
6629		Labor Union. Letter from Salem Trades and Labor Council in regard to shop employes affiliating with Labor Union. Next regular meeting scheduled for July 23. Special meeting in Portland set for July 8.
6630	July 7	Harney County. Malheur Migratory Water Fowl Refuge request culvert pipe and powder on Burns-Frenchglen Secondary Highway project. Request granted. Minor Betterment Budget. Increase of $50,000 to cover additional work approved.
6631		North Bend. Report on cost to non-skid Sherman Avenue. Klamath Falls-Lakeview Highway. Drews Valley Section. Improvement discussed. Surveys authorized. Log hauling. Booth Kelly Lumber Company. Permits to be granted for hauling of long logs between Leaburg and Springfield.
6632		Travel and Information Department. Establishment of information stations at entrances to State discussed. State Police. Superintendent Charles P. Pray suggests police officers render service at State Line for information of tourists. Travel and Information Department. Report of Harold B. Say. Commissioner Aldrich advises that granges in his district have expressed approval of Department's advertising. Road map. Commissioner Aldrich suggests changes. Referred to Engineer. Florence. Request surfacing and oiling of Hamlin Street connection to Coast Highway. Action deferred.
6633		Union County. Letter from Wm. A. Schoenfeld, Dean, School of Agriculture, requesting improvement of road leading to State Experiment Station. Tree cutting. R. H. Currin, Estacada, requests permission to cut fir tree on Secondary Highway No. 211. Request denied. Coos County. Report on cost to oil county road from Marshfield to Empire.
6634		Redmond. Oiling of city streets approved. Award of following contracts confirmed: Unit No. 3, McCallister Section, grading; Small Creek-Dolph Section, grading; Butteville Road-White School Section, grading and trestles; Dayton-Foster Ranch Section, grading and surfacing. Klamath Falls. Construction of maintenance and engineer's office building approved. Austin. Installation of new lighting equipment approved for section headquarters.
6635		Grant County. Improvement of county road extending from Austin to Pendleton-John Day Highway considered. Snow plows. Purchase of 15 new plows authorized. Heating plant. Purchase of new plant for Salem Shops.

Page	Date 1936	Subject
6635	July 7	Maintenance materials: Engineer authorized to call for bids for following sections: Old Oregon Trail, near Baker;
6636		Heppner Junction-Irrigon Section; Haines-Baker Section; Arlington-Condon Section; Burns-Poison Creek Section; John Day-Vance Creek Section; Crater Lake Highway. Clackamas County. Removal of overcrossing structure on Mt. Hood Highway owned by Sandy Lumber Company. Plumbing fixtures. Wm. A. Minnott, Salem, offers to purchase fixtures in building being used as office by engineers on North Salem Undercrossing. Used equipment, junk, et cetera. Board of Survey to appraise such articles.
6637		Coos Bay Bridge. Sale of steel sheet piling authorized. Alsea Bay Bridge. Sale of field office building. Offer of Claude Stout withdrawn. Reedsport. Sale of contractor's office building. Offer of Timber Craft Shingle Corporation. Klamath Falls. Sale of water tank to Dan Fitzgerald. Alsea Highway. Request of C. J. Baker, Philomath, to acquire old gravel bunker in abandoned state quarry. Lake County. Contractor J. F. Johnston inquires regarding old bridge at site of new bridge over Chewaucan River on Fremont Highway. Chewaucan Land and Cattle Company. Request for old bridge on Fremont Highway, near Paisley.
6638		Labor Union. Discussion deferred on proposition of Jim Preble to organize shop employes. Skeletons. Big Eddy Grade Separation excavation to be done by hand labor to preserve skeletons and artifacts. Columbia River Highway. Big Eddy Grade Separation project. Hand labor methods to be employed in excavation to preserve skeletons and artifacts. Used equipment, old tires. Sale of accumulation of junk at Salem Shops authorized.
6639		Umatilla County. County Court requests designation of Pendleton airport road and road extending easterly from Echo to Old Oregon Trail as secondary highways. No action. Golden Falls. Deed from Waterford Lumber Company. Coos County. Waterford Lumber Company deeds Golden Falls to State in exchange for extension of Coos River Secondary Highway. Bertha-Beaverton Highway. Attorney's report on claim of Mrs. Annie Schug for damage to her property at Glencullen.
6640	July 8	Yaquina Bay Bridge. Newport Bridge Dedication Committee requests Commission to act as host at bridge dedication. McKenzie Highway. Eugene Water Board requests permit to construct pole line between 1.42 miles west of Vida and point 2.09 miles east of Vida.

Page	Date 1936	Subject
6641	July 8	Columbia County. County Court confers in regard to three county road oiling projects.
6642		Question of equipment to be furnished and cost of project referred to committee representing State, County and B.P.R.
		American Society of Civil Engineers. Engineer authorized to furnish transportation to delegates at convention in Portland in July.
		Landscaping and roadside improvement. New W.P.A. ruling requires increase in State's contribution.
		Columbia River Highway projects to be deferred.
6643		Powell Valley Road. Drainage project authorized with W.P.A. funds.
		Log hauling. Oregon Lumber Company permitted to haul over John Day Highway between Unity and Prairie City on Saturday afternoons during July.
		West Coast Power Company. Claim for loss of revenue and cost of repairs due to Ferryboat "Roosevelt" breaking from moorings. Claim denied.
		Inspection trip of North and South Santiam Highways set for July 22.
		Western States Safety Conference. K. C. Wright, Chief Engineer, Utah Road Commission, invites Commission to attend.
6644		Lane County. Claim of J. R. Beck for alleged damage due to quarry operations at mouth of Tenmile Creek.
		E. C. Hall. Extension of contract covering Gardiner-Reedsport Section to include completion of the Reedsport connection of the Umpqua Highway to Coast Highway.
6645		Astoria. Port Commission requests "No Parking" signs along Coast Highway in front of airport.
		Highway Commission to protest low flying over highway.
		Oases. Mrs. W. P. Llewellyn, Arlington, inquires regarding possibility of concessions in oases.
		Powers Chamber of Commerce. Request for bulldozer on Powers Secondary Highway denied.
		Hood River County. J. H. Wheeler protests oiling of Hood River Secondary Highway in vicinity of Dee. No action.
6646		Office building. Robert W. Sawyer recommends construction of building out of highway funds or bond issue.
		Coast bridges. Lewis A. McArthur acknowledges appointment as chairman of committee to select names for bridges.
		Umatilla County. Oregon-Washington Highway. Consideration of easement authorizing U. S. Department of Agriculture to construct gauging station at Athena.
		Acquisition of real property needed for highway improvements. Resolution adopted.
6649		Columbia River Highway. Taking of options authorized for new highway between Portland and The Dalles.
6650		Agreements, as follows, signed:
		Oregon Contracting Co. and Theodore Arenz disposing of claims in connection with Columbia County Line-Portland Section contract;

Page	Date 1936	Subject
6650	July 8	Agreements, as follows, signed (continued)
		Southern Pacific Company covering additional property needed for Rainrock-Cushman Section;
		Southern Pacific Company relative to undercrossing on the Butteville Road-White School Section;
		Union Pacific Railroad Company, Deschutes Railroad Company, O.W.R. & N., Union Pacific, and Oregon Truck Railroad companies relative to Madras Overcrossing;
		Western Timber Company and Sunset Logging Company, relative to occupancy of property needed for Wolf Creek Hwy.;
		Coos County, designation and construction of extension to Coos River Secondary Highway; also providing for acquisition of Golden Falls Park;
		O.W.R. & N. Co. providing for site for disposal of waste rock near Tooth Rock Tunnel on Upper Columbia River Hwy.;
		O.W.R. & N. Co., Union Pacific Railroad Co. and M. M. Piper, providing for site at Tooth Rock Tunnel for disposition of waste materials.
		Oregon State Motor Association. Ray Conway reads early history of Linnton Road oiling work.
6651		Commission invited to pioneer dinner latter part of August.
		Next regular meeting scheduled for August 5, 1936.
		East Portland-Oregon City Highway. Sale of buildings on 17th Street-Ross Island Bridge Section to be on July 17.
		Meeting scheduled for August 27; also to attend dinner as guests of Oregon State Motor Association that day.
		Benton County. Alsea-Deadwood Secondary Highway. Resolution authorizing Engineer to file application with P.W.A. for grant to aid in grading and bridge construction.
		P. W. A. Engineer authorized to file application for grant to aid in road and bridge construction on Alsea-Deadwood Secondary Highway in Benton County.
6652		Contracts completed and accepted:
		Coos Bay Bridge, Unit B., Virginia Bridge and Iron Co.;
		Redmond-Bend Section, bridges and culverts; also Ochoco Creek Bridge, Tom Lillebo;
		Ashland-Neil Creek Section, Harold Blake;
		Bridge over S. P. tracks on Klamath Falls-Wood Highway, near Midland, Barham Brothers;
		Juntura-Chimney Creek Section, bridge construction, R. F. Nichol;
		Federal Lands Portions of West Unit, Jordan Creek Section of I.O.N. Highway, Dunn & Baker;
		Private Lands Portions of West Unit, Jordan Creek Section of I.O.N. Highway, Dunn & Baker;
		Hot Lake-Bidwell Hill Section, A. S. Wallace;
		Grays Creek-Powers Ranch Section, E. C. Hall;
		The Dalles-Threemile Creek Sec., Warren Northwest Inc.
6654		Columbia River Highway. Troutdale-Dodson Section. U. S. Army Engineers requested to do dredging of fills.

Roseburg, Oregon, April 15, 1936

The State Highway Commission met in special session at 9:00 o'clock a. m. in the city council chambers in the Roseburg City Hall in conformance with formal notice given to the Roseburg City Council, on March 14, 1936, to conduct a public hearing for obtaining expressions from the people of Roseburg in regard to the Commission's plans for rerouting the Pacific Highway through their city. Present were:

Henry F. Cabell, Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner E. B. Aldrich was excused from attending this hearing. Also present were about 60 local citizens.

Chairman Cabell called the meeting to order by explaining its purpose and the law which requires the Commission to hold a public hearing in an incorporated city or town before it changes or alters the route of any existing state highway into or through such city or town. He said that the Highway Commission is primarily interested in building roads that will give the most service or convenience to the greatest number of people and, in a matter of this kind, the question to be decided is whether the convenience to the traveling public resulting from the proposed new location is outweighed by the injury resulting to a few individuals. The position of the Highway Commission, he said, is to serve the traveling public but if it can be shown that the changes proposed will work hardships greater than the value of the improvement, then the change should not be made; conversely, if the value of the improvement is greater than the hardships that will be created thereby, the rights of the through-traveling public must prevail. He advised that it is for the purpose of determining this question that the Commission is holding its hearing in Roseburg today but the Commission will reserve its decision in the matter until a later date.

The Engineer exhibited maps showing a plan of the proposed improvement in Roseburg and explained the details thereof from an engineering standpoint. He pointed out that the proposed rerouting will shorten the distance along the Pacific Highway through Roseburg about .2 mile and will reduce the curvature in the present alignment from 200 degrees central angle to 50 degrees central angle. Following the Engineer's presentation, Chairman Cabell turned the meeting over to the local citizens and invited them to express themselves either for or against the improvement.

Hon. B. L. Eddy, attorney, protested the rerouting of the highway in behalf of the Lexington Investment Company which owns 140' property frontage on Jackson Street which will be affected by the proposed change. He presented, in behalf of this company, a written protest to the improvement in which it was contended that the change as proposed will deprive retail stores and other

business houses on Cass & Jackson Streets, of tourist business which they now enjoy and which they cannot afford to lose considering the hard struggle of businessmen to pay expenses and meet high taxes; also, in which it is admitted that the time may come when the growth of the City of Roseburg and the increase of traffic will justify the proposed change but, in their estimation, such change is not warranted at the present time. Mr. Eddy added that, in his estimation, the Commission should consider, in arriving at its decision in this matter, the question of benefits to local people compared with the interests of the traveling public. He discounted the advantages of the saving of .2 mile in distance and the reduction of curvature because, he said, such changes offer an inducement to speeding which is the cause of most traffic accidents. The straightening of the highway on Stephens Street, he added, will create an undue hazard and will be more of a menace to people who have to cross this street because traffic will not have to slow down to negotiate the turns as it does now. He especially referred to the dangerous condition that will obtain near their Junior High School where many school children are required to cross Stephens Street daily in going to and from school.

Mr. Guy Cordon, attorney, also spoke in opposition to the proposed improvement as a representative of property owners and public interests on Jackson Street, Winchester Street and on Cass Street, from its junction with Jackson Street to its junction with Stephens Street. He said that he represented about 95% of such property owners and business interests. He presented a petition signed by 118 businessmen, property owners and citizens of Roseburg protesting the proposed change from the tourist standpoint and proposing, as a solution of the present traffic problem, that busses, freight trucks, oil tanks, et cetera, be rerouted through their town on a side street which would greatly relieve the congestion on Main Street. In support of this petition he declared that the proposed change was initiated by the Roseburg Chamber of Commerce without consulting with the people of Roseburg. He concurred in the statements of Mr. Eddy that the straightening of the highway will be an inducement to speed and asserted that as a result tragedies will increase in proportion thereto, particularly where the highway is located near the public schools. It was his thought that the increased danger that school children will be subjected to will greatly outweigh any benefits that will be derived from the rerouting of the highway. He questioned whether the elimination of the two curves in the present route will justify the expense of doing away with them. He also spoke from the tourist standpoint stating that there is a question in his mind whether tourists should be rushed through the country without an opportunity to observe conditions enroute.

In this connection, he said that Jackson Street and Cass Street are the principal business streets in Roseburg along which property owners have made large investments, the value of which depends on the highway being routed past them. These property owners, he said, believe that their businesses will be confiscated if the highway is rerouted because they get a real value from through-traffic which means a lot to any city which is located on an arterial highway, particularly as in the case of Roseburg, where the nearest comparable town is many miles distant. He declared that the change proposed in Roseburg will be an injustice to the businessmen and that the improvement should not be made unless it is absolutely necessary. He also spoke

against the proposed improvement from the standpoint of the noise that traffic will create in the vicinity of their city schools, stating that the disturbance caused by such heavy traffic is not conducive to the welfare of the school children. He concluded his remarks by urging the Commission to consider in its deliberations the value to through-traffic on the one hand and the detriment to the City of Roseburg on the other, and to give full value to the normal rights, if not the legal rights, of the people of Roseburg who have built up the town and who are anxious to do everything possible to increase the value of this highway to the State.

Senator Walter Fisher also spoke against the proposed improvement as a businessman. He endorsed the petition presented by Mr. Cordon and declared that such petition should be a guide to the Commission in deciding this question. He said that the petition means much more than just what is printed on it, that the people of Roseburg have worked for years to build up their businesses and to better their town and they will not have much left if the Commission reroutes the highway as is proposed. Roseburg, he said, is the largest City in Douglas County, which, in turn, is the largest county in western Oregon, is full of resources and has the finest climate in the state; also, that it has the richest, undeveloped territory in the state and is the biggest trade territory in the state outside of Portland. He declared that the Highway Commission, in its program of highway improvements, has heckled the county to the serious detriment of the City of Roseburg and, as a result, Roseburg has only little of its huge trade territory left of which the tourist business is of primary importance and which the Highway Commission now threatens to take away by rerouting the highway so that it will not pass the business houses that have heretofore enjoyed such class of business. He questioned the propriety of the Highway Commission having power to route highways through cities and towns except possibly the City of Portland, because the cities have been built up, and huge business investments have been made along existing lines of traffic, which business will be seriously affected if the traffic routes are changed. People have been visionary in this matter, he added.

Chairman Cabell explained that the money that the Commission proposes to use to finance the improvement in Roseburg is government money and is prescribed for highway improvements within municipalities and cannot be spent for any other purpose. The Engineer advised that there is nothing visionary about highway improvement. He pointed out that highway construction is not financed by property taxes but with state motor vehicle revenues and with government funds and investigation shows that highway improvements result in a real saving in the moving of passengers and commodities estimated from two to four times the cost of the improvement. Highway improvements, he said, have decreased the hauling costs of farmers to a remarkable degree and further modernization of the Pacific Highway will bring still further savings which will more than equal the road taxes the people pay. The trend today, he added, is to construct highways to permanent standards. He recalled that the people of Roseburg have time after time asked the Highway Commission for the modernization of the Pacific Highway.

Mr. D. R. Shambrook spoke in opposition to the statements made by Senator Fisher, particularly in regard to his statements that Roseburg has lost considerable trade territory by reason of highway development. He said that the reason the businessmen in Roseburg have lost money in recent years is due to the fact that they do not compete with the businessmen in neighboring towns. People go to Eugene to trade, he said, because they have a good highway to travel over and they can buy goods cheaper in Eugene than they can in Roseburg. He discounted Mr. Cordon's remarks that the danger to school children would be increased if the highway is rerouted. He declared that a highway is a permanent fixture if constructed in the proper location and that it gives 24 hours service each day and that a merchant's business is not all that should be considered in the routing of a highway because business houses, as a rule, are only open about ten hours each day. It was his thought that the traveling public should not be required to travel a quarter of a mile out of its way twenty-four hours of the day to accommodate a businessman whose business is kept open only about half that time.

Mr. Shambrook advocated the proposed change from the standpoint of farmers who, because of the existing conditions, have difficulty in finding places to park their cars when they wish to transact business. It was his thought that the rerouting of the highway would solve this problem to a very large extent and would create a better feeling between the farmers and the businessmen. He mentioned the danger that accompanies the movement of heavy equipment through the main business districts, particularly oil trucks which, he said, occasionally explode, and the noise that large trucks create. He discounted Senator Fisher's statements that the proposed change in Roseburg will take business away from the city and declared that the reason the businessmen want the highway routed down their main street is so they can watch the tourists go by.

Mr. A. E. Davidson spoke against the proposed improvement. He declared that the reason Mr. Shambrook favors it is because Mr. Shambrook owns property along the proposed route. Mr. Shambrook retaliated by stating that he would have pride enough to put the highway where it belongs even if he did not own a lot that would be affected by the improvement. He also said that Mr. Davidson owns property on Jackson Street which probably accounts for the fact that he opposes the improvement.

Mr. Ward Cummings spoke in favor of the improvement notwithstanding that the highway is routed directly through his house which will be confiscated. It was his thought that the increase in highway traffic that will result from this change and others along the highway will more than offset any loss of business by the Roseburg merchants. He also said that he has made several trips to Chicago and he finds that the modern trend is to route highways around cities and towns rather than through them and, as a tourist, he appreciated very much that he was not required to drive his car through congested business districts although such districts were available to him by connecting roads if he wanted to take advantage of them. He also spoke

for the improvement from the military standpoint stating that the Pacific Highway should be considered as a secondary line of defense for use in the event that the Coast Highway is put out of business; therefore, it should be straightened at every point possible. It was his thought that the efforts of the people of Roseburg and vicinity should be concentrated on advertising the recreational features of the Roseburg district which, he said, are unsurpassed, rather than fighting highway improvements, and he suggested the organization of a booster club for such purpose.

Chairman Cabell asked Mr. Cummings if he, as a tourist, felt that he did any less business in those towns that were bypassed by main highway routes than he would have if the highways had been routed on the main streets of those towns. Mr. Cummings replied that he wouldn't buy anything in any town that contained a bottleneck such as exists in Roseburg.

Mrs. J. B. Bailey opposed the proposed improvement because it confiscates her property and her home which is located on the proposed route. She endorsed the statements of other speakers that hazards will be increased by the straightening of the highway. Mrs. A. B. Houser advocated the proposed change because she believes that it will have a tendency to decrease the number of accidents.

Mr. L. R. Mynott spoke in opposition to the change.

Mr. C. M. Page endorsed the arguments of Senator Eddy, Senator Fisher and Mr. Cordon. He suggested that the highway remain in its present location but that the money which has been allocated to finance the change be used for developing a playground for children on the proposed new route.

Mr. J. M. Judd assumed the blame for circulation of the petition which was presented by Mr. Cordon. He advocated the retention of the present highway route and the division of truck and automobile traffic with appropriate signs to lessen the congestion in the business district where he conducts a furniture business.

Mrs. Mabel Moore stated that she has yet to see the first child injured in crossing a highway going to or from school but she has seen two serious accidents at the curbs which will be eliminated by the proposed improvement. She gave as her thought that the City of Roseburg would be greatly improved and beautified if the highway were rerouted.

Mr. S. W. Starmer, former sheriff of Douglas County, stated that he owns property with 258' frontage on the present highway route nevertheless he favors the rerouting of the highway so as to eliminate the hazards incident to curves in the present route and to lessen congestion on their main city street. He advised the Commission to pay no attention to the petition because, in his estimation, petitions in general have no particular value.

Mr. Percey Croft took issue with the statements of Mr. Starmer. He said that he is an automobile dealer and has a garage located on the present highway route and his business will be severely hurt if the highway is changed. He urged the retention of the present route.

Mr. J. E. Sawyers, former County Treasurer, spoke in favor of the change. He said that he has been informed by people from the territory surrounding Roseburg that they do not come to Roseburg to do their trading because there is no place to park their cars and they wonder why the City does not provide a parking place for them. The same thing is true, he said, of tourists who would be glad to stop in Roseburg and do a little shopping if some place were provided for them to park their cars in a convenient location. He also said that there are investors who would like to establish themselves in business in Roseburg but refuse to do so because of lack of parking space. He advised that, so far as he is personally concerned, he is neutral in the matter of changing the highway, notwithstanding the fact that it takes his home that is not for sale and of which he is very fond. If the City of Roseburg, he added, wants the business of the people from the north end of the county, which some of the speakers have said is now going to other places, it will have to go after that business and do the things that will attract it, one of which things, in his estimation, is the improvement of the highway as proposed by the Commission.

Mr. Charles Kyes endorsed the proposed change from the standpoint of safety to school children. He declared that, under present conditions, 80% of the school children have to cross the highway, whereas, if the highway is rerouted, the percentage would be considerably less.

Mr. Elbert Herman, attorney, presented arguments in opposition to the proposed change from the standpoint of capital that is now invested in business along the present route. He said that if capital investment is not considered then there is no guarantee of safety in any investment that may be placed along the main arteries of travel and there is no guarantee that anything is permanent in the way that the word "permanent" is defined; also, there is no guarantee that, due to someone's whim, a man's investment will not be wiped out overnight.

Mr. C. W. Clark, Mayor of Roseburg, spoke in his capacity as head of the City Police Department. He said that, in this capacity, he has observed that more than two-thirds of the accidents that have occurred in Roseburg have been at the intersection of Jackson Street and the Pacific Highway. The turns in the present route, he said, are an interference with traffic, especially the large trucks with trailers, which occasionally are unable to negotiate these turns without considerable extra maneuvering thus tying up other traffic. He also said that he has been in business in Roseburg since 1908 and depends, to a large extent, on tourist trade, notwithstanding which he is in favor of the proposed change. He declared that the bridge that the Highway Commission is contemplating constructing over Deer Creek on the new route will be a "sight-seeing piece of furniture" and alone worth a hundred thousand dollars to the city because, when people enter the city from the north, they will have this beautiful bridge and an excellent highway to view, whereas, along the present route, there are no such sights. He emphatically endorsed the proposed change.

There being no others desiring to be heard in this matter, Chairman

Cabell concluded the hearing at 11:00 o'clock with the announcement that the Commission will consider the arguments presented and will render its decision probably within the next few days.

Immediately following the hearing a delegation from Canyonville, consisting of Mayor H. J. Hash, City Recorder M. E. Elliott, A. P. Miller, V. W. Shaw and John Armacher, came before the Commission in regard to the widening of the Pacific Highway through the town of Canyonville. Mr. C. A. Ayer, Secretary of the Pacific Highway Association, was also included in this delegation and acted as spokesman for the group. He pointed out that the present highway pavement through Canyonville is only 16' wide leaving considerable space between the pavement and the curb line on each side of the street which the City is particularly anxious to have surfaced with hard surface pavement of some kind to alleviate the dust nuisance, especially the six blocks through their business district, and urged an allocation of federal moneys, which are required to be spent within the corporate limits of cities and towns, to finance such improvement.

The Engineer advised that, in his estimation, this is a meritorious project and should be done if, and when, moneys can be spared for the purpose, it being in line with the Commission's established policy with regard to improving the highway through small cities and towns.

Chairman Cabell explained that in the past the Commission has had definite allocations from the Federal Government for city improvements but uncertainty exists in regard to future funds and the Commission does not know if future allocations will provide for such construction, hence no definite commitment can be made at this time, although the project will be given due consideration when the Commission knows the amount of the new appropriation and the rules and regulations that are to govern its expenditure.

Following the appearance of this delegation, Mr. John D. Lippy, representing the U. S. Marine Corps, Washington, D. C., in connection with a national tour of its "World Wonder Car", appeared before the Commission and requested a permit to move this car over Oregon state highways with stopover privileges enroute from California to the State of Washington. He stated that the car is 9'5" wide and 52'5" long, both of which dimensions exceed the Oregon statutory dimension limits. He also said that the car is an exhibition car and is being sent through each of the states for educational purposes, that it contains many marine exhibits of universal interest which are conveniently placed in the car for public view without charge. Chairman Cabell pointed out that the Oregon law specifies certain things that the Highway Commission must do in connection with the granting of permits for the movement of vehicles or loads which exceed the statutory limits, over Oregon highways and the Commission, in addition thereto, has adopted certain rules and regulations which it requires the citizens of this state to comply with before such permits are granted and, if the "World Wonder Car" is allowed to move on the highways of this state, it will be necessary for those in charge of it to comply with these rules and regulations just the same as are local citizens.

The Attorney explained that the law makes it mandatory upon the

Highway Commission to exact a bond for the protection of the highway but leaves it discretionary with the State Highway Commission to adopt rules and regulations covering the movement. In view of the Attorney's explanation, Chairman Cabell stated his willingness to waive the Commission's requirement that public liability and property damage insurance be furnished for the protection of the individual members of the Commission in so far as it concerns him personally, and to authorize the granting of a permit for the movement of the "World Wonder Car" over Oregon highways if a bond in the amount of $1,000 is furnished for the protection of the highways, as required by statute.

Commissioner Tou Velle expressed his approval to the granting of the permit on the same basis, whereupon the Commission referred the matter to the Attorney to prepane a form of bond and permit in accordance therewith. Mr. Lippy signified his willingness to comply with the Commission's wishes in this regard.

The Commission adjourned at 11:50 o'clock a. m. for luncheon with the Roseburg Chamber of Commerce in the dining room of the Umpqua Hotel following which, at 1:50 o'clock p. m., several other delegations were heard, including delegations from Glide, Oregon, and Myrtle Creek, Oregon.

The Glide delegation consisted of Robert I. Hart, spokesman, M. C. Wood, John Alexander, Cecil R. Harris, L. W. Jordan, M. H. McCord, H. A. Blakley, and Willard Smith. They came before the Commission in the interest of the North Umpqua Highway extending easterly from the City of Roseburg to Diamond Lake. They inquired when the State intends to take over this road as a state highway. They explained that, if the State does not intend to take this road over within the next three years, they believe that they could induce the County Court to improve the road but the County does not want to do so if the road is to be designated as a state highway in the near future. Chairman Cabell explained that this is a major project estimated to cost between $3,000,000 and $4,000,000, and there is no prospect of the State starting such a major improvement in its present financial status, therefore, the probabilities are that the road will not be designated as a state highway within the next three years.

Mr. Hart then inquired whether or not the State will maintain the present road. He was informed by Chairman Cabell that the Commission cannot expend state moneys for such purpose inasmuch as the road is not a state highway. This concluded the hearing.

The Myrtle Creek delegation consisted of the following members: Roy Kinney, G. R. Bates, N. M. McDougall, A. Lunsford, A. White, G. R. Ledgerwood, and Mr. Shirtcliff, all of Myrtle Creek, and G. E. Bough and J. P. Amacher, Canyonville.

This delegation protested the proposed revision of the Pacific Highway which will bypass the town of Myrtle Creek and declared that it will be a tremendous blow to their town if the Commission adheres to its present plans in this regard. The Engineer explained in a general way the plans for the

proposed improvement of this highway. He said that, from an engineering standpoint, he could not recommend that the road be rerouted so as to pass through the town of Myrtle Creek because that would not be providing for permanent construction and would not fit in with the plans for a major improvement. He advised that, notwithstanding the fact that the new highway would not follow the line of the present highway, the old road would still be kept up and maintained in good condition for the benefit and use of the towns located thereon. He also advised that the final decision of rerouting the highway is a matter for the Commission to decide and that his responsibility terminates when he has reported his findings to the Commission from an engineering standpoint.

Chairman Cabell advised that the Commission has received many requests for the modernization of the Pacific Highway in this vicinity by reducing grades and eliminating curvature and, if the project is worthy of undertaking, it should be done right, which means that some of the towns which are located on the present route will not be on the revised route. The hearing was concluded at 1:45 o'clock p. m. following which the Commission returned to Portland.

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Portland, Oregon, April 15, 1936

The State Highway Commission met in special session at 8:30 o'clock p. m. in Room 301, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission conferred with Senator Franciscovich, Astoria; County Commissioner James Elliott of Clatsop County; Ralph Staehli, Manager of the Allied Truck Owners Association; H. F. Morrison, representing Morrison Trucking Co.; and several other gentlemen, in regard to log hauling on state highways.

Senator Franciscovich appealed, on behalf of numerous logging operators who are operating on the state highways in Clatsop County, for a

modification of the Commission's previous ruling in regard to the penalty for loading their equipment in excess of the statutory weight limits and the 1500-lb. tolerance per axle allowed by the State Highway Commission. He gave as his thought that the present method of penalizing violators of these statutes is unfair and that the penalty should apply only to the particular equipment involved in the violation rather than against the owner of the equipment. In other words, when there are a number of combination trucks and trailers being operated under a single special carrier permit, each combination shall be considered a separate and distinct unit and a violation involving one of such units should have no bearing whatsoever on the penalty which may be imposed on any other unit involved in a violation, which is contrary to the practice that is now being followed by the Commission.

After some discussion of this matter, the Commission agreed unanimously to modify its previous ruling in that regard and instructed the Secretary to so inform the Public Utilities Commissioner and to request him to amend the recommendations heretofore given him by the Commission by altering the same in conformity therewith. The Commission made no alteration in the penalties which are to be imposed for overloading and these are to remain as previously adopted, viz.; 10 days suspension of the permit for the first violation, 20 days suspension of the permit for the second violation and 30 days suspension of the permit for three or more violations. Senator Franciscovich pledged his support to see that his clients comply with the Commission's orders so as to give this matter a fair trial to the end that the practice of overloading shall be reduced to a minimum, thus preserving the highways in the best possible condition.

Mr. Staehli urged the Commission to change the rules so as to permit the hauling of logs on a board-foot basis rather than on the weight basis. He pointed out that there is considerable difference in the weight of logs of the same size which is very confusing to the operators when logs are being loaded because there are no scales available to weigh them. It was explained to Mr. Staehli that it was the State Legislature and not the State Highway Commission that set the weight limits and specified the manner in which the weight of a legal load shall be determined, hence, the Commission has no authority to make the change that he requests and if any change is made it is up to the State Legislature to make it. This concluded the conference.

Mr. John Cooter came before the Commission in regard to a right of way matter on the revised location of the Corvallis-Newport Highway, a short distance east from the town of Toledo. It appears that the highway has been relocated across farm property belonging to Mr. Cooter and that he donated the right of way for this purpose several years ago with the understanding that the Highway Commission would do certain things for him and would soon construct the new road. However, the highway work was deferred and Mr. Cooter moved away leaving undone certain improvements that he intended to make to his property when the highway was built. It also appears that Mr. Cooter's tenant is now asking for these improvements which includes the moving of a small milk house, the destruction of a chicken house and a shed, and some filling in work around Mr. Cooter's residence. Mr. Cooter gave as his thought that the State should do these things for him in order to

satisfy his tenant, notwithstanding that the highway work has not been completed, and asked the Commission to authorize an expenditure for such purpose. He also asked the Commission to provide clearance under a certain bridge located adjacent to his property so as to permit the passage of cattle from his property on one side of the highway to other property belonging to him on the opposite side.

The Engineer estimated that it would cost about $50 to move the milk house and about $75 to wreck the two buildings and stack up the lumber. He recommended the approval of Mr. Cooter's request in regard to these two things. Relative to filling in around Mr. Cooter's residence and providing for a cattle pass at the bridge, he stated that he could not make a recommendation in regard to such work until an investigation has been made of the same. After some discussion the Commission approved the Engineer's recommendation and instructed him to inspect the fill and cattle pass matter in company with Mr. Cooter and to render a report thereon for the Commission's information in passing on the subject.

The Commission had under consideration a request from the town of Merrill, Klamath County, for the oiling of the shoulders adjacent to the highway pavement along two blocks of city streets, for which the City is willing to pay up to a maximum of $1.00 per sq. yd. leaving a balance of about $1,700 for the State to pay. The Engineer advised that the City had in mind that this work might be done in connection with the Dunn & Baker contract for the construction of the Merrill-Hatfield project, however, that is impossible because this job is located a considerable distance from Merrill wherefore, if the Commission wants to do the work, it would have to be done under a separate contract. In view of the Engineer's report the Commission denied the request by unanimous vote.

The Engineer reported on the matter of cutting of trees on the right of way of the Heppner-Spray Secondary Highway. He said that investigation reveals that at least 16 trees of very excellent quality have been cut within the limits of the highway right of way by a Mr. Ed Freeman in connection with logging operations near the summit of the Blue Mountains at the Morrow-Wheeler County Line and, in addition, many trees outside of the right of way have been felled on the right of way causing considerable damage to the highway. Furthermore, Mr. Freeman has left considerable debris lying on the highway right of way and at one point has piled several large logs in the center of the traveled roadway blocking traffic. He read Division Engineer Williams report on this subject and recommended that Mr. Freeman be prosecuted and that the matter be given considerable publicity to the end that such practice shall not be repeated. The Commission approved the Engineer's recommendation by unanimous vote.

The Attorney reported on the status of acquisition of right of way from the City Motor Trucking Company, Portland, needed for the improvement of the Lower Columbia River Highway at what is known as Rocky Point in Columbia County. He read a letter from the City Motor Trucking Company in this regard in which the company suggests that the matter be submitted to arbitration.

He said that he offered the company $3,000 for its interests in accordance with instructions from the Commission, but the company demands the sum of $11,851 which he considers very unreasonable. The Engineer objected to submitting this matter to arbitration and recommended that the right of way be condemned in the event the City Motor Trucking Company will not settle on a reasonable basis. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under discussion the matter of purchasing pumps for use in connection with the oases development projects along the Columbia River Highway in Morrow County. The Engineer advised that the Board of Control took bids for the furnishing of these pumps, the low bid being that of the John Bean Manufacturing Co., a California concern, at $1100.00, and the second low bid being that of Bingham Pump Company, Portland, at $1698.00; further, that several additional bids were received all of which were considered by the Board of Control which tentatively rejected them because it was thought that the business should not be given to the low bidder which is a California concern in view of the fact that the State of California will not permit Oregon manufacturers to compete with California manufacturers for business in that state. He further advised that it was planned to use government money to finance the purchase of these pumps but the Government will not permit the use of its money for such purpose unless the business goes to the low bidder; furthermore, government money can not be used to maintain the pump, for which reasons, if the Commission wants to give this business to the Oregon concern, it will be necessary to pay for it with strictly state money.

It was the opinion of the Commission that, considering the circumstances, the bid of the John Bean Manufacturing Co. should be accepted notwithstanding that it is a California concern, in order to take advantage of the savings in cost to the State. However, action on the matter was deferred pending a conference with Governor Martin. Chairman Cabell stated that he would talk this matter over with the Governor on the following Monday.

The Commission adjourned at 10:15 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning in the Public Service Building.

Portland, Oregon, April 16, 1936

The State Highway Commission reconvened in regular session at 9:00 o'clock a.m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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

MYRTLE POINT-BANDON ROCK PRODUCTION PROJECT

No qualified bids received.

UMPQUA HIGHWAY
REEDSPORT-WILSON RANCH SECTION
GRADE WIDENING AND SURFACING

Warren Northwest, Inc.	$63,755.00
J. C. Compton	65,814.50
Babler Bros.	67,849.00
F. J. Kernan	70,219.50

PACIFIC HIGHWAY
CONCRETE VIADUCT OVER SOUTHERN PACIFIC TRACKS
NEAR GREEN STATION

Mountain States Construction Co.	$32,960.00
Tom Lillebo	34,681.00
Barham Bros.	35,275.00
Averill & Corbin	35,560.00
Homer G. Johnson	36,534.00
Kern & Kibbe	38,545.00
The United Contracting Co.	38,925.00
P. L. Crooks & Co.	42,810.00

PACIFIC HIGHWAY
CONCRETE VIADUCT OVER UNION PACIFIC TRACKS
NEAR MADRAS

McNutt Bros.	$16,870.00
Guthrie-McDougall Co.	18,085.00
P. L. Crooks & Co.	18,370.00
Joplin & Eldon	18,460.00
Tom Lillebo	18,995.00
Dunn & Baker	19,400.00
Averill & Corbin	20,585.00
The United Contracting Co.	20,825.00
Kern & Kibbe	21,675.00
Consolidated Highway Co.	23,555.00

WARM SPRINGS HIGHWAY
AGENCY PLAINS-MADRAS SECTION - GRADING

James Crick	$67,285.00
Dunn & Baker	75,945.00
Fisher Bros.	83,071.50

Agency Plains-Madras Section--con't.

Coos Bay Construction Co.	$83,189.00
Colonial Construction Co.	84,911.00
Kern & Kibbe	86,522.50
Guthrie-McDougall Co.	89,668.50
J. A. Lyons	89,972.00
McNutt Bros.	101,069.00
Consolidated Highway Co.	104,301.00
P. L. Crooks & Co.	108,411.00
Joplin & Eldon	113,708.50

OREGON COAST HIGHWAY
APPROACHES TO YAQUINA BAY BRIDGE
GRADING, BITUMINOUS MACADAM SURFACING, ALSO CRUSHED ROCK

Homer G. Johnson	$72,707.50
Consolidated Highway Company, Inc.	75,767.50
Babler Bros.	81,856.00
P. L. Crooks & Co.	82,649.00
Kern & Kibbe	82,903.00
Gates and Hall	83,256.00
Malcom & Bell	83,954.00

CORVALLIS-NEWPORT HIGHWAY
TOLEDO-SIMPSON CREEK SECTION
GRADING, SURFACING AND OIL MAT SURFACE TREATMENT

	Using Oil	Using Tar
Consolidated Highway Co.	$104,394.00	$105,324.00
Homer G. Johnson	110,876.50	111,420.50
Kern & Kibbe	112,770.50	112,411.50
Babler Bros.	122,975.00	122,709.00
Gates & Hall	128,042.00	- - - - -
P. L. Crooks & Co.	129,150.00	129,115.00
Malcom & Bell	129,462.50	130,702.50

Low combination bids on the Yaquina Bay Bridge approaches and Toledo-Simpson Creek Section:

	Total Combination	
Consolidated Hwy. Co., Inc.	$180,161.50*	$181,091.50**
Homer G. Johnson	183,584.00*	184,128.00**

Note: * Based on use of oil on Toledo-Simpson Creek Section Project.
** Based on use of tar on Toledo-Simpson Creek Section Project.

CORVALLIS-NEWPORT HIGHWAY
BRIDGE OVER OLALLA CREEK, NEAR TOLEDO

Wm. C. Schmitt	$5,550.00

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Bridge over Olalla Creek, near Toledo--con't.

Consolidated Highway Co., Inc.	$6,152.00
Kern & Kibbe	6,405.00
P. L. Crooks & Co.	7,215.00

COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY LINE-PORTLAND SECTION
REGRADING AND PAVING

Oregon Contracting Co. & Theo. Arenz	$116,734.00
Jacobsen-Jensen Co.	123,028.00
Parker-Schram Co.	124,768.00
Harold Blake	127,548.00
The United Contracting Co.	134,729.00
Kern & Kibbe	138,307.00

162nd AVENUE-GRESHAM ROAD SECTION OF GLISAN STREET
ASPHALTIC CONCRETE PAVING

Jacobsen-Jensen Co.	$31,749.00
Warren Northwest Inc.	35,353.00
Kern & Kibbe	35,521.50
The United Contracting Co.	36,041.00

OLD OREGON TRAIL
EAST UNIT, STANFIELD-PENDLETON HILL SECTION
GRADING

James Crick	$81,930.00
Jacobsen-Jensen Co.	89,988.00
Morrison-Knudsen Co.	95,130.00
Kern & Kibbe	96,533.50
P. L. Crooks & Co.	98,208.00
McNutt Bros.	100,430.00
White's Trucking Co.	101,890.50
Consolidated Highway Co., Inc.	102,031.00
Harold Blake	102,132.00
Newport Construction Co.	112,019.00
F. J. Kernan	112,570.00
Coos Bay Construction Co.	114,430.50

SHANIKO-FOSSIL SECONDARY HIGHWAY
UNIT NO. 1, CHICHESTER GULCH-SUMMIT SECTION
GRADING AND ROADBED TOPPING

Portland Sand & Gravel Co.	$4,073.50
Consolidated Highway Co., Inc.	5,400.60

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SHANIKO-FOSSIL SECONDARY HIGHWAY
UNIT NO. 2, CHICHESTER GULCH-SUMMIT SECTION
GRADING

Portland Sand & Gravel Co.	$12,043.00
Consolidated Highway Co., Inc.	12,743.00

Chairman Cabell announced that the award of contracts would be made at 4:00 o'clock p. m. in the same room.

A delegation from Waldport and Corvallis, representing the City Councils and Chambers of Commerce of both cities, came before the Commission at this time and requested improvements to the Alsea Highway, particularly the Tidewater section. C. A. Swope, City Attorney of Waldport, headed this delegation which included Desmond Fulp, George Peil, and C. E. Hall, all of Waldport; Frank Groves, Jim Gallagher, H. W. Hand, C. C. Cochran, C. E. Ingalls, Jack Porter, C. A. Bartell, Jack Smith and Wade Malone, all of Corvallis.

Speaking in behalf of this improvement in addition to Mr. Swope, were Mr. Ingalls and Mr. Malone.

Chairman Cabell pointed out that Oregon now has eight roads extending from the interior to the coast compared with only one similar road in the State of Washington. He acknowledged that the improvement of the Alsea Highway is a meritorious project but advised that it is also a very costly project and that the Commission would like to place it on the program for early construction but cannot do so because of lack of funds to finance the work. He advised that the Commission will bear the project in mind for future consideration.

The County Court of Marion County, represented by County Commissioner Roy S . Melson and County Engineer Nathan C. Hubbs, conferred with the Commission in regard to the Champoeg Road. Honorable Milton A. Miller, Portland, also was present and entered into the discussion of this subject.

Mr. Melson explained that the County Court is experiencing some difficulty in acquiring right of way needed for this project and that some of the property owners are asking exorbitant amounts for their land. He requested additional time in which to acquire this right of way and advised that the County Court would prefer the improvement of the existing road between Champoeg and Butteville rather than a new road as proposed by the Commission because, in their opinion, improvement of the old road would serve the purpose equally as well and any right of way needed can be purchased for considerably less money. Furthermore, the old road is in a location where it will not be inundated during high water.

The State Highway Engineer admitted that there is a possibility that a new road constructed on the proposed location will be flooded occasionally but, according to the records, such flooding will not occur very often. He

advised that the road has been located near the Willamette River to take advantage of natural scenery and to bring it close to points of historical interest. Chairman Cabell confirmed the Engineer's remarks.

Mr. Melson then asked the Commission to designate this road as a secondary state highway. He was informed by Chairman Cabell that the Commission cannot do this now inasmuch as the money which has been appropriated to finance the present improvement is federal money which must be expended for county road improvements and to make it a secondary highway would take it out of the county road class.

Mr. Miller advised that the Champoeg Park Commission has obtained $18,000 of W.P.A. money to finance improvements in Champoeg Park. It was his thought that, if the government is willing to appropriate funds for such work, Marion County should be able to contribute sufficient funds to acquire right of way for a road leading to the park. He urged the County Court to extend all efforts to that end.

Mr. Melson inquired as to the plans of the Commission to extend the proposed road easterly from Butteville to a connection with the Aurora-Wilsonville Secondary State Highway. He was informed that the Commission has no definite plans in this regard but there is not much question about the road being completed after it is once started. After further discussion, Mr. Melson stated that the County Court will renew its efforts to acquire the right of way on the proposed new alignment and will advise the Commission not later than May 5, if possible, the results thereof. It was pointed out that there is a possibility that some of the right of way will have to be condemned. The Commission's Attorney was instructed to consult with the Marion County District Attorney in regard thereto and to assist in any way necessary to take care of the legal features involved.

County Commissioners J. W. Dunn and E. G. Calkins, Lincoln County, came before the Commission in regard to the Siletz River Secondary Highway. They stated that certain sections of this road were severely damaged during the past winter and are very much in need of repair and urged the Commission to do something about the matter. The Commission instructed the Engineer to investigate the conditions and report his findings at the next meeting. In this connection Mr. Dunn filed with the Commission a resolution adopted by the Siletz Valley Grange No. 558 urging the immediate repair and improvement of this road.

Mr. Calkins inquired as to what plans the Commission has for the improvement of the Oregon Coast Highway between the Siletz River and Newport. Chairman Cabell advised that the Commission would like to improve this section but has no money to finance the work at the present time and there is a question whether the Commission will have any money for such purpose for another year or so, especially in view of the fact that the Commission is being criticized by people in other sections of the state for spending so much money on the Oregon Coast Highway.

The Commission adjourned at 12:00 o'clock noon 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. with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

Mr. J. F. Porter, Secretary-Manager, Roosevelt Highway Ferry Company, came before the Commission in regard to the furnishing of ferry service across Yaquina Bay subsequent to the termination of their contract on May 31, and up to the time the Coast Highway bridge at this place is completed and opened for traffic. The Commission discussed with Mr. Porter several proposals submitted by him for furnishing such ferry service and, after considerable discussion, finally accepted his offer dated April 16, 1936, whereby the Roosevelt Highway Ferry Company offers to furnish the ferryboat "Rogue" sixteen hours per day, on 15-minute schedule, for the sum of $1550 per month; the ferryboat "Sadie B" sixteen hours per day, on 15-minute schedule, for the sum of $1300 per month and "Tug Pilot No. 1" with barge 40'x80' in size, which will accommodate twenty-four cars, eight hours per day, on 30-minute schedule, for $900 per month; extra service by the "Pilot No. 1" and barge at the rate of $3.75 per hour and by the ferryboats "Rogue" and "Sadie B" at the rate of $2.75 per hour, with the understanding that the company will construct and maintain a second dock at its sole cost and expense on the Newport side of the bay for landing the "Sadie B" and that the State will construct and maintain at State expense a second ferry slip and dock at South Beach on the south side of the bay. Mr. Porter stated the willingness of his company to enter into a written agreement with the Commission on that basis and to make the expiration date of such agreement to coincide with the opening of the new bridge to traffic.

The Commission instructed the Attorney and the Engineer to prepare a form of agreement in conformance with the offer and to include therein provision that the company shall assume liability for all accidents that may occur in connection with the operations of the ferry equipment. (The price schedule mentioned above was revised slightly at a meeting of the Commission held on April 24, 1936)

In connection with this matter the Engineer suggested that it would be advisable to maintain a director on the Newport Dock to guide traffic and to see that the ferries operate on schedule to the end that the best possible service may be rendered the public. The Commission approved the Engineer's suggestion by unanimous vote and authorized him to maintain such direct service at State expense.

Mr. Fred Vincent of Vincent and Vincent, representing the West Coast Aerial Company, came before the Commission in an endeavor to have the Commission contract its aerial survey work with his firm. The Engineer explained that the Commission now has a working arrangement with the State Engineer for taking aerial photographs and that the cost of the work is paid on a 50-50 basis by the two departments. It was his thought that the most

economical thing to do is to continue the arrangement with the State Engineer rather than to contract such work with an outside agency. Mr. Vincent urged the Commission to give his company a trial. After considerable discussion the Commission indicated that it might give Mr. Vincent's concern a trial job but made no definite commitment in regard thereto. The Engineer was instructed to pick out a proposed location, in the study of which he feels that aerial photographs might be used to good advantage, and report the same to the Commission which will then decide whether or not to try out Mr. Vincent's facilities.

A delegation of farmers residing along the proposed secondary highway between Aurora and Wilsonville came before the Commission and urged the Commission to revise the location of this proposed road so that their farms will not be cut up as badly as they will be if the road is constructed on the line now proposed. This delegation was headed by Mr. Walter Schlickhiser, Sherwood, and included the following: Mike Miller, W. P. Wurster, J. E. Langdon, H. P. Keil, Lewis Keil, F. M. Keil, Louis Van de Moortele, John Pugh, Eldon Pugh, Homer Langdon, H. L. Mills, F. W. Wagner, F. B. Garrett, and W. H. Fearnley.

In support of oral arguments, Mr.Schlickhiser presented a petition signed by 21 property owners and taxpayers affected by this improvement urging the Commission to construct this road on the following described location: "From a point near Aurora, indicated on your map of June, 1935 as Station No. 1137, thence in a direct line to the Lone Oak Service Station near Tigard, Oregon" for the following reasons:

"a. This road would be economical to construct in that it would take in portions of the present traveled road and save the cost of establishing new right of way and in that it follows a very easy grade and takes a very few buildings;

b. This road will not cut up the established farm land to the extent that other proposed roads will and is far more satisfactory from the standpoint of the community as a whole;

c. This road is the straightest of all the proposed lines;

d. In general, this road uses 3½ miles of present traveled road, whereas the one your Engineers have recommended uses only one-half mile of present traveled road; this road, in general, is straight and level, has cut through no established farms, whereas the route your engineers have selected crosses several canyons, cuts through hop houses, farm houses, barns and established farms generally."

The Engineer advised that the Highway Department's location for this road was selected only after a very thorough investigation of several routes. He pointed out that the selected route is about one-fourth mile shorter than the route proposed by the delegation and that it would cost

about $200,000 less to construct bridges on this route than on the other. He declared that there would be no advantage to using the pavement on the existing road because it is too lightly constructed to withstand the traffic that it will eventually carry and it would be necessary to spend a large sum of money to reconstruct it. Several other members of the delegation expressed their views on this subject following which Chairman Cabell advised that the engineers have made very careful surveys of alternate routes and the Commission is of the belief that they are correct in their selection and, accordingly, have decided to adopt the engineers' location. Commissioners Aldrich and Tou Velle concurred in the statements of Chairman Cabell.

A delegation from Linn, Benton and Lincoln Counties, representing the South Santiam Highway Association, came before the Commission in regard to the completion of the South Santiam Highway. Included in the delegation were the members of the Linn County Court, Judge J. J. Barrett and Commissioners H. A. Renninger and H. F. Warren; C. H. Murphy, President of the Association; Charles Childs, B. R. Weerbrook, Z. E. Merrill, and Walter W. Larsen, all of Albany; County Commissioner W. H. Malone of Benton County; W. F. Groves, J. D. Smith, C. A. Bartell, J. A. Gallagher, C. C. Cochran and H. W. Hand, all of Corvallis; N. M. Newport, Tom Kirk, T. W. Munyan, G. D. Hammett, Harry C. Howe and Senator Sam Garland, all of Lebanon; W. S. Chambers of Brownsville; C. E. Hall, Desmond Fulp, and C. A. Swope, of Waldport. Mr. Murphy headed the group and introduced the speakers.

Senator Garland presented the principal arguments in support of their request. He reiterated arguments previously presented on behalf of this improvement. Other speakers were County Judge Barrett, Linn County, Mr. Newport, President of the Lebanon Commercial Club, and County Commissioner Malone of Benton County.

The Engineer explained that the Commission has no money available at the present time to finance any more work on this highway and there is a question as to whether or not Congress will appropriate additional funds for federal aid roads this year. In any event, if Congress does appropriate moneys it will probably not be available until some time in the fall which would mean that any work that the Commission might want to do on this road could not be placed under contract until the following spring. Chairman Cabell assured the delegation that the Commission will bear their project in mind and will do what it can with the money available.

Mr. Jay Bowerman, attorney, Portland, came before the Commission at this time on behalf of contractor C. J. Montag and Sons in regard to the violations that this contractor has committed in connection with their contract for the construction of a bridge on the Klamath Falls-Weed Highway south of Klamath Falls. He said that Mr. Montag has retained Mr. J. T. Pasquill to audit his accounts and suggested that the Commission appoint an auditor to work with Mr. Pasquill in making a joint audit. He also asked the return of certain time books and other papers which Mr. Montag loaned to the State. Chairman Cabell advised that the Commission has this matter under consideration and is now investigating the records that Mr. Montag loaned to the State

and, when this audit is done, the records will be turned back to Mr. Montag. He further stated that the Commission has a special meeting scheduled for Friday, April 24 and, if Mr. Montag so desires, he may come before the Commission at that time for further discussion of this subject. He added that, if Mr. Montag and his sons do not comply with the provisions of the contract it will probably be necessary for the Commission to take drastic action and take over the job in conformance with the contractual provisions in that regard.

Mr. Bowerman requested a statement of some sort to give him an idea as to what violations Mr. Montag is charged with. The Commission instructed the Attorney to inform Mr. Bowerman in that regard.

The County Court of Lane County, represented by County Judge Fred Fisk and County Commissioner W. J. Holland, was present and requested several highway improvements in Lane County. Accompanying the County Court were C. R. Belknap, Rainbow, Oregon; W. H. Vincene and H. W. Cooley, Blue River, Oregon.

Judge Fisk asked for the following improvements:

1. Early completion of the Willamette Highway
2. Resurfacing the 6-mile section of the Siuslaw Highway between Greenleaf and Swisshome
3. Survey a 6-mile section of the so-called route "F" between Christner Gap and Veneta
4. Construction of a 2-mile section of Fox Hollow Secondary Highway south of Eugene from the end of the present improvement to a good farm settlement in that district
5. Removal of snow on the McKenzie Highway over the summit and the resurfacing of this section, 4 or 5 miles in length

Mr. Belknap urged the opening and repair of the Summit section of the McKenzie Highway at an early date so as to afford means of exchange of commodities of the western and central Oregon districts. He stated that he is in the lumber business and has orders for about 1,000,000 feet of lumber to go to Eastern Oregon but cannot deliver the same until snow is removed from the McKenzie Pass and the road opened to travel.

Judge Fisk filed with the Commission, in support of his request, a letter dated April 15, 1936, signed by the members of the County Court.

At 4:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Myrtle Point-Bandon Rock Production Project in Coos County. The Commission received no qualified bid for this work, hence has ordered the project readvertised for bids to be received at the next meeting.

"Reedsport-Wilson Ranch Section of the Umpqua Highway, in Douglas County. 8.0 miles of grade widening, crushed gravel surfacing and oil mat surface treatment. The low bid received for this project is that of Warren Northwest, Inc., Portland, at $63,755.00. The next low bid received is that of J. C. Compton, McMinnville, at $65,814.50. There are two higher bidders. The Commission awards this contract to Warren Northwest, Inc., at their low bid of $63,755.00.

"Construction of concrete viaduct over the Southern Pacific Company's tracks on the Pacific Highway near Green Station, south of Roseburg, in Douglas County. The low bid submitted for this project is that of the Mountain States Construction Co., Eugene, at $32,960.00. The next low bid is that of Tom Lillebo, Reedsport, at $34,681.00. There are six higher bidders. The Commission awards this contract to the low bidder, Mountain States Construction Co., at their bid of $32,960.00.

"Concrete viaduct over Union Pacific Railroad Company's tracks on the Warm Springs Highway, north of Madras, Jefferson County. The low bid received for this project is that submitted by McNutt Bros., Eugene, at $16,870.00. The next low bid submitted is that of Guthrie-McDougall Co., Portland, at $18,085.00. There are eight higher bidders. The Commission awards this contract to McNutt Bros. at their low bid of $16,870.00.

"Agency Plains-Madras Section of the Warm Springs Highway, Jefferson County. 6.83 miles of grading. The low bid for this job is that of James Crick, Spokane, Washington, at $67,285.00. The next low bid is that of Dunn & Baker, Klamath Falls, at $75,945.00. There are ten higher bidders. The Commission awards this contract to James Crick, at his low bid of $67,285.00.

"Approaches to Yaquina Bay Bridge on the Oregon Coast Highway, in Lincoln County. 0.64 mile grading, 0.56 mile bituminous macadam surfacing and furnishing crushed rock in stock pile. The low bid is that submitted by Homer G. Johnson, Portland, at $72,707.50. The next low bid is that of the Consolidated Highway Company, Inc., Portland, at $75,767.50. There are five higher bidders. The Commission advertised that this job would be awarded in combination with the construction of the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, for which bids were also received at this meeting, hence, both jobs must be considered in combination. The low bid received for the Toledo-Simpson Creek project is that of the Consolidated Highway Company, Inc., Portland, at $104,394.00, using oil, and $105,324.00 using tar. The next low

bid is that submitted by Homer G. Johnson, Portland, at $110,876.50, using oil, and $111,420.50, using tar. There are five higher bidders on this job. The low combination bid for both projects is that submitted by the Consolidated Highway Company, Inc., Portland, at $180,161.50, using oil, and $181,091.50, using tar. The next low combination bid is that of Homer G. Johnson, Portland, at $183,584.00, using oil, and $184,128.00, using tar. The Commission has awarded both of these jobs to the Consolidated Highway Company, Inc., at their combination bid of $180,161.50, using road oil, this being the low combination bid received.

"Construction of a composite pile trestle bridge over Olalla Creek on the Corvallis-Newport Highway, in Lincoln County, north of Toledo. The low bid submitted for this project is that of Wm. C. Schmitt, Portland, at $5,550.00. The next low bid is that of the Consolidated Highway Co., Inc., Portland, at $6,192.00. There are two higher bidders. The Commission has rejected all bids received on this project and has ordered the job readvertised.

"Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County. 3.46 miles of regrading and paving. The low bid submitted for this project is the joint bid of the Oregon Contracting Company & Theo. Arenz , Portland, at $116,734.00. The next low bid is that submitted by Jacobsen-Jensen Co., Portland, at $123,028.00. There are four higher bidders. The Commission awards this contract to the Oregon Contracting Co. & Theo. Arenz , Portland, at their low bid of $116,734.00.

"162nd Avenue-Gresham Road Section of Glisan Street, Portland, Multnomah County. 1.99 miles of asphaltic concrete paving. The low bid received for this project is that of Jacobsen-Jensen Company, Portland, at $31,749.00. The next low bid is that of Warren Northwest Inc., Portland, at $35,353.00. There are two higher bidders. The Commission awards this contract to Jacobsen-Jensen Company, Portland, at their low bid of $31,749.00.

"East Unit, Stanfield-Pendleton Hill Section of the Old Oregon Trail, Umatilla County. 7.56 miles grading. The low bid submitted for this project is that of James Crick, Spokane, Washington, at $81,930.00. The next low bid is that of Jacobsen-Jensen Co., Portland, at $89,988.00. There are ten higher bidders. The Commission has deferred the award of this contract pending the completion of right of way negotiations and has referred the bids to the Engineer with power to award to the low bidder when these matters have been satisfactorily concluded.

"Unit No. 1, Chichester Gulch-Summit Section of Shaniko-Fossil Secondary Highway, Wheeler County. 0.67 mile grading and

1.25 miles roadbed topping. The low bid received for this project is that of the Portland Sand & Gravel Co., Portland, at $4,073.50. The next low, and only other bid received, is that of the Consolidated Highway Co., Inc., Portland, at $5,400.60. The Commission rejects both these bids.

"Unit No. 2, Chichester Gulch-Summit Section of Shaniko-Fossil Secondary Highway, Wheeler County. 0.58 mile of grading. The low bid submitted for this job is that of the Portland Sand & Gravel Company, Portland, at $12,043.00. The only other bid received for this job is that of the Consolidated Highway Co., Inc., Portland, at $12,745.00. The Commission has rejected both of these bids."

Messrs. F. C. Dillard, Ira Witherow and John Sundquist, Grand Ronde, Oregon, came before the Commission at this time in regard to log hauling on the Salmon River Highway. They explained that they are hauling logs 41 feet long, which, in combination with the hauling equipment, makes the overall length about 53 feet which is in excess of the length limit specified in the statutes. They also explained that they are conversant with the Commission's requirements in regard to furnishing insurance in connection with the hauling of overlength loads and the requirement that trailers shall be equipped with hand-operated steering devices. They expressed their willingness to comply with the insurance requirement but asked the Commission to modify its ruling in regard to hand-operated steering devices on trailers because, in the first place, it would be impossible for them to comply with such ruling and, in the second place, it is not necessary, in their estimation, because their trailers are fastened to their trucks in such a manner that the wheels of the trailers follow directly in the tracks of the wheels of the trucks. After some discussion, the Engineer suggested that a trial load be taken over the highway, in the presence of a Highway Department Engineer and a representative of the Department of State Police, to determine whether or not an overall length load of 55 feet can be transported over the Salmon River Highway between the desired points, without a hand steering device on the trailer and without taking up more than one-half the traveled portion of the roadway and, if it is found that the load does not overlap the center line of the road, then that the modification requested be granted. The Commission approved the Engineer's suggestion and instructed him to make the necessary arrangements for such trial run.

Mr. Dillard then asked the Commission to provide additional area at the Commission's scale site near Grand Ronde so as to enable loads of logs to be weighed and driven back onto the highway without interfering with other highway traffic. He said that, under present conditions, this could not be done and it is necessary to back these loads onto the highway which creates a hazard. The Commission instructed the Engineer to look into this matter and ascertain what is necessary, if anything, to remedy this situation.

The County Court of Sherman County, represented by County Judge George A. Potter and Commissioners A. A. Dunlap and P. C. Axtell, was present

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in regard to the improvement of the Fulton Canyon Market Road. They explained that the high water of the past winter seriously damaged this road, particularly the 1½-mile section immediately adjacent to the Columbia River Highway, and the County has no funds with which to finance repairs which include the reconstruction of a bridge that was washed out and some surfacing work, hence they are wondering if the State Highway Commission will not designate this road as a secondary state highway and do the repair work at state expense. They also said that this is a very important market road serving the best wheat section in Sherman County, that it is the natural outlet for this district and that it is not feasible for the farmers to transport their products over any other road. They pointed out that this road extends from the town of Wasco down Fulton Canyon to a connection with the Columbia River Highway at a place known as Miller and that it is a natural extension to the Wasco-Heppner Secondary Highway which now terminates at the town of Wasco.

The Engineer advised that the County Court's statements as to the importance of this road are correct in that it serves a very important wheat district and carries a heavy tonnage of wheat to the warehouses at Miller. He also stated that, in his estimation, this road will some time in the future be designated as a secondary state highway although the present policy of the Commission will not permit that it be done now. He suggested, in view of the circumstances and the emergency that apparently exists, that it might be advisable for the Commission to designate a 1½-mile section of this road immediately out of Miller as a Secondary State Highway. Chairman Cabell explained briefly that it is contrary to the general practice of the Commission to take on any more secondary highways except in cases of emergency and that this policy has been followed in disposing of requests of a number of other counties and, in order to be consistent, the Commission could hardly designate the entire section as a secondary highway. He added that it is apparent that an emergency does exist in connection with the 1½-mile section out of Miller therefore, in so far as he is personally concerned, he would approve putting this section on the Secondary Highway System. Commissioners Aldrich and Tou Velle concurred. Thereupon, the County Court was advised to adopt a resolution formally requesting the Highway Commission to designate this 1½-mile section as a Secondary State Highway and forward a certified copy of the same to the Commission for consideration at its next meeting on April 24. The Engineer was instructed to investigate the condition of the road and determine just what repairs are necessary and to report the same and the cost thereof to the Commission on April 24.

Mr. R. V. Bingham, of the Bingham Pipe Company, Portland, which company submitted the second low bid for furnishing pumps to be used in connection with the Commission's oasis projects adjacent to the Columbia River Highway in Morrow County, came before the Commission and urged that this business be given to his company, notwithstanding the fact that they did not submit the low bid therefor, rather than to the John Bean Manufacturing Company which is a California concern. It was his thought that the California bid should not be considered in view of the fact that the State of California will not permit manufacturers from the State of Oregon to quote prices on its state projects. He urged the adoption of the same policy in the State of Oregon.

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Chairman Cabell explained that the pumps in question are being financed with federal money and that the Government requires that the business be given to the concern submitting the low bid, notwithstanding that the State might be willing to pay the difference between the low bid and the next one higher. He further advised that the previous policy of the Commission has been to recommend to the Board of Control, which makes the purchases, acceptance of the low bids, and the Commission is of the opinion that it would be unwise to diverge from such policy at the present time. Policies in connection with such matters, he said, should be set by the Legislature, so that there would be no uncertainty and bidders can readily ascertain just what they can expect. He also said that the Commission appreciates the purpose and desire of Mr. Bingham in making this request but, under the circumstances, must decline to make any change or modify its present policy and the principle involved.

Reconsideration was given by the Commission at this time to the purchase of timber along the Salmon River Highway. Entering into the discussion of this matter were Ira Witherow, Grand Ronde, Manager of the Miami Timber Corporation; Eugene Walsh, Portland, Forest Engineer; S. H. Boardman, Parks Engineer; and C. L. Gardiner, Right of Way Agent. Mr. Gardiner reported that a cruise shows that there are 9,070,000 board feet of timber standing on the Schroeder tract described as the S½ of the NE¼ and the N½ of the SE¼ of Sec. 13, T. 6 S., R. 9 W., W.M., which the Commission proposes to acquire and trade to the Miami Corporation for 500-foot strips of its timber land along the highway and that there are 9,456,000 board feet of standing timber on that portion of the Miami Timber Company's holdings in which the Commission is interested, or an excess of 386,000 board feet on the Miami Corporation's property. He further reported that the Schroeder interests want $2.00 per thousand for their timber and that the Miami Corporation has agreed to exchange an equal amount of its timber at the same rate but wants $2.50 per thousand for the timber that it is giving up in excess of the amount that it is to receive on the Schroeder tract. Mr. Witherow confirmed this statement insofar as it pertains to the Miami Corporation.

The question then arose as to which portion of the Miami Company's timber it would be advisable to acquire in view of the fact that the Commission is unable to purchase as much as it originally intended to purchase. The Parks Engineer advised that the best timber from the State's standpoint is located east of the center of Section 14 adjoining the tract that the Commission previously acquired from the Schroeder interests and he recommended the purchase of 500-ft. strips of timber along the highway easterly from that point. After considerable discussion the Commission decided to stand on the Parks Engineer's recommendation and so ordered by unanimous vote.

Mrs. Katherine MacRae, County School Superintendent of Clackamas County, came before the Commission and renewed her request for the construction of pedestrian overcrossings over the East Portland-Oregon City Highway between Portland and Milwaukie, for the benefit of school children. She urged the Commission to construct one of these overcrossings as an experiment and guaranteed that the school children would use it. She was informed that

such structures could not be constructed for less than $10,000 each and the Commission does not have funds to finance a program of that kind at the present time, hence, it is necessary to deny her request. The Engineer suggested that the matter might be taken care of satisfactorily by constructing pedestrian tunnels under the highway or by maintaining School Boy Patrols. Mrs. MacRae objected to the tunnels because, in her estimation, they would encourage delinquency; however, after some discussion, she agreed that such tunnel construction would be better than no protection at all. The Commission made no commitment in regard thereto but finally ordered the Engineer to look into the feasibility of such tunnel construction and report his findings together with an estimate of cost to construct, light and drain the same. He was instructed to have Maintenance Engineer J. N. Bishop contact Mrs. MacRae soon for a joint inspection of prospective sites for such tunnels.

The Commission adjourned at 5:30 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning.

Portland, Oregon, April 17, 1936

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building, with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

Bids as follows for the construction of state highway projects were opened and read in conformance to previously published notice:

PACIFIC HIGHWAY
SOUTHERN PACIFIC UNDERCROSSING AT OREGON CITY

Parker-Schram Co.	$289,416.00
Kern & Kibbe	311,440.50
P. L. Crooks & Co.	312,736.00
Orino, Birkemeier & Saremal	323,731.50
Malcom & Bell	325,876.00
F. J. Kernan	365,575.00

NEHALEM SECONDARY HIGHWAY
MIST-PITTSBURG SECTION - RESURFACING

Saxton & Looney & J. S. Risley	$27,194.00
Babler Bros	28,435.00
Warren Northwest Inc.	30,265.00
Dolan Construction Co.	31,893.00
Harold Blake	32,877.50

NEHALEM SECONDARY AND MIST-CLATSKANIE SECONDARY HIGHWAY
MIST-PITTSBURG SECTION - OIL MAT TREATMENT

	Using Oil	Using Tar
Babler Bros.	$24,192.00	$24,052.00
J. C. Compton	- - - - -	27,292.00
Warren Northwest Inc.	28,680.00	27,925.00

THE DALLES-CALIFORNIA HIGHWAY
OREGON TRUNK RAILWAY UNDERCROSSING ON FRANKLIN AVENUE
IN BEND

P. L. Crooks & Co.	$76,476.00
Kern & Kibbe	76,910.00
Guthrie-McDougall Co.	77,796.50
Parker-Schram Co.	82,136.50
Warren Northwest, Inc.	83,790.50

SHOP BUILDING IN SALEM

A. J. Anderson	$12,964.00
Fred A. Erixon	14,191.40
Chas. Gilbert, Jr.	14,464.00
Odom Construction Co.	14,838.00
Herren Construction Co.	14,898.00
Slate Construction Co.	15,998.88

VANCOUVER AVENUE EXTENSION, PORTLAND
COLUMBIA BOULEVARD TO UNION AVENUE
PAVING

Harold Blake	$21,376.50
Parker-Schram Co.	21,604.00
The United Contracting Co.	21,975.50
Jacobsen-Jensen Co.	22,052.50
Kern & Kibbe	23,422.50
Warren Northwest, Inc.	23,832.50
Edlefsen-Weygandt Co.	24,766.00
F. J. Kernan	26,507.50

OLD OREGON TRAIL
HOT LAKE-LA GRANDE SECTION - WINDBREAK PLANTING

Hart Construction Co.	$3,742.00
O. N. Pierce	3,985.00
Doty & Doerner	4,378.00
Rohan's Flower Shop	6,662.00

WALLOWA LAKE HIGHWAY
ELGIN-ROCK CREEK SECTION - OIL MAT TREATMENT

Harold Blake	$33,675.00
Newport Construction Co.	34,369.00
Babler Bros.	35,529.00
Joplin & Eldon	36,055.00
Warren Northwest, Inc.	37,409.00
J. C. Compton	38,829.00

THE DALLES-DUFUR COUNTY ROAD
THREEMILE CREEK-EIGHTMILE CREEK SECTION
ROCK SURFACING

Hart Construction Co.	$16,550.00
Parker-Schram Co.	16,635.00

GALES CREEK COUNTY ROAD
BALM GROVE-FOREST GROVE SECTION
GRADING, SURFACING, OILING

	Using Oil	Using Tar
Saxton & Looney, J. S. Risley, and J. C. Compton	- - -	$56,483.50
Warren Northwest, Inc.	$58,383.00	57,975.00
Consolidated Highway Co.	63,168.40	64,608.40
Babler Bros.	68,020.00	67,920.00

Chairman Cabell announced that the award of contracts would be made at 4:00 o'clock p. m. in the same room.

County Judge J. B. Wilkerson of Columbia County and Mr. L. R. Rutherford, St. Helens, came before the Commission in regard to the improvement of the Lower Columbia River Highway at Johnston's Crossing which place, they said, is the scene of numerous bad traffic accidents, a number of which have resulted in fatalities. Chairman Cabell advised that there are many places throughout the State where similar conditions exist and to correct all of them would require the expenditure of an enormous sum of money, in fact, they could not be financed without a special bond issue which the Commission is not disposed to undertake at this time. He also advised that the Commission will do the best it can with the money available but can make no definite commitments at this time.

The Engineer brought up for discussion the matter for disposal of the ferry boats "Oregon" and "Roosevelt" now being used in service across Coos Bay but which will be idle when the Coos Bay Bridge is opened for traffic in the early part of May. He recommended that the "Roosevelt" be sold to the bidder submitting the highest bid therefor in open competitive bidding and that the "Oregon" be reconditioned and moved to Wilsonville for use in transporting traffic across the Willamette River at that place, inasmuch as the ferry that is now operating there is small and is not giving good service. The Commission approved the Engineer's recommendation by unanimous vote and

authorized him to advertise the ferry "Roosevelt" for sale at the next meeting and to do what is necessary to recondition the "Oregon" for use at Wilsonville.

The Commission considered matters pertaining to the proposed undercrossing of the Southern Pacific tracks on the secondary highway between Aurora and Wilsonville. The Engineer advised that the Southern Pacific Company wants the State to join in the expense of this structure on a 50-50 basis, rather than on the original basis whereby the State would pay for the abutments and the company would pay for the girder installation, to which proposition he is opposed because it would result in the State paying about $4,000 more than under the plan originally proposed. He also advised that the company will not require the State to make provision now for its future double track at this location nor to spend any money at the present time in connection therewith if the State will pay one-half of the cost of the entire project when the company is ready to go ahead with its work. He recommended that the company's offer be declined and that the Commission adhere to the original proposition. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported the results of his investigation of a short wave radio broadcasting system for the use of the State Highway Department, Department of State Police, and State Forestry Department. He explained that the plans he has in mind for such system call for the installation of four 100-watt stationary sets located at Salem, Klamath Falls, La Grande, and Bend; three 50-watt stationary sets located at Roseburg, The Dalles and Burns; seven 10-watt stationary sets located at Astoria, Coquille, Grants Pass, Pendleton, Baker, Multnomah and Eugene, and ten 10-watt portable sets six of which are to be mounted in Snogo equipment and four on automobiles. He estimated that such system would cost a total of about $40,000 or $50,000, 45% of which cost will be a direct grant from the Federal Government under a P.W.A. setup. He read a letter from Mr. Wallace Wharton, Executive Secretary to Governor Martin, on this subject and explained his plans for the operation of the system. He further explained that a similar system is now being operated in the State of Washington to very good advantage, according to the statements of Lacey V. Murrow, Director of Highways in that state, who advises that the maintenance and operation of the system is very inexpensive. He said that there has been some question raised as to whether or not the arrangement for stations will necessitate shifting the headquarters of any of the officers of the State Police Department and in that connection said that he consulted Mr. Charles P. Pray, Superintendent of the Department of State Police, who advised that he has no intention of shifting any of his officers by reason of the installation of this radio system. He recommended approval of the installation which would cost the State approximately $25,000, and requested authority to file an application with the P.W.A. for grant monies to finance the same and to apply to the Federal Radio Commission for a license to operate it.

After considerable discussion of this matter, the Commission approved the Engineer's recommendation and request by unanimous vote with the understanding that the location for the various stations would be decided definitely later.

The Engineer also reported briefly on the reconnaissance survey that has been made of the route of the proposed new highway between Marshfield and Bandon, Coos County. The Commission deferred action on this matter pending the rendering of a report in full detail.

The Engineer also reported the results of the reconnaissance surveys conducted on highways in the vicinity of Jordan Valley, Malheur County, as instructed by the Commission at a previous meeting when a delegation from Jordan Valley was present. He said that it would cost about $91,000 to construct the Hooker Creek Cutoff as a unit of the I.O.N. Highway, bypassing the town of Jordan Valley about 4 miles, compared with a cost of $118,000 to construct the highway through Jordan Valley, as requested by the delegation; also, that it will cost approximately $89,680 to improve the existing roads north and west from Jordan Valley to connections with the proposed route of the I.O.N. Highway (Hooker Creek Cutoff). He pointed out that the object of this improvement is to provide a short cut highway across the corner of the State of Oregon and, with that idea in mind, it would be inadvisable to build the highway through Jordan Valley which would lengthen the road some 4 or 5 miles. He recommended therefore, the adoption of the Hooker Creek Cutoff as the permanent route for this highway and the construction of this cutoff when funds become available and traffic demands the improvement. He also recommended that the Commission continue the improvement of the I.O.N. Highway on the adopted alignment from the end of the present improvement toward Jordan Valley up to the point where it connects with the south end of the Hooker Creek Cutoff and that this project be the next one undertaken by the Commission on this highway. He also recommended that there be included in the Commission's program as a second-preference project, the construction of a section of this highway immediately north of the north end of the Hooker Creek Cutoff, both of these projects to be financed with government money.

In regard to the improvement of the present roads extending north and west of Jordan Valley, he recommended that these be improved as state projects to be financed with state money as it becomes available. After considerable discussion of this matter the Commission, by unanimous vote, approved and adopted the recommendations as made by the Engineer.

In this connection the Engineer reported the receipt of a letter from W. H. Lynch, District Engineer of the Bureau of Public Roads, to the effect that the Bureau will approve the use of W.P.A. funds to reconstruct the two roads extending north and west of Jordan Valley but there is a question as to whether or not they would approve the allocation of Federal Lands Funds for such improvements.

The Engineer rendered a report on the cost to reconstruct the Criterion-Summit Section of The Dalles-California Highway in Wasco County which was severely damaged during the breakup following the past hard winter. Six different methods for this improvement were included in the report the cost of which range from $104,570 to $181,632 for topping and oiling under what is known as the "O-11" specification. He recommended the adoption of Specification "E" which provides for 10 inches of compacted rock consisting of 6 inches

of quarry run and 4 inches of waterbound macadam with an "O-11" specification oil surface at an estimated cost of $139,854 and advised that this work should be done this year and that it should be contracted in May in order to assure the completion of the project before winter. The Commission approved the Engineer's recommendation by unanimous vote with the understanding that this expenditure should be kept in mind when additional emergency funds are allocated in the future, so that proportionate amounts can be distributed to the other districts thus equalizing the distribution of funds to the four districts of the state, in accordance with the percentages heretofore adopted by the Commission.

The Commission considered and signed an agreement with the Union Pacific Railroad Company, the Northern Pacific Railroad Company, and the City of Pendleton concerning the East Pendleton grade separation project. In this connection the Secretary presented a copy of the Public Utilities Commissioner's Order No. 3304 abolishing and eliminating the grade crossing on Court Street in the City of Pendleton at its intersection with the O.W.R. & N. Co. railroad tracks and barring and prohibiting the use of this grade crossing to all vehicular or pedestrian traffic. The Commission ordered this document filed in the department records.

The Commission considered and referred to the Attorney correspondence in regard to its claim against the Federal Government for the cost of repairing the Highway Department's Graham Sedan which was damaged in collision with a government truck in October, 1935. The Commission indicated its acceptance of the terms of the settlement of this claim notwithstanding that the Government has deducted $12.00 from the Commission's bill.

The Engineer reported that, in conformance with previous instructions from the Commission, he had Engineers E. G. Ricketts and W. W. Stiffler appraise the house constructed by Charles Powell, former Highway Department Patrolman, on the Highway Department section grounds at Austin, Grant County, and that these engineers place a value of $370 on the house and fixtures. He recommended, in view of the circumstances, the payment of such amount to Mr. Powell for his equity in this house. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration reports received from the Department of State Police covering violations committed by the following special carriers who were arrested for transporting overloads of logs on state highways.

Owner	Operator	Equipment	Violation
W. W. Harris	Clifford Chas. Wolfer	Truck License T 52-203 PUC Plate 8058-4; Trailer License T 3423, PUC Plate 8059-4	Arrested Mch. 30 for overload of 2,950 lbs. on trailer

Owner	Operator	Equipment	Violation
Matt Erickson	E. I. Fosner	Truck License T51-150 PUC Plate 8523-4; Trailer License T50-822 PUC Plate 7990-4	Arrested Mch. 30 for overload of 1,700 lbs. on trailer
Roy Brown	Roy M. Spencer	Truck License T52-671 PUC Plate 8172-4; Trailer License T52-670, PUC Plate 8173-4	Arrested Mch. 30 for overload of 2,000 lbs. on trailer
Elbert Crayne	Elbert Crayne	Truck License T51-555 PUC Plate 8929-4; Trailer License T52-886 PUC Plate 8930-4	Arrested Mch. 29 for overload of 1,250 lbs. on trailer
Edw.E.Forgard	Robt. H. Morgan	Truck License T52-656, PUC Plate 8869-4; Trailer License T3754, PUC Plate 8870-4	Arrested Apr. 7 for overload of 3,850 lbs. on truck and 9,700 lbs.on trailer
W. H. Dewey	W. H. Dewey	Truck License T51-531 PUC Plate 6986-4; Semi-trailer T51-155, PUC Plate 6987-4	Arrested Apr. 8 for overload of 2,300 lbs. on rear axle of truck and 1,200 lbs. on trailer

The Commission ordered that a communication be directed to the Public Utilities Commissioner recommending that these operators be penalized in accordance with the Commission's recently adopted policy covering such matters. In this connection the Commission deemed it unnecessary to pass personally on these arrest reports and, accordingly, authorized the Engineer and the Secretary to bring them to the attention of the Public Utilities Commissioner without such formality and to recommend to him penalties to be imposed in conformance with the Commission's policy.

The Commission considered as a special matter the violation committed by Joe Wiederholder, Estacada, who was apprehended by the State Police for transporting an overlength load on the Mount Hood Highway without having on his truck the permit authorizing such movement. In this connection the Secretary presented a letter from the Public Utilities Commissioner indicating that there is some question as to whether or not Mr. Wiederholder had his permit on the truck when he was stopped by the police. In view of the circumstances the Commission decided to disregard this violation and to recommend to the Public Utilities Commissioner that no penalty be imposed in this instance.

The Commission discussed the complaint of Thomas Mayberry, Plaintiff, versus Oregon-Washington Railroad and Navigation Company, arising

out of injuries which Mr. Mayberry alleges he received when one of the trains of the O.W.R.&N. Company was derailed in the Columbia River Gorge as a result of running into a snow bank which the railroad company claims was deposited on their tracks by operations of state highway employees in connection with snow removal operations on the Columbia River Highway. The Commission also discussed a letter from A. C. Spencer, General Solicitor for the Union Pacific Railroad Company, in regard to this matter, in which he suggests that the Highway Commission may wish to participate in the defense of this action. The Commission decided unanimously not to take any part in this suit.

The Engineer reported the need for the purchase of 10 additional mowing machines in order to properly maintain the increased mileage of state highways. He estimated that these machines would cost about $100 each, or a total of $1,000, and requested authority to make the purchase. The Commission granted the request by unanimous vote.

The Engineer reported that it is no longer necessary, because of improved conditions to maintain the reduced load limits heretofore placed on certain highways and recommended the partial revocation of the Commission's order in regard thereto. The Commission approved the Engineer's recommendation and, by unanimous vote, adopted the following resolution lifting the reduced load limit on these highways:

WHEREAS, on the nineteenth day of February, 1936, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the following state highways, to-wit:

OLD OREGON TRAIL between Pendleton, in Umatilla County, and La Grande, in Union County;

THE DALLES-CALIFORNIA HIGHWAY between Maupin, in Wasco County, and Klamath Falls, in Klamath County;

MCKENZIE HIGHWAY between Sisters and Redmond, in Deschutes County;

OCHOCO HIGHWAY between Redmond, in Deschutes County, and Prineville, in Crook County;

MT. HOOD HIGHWAY between Parkdale and Hood River, in Hood River County;

DAIRY-BONANZA HIGHWAY between Dairy and Bonanza, in Klamath County;

KLAMATH LAKE SECONDARY HIGHWAY between Link River Bridge and Wocus Bridge in Klamath County;

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said state highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the

OLD OREGON TRAIL between Pendleton, in Umatilla County, and La Grande, in Union County;

THE DALLES-CALIFORNIA HIGHWAY between Maupin, in Wasco County, and Bend, in Deschutes County;

MC KENZIE HIGHWAY between Sisters and Redmond, in Deschutes County;

OCHOCO HIGHWAY between Redmond, in Deschutes County, and Prineville, in Crook County;

MT. HOOD HIGHWAY between Parkdale and Hood River, in Hood River County;

DAIRY-BONANZA HIGHWAY between Dairy and Bonanza, in Klamath County;

KLAMATH LAKE SECONDARY HIGHWAY between Link River Bridge and Wocus Bridge in Klamath County

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said sections of the said highways hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the County Clerks of each county in which said highways are located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

Dated this seventeenth day of April, 1936.

The Engineer brought up for discussion the matter of acquiring land in Oregon City on which to deposit rock materials excavated in connection with the Oregon City undercrossing project. It appears that it is highly desirable to deposit some of this material along the east side of the Portland Electric Power Company's trestle on Water Street, south of 14th Street in Oregon City, and that the company is willing for the state to do this provided the state will assume all responsibility for the parts of their trestle which may still be standing when the state's work commences, it being their

intention to remove the rails, trolley wire and other parts that they consider worth salvaging prior to the time that the state wants to use this land.

The Engineer explained that the Commission has just purchased a minimum width right of way at this point but it is now considered advisable to widen this right of way and construct riprap and to extend the purchase a little further north than was originally contemplated. It was his thought that this extra right of way should be acquired and he accordingly requested authority to enter into negotiations for the purchase of the same. The Commission approved the Engineer's request and authorized him to take options for this right of way if they can be obtained at reasonable cost. A report on the matter was ordered rendered at the next meeting.

The Engineer also brought up for discussion the matter of acquiring additional land in Oregon City along the proposed Water Street route just south of the Abernethy Creek Bridge and particularly across Blocks 12, 13 and 14 which, he said, would be needed for right of way in the event that Water Street is eventually adopted as the route for the East Portland-Oregon City Highway through this town. He explained that he has received information to the effect that Jarman's Inc., Chevrolet Dealers of Oregon City, have plans to construct a garage building on Block 14, the largest part of which will be needed for right of way and, if they are allowed to proceed with their plans the building of the highway on the proposed location will be blocked, at least property values will be enhanced to such an extent that it cannot be purchased for nearly as small a sum as it can be purchased for at the present time. He gave as his thought that the state should negotiate for the purchase of these 3 blocks, or as much of the same as is actually needed for right of way and that options should be secured from the owners so as to make certain that the land will be available for highway purposes, if needed. After some discussion, the Commission approved the Engineer's suggestion and instructed him to contact the owners of this property and to secure options from them if they can be acquired in reasonable amounts. He was also instructed to ascertain what plans, if any, the owners have for the development of these properties and to render a full report on the matter at the next meeting.

The Engineer reported that he has reached a satisfactory settlement with Mr. George MacKay, Dayville, Oregon, for the disposal of his claim for d amages arising out of the construction of a high diversion ditch across his property in Grant County whereby Mr. MacKay has agreed to accept as payment in full therefor the sum of $253.50 which is on the basis of the payment of $100 per acre for cultivated land under irrigation, $50 per acre for irrigable pasture land, and an allowance of $10 for changing a certain headgate in his irrigation ditch. He advised that upon payment of this amount Mr. MacKay will grant to the State a perpetual easement to the 4.02 acres involved but will not deed the property to the State because it would cut off his pasture land from water. He asked the Commission to confirm this settlement. After due consideration the Commission approved the settlement as reported by the Engineer and authorized the payment of the amount involved.

The Commission had under consideration the claim of Mrs. Annie Schug for damages which she alleges occurred to her property which is located adjacent to the Bertha-Beaverton Highway near Glencullen, in Multnomah County, by reason of certain highway construction work. The Engineer advised that subsequent to the time that the highway was reconstructed at this point a slight movement of land adjoining the highway occurred but the movement was completely stopped by the construction of a drainage tunnel under the land where the movement took place. However, investigation reveals that the slide did extend to the corner of Mrs. Schug's house and may have damaged her property to a small extent but such damage can be repaired at a cost not to exceed $300. He further advised that he was informed by Mrs. Schug's attorney that the entire property is valued at about $1,200 and can be purchased for that figure if the State wants to settle the claim in that manner. He recommended, in view of the fact that the highway construction work was apparently the cause of the damage, that the Commission either purchase Mrs. Schug's property outright or pay her $300 to cover the cost of the repairs. After some discussion the Commission decided to limit its expenditure to the cost of the repairs and authorized the payment of $300 to Mrs. Schug for such purpose upon the condition that she will sign a statement releasing the State completely from further responsibility in the matter.

The Engineer reported receipt of information to the effect that the Federal Government has made available to the states the sum of $1,300,000 for the purpose of furnishing cotton road mats for curing cement concrete pavements and for furnishing reinforcing cotton membrane for use in connection with the construction of bituminous surface roads. This material, he said, would be furnished to the several states desiring it free of cost if application for the same is made before May 1. He gave as his thought that Oregon should take advantage of this offer, at least for experimental purposes, and accordingly requested authority to file an application with the government for a limited amount of this material. He suggested that the curing mats be tried out on the Ross Island Bridge-Schiller Street Project in Portland and that the reinforcing fabric be used on the Cottage Farm-Aumsville Project east of Salem where it can be easily observed. The Commission approved the Engineer's request by unanimous vote and authorized him to apply for a sufficient quantity of such materials for use in connection with these two projects.

The Commission considered and approved the Engineer's letter dated April 10, 1936, directed to Mr. Gilbert E. Gable, Mayor, Port Orford, Oregon, in which he advised Mr. Gable that the State Highway Commission is ready to proceed with the construction of the road leading from the Oregon Coast Highway to the docks in Port Orford upon receipt of a letter from him, as Manager of the Port Orford Dock and Terminal Corporation, stating definitely that it is the intention of the corporation to rebuild the dock which was damaged by storms of the past winter and, upon receipt of satisfactory evidence that the County Court of Curry County has obtained the extra right of way needed for this improvement.

The Attorney reported receipt of information from Honorable Rufus C. Holman, State Treasurer, to the effect that the City of Portland has refused

to turn over to the State, in accordance with the law, certain moneys which have been collected by the city for fines for traffic law violations and that Mr. Holman would like for the State Highway Commission to join him in a friendly suit against the City to enforce payment of such amounts. He requested instructions in regard thereto. The Commission instructed the Attorney to inform Mr. Holman that it approves his activity in this matter and recommends a friendly suit to collect the amounts due the State; also, that the Commission has no objections to his taking such action as he deems necessary to obtain these funds.

The Engineer reported that, in connection with the proposed Garden Home Overcrossing project, it appears necessary to construct a county road approach which is outside of the 1500 ft. limits that can be financed with W.P.A. railroad grade crossing elimination money, hence, other means must be provided to pay the cost of the same. This work, he said, involves grading, surfacing, and oiling for a distance of about 840' and is estimated to cost approximately $4,600. He also reported that this matter was discussed with the County Court of Washington County by Chairman Cabell and himself with the result that the following tentative arrangement was made to do the work:

> The State will construct the approach outside of the 1500-ft. limits as a W.P.A. Secondary Highway Project if the Bureau of Public Roads will approve an expenditure of federal funds for the purpose; the County to acquire, at County expense, all necessary rights of way and reimburse the State, from County funds, for all expenditures on this section which cannot be recovered from the Federal Government.

After some discussion of this matter, the Commission, by unanimous vote, approved the tentative arrangement made by Chairman Cabell and the Engineer and authorized the Engineer to include such work in the plans for the construction of the Garden Home project.

The Commission had under consideration a letter from Sheldon F. Sackett, Publisher of the Coos Bay Times, in which he asked the Commission to pay $250 towards the cost of publishing a special edition of his newspaper dealing entirely with the new Coast Highway bridges. The Commission denied the request but authorized the Engineer to have a four column zinc cut made of each bridge and to loan them to Mr. Sackett for this special edition.

The Commission had under consideration a letter from the Taylor Motor Company, Inc., Oregon City, in regard to the ownership of a certain hydraulic lift located on the company's property at Oregon City which the State has acquired for right of way for the proposed revision of the Pacific Highway at the Oregon City Undercrossing. It appears that the company claims ownership of this piece of equipment which is disputed by the Assistant Attorney who claims that it was permanently installed on the property that the State acquired and should go with the land. He figured the lift was worth $125. After some discussion, the Commission decided that the Taylor Motor Company, Inc., should be permitted to retain possession of this lift.

The County Court of Tillamook County, consisting of County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and E. J. Anderson came before the Commission at this time in the interest of the Wilson River Highway. They presented a letter from Wells Gilbert, representing the Weyerhaeuser Timber Company, in which it was pointed out that, because of the poor condition of this road, the company is unable to truck logs over the same, and request was made for some surfacing work and for the filling in of the approaches to a certain large culvert so as to permit use of the culvert by traffic. The County Court urged the Commission to give favorable consideration to this matter and pointed out that the Weyerhaeuser Timber Company at one time agreed to donate to the State, for park purposes, strips of timber land adjacent to the highway right of way as soon as the road is opened up as far as Jordan Creek. It was their thought that the company might withdraw its offer if the highway is not opened up to this point in the near future, because the company has received many inquiries from people who are anxious to purchase homesteads in this vicinity. They asserted their desire to secure a deed to the timber strips before the company sells its land to private parties. They urged the Commission to continue construction work up to Jordan Creek in order to comply with the conditions of the Weyerhaeuser Company's offer which would require about one-half mile of new work.

The Engineer gave as his thought that the most important thing to do on this road is to surface it so as to make the present graded section usable for traffic, and to construct the one-half mile section requested by the County Court in order to comply with the Weyerhaeuser Timber Company's requirement, however, such surfacing work cannot be done until the grading work, which is now under contract, is completed. He pointed out that the Commission has no funds to finance the surfacing or additional grading work on this road but anticipates another allotment of federal funds within the next few months and, if these materialize, the Commission, no doubt, will consider an allocation of some of these funds to the Wilson River Road, although it is not likely that the money will be available for contracting until fall.

After further discussion, Chairman Cabell advised that the best the Commission can do is to give their project preferred consideration in point of time; also, that plans and specifications for this project will be prepared as soon as money to finance construction becomes available. This work, he said, will be expedited as much as possible and certainly the one-half mile section referred to should be given special consideration in order to comply with the agreement with the Weyerhaeuser Timber Company so that the timber strips will not be lost. The Engineer was instructed to proceed with the preparation of this project in conformance with Chairman Cabell's statement and to see what can be done about filling in the approaches to the culvert mentioned by the County Court.

County Commissioner Lindsey requested the oiling of the Oregon Coast Highway between the pavement and the curb lines through the town of Rockaway. The Engineer advised that an investigation was made of this matter by the Maintenance Engineer some time ago and he reported the lack of drainage facilities which should be supplied before the oiling work is started. Mr.

Lindsey urged the Commission to take care of the drainage matter. The Commission instructed the Engineer to investigate and estimate what it would cost to do such work with the idea in mind that the improvement might be undertaken when the State's oiling crew is in that vicinity.

Commissioner Lindsey then reported that the Sourgrass Section of the McMinnville-Tillamook Highway between Grand Ronde and Dolph is in very bad condition and asked for its improvement. The Engineer advised that this is a maintenance proposition and that the Highway Department's maintenance forces will take care of the matter as soon as they can get to it. It was his thought that repairs would be made before there is any appreciable amount of beach traffic.

Judge Rosenberg asked for additional work on the Little Nestucca Secondary Highway, however, the Commission took no action on this request.

County Judge Fred Fisk of Lane County reappeared before the Commission at this time in regard to the removal of snow from the McKenzie Pass. He asked the Commission for a definite statement in regard to this matter to take back to his people in Lane County. After some discussion, during which the Engineer explained the past practice of the Commission in regard to opening up this road, the Commission instructed the Engineer to make investigation and determine approximately what it would cost to do this work and to make the road available for traffic.

Judge Fisk then asked what plans the Commission has for the oiling of the Lake Creek Road (Siuslaw Highway) between Greenleaf Creek and Mapleton, a distance of 16 miles. He was informed that the Commission proposes to advertise for bids next month for the oiling of one-half of this section.

The Commission adjourned at 12:20 o'clock p. m. to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the Auditorium of the Public Service Building, with the same members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

A delegation representing the John Day Highway Improvement Association, came before the Commission in the interests of the John Day Highway. This delegation was headed by Mr. E. R. Fatland, Condon, and included the following: D. U. Mackay, Condon; D. E. Baxter and E. L. Morse, Postmaster, Spray. They asked particularly for the improvement of the section between Fossil and Kinzua Junction. Mr. Mackay urged this improvement on behalf of representatives of the Federal Land Bank of Spokane, which he represents. He said that the bank has consolidated its activities in Oregon in four districts and that the headquarters of one of these districts, comprising four counties, is located at Condon, and he anticipates greatly increased traffic over the John Day Highway by reason thereof. Mr. Morse urged the improvement of this road in order to provide better mail service.

Mr. Baxter, who is a merchant in Spray, endorsed the remarks of the other speakers. He urged the adoption of a continuous program of construction for each year at both ends of the 4½-mile section that the Commission is constructing this year. In the general discussion of this matter Mr. Fatland expressed his preference for the reconstruction of the Spray-Kimberly Section as the first project after the construction of the Fossil-Kinzua Junction project. Mr. Baxter concurred and added that the Service Creek Section should also be given special consideration. Mr. Fatland asked for the construction of guard fence or sight posts along the Burton Canyon-Spray Section so as to provide safeguards for traffic during the winter season and especially during foggy weather. The Engineer was instructed by the Commission to look into this matter and report the cost thereof at the next meeting.

Mr. Fatland brought up the matter of landscaping the wye connection between the John Day Highway and the Lone Rock Road near Condon. He said that this area contains about one-fourth of an acre and they are desirous of having it planted to trees and shrubbery in order to improve its general appearance. He asked the Commission to authorize the work. The Commission ordered a report on this matter by the Landscape Engineer with the thought in mind that, if the expense is not too great, the work might be done if savings accrue from the program already arranged for landscaping funds.

The County Courts of Clatsop and Tillamook Counties came before the Commission at this time and requested additional improvements for the Neahkahnie Mountain-Cannon Beach Road. All members of both county courts were present. They urged the Commission to allocate sufficient funds to complete this road in Clatsop and Tillamook Counties at an early date and suggested that both state and federal funds be appropriated for the purpose. Judge Boyington advised that both counties are hard pressed to maintain their county road systems and have no funds available to cooperate with the state in this improvement. Judge Rosenberg confirmed Judge Boyington's statement insofar as it pertained to Tillamook County. He said that his county cannot live up to its previous agreement with the Commission because it has been unable to collect taxes from the timber interests as it had hoped to do. He inquired what it would cost approximately to complete this road and was informed by the Engineer that the estimates indicate that it will cost upwards of $500,000 to close the gap after the Arch Cape Tunnel is completed and that it will cost about half that sum to simply grade and provide a temporary rock surface.

Chairman Cabell pointed out that there are three major projects under way involving Clatsop and Tillamook Counties, namely, the Wolf Creek Highway, the Wilson River Highway, and the Neahkahnie Mt.-Cannon Beach Road, all of which are merited. He gave as his thought that the Highway Commission would be inclined to construct another section of the Neahkahnie Mt. Road when additional funds are obtained from the Federal Government provided Tillamook County will pay a portion of the cost thereof. He recalled the understanding which was had between the former State Highway Commission and the County Court when this road was designated as a Primary State Highway and pointed out that Tillamook County has not paid the State the amount agreed upon at that time. The Commission feels, he said, that the County should pay something on this obligation as Clatsop County has done, if it wants this road completed.

In the discussion that followed several suggestions were made as to how the county might pay this account. One of these suggestions was offered by Judge Boyington who gave as his thought that perhaps the County could set aside each year a certain amount from delinquent tax collections. Commissioner Aldrich suggested that the County might assign to the State Highway Commission each year a portion of the county's share of the motor vehicle tax money, as has been done by Wallowa County, to pay off its indebtedness. Judge Rosenberg stated that the County would be willing to turn over its timber tax money if and when collected but there is a question if it can be collected. He appeared favorably inclined to the suggestion made by Commissioner Aldrich but deferred making a definite statement in regard thereto until he has conferred with his constituents in Tillamook. He added, however, that the County Court will "go to bat" for the proposition as far as possible.

Chairman Cabell concluded the discussion of this matter by reiterating that the Commission is very anxious to dispose of the county's obligation, also, that the Commission has no funds available to finance additional work on the Neahkahnie Mt. Road now and will not have until it receives the next allotment of federal funds which probably will not be until late in the summer; hence the County will have plenty of time to think over ways and means of paying its account. He assured both county courts that remittances made by them in compliance with the understanding with regard to the construction of the Neahkahnie Mt. Road will be expended for additional work on this road.

The Tillamook County Court then asked the Commission to give the County credit for expenditures made by the county for furnishing rock to be used in connection with the State's oiling project on the Nehalem-Neahkahnie Mt. detour which, they estimated, would amount to approximately $6,000. The Commission agreed to do this if there are no legal barriers.

Clatsop County Court asked the Commission to designate, as a Secondary State Highway, the county road which extends from the Wolf Creek Highway at Elsie to the Nehalem Secondary State Highway at Jewell which road, they said, is now carrying state highway traffic pending the completion of the Wolf Creek Highway. Chairman Cabell advised that the Commission's established policy prevents making this road a state highway at this time but the Commission hopes to take on additional secondary roads at some future date and if, at that time, Clatsop County is still desirous of having this road placed on the Secondary Highway System, he is inclined to think that the Commission will concur. The Engineer suggested that, inasmuch as this road now carries considerable state highway traffic and will continue to do so until the Wolf Creek Highway is opened, it might be advisable for the State to assume the maintenance of the road temporarily as a primary state highway detour. The Commission approved the Engineer's suggestion and accordingly authorized him to maintain the road at state expense, if that can be done legally, until the Wolf Creek Highway is opened up for public use.

County Judge Hugh McLain, of Coos County, came before the Commission at this time in regard to the State acquiring what is known as Golden Falls Park, about 10 miles north of the present terminus of the Coos River Secondary

State Highway at the town of Allegany, Coos County. He said that Butler Brothers, Minneapolis, who are the owners of this park, have offered to deed it to the State, without cost, if the State will expend $10,000 for the improvement of a road leading up to the park so that it can be used for the truck hauling of logs. The area that is to be deeded to the state, he said, contains 120 acres of land on which there is a stand of 4,000,000 board feet of timber, and it also contains the water falls known as Golden Falls. It was his thought that this tract would make a very desirable addition to the state park system and he urged the Commission to accept the offer of Butler Brothers. He also said that all of the civic bodies of Coos County are anxious for the State to obtain title to the property so as to insure its preservation in its natural state for general public use and enjoyment.

Chairman Cabell advised that the Commission appreciates that this area would make a fine addition to the state park system but it appears that the condition of the company's offer cannot be met by the State because the road leading to the park is not on the state highway system which precludes the expenditure of state money to improve it. Furthermore, it also appears that the road project is not eligible for federal funds because the plans for construction are not up to standard. The Engineer explained that the federal requirements for the expenditure of federal funds provide for standard road construction and that such construction cannot be obtained at a total cost of $10,000. He added that it would be a fine thing for the State to acquire this park and that he would recommend that that be done if there were any way that the Commission could spend State money legally for the improvement of the road without designating it as a Secondary State Highway. After further discussion, the matter was finally disposed of in the following manner: The Commission agreed to remove from the Secondary State Highway System a 3-mile section of the Powers Secondary Highway south from the town of Powers and to substitute therefor a 5-mile extension of the Coos River Secondary State Highway, north from the town of Allegany, and to spend $10,000 of State money to improve this 5-mile extension when Butler Brothers deliver to the State, a deed for the 120 acres of timber land including Golden Falls.

Judge McLain agreed to this proposition and stated that Coos County will file with the Commission a formal petition for such substitution of such secondary roads immediately upon receipt of such forms from the State Highway Department and will see to it that the State receives the said deed to the park. Thereupon, the Commission referred the matter to the Attorney and instructed him to take care of the legal matters involved and to bring the matter to a satisfactory conclusion from that standpoint. The Engineer was authorized by the Commission to spend $10,000 of State money to improve the 5-mile section thus added to the Secondary Highway when legal matters have been disposed of and a satisfactory deed has been received from Butler Brothers.

The Attorney brought up for discussion matters pertaining to C. J. Montag and Sons contract No. 1750 for the construction of a bridge over the Klamath River and the Great Northern Railroad tracks on the Klamath Falls-Weed Highway south of Klamath Falls, in connection with which it appears that

the contractor has violated certain provisions of the contract relating to labor. The Attorney inquired whether, under the circumstances, it would be advisable to release to the contractor the regular monthly payments in connection with this job pending the outcome of investigations that are now under way. The Commission decided to release the current payment but to hold up future estimate warrants pending the completion of the audit of the contractor's accounts, and so ordered.

Mr. Burton E. Palmer, Director, District No. 2 Works Progress Administration, Portland, conferred with the Commission in regard to the procedure to be followed hereafter in connection with W.P.A. projects that are undertaken on Federal Aid Highways. He pointed out that heretofore it has not been possible to use W.P.A. funds to finance work on Federal Aid Roads but the Administration recently modified its ruling in that regard and it is now permissible to use W.P.A. funds for such purpose. It was his thought that the Commission would like to take advantage of this modification in connection with the W.P.A. projects that are now under way on the Wolf Creek and Wilson River Highways, which are the first ones in the whole of the United States that are eligible to come in under the new setup.

He read and presented to the Commission a copy of a bulletin dated March 23, 1936, from Harry L. Hopkins, Administrator, Works Progress Administration, covering the subject, in which certain procedures are established for the submission and execution of W.P.A. projects on Federal Aid Highways and projects for the elimination of railroad grade crossings, among which is one that specifies that each project must be approved by the State Highway Department and the Bureau of Public Roads before any work is started thereunder, but the projects do not necessarily have to be sponsored by the State Highway Department; also, in which is given a form of agreement which must be entered into by the State Highway Department and the Works Progress Administration covering the approval of the allotment to any project and the payment of obligations in connection therewith.

After some discussion the Commission approved and accepted the said modification and authorized the Engineer to sign agreements in behalf of the Commission as may be necessary to obtain funds for W.P.A. projects on the Federal Aid System.

In this connection, L. G. Apperson, City Engineer, Portland, who is in charge of the Wolf Creek and Wilson River Highway W.P.A. projects, asked the Commission to approve applications for $50,000 additional W.P.A. funds for each of these projects, which amounts, he said, would be sufficient to keep them going up to July 1, 1936, when more funds will be requested. The Commission approved Mr. Apperson's request and authorized the Engineer to sign such applications in its behalf.

At 4:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, such awards having been approved by the Commission previously, by unanimous vote:

"Construction of S. P. Undercrossing on Pacific Highway at Oregon City, Clackamas County. The low bid submitted for this project is that of Parker-Schram Co., Portland, at $289,416.00. The next low bid is that of Kern & Kibbe, Portland, at $311,440.50. There are four higher bidders. The Commission awards this contract to Parker-Schram Company at their low bid of $289,416.00.

"Mist-Pittsburg Section of the Nehalem Secondary Highway, Columbia County. 11.16 miles of crushed rock resurfacing; also furnishing crushed rock in stock piles. The low bid received for this project is that submitted by Saxton & Looney & J. S. Risley, Portland, at $27,194.00. The next low bid is that of Babler Brothers, Portland, at $28,435.00. There are three higher bidders. The Commission awards this contract to Saxton & Looney & J. S. Risley at their low bid of $27,194.00.

"Mist-Pittsburg Section of the Nehalem Secondary Highway and Mist-Clatskanie Secondary Highway, in Columbia County. 11.61 miles of oil mat surface treatment. The low bid submitted for this project is that of Babler Brothers, Portland, at $24,192.00, using oil, and $24,052.00, using tar. The next low bid submitted is that of J. C. Compton, McMinnville, at $27,092.00, using tar. Mr. Compton submitted no bid based on the use of oil. There is one other bidder on this job. The Commission has awarded this contract to the low bidder, Babler Brothers, based on their bid of $24,052.00, using tar.

"Construction of a reinforced concrete undercrossing to carry the Oregon Trunk Railway tracks over Franklin Avenue (The Dalles-California Highway) in Bend, Deschutes County. The low bidder on this project is P. L. Crooks & Co., Portland, at $76,476.00. The next low bidder is Kern & Kibbe, Portland, at $76,910.00. There are three higher bidders. The Commission has awarded this job to P. L. Crooks & Co., at their low bid of $76,476.00.

"Construction of a 48'x96' frame shop building on Oregon State Highway Commission property at Salem, Marion County. The low bid received for this project is that submitted by A. J. Anderson, Salem, at $12,964.00. The next low bid is that of Fred A. Erixon, Salem, at $14,191.40. There are four higher bidders. The Commission awards this contract to the low bidder, A. J. Anderson, at his bid of $12,964.00.

"Vancouver Avenue Extension, Columbia Boulevard to Union Avenue, in Portland, Multnomah County. The low bid submitted for this project is that of Harold Blake, Portland, at $21,376.50. The next low bid received is that of Parker-Schram Co., Portland, at $21,604.00. There are six higher bidders. The Commission has referred all bids received on this job to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Hot Lake-LaGrande Section of the Old Oregon Trail, Union County. 5.19 miles of windbreak planting. The low bid received for this job is that of the Hart Construction Co., LaGrande, at $3,742.00. The next low bid received is that of O. N. Pierce & Co., Portland, at $3,985.00. There are two higher bidders. The Commission has awarded this contract to Hart Construction Co., at their low bid of $3,742.00.

"Elgin-Rock Creek Section of the Wallowa Lake Highway, in Union and Wallowa Counties. 22.49 miles of oil mat surface treatment. The low bid submitted for this job is that of Harold Blake, Portland, at $33,675.00. The next low bid is that of Newport Construction Co., Portland, at $34,369.00. There are four higher bidders. The Commission awards this contract to Harold Blake at his low bid of $33,675.00.

"Threemile Creek-Eightmile Creek Section of The Dalles-Dufur County Road, in Wasco County. 6 miles crushed rock surfacing. The low bidder on this job is Hart Construction Co., La Grande, at $16,550.00. The next low, and only other bidder, is Parker-Schram Co., Portland, at $16,635.00. The Commission has rejected both bids and has ordered the project readvertised.

"Balm Grove-Forest Grove Section of Gales Creek County Road, in Washington County. 1.25 miles grading, 1.25 miles surfacing, 5.79 miles resurfacing and 7.05 miles oil mat surface treatment. The low bid submitted for this project is the joint bid of Saxton & Looney & J. S. Risley & J. C. Compton, Portland, at $56,483.50, based on the use of tar. This firm did not submit a bid based on the use of oil. The next low bidder is Warren Northwest Inc., Portland, at $58,383.00, based on the use of oil, and $57,975.00, based on tar. There are two higher bidders. The Commission has referred all bids on this project to the Engineer with power to award to the low bidder when certain conditions have been satisfied."

The Commission had under consideration a request from the City of Klamath Falls for the widening of The Dalles-California Highway at the intersection of Oregon Avenue and Upham Street in Klamath Falls so as to eliminate the present right angle turn at this location, the right of way for such improvement to be furnished by the City. The Engineer estimated that this improvement will cost about $1200 and recommended the approval of the project. The Commission approved the Engineer's recommendation by unanimous vote subject to the condition that the City of Klamath Falls will furnish the right of way.

Reconsideration was given by the Commission at this time to the matter of designating a new route for the Beaverton-Aurora Secondary Highway No. 141 between Aurora and the Clackamas County Line north of Aurora, in Marion County. In this connection the Secretary presented a resolution from the Marion County Court requesting such designation. The Engineer advised

that the County Court has executed the agreement providing for the abandonment of the present secondary highway between these points which was a condition of the adoption of the new route. He recommended, in view of the circumstances, that the Commission designate the new route as a Secondary State Highway to be known as Butteville Road-Hubbard Secondary Highway No. 164. It appeared to the Commission that its requirements in this regard have been fulfilled and that it is highly desirable to make this substitution of routes whereupon the Commission approved the Engineer's recommendation and, by unanimous vote, adopted the following resolution in regard thereto, upon motion of Commissioner Tou Velle which was duly seconded by Commissioner Aldrich:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Marion County Court of the State of Oregon, has selected the highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or 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 highway, route, or location of a highway in Marion County be and the said highway, location or 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, and shall be known as Butteville Road-Hubbard Secondary State Highway No. 164, to wit:

Beginning at a point in the Pacific Highway at engineer's station 1060+00 of Pacific Highway location and engineer's station 922+64.05 of Aurora-Tigard location survey, approximately two miles southwest of Aurora; thence N. 44° 18' E. 841.05 feet; thence on a spiraled 2° 30' curve to the left a distance of 1,986.67 feet; thence N. 7° 08' E. 19,416.61 feet; thence on a spiraled 1° curve to the left 585.38 feet to the Marion-Clackamas County line at engineer's station 694+34.34 at a point on the Township line between T. 3 S., R. 1 W., and T. 4 S., R. 1 W., W.M., 1,390 feet westerly of the section

corner common to Sections 35 and 36, T. 3 S., R. 1 W, and Sections 1 and 2, T. 4 S., R. 1 W., W.M.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

The Commission considered, and referred to the Engineer for investigation and report, a letter from Mr. Jay H. Upton, Bend, recommending the selection of the John Helfrich Ranch, adjacent to the Central Oregon Highway at Brothers, in Deschutes County, as the site of an oasis development project.

Mr. Gus H. Huthman, Portland, came before the Commission in regard to the routing of the East Portland-Oregon City Highway between Schiller Street and the Ross Island Bridge. He said that the people of this district are very much concerned about the highway being routed along Grand Avenue, especially between Brooklyn Street and Franklin Street because they are afraid that highway construction will produce a slide condition and that their homes will be seriously affected thereby. He suggested that the highway be routed on Seventh Street rather than as proposed. It was explained to Mr. Huthman that it was now too late to make any change in the routing of the highway but the Engineer will investigate the condition mentioned and ascertain whether or not there is any danger of slides occurring, and will take precautionary measures if investigation discloses that necessary.

A letter was presented from Geroge E. Peil, General Chairman, Alsea Bay Bridge Dedication Committee, requesting additional ferry service across Yaquina Bay during the 3-day period May 8, 9, and 10, when the Alsea Bay Bridge Dedication and Annual Crab Festival is underway. The Commission instructed the Engineer to contact Mr. Peil and arrange for such additional ferry service as may be needed.

A letter was presented from Ed. W. Miller, Manager of the Oregon Coast Highway Association, inviting the members of the Commission to attend a banquet in Coquille on Saturday evening, April 18, in connection with the semi-annual meeting of the Oregon Coast Highway Association. The Commission declined the request with thanks, it being impossible for them to attend following this 3-day highway meeting. The Secretary was instructed to so inform Mr. Miller and to tell him that the Commission would be represented, nevertheless.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements. He submitted a list of such properties which was carefully considered by the Commission. The following resolution authorizing the acquisition of the same was adopted by the Commission by unanimous vote, upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Tou Velle.

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Junction City-Eugene Sec.-Junction City-Eugene Sec. Hwy.				
Durbin, A.	Borrow Pit		Destruction of Crop $45.00	Parker
Stafford, M. F. et al	" "		4.816 Ac. at $100.00 per Ac. plus $42.50	"
Olalla Creek-Toledo Section-Corvallis-Newport Hwy.				
Prewett, Delina D.	R/W	0.06	Land $10.00 plus moving House	McCallister
Johnson, M. W.	"	1.244	at $200.00 per Ac. plus $100.00	"
Gregory, Seth	"	750 Sq.Ft.	at 3 cents per Sq.Ft.	"
Gregory, Nellie	"	1650 " "	at 3 cents per Sq.Ft. plus $25.00, plus excavation for garage	"
Rich, R. H.	"	3485 " "	at 3 cents per Sq.Ft. plus $112.50	"
Dickinson, Emma	"	697 " "	at 2 cents per Sq.Ft.	"
Olson, Gilbert	"	7000 " "	at 1 cent per Sq.Ft.	"
Payne, George	"	6098 " "	at 3 cents per Sq.Ft. plus $145.00 plus moving Bldgs.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Olalla Creek-Toledo Section-Corvallis-Newport Hwy.				
Sixberry, G. E.	R/W	2600 Sq.Ft.	at 10 cents per Sq.Ft. plus $140.00	McCallister
Arthur, C. B.	"	3485 " "	at 3 cents per Sq.Ft. plus $65.00	"
Cedar Mills-Multnomah County Line Sec.-Wolf Creek Hwy.				
Holboke, Bernard	R/W	0.17	at $300.00 per Ac.	Bentley
Sunset Camp-Elsie Section-Wolf Creek Hwy.				
Rupp Timber Co. et al	R/W	61.65	$2630.00 Lump Sum	Gardiner
Wright-Blodgett Co.	"	11.7	$363.50 " "	"
Sunset Logging Co.	"	21.29	Land $512.15 plus $12,382.42	"
Rainrock-Triangle Lake Sec.-Siuslaw Highway				
Knowles, Elizabeth (U.S.Gov't)	Quarry	5.38	Gratis	Parker
Pendleton-Stanfield Sec.-Old Oregon Trail Hwy.				
Struve, Henry	R/W	10.65	at $30.00 per Ac. plus $630.50	Benson
Shutrum, M. W.	Gravel Pit	2.21	$150.00 Lump Sum	"
East Pendleton Sec.-Old Oregon Trail Hwy.				
McDevitt, Dan	R/W	500 Sq.Ft.	at 6 cents per Sq.Ft. plus $2250	Benson
Vey, Joseph	"	5830 " "	at 8 cents per Sq.Ft. plus $183.40 plus moving Fence	"
Lamar, Louisa Jackson	"	1000 " "	at 6 cents per Sq.Ft. plus $10.00 plus moving Bldgs.	"
Dupuis, Maud C.	"	3375 " "	$3750.00 Lump Sum	"
Dupuis, Maud C.	"	500 " "	$500.00 L.S.+moving Bldgs	"
Brandhagen, Joseph S.	"	5800 " "	$1175.00 " " " "	"
Campbell, W. R. Jr.	"	5000 " "	at 15 cents per Sq. Ft. plus $650.00 plus moving Bldgs.	"
Depew, Mary	"	145 " "	$250.00 Lump Sum	Devers
Clark, Laura C.	"	15,027 " "	$6500.00 " "	"
Phelps, Minnie M.	"	6744 " "	$5750.00 " "	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Wasco County Section-The Dalles-California Hwy.				
Herrling, Benj. F.	Quarry	9.68 ac.	at $7.50 per Ac. plus $124.15	DeSouza
S. E. Grand Ave.-S.E. 17th Ave. Sec.-Portland-Oregon City Hwy.				
Bjornvall, Martha H.	R/W	2400 Sq.Ft.	Gratis	Campbell
Giddings, Clara	"	3333 " "	Land $900.00 Lump Sum plus $2350.00	"
Newlands, James	"	3333 " "	$3500.00 Lump Sum	Gardiner
Agency Plains-Madras Sec.-Warm Springs Hwy.				
Watts, Chas. R. Est	R/W	0.32	Land $15.00 plus moving Buildings	McCallister
Van Wert, W. R.	"	0.39	Land $10.00 plus $10.	"
Andrus, H. P.	"	15.80	at $25.00 per Ac. plus Fencing	"
Andrus, H. P. Borrow Pit	"	42.004	at $25.00 per Ac. plus Fencing	"
Sothman, J. C.	"	3.63	at $25.00 per Ac. plus Fencing	"
Haberstich, Fritz	"	10.74	at $25.00 per Ac. plus $15.00 plus Fencing	"
Ramsey, C. G.	"	11.54	at $25.00 per Ac. plus Fencing	"
Mitchell, Sam	"	5.04	at $25.00 per Ac. plus $50.00	"
Shutt, Hazel C.	"	0.26	Gratis	"
Shutt, Hazel C.	"	0.77	$5.00 Lump Sum	"
Mason, Eleanor Hazel	"	6.02	at $5.00 per acre	"
Mason, E. W.	"	0.17	Gratis	"
Clatsop County-Ecola State Park Road				
Conner, Adelhide	"	200 Sq.Ft.	Gratis, in exchange for property outside R/W	Bentley
Linnton Sec.-Columbia River Hwy.				
Elbon, Harry	Quarry Site	0.44 Ac.	2 cents per Cu.Yd. (1 Yr.Lease)	Bentley
Dairy-Bonanza Sec.-Dairy Bonanza Hwy.				
Supt. of Banks	Easement for 3 drainage ditches		Gratis	Parker

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Cedar Mills-Mult. County Line Sec.-Wolf Creek Hwy.				
Moshofsky, Geo. E.	R/W	0.7	at $200.00 per Ac. plus $10.00	Bentley
Durig, Geo. A.	"	2.8	$1500.00 Lump Sum, plus moving Buildings	"
Investment Securities Co.	"	0.81	at $1000.00 per Acre	"
Pointer, Frank W.	"	2.04	at $1000.00 per Acre	"
Pointer, Lewis S.	"	1.36	at $1000.00 per Acre	"
Olalla Creek-Toledo Section-Corvallis-Newport Hwy.				
Burgess, R. D.	R/W	3.71 Ac.	at $100.00 per Ac. (½ of this amount to be paid for ½ interest)	McCallister
Pacific Savings & Loan Assn.	"	4356 Sq.Ft.	at 2 cents per Sq.Ft.	"
Dayton Section-Salem-Dayton Secondary Hwy.				
Bruhn, John	R/W	2.0 ac.	at $100.00 per Ac. plus $200.00	Parker
Dayton-Amity Sec.-Dayton-Amity Sec. Hwy.				
Unger, Daniel B.	R/W	2.77 Ac.	at $200.00 per Ac. plus $650.00	Parker
Waddel, Edwin	"	0.15	at $100.00 per Ac. plus $92.50	"
Newberg-McMinnville Sec.-West Side Pacific Hwy.				
Belieu, B. O.	R/W	0.46 Ac.	at $150.00 per Ac. plus $40.50	Benson
Dallas Section-Dallas-Coast Highway				
Polk County	Maintenance Quarters	0.59 Ac.	Gratis (3 yr.Lease)	DeFrance
Salem Undercrossing Sec.-Pacific Highway				
Marion County	R/W	0.166	Gratis	Bentley

In connection with the right of way that is needed for the East Pendleton Grade Separation project, the Attorney advised that there are a number of options that will expire within the next few days, which options should be closed in the event there is a likelihood that the contract for this project will be awarded. The Commission authorized the immediate closing

of the options that it is anticipated will expire before the contract is awarded and also authorized the closing of the remaining options immediately after the award of the contract.

The Attorney reported that, in connection with the acquisition of right of way from Maude C. Dupuis for the East Pendleton grade separation project, it was necessary to purchase a dwelling located on the property. He said that this building would have to be removed from the property and requested authority to sell it. The Commission approved the Attorney's request by unanimous vote. In the discussion of this matter the Attorney brought out that there are numerous other buildings that have been acquired by the State in connection with the acquisition of right of way for this project and he requested instructions as to what to do with these buildings. It appears that several of them are in very good condition and might be used to good advantage if they were reestablished on state property nearby, whereas, they probably could not be sold for anywhere near the amount they are worth. The Commission referred this matter to the Engineer and the Attorney to study and report whether or not it would be advantageous to the State to retain possession of these buildings and if it would be feasible and desirable to move them to state property for rental purposes.

The Attorney reported difficulties encountered in acquiring right of way needed for various highway improvements. He submitted a list of such properties and requested authority to acquire them by condemnation, if necessary. The Commission approved the request and, by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Agency Plains-Madras Section of the Warm Springs Secondary State Highway No. 360
Pendleton-Stanfield Section of the Old Oregon Trail
Island City-Cove Section of the Cove Secondary Highway No. 342
Canyon Road-Barnes Road Section of the Wolf Creek Highway

land and property owned by or in possession of the following parties and/or persons, to-wit:

Agency Plains-Madras Section
The Federal Land Bank of Spokane
Isaac Serier
Alice H. Copeland
Pendleton-Stanfield Section
Catherine L. Struve
Roy Rew
Annie Sievers, et al
Island City-Cove Section
S. T. Bailie
Canyon Road-Barnes Road Section
Esther Eastman and Julia Carlson

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General

and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of the Commission.

The Attorney reported on the request from contractors Orino, Birkemeier & Saremal, to occupy certain buildings located on the property that the State acquired from E. G. Gudhart, adjacent to the Upper Columbia River Highway at Eagle Creek, which buildings, it appears, these contractors wish to use in connection with work that they have underway in this vicinity. He also reported a request from Mr. Hal Farmer, Senior Highway Engineer of the Bureau of Public Roads, for the use of the lodge building on this property as an office for his engineering forces during the construction of the new highway at this location. After some discussion the Commission decided to let the Bureau of Public Roads have the use of the lodge without charge for as long as they need it, but denied the request of the contractor for the use of the other buildings, it being the opinion of the Commission that it would be undesirable and inadvisable to rent any of these buildings to private parties.

The Assistant Attorney presented a form of agreement between the State Highway Commission and the Multnomah County Health Association for furnishing full coverage insurance for State Highway Department employes. He explained that this agreement is identical with agreements between the Commission and the National Hospital Association and the Physicians and Surgeons Hospital Association and he recommended its acceptance. The Commission approved his recommendation and thereupon signed the agreement.

The Parks Engineer was present and reported on the following park matters:

He said that he has been approached by a man who owns 80 acres of timber land, containing about 2,000,000 board feet of wayside timber, adjacent to the Pacific Highway at Stage Road Pass, just north of the Josephine-Douglas County Line, who has offered to sell this land to the State for the sum of $2,000. He gave as his thought that $2,000 is too much to pay for this property notwithstanding that it would be a fine thing to preserve the

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timber for scenic effects. After some discussion, the Commission instructed the Parks Engineer to continue negotiations with the owner and ascertain whether or not it would be possible to get him to reduce his price.

Mr. Boardman then mentioned that the Girl Scouts of Lane County have a camp located adjacent to Cleawox Lake in western Lane County, in fact their camp occupies a portion of the state park at this place, and they have requested that the park be not improved or developed because, for their purposes, it would be better to leave it in its wild state. He advised that eventually this park will have to be developed and recommended that the request of the Girl Scouts be refused and that they be informed of the Commission's plans which would necessitate their looking for another site. The Commission approved the Parks Engineer's recommendation by unanimous vote.

The Parks Engineer advised that, in conformance with authority previously granted him by the Commission, he contacted the owner of an 80-acre tract of land situated adjacent to the entrance to Cape Sebastian Park in Curry County and arrived at an agreement with the owner to purchase this tract for the sum of $1,000. He gave as his thought that this figure is very reasonable and recommended its acceptance by the Commission. The Commission, by unanimous vote, approved the purchase of this tract at the price quoted.

The Commission discussed with the Parks Engineer the purchase of the Sinnott property, containing about 15 acres, located at Cape Falcon in northern Tillamook County. The Attorney reported receipt of a letter from Mr. Sinnott stating that he will not reduce the price of $100 per acre, heretofore quoted the Commission for this land. The Parks Engineer and the State Highway Engineer both recommended the purchase of the property at this price. The Commission, by unanimous vote, approved the recommendation and instructed the Attorney to close the deal on that basis.

The Commission also considered the purchase of the Mead and Brugman properties adjacent to the Upper Columbia River Highway at Lindsey Creek and decided to defer further consideration of this property for the time being.

A letter was presented from Dave W. Pugh, Waldport, Oregon, directed to Governor Martin, in which he complains that the State Highway Commission, in reconstructing the Alsea Highway in front of his property, did not provide an approach road for him so that he now has to travel in a roundabout way to get on the highway; also, in which he asks the Governor to intercede in his behalf and to require the State Highway Commission to construct such approach driveway. The Engineer explained that for many years the State Highway Commission has had an established policy in regard to the construction of approach roads of this kind which permits the reconstruction of private road approaches when they have been destroyed by highway construction but requires the owner of the adjacent property to construct his own driveway in the event that none existed before the highway improvement. The question to be decided now, he said, is whether or not the Commission wishes to adhere to this established policy. He recommended against any change. The Commission approved the Engineer's recommendation and instructed him to inform Mr. Pugh that the Commission has found it necessary to decline his request.

In this connection the Engineer advised that he has it in mind, if the Commission will approve, to prepare a manual of standard policies of the State Highway Commission for use of employes of the State Highway Department, and he requested authority to prepare such manual. The Commission granted his request by unanimous vote and instructed him to consult the Attorney in the preparation of the same.

Commissioner Aldrich brought up for discussion the matter of use of automobile tires which show signs of distress. It was his thought that the position of the members of the Commission in regard thereto should be made very clear and that instructions to Highway Department employes in this regard should be such as to fully protect the individual members of the Commission from responsibility or liability in the case of accidents occurring as the result of the use of tires that are badly worn. The Engineer stated that he will look into this matter and issue instructions to those in charge of tire replacements that will relieve the Commissioners from personal liability.

The Commission had under consideration a request from a Mr. L. C. Arthur, Reedsport, to purchase a small piece of state-owned ground adjacent to the Oregon Coast Highway in the City of Reedsport, being a portion of Lot 1, Block 7 of that town, which is located outside of the 80' highway right of way. The Engineer advised that the Commission paid $63.81 for this property in connection with the acquisition of right of way for this highway. He also said that the property is of no value to the State but it ought to be worth at least $100 to Mr. Arthur because it fills out his property at this location. The Commission thereupon authorized the sale of this tract to Mr. Arthur at the price mentioned by the Engineer.

The Commission had under consideration a resolution filed by the County Court of Curry County; the Port of Port Orford; Union High School District No. 2, Curry County; and Grade School District No. 1, Port Orford, Curry County, objecting to the State Highway Commission purchasing any additional land for park purposes within the borders of Union High School District No. 2 or Grade School District No. 1, Curry County. In the discussion of this matter it was brought out that the petitioners are simply objecting to the state enlarging the present state park in Port Orford which matter was proposed by Mayor Gable of that town and was turned down by the Commission because of its high cost. The Commission ordered that the signers of the resolution be informed that the Commission has no intention to purchase any more property for park purposes in the town of Port Orford at this time.

The Commission considered the following requests for extensions of time in which to complete highway construction projects:

Associated Insurance Companies, surety on the bond furnished by Haskin and Brooks Construction Company in connection with their contract No. 1682 for grading the Bolon Island Section of the Oregon Coast Highway, in Douglas County, requested, on behalf of the contractor, an additional extension of time,

from November 30, 1935 to June 1, 1936, in which to complete this project. The Engineer advised that Haskin & Brooks encountered difficulties in connection with this job and it was taken over by their bonding company which entered into a subcontract with E. C. Hall, to whom the Commission awarded the contract for the construction of the adjacent section, to complete the work. Also, that Mr. Hall is doing the job as quickly as he can in conjunction with his own work, but has found it more advantageous to his interests to perform his own work first, hence the job has not been completed within the contemplated time. He recommended, in view of the circumstances, that the extension requested be granted without penalty and advised that the Bureau of Public Roads has consented, in writing, to such extension on that basis. The Commission approved the Engineer's recommendation by unanimous vote.

Edlefsen-Weygandt Company, Contract No. 1722, for the construction of the West Entrance to The Dalles Section of the Columbia River Highway, in Wasco County, requested an extension of time from November 12, 1935, to June 15, 1936, in which to complete this project. They gave as their reason for such request that their operations were handicapped by conditions entirely beyond their control. The Engineer advised that extremely cold weather during October delayed the completion of the oiling work in connection with this job and that it was no fault of the contractor that the work was not done within the specified time limit. He further advised that the Commission, on January 9, approved a 12-day extension of time within which to complete this job and it was completed within that time limit except for some pavement patching work which could not be done until spring when weather conditions were more favorable, which accounts for the fact that the contractor is now asking for a further extension. He predicted that this patching work would be completed on or before June 15 and recommended that the extension of time requested be granted without penalty inasmuch as the State has not incurred any extra expense for supervision and the general traveling public has not been inconvenienced. He also said that he has received from the Bureau of Public Roads a letter concurring in this recommendation. The Commission approved the Engineer's recommendation by unanimous vote.

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

Contract No. 1640 with Teufel & Carlson, for the construction of a bridge over the Umpqua River on the Oregon Coast Highway at Reedsport in Douglas County, (P.W.A.Docket No. 982), completed on April 7, 1936;

Contract No. 1641 with Mercer-Fraser Company, for the construction of a bridge over the Siuslaw River on the Oregon Coast Highway at Florence in Lane County (P.W.A. Docket No.982), completed April 10, 1936;

Contract No. 1776 with A. S. Wallace, for furnishing crushed rock in stock pile for the Ashland-Jenny Creek Section of the Green Springs Highway in Jackson County, completed March 21, 1936;

Contract No. 1786 with James Crick, for grading the Pendleton Hill Section of the Old Oregon Trail in Umatilla County, completed April 1, 1936.

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

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 respective contracts, and that said jobs are now ready for acceptance:

Contract No. 1640 with Teufel & Carlson, for the construction of a bridge over the Umpqua River on the Oregon Coast Highway at Reedsport in Douglas County, (P.W.A. Docket No. 982), completed on April 7, 1936;

Contract No. 1641 with Mercer-Fraser Company, for the construction of a bridge over the Siuslaw River on the Oregon Coast Highway at Florence in Lane County (P.W.A. Docket No. 982), completed April 10, 1936;

Contract No. 1776 with A. S. Wallace, for furnishing crushed rock in stock pile for the Ashland-Jenny Creek Section of the Green Springs Highway in Jackson County, completed March 21, 1936;

Contract No. 1786 with James Crick, for grading the Pendleton Hill Section of the Old Oregon Trail in Umatilla County, completed April 1, 1936:

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 payments therefor are hereby authorized.

The Commission confirmed its oral approval setting April 24, 1936, as the date for a special meeting to receive bids for the construction of the

railroad grade separation project on Union Avenue, Portland. The Commission also confirmed its oral approval previously given setting Wednesday, May 20, 1936, as the date for a public hearing in McMinnville; also, Thursday and Friday, May 21 and May 22, as the date for the regular meeting of the Commission in Portland for receiving bids to construct highway projects.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with Settergren Brothers disposing of their claim for extra compensation arising out of their contract with the Commission for the construction of bridges over Bybee Boulevard and Crystal Springs Creek on the East Portland-Oregon City Highway in Multnomah County, Contract No. 1627;

Agreement with Teufel & Carlson extending the time limit for the completion of the Umpqua River Bridge on the Oregon Coast Highway at Reedsport, Contract No. 1640, to April 7, 1936, and relieving the contractor from the payment of any penalty for overrun of time limit and relieving the State from payment of any bonus in connection with this job;

Amendatory agreement with Multnomah County relative to the construction of the Halsey Street Overcrossing project;

Agreement with Multnomah County covering the maintenance of Northeast Glisan Street, Portland, from Northeast 162nd Avenue (Barker Road) to the junction with the Fairview-Gresham County Road, which section is being constructed by the State as a federal road project and is known as Project W.P.S.O. 297;

Agreement with the Great Northern Railroad Company relative to the installation of crossing signals at the intersection of Midland Market Road at South Klamath in Klamath County and at the crossing of The Dalles-California Highway 2 miles north of Lapine in Deschutes County;

Agreement with the County Court of Wheeler County providing for the improvement of Units No. 1 and No. 2 of the Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway No. 291;

Agreement with the U. S. Geological Survey and Harney County Court relative to the construction and maintenance of observation wells along the rights of way of public roads in Harney County;

Agreement with Marion County Court in regard to the construction of a new secondary highway extending northerly from a point on the Pacific Highway about 2 miles south of Aurora toward Wilsonville;

Agreement with the Oregon American Lumber Company covering the proposed acquisition of right of way for the Wolf Creek Highway across the property of this company;

Agreement with Carl Vogl providing for an easement for the construction of a shoofly track across his property in connection with the North Salem Undercrossing Project;

Agreement with Estella Isbell Bridges, et al, providing for an easement to construct a shoofly track across their property in connection with the North Salem Undercrossing Project;

Agreement with Warren Northwest, Inc., and Porter W. Yett, embodying certain construction changes in the original plans and specifications for the construction of the Columbia Boulevard-Levee Road Section of Northeast 47th Avenue, Portland, Contract No. 1818;

Agreement with the United States Government in regard to the Gudhart property located near Bonneville, in Multnomah County, which was acquired by the State for right of way and other purposes.

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

State Highway Engineer

Secretary

Henry F. Cabell
Chairman

Commissioner

Commissioner

Portland, Oregon, April 23, 1936

The State Highway Commission met in special session at 9:00 o'clock p. m. in Room 204, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were S. W. Starr, Supervisor, Division of Audits, and Ward Davis, Auditor, from the office of the Secretary of State and Charles Elrey, assistant to C. H. Gram, State Labor Commissioner.

The Commission discussed with these gentlemen the violations committed by C. J. Montag and Sons of the labor provisions of their contract for the construction of a bridge over the Klamath River and the Great Northern Railroad tracks on the Klamath Falls-Weed Highway, in Klamath County, Contract No. 1750. The State Highway Engineer explained briefly the character of these violations. Chairman Cabell advised that the Highway Commission is faced with the proposition of taking over and completing this contract in the event the violations are proved by investigation and study. Mr. Starr stated that, upon request of the State Highway Engineer, he made an audit of certain time books and certified pay rolls belonging to Mr. Montag that were furnished him by the Highway Department, but, on account of the short time allowed him, he was unable to complete the audit but he is positive that he is correct so far as he went and will stand his ground on the results obtained. He submitted a written report on such audit covering the following violations of the labor provisions during the period from September 17, 1935, up to and including the week ending December 7, 1935:

1. Overtime worked by certain employes in excess of 8 hours in any one day

2. Time worked in excess of 40 hours per week

3. Minimum wage violations

4. Comparison of time books with certified pay rolls.

Chairman Cabell stated that it has been reported that this contractor is deliberately violating the provisions of the contract as well as state and federal laws and if it can be proved that these violations were actually committed it will be the object of the State Highway Commission to take drastic action against the contractor but the Commission does not want to hurt the contractor in any way or bring him in disrepute unless the reports are well founded, wherefore, the Commission must be absolutely sure of its ground before taking action.

The Engineer gave as his thought that every contractor should be required to live up to the provisions of the contract and that the contractual provisions in regard to annulment of the contract should be enforced in the event any contractor disregards the provisions of the contract and will not comply therewith. He pointed out that the outcome of Mr. Montag's case is being watched very closely by other contractors who are abiding by the contractual provisions and, if the Commission does not take drastic action in this case, provided the charges are substantiated, it will mean that other contractors will violate the terms of their contracts which will result in considerable confusion and will cost the state considerable money. He pointed out that Mr. Montag has violated both state and federal requirements, and gave as his thought that the State Labor Commissioner should proceed against him in regard to the violation of the state laws and that some federal agency yet to be determined should prosecute for violations of the federal requirements. Mr. Elrey stated that the State Labor Commissioner would take action for violations of both state and federal laws.

The Attorney advised that, in accordance with previous instructions from the Commission, he brought the federal law violations to the attention of the Federal Department of Justice which has referred the matter to a man named Rogers in that department for investigation. After further discussion it was again brought out that the Commission wants to be sure of its ground before taking any action against C. J. Montag & Sons, therefore, it will be necessary to have a full and complete audit of the contractor's accounts before proceeding.

Chairman Cabell summarized the matter by stating that the Commission wants to be shown, first, that the contractor has benefited by the violations and, second, that there are a number of violations that can be proved conclusively and can be used against the contractor in court action. The Attorney advised that Mr. Jay Bowerman, Attorney, Portland, who has been retained by Mr. Montag in connection with this case, has suggested a joint audit by an auditor appointed by Mr. Montag and another appointed by the State Highway Commission. After some discussion of this feature, during which Mr. Elrey indicated his approval of such joint audit by stating that the action of the Labor Commissioner depends on the audit and they want it accurate, and that the Labor Commissioner will approve anything to secure a complete and accurate audit, and during which Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, stated that he thought that such joint audit should be undertaken at once, the Commission, by unanimous vote, approved such joint audit. The Commission selected Mr. Starr to act in behalf of the State in making such joint audit with a Mr. Pascall, whom the Commission understands is to represent contractor Montag. The Engineer was instructed to have Ray Webber, Labor Regulations Engineer, sit in on this audit and summarize the effect that the violations have on the contractor financially. The Attorney was instructed to supervise the audit in behalf of the State Highway Commission. He was also instructed to inform Mr. Bowerman that the Commission approves the joint audit in response to his request, with the understanding that, after the joint audit is completed, each of the contending parties is at liberty to take such action as they desire in regard thereto.

The Engineer pointed out that he now has two monthly estimates ready for payment to C. J. Montag and Sons in connection with this job. He inquired whether or not he should release these payments, in view of the circumstances. The Commission took the stand that the contractor is not guilty of violating the provisions of his contract until he has been proved so and, if the contractor is permitted to continue work in connection with the contract, he should be paid for such work. Accordingly, the Commission instructed the Engineer to release all estimates due or to become due in connection with this job up to the time the Commission takes definite action on the matter of the violations.

The Commission had under discussion the matter of rerouting the Pacific Highway through the City of Roseburg in connection with which the Commission held a public hearing in Roseburg on April 15. The Engineer estimated the total cost of this project at approximately $121,000, exclusive of right of way, and that the right of way would cost approximately $43,000. He pointed out that there is sufficient federal money available to finance the work if the Commission wants to proceed with it. Chairman Cabell explained briefly to Commissioner Aldrich the results of the hearing in Roseburg, in as much as Mr. Aldrich was not present at such hearing. He pointed out that the hearing revealed considerable opposition to the improvement but it was apparent that most of the proponents of the improvement were not present. He gave as his thought that the improvement is a meritorious one and should be constructed.

Commissioner Tou Velle gave as his thought that the improvement should be undertaken. T. M. Davis, Highway Engineer of the Bureau of Public Roads, who was present, also approved the improvement. The State Highway Engineer advised that from an engineering standpoint this is a very worthwhile change and recommended that it be undertaken. After further discussion, the Commission approved the Engineer's recommendation and, by unanimous vote, adopted the following resolution rerouting the highway through Roseburg:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code, 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the City of Roseburg on the 15th day of April, 1936, for the purpose of conducting a hearing, as provided for in said law, with respect to the proposed change in the point or place of entrance of the Pacific Highway into said city from the north and the proposed change of a portion of the route in and through said city; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in location, route and alignment of said highway and the proposed change of point of entrance into said city from the north, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission advised that said matter would be taken under advisement by the said Commission and a decision announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made for and against the said proposed change at said public hearing, both with respect to the point of entrance of said highway into said city and with respect to the change of route in and through said city, and the Commission being fully advised with respect to all of said matters, it is the opinion and judgment of said Commission that the interests of the State at large will be best served by the adoption of said proposed change of the route of said highway in and through said city and the change in the point of entrance into said city from the north, all of which changes will, therefore, in the judgment of said Commission make possible a better alignment, a more serviceable and convenient thoroughfare into and through said city, and, therefore, in the opinion of the Commission, the route and alignment of said highway should be altered and modified and the point of entrance into said city from a northerly direction thereof and the route in and through said city should be changed, and both of the same fixed and determined, all as in said notice announced and at said hearing heard and discussed;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, a majority thereof being present and affirmatively voting, as follows:

1. That the route and location of the Pacific Highway as the same enters the City of Roseburg from a northerly direction and the route in and through said city shall be and the same hereby is located along and over a route and streets defined and described as follows, to wit:

> Beginning at highway engineer's station 1632+50 (present highway) and thence South 24° 31' East (on present highway tangent produced) through North Park Addition to Roseburg to a point near the intersection of Bellview and Prospect Streets; thence southerly on a 3° 30' curve to the right through Aikens' Addition to Roseburg, across Deer Creek and S. P. R. R. Company spur track to a point approximately 75 feet west of northerly end of East Avenue; thence South 27° 54' West on Stephens Street extension and Stephens Street to the intersection of Stephens Street with Cass Street.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he is hereby instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the street or streets over which said highway is routed, and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications by this Commission approved.

4. That this resolution be entered in the records and minutes of the Highway Commission, and a duly certified copy thereof mailed to the Mayor of the City of Roseburg and a like copy to the County Court of Douglas County.

The Attorney reported some price quotations that he has received for moving and reinstating some buildings belonging to the Inman-Poulsen Lumber Company on the right of way that has been acquired for the Union Avenue viaduct on the East Portland-Oregon City Highway in Portland. It appears that three quotations were received, the low one being that of Johnson and Hall, at $4,825; the second low being that of Butler Bros. at $12,824 and the high bid being that of Lebeck and Son at $14,203. He pointed out that there is an unreasonably large difference between the low bid and the other two bids which indicates to him that perhaps Johnson and Hall did not understand all of the conditions and erred in computing the amount of their bid. He requested instructions whether or not to give the job to the low bidder, in view of the apparent discrepancy and the fact that it is anticipated the Inman-Poulsen Lumber Company will be asked to accept the low bid and to enter into a contract with the low bidder for the work to be done. After some discussion the Commission deferred action in fairness to the Inman-Poulsen Lumber Company, pending a check on the cost of doing the work, by Engineers Joe Webber and Mervyn Stephenson of the State Highway Department, with the understanding that, if their estimate compares favorably with the low bid of Johnson and Hall, then the bid of this concern shall be presented to the Inman-Poulsen Lumber Company for acceptance; but, if the Engineer's estimate is considerably higher than the low bid, and it is apparent that the low bidder erred in submitting the same, then all bids shall be rejected and the project shall be advertised for bids to be received at the next meeting of the Commission and the contract awarded to the low bidder who will be required to submit a bond guaranteeing satisfactory completion of the work. (The report of Engineers Webber and Stephenson was submitted to the Commission on the following day.)

The Engineer reported on the cost to relocate the Baker-Unity Highway around the proposed dam site on Burnt River, as previously ordered by the Commission at the instance of the U. S. Reclamation Service. He said that a location has been found which compares favorably with the present highway and, while it contains slightly more rise and fall, there are fewer curves than are contained in the old road. He also said that the new location contains only one sharp curve of any consequence, which is a 10-degree curve with a large central angle which will offset any benefit

that might be claimed from a reduction in the number of curves. He estimated that it would cost $56,600 to construct the road on the revised location, which is $6,600 more than the Reclamation Service has budgeted for such work, and advised that the Reclamation Service is now asking the State to assume this extra expense or to substitute a 12-degree curve for the 10-degree curve which would reduce the estimated total cost about $5,000. He advised against substitution of the sharper curve because it would result in alignment inferior to that of the existing road and because of the large central angle which would be difficult to negotiate and which might be the cause of serious traffic accidents. He suggested that the request for substitution of curves be denied and that the Reclamation Service be required to pay the cost of the proposed construction over and above the $50,000 which they have budgeted for the purpose. The Commission, by unanimous vote, approved the Engineer's suggestion and instructed him to obtain the Reclamation Service's consent thereto, if possible.

The Engineer reported that, in conformance with instructions from the Commission at its last meeting, he had District Maintenance Superintendent I. A. DeFrance observe the movement of a load of logs 52 feet overall in length over the Salmon River Highway with a view to determining whether or not such length loads can be moved over this highway without taking up more than one-half of the roadway if the trailer was not equipped with a hand operated steering device and Mr. DeFrance advises that, in his opinion, it is possible to transport loads up to 55 feet in length overall over this section without encroaching on the left hand traffic lane, except in certain locations where the highway is being reconstructed. He read Mr. DeFrance's report on this subject which the Commission discussed at some length with the final decision that it would permit the transportation of loads 55 feet overall in length over this section without such hand operated steering device on the trailer, if assurance is given by the operator that no more than one-half the traveled portion of the roadway will be taken up by the movement and the permittee will comply with all the provisions of the form of permit heretofore adopted by the Commission in regard to such matters.

The Commission had under consideration the matter of tire replacements on state equipment. It appears that complaint has been made that employes of the Highway Department are required to use tires that have become badly worn in service and are unsafe for such use and that it has been suggested that the Commission modify its ruling in this regard so as to minimize as much as possible the danger incident to the use of worn-out tires. The Engineer advised that he discussed this matter with the Commission at its meeting held on December 28 and following that meeting he issued a letter of instructions in regard to tire replacements which, he thought, was in conformance with the ideas expressed by the Commission, but apparently there are some who believe that these instructions are too strict. He read his letter of instruction in regard thereto, which was discussed at some length. The discussion brought out that the main point of issue is the use of tires on which the treads have been worn smooth.

Chairman Cabell recited his experience with the use of tires in such condition and advised that it is his practice to have grooves cut in

the tire tread before the rubber is worn down so low that the reinforcement is exposed. He said that he has had considerable success with such grooving and suggested that this might be the solution of many of the complaints. Commissioner Aldrich stated that he did not believe it advisable to go too far in economizing on tires and that, in his estimation, instructions in regard to tire replacements should not be too severe. He suggested that the letter of instructions be reworded so as to require that tires shall not be used beyond the point of danger, which would protect the individual members of the Commission from liability in the event of accidents occurring. After considerable discussion of this matter the Commission decided that it might be advisable to try out the method of grooving smooth tread tires as suggested by Chairman Cabell and accordingly instructed the Engineer to make further investigations in regard thereto including cost of equipment etc., and report his findings at a later meeting with the idea in mind that such equipment shall be established in the shops at Salem, Klamath Falls, Coquille and La Grande if the findings are favorable.

The Engineer reported on the cost to remove snow from the McKenzie Pass Section of the McKenzie Highway in order to open this highway for travel. He said that at certain locations on the McKenzie Pass there are snow drifts 15' in depth and that by starting snow removal operations on May 1 the road can be opened up by May 28 at a cost of approximately $2,250 whereas if the operations are started on May 15 the road can be opened up by June 5 at a cost of approximately $1700, and can be opened up by June 10 for approximately $1,100, if the work is deferred to June 1st. He offered the suggestion that it might be preferable to open up the Santiam Highwey from the town of Sisters to Clear Lake where it connects with the C.C.C. Road which extends southerly to a connection with the McKenzie Highway at Belknap Springs, inasmuch as reports indicate that there is very little snow on these roads and the cost to remove the same would be small in comparison with the cost to open up the McKenzie Highway. He advised that the Forest Supervisor has indicated his willingness to remove the snow from the Clear Lake Road and suggested that, if that is done it would be a good idea to cooperate in the movement and open up the Santiam Highway to a connection with this road which would provide a much shorter route to Central Oregon from Eugene than is at present available, although it would be about 10 miles longer than the McKenzie Highway, at least it would defer the necessity of opening up the McKenzie Pass before June 1. After considerable discussion of this matter the Commission decided to try out this proposition and authorized the Engineer to open up the Santiam Highway east of its connection with the Clear Lake Road at once if investigation of existing conditions reveals that it would not be an expensive undertaking. In this connection the Secretary presented letters from the Bend Chamber of Commerce and the Redmond Chamber of Commerce urging the opening of the McKenzie Pass as soon as possible.

The Engineer reported that concentrated logging truck traffic on the Wolf Creek Highway is doing considerable damage to the surfacing thereon and, unless additional rock is placed on the road, the present surfacing will become practically a total loss. The Section most in need of repair, he said, is between Mile Post No. 3.7 and Mile Post No. 11.5, a distance of

7.8 miles. He recommended an expenditure of approximately $30,000 of State funds to resurface this section and to provide a stock pile of material for future maintenance use. The Commission approved the Engineer's recommendation and authorized him to contract this work in the regular manner.

The Engineer reported on the cost to construct a pedestrian overcrossing over the railroad tracks of the O.W.R. & N. Company on East Court Street in Pendleton in connection with the proposed railroad grade elimination project at this point. He exhibited a plan for such crossing and estimated that it could be built for approximately $6,654. The Commission approved the plans and authorized the Engineer to construct this crossing, which is to be financed with state funds, in the event that the O.W.R. & N. Co. will not approve the grade elimination project without the closing of Court Street to all manner of traffic.

The Engineer also reported the cost to construct a sidewalk on the Hood River Bridge on the Columbia River Highway in Hood River, in accordance with the Commission's instructions at the previous meeting. He said that this sidewalk would be 436 feet in length and would cost about $4.25 per linear foot, or a total of about $1,953. He recommended that this expenditure be allowed and the project be authorized. The Commission approved the Engineer's recommendation unanimously.

Harold B. Say, Manager of the Travel and Information Department, was present and reported on results of the activities of his department. He read his report dated April 23, 1936, directed to R. H. Baldock, State Highway Engineer, on this subject. The Commission ordered the report filed and copies of the same sent to the individual members.

The Engineer rendered an estimate of man-hours of employment that will be furnished to the U. S. Employment Service labor on all projects involved under the alternate plan agreement, a summary of which is as follows:

	Contract Amount	Estimated Cost Per Man-Hour U.S.E.S. Labor	Estimated Man-Hours U.S.E.S. Labor
All Projects Under Contract or Pending Award.....	$5,551,808.55	$2.77	2,105,485
All Projects to be Advertised...	2,065,300.00	3.18	650,450
State Force Maintenance to Date (4-18-36).....	- -	- -	198,636**
State-wide Highway Planning Survey.....	- -	- -	30,000
GRAND TOTAL.....	$7,617,108.55	$- -	2,984,571**

** At the present State Force Maintenance work is supplying approximately 10,000 man-hours of labor per week to U.S.E.S. labor.

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Amount of employment required to be furnished to U. S. Employment Service Labor by Alternate Plan Agreement dated August 2, 1935.

$\frac{\$2,830,142.00 \times 1,200 \text{ (man-hours per year)}}{\$1,400.00 \text{ (per man year)}} = 2,425,836$ man-hours U.S.E.S.Labor

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The Commission approved the report and ordered it filed in the department records.

The Commission adjourned at 12:00 o'clock midnight to reconvene on the following morning in the Public Service Building Auditorium.

Portland, Oregon, April 24, 1936

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building, with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

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

MYRTLE POINT-BANDON ROCK PRODUCTION PROJECT
FURNISH APPROXIMATELY 7,200 CU. YDS. CRUSHED GRAVEL
OR CRUSHED ROCK IN STOCKPILE

McGeorge Gravel Co.	$21,384.00

EAST PORTLAND-OREGON CITY HIGHWAY
OVERCROSSING OVER THE SOUTHERN PACIFIC RAILROAD
ON UNION AVENUE IN PORTLAND

Hoffman Construction Co.	$410,212.00
Pacific Bridge Co.	412,939.40
F. J. Kernan	433,899.50
Parker-Schram Co.	441,517.95
Guy F. Atkinson Co.	444,547.90
Warren Northwest, Inc.	445,501.60
Kern & Kibbe	454,109.90
The Gilpin Construction Co.	454,535.50
P. L. Crooks & Co.	459,128.00
O. R. Wayman	465,512.50
Guthrie-McDougall Co.	488,696.20
Joplin & Eldon	490,764.70
Malcom & Bell	492,936.50

Chairman Cabell announced that the award of contracts would be made at 2:00 o'clock p. m. in the same room.

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Mr. L. J. Simpson, Chairman of the Coos Bay Bridge Celebration Committee, North Bend, came before the Commission in regard to matters pertaining to their celebration and particularly in regard to the handling of traffic during the time that the ceremonies are under way on Saturday, June 6. Mr. Simpson gave as his understanding that the Commission proposes to open this bridge to traffic prior to their celebration. He asked the Commission to close the bridge for about two hours on Saturday during their parade and to handle cross-bay travel by means of ferries during this period. In the discussion of this matter it was brought out that the removal of the ferry approach on the north side of the bay is included in the contract for the approach construction, hence, if the contractor is required to build the bridge approach as is planned the ferry approach would not be usable; however, the Commission instructed the Engineer to look into the matter and render a full report thereon for consideration at the May meeting of the Commission. The Commission told the Engineer to cooperate with the Bridge Celebration Committee to the fullest extent and he was authorized to do what is necessary to make the ferry approach usable in the event that the cost thereof is within reason.

Mr. Simpson also spoke to the Commission about the handling of traffic at the south end of the bridge during their celebration. The Commission instructed the Engineer to have the Maintenance Engineer contact Mr. Simpson in regard thereto and to do what is necessary to facilitate this feature.

Mr. Simpson also asked the Commission for the loan of the services of its Landscape Engineer, Mr. George Otten, to make suggestions for decorating the speaker's platform which is to be used in connection with the celebration. The Commission granted his request. Mr. Simpson then asked to be informed of the exact day when the bridge will be opened to traffic so they can give the matter at least 24 hours publicity before that time. The Engineer was instructed to advise Mr. Simpson of this date when it has been definitely determined.

Mr. William P. Ellis, attorney, Salem, came before the Commission in the interest of the Arrow Transportation Company, Portland, and requested permission to operate two units of their equipment, the overall length of which exceeds the statutory length limits by 2'2" and 10" respectively, over the highways of this state. Mr. L. D. Orr, Manager of the Arrow Transportation Company, was also present. He said that when these units were constructed they were built to conform to the statutory requirements but when tested under load they were found to be so constructed that the load on the respective axles was not equalized and was not in conformity with the requirements hence it was necessary to move the tanks slightly to take part of the weight off the rear axle of the tractor unit, which makes the overall length of the combined units slightly in excess of the legal requirements. He asked permission to operate these units on state highways for a period of 30 days in order to replenish storage tanks of distributors of gasoline in various parts of the state whose supplies have become depleted as a result of bad weather conditions and the Commission's reduced load limit orders. He advised that it is their intention to have this equipment worked over to

meet the requirements as soon as the present emergency passes.

After some discussion of this matter the Engineer recommended the granting of the permit subject to the Commission's ruling in regard to the furnishing of public liability and property damage insurance for the protection of the members of the Commission. The Commission approved the Engineer's recommendation by unanimous vote.

Mr. Charles G. Briggs, President, Booth-Kelly Lumber Company, Eugene, was present and asked the Commission for permission to transport logs 68' long over the McKenzie Highway from Leaburg to their sawmill at Springfield, in Lane County, and to operate trailers in connection with such movements which are not equipped with hand operated steering devices. Chairman Cabell advised that the Commission has a ruling which requires that any trailer used in connection with such operations shall be equipped with a hand steering device to insure that it will follow directly in the path of the truck and that the movement will not occupy more than one-half of the roadway, and the Commission is of the belief that that ruling should be adhered to strictly in connection with all such logging operations.

Mr. Briggs pointed out that there are no curves in the highway alignment on the section over which he desires to do his hauling except one at the end of the bridge over the McKenzie River at Hendrick's bridge where there is a right-hand turn on a 16-degree curve. At this location, he said, the sight distance is clear for a long ways on each side of the curve and the roadway is about 28' wide so there would be absolutely no danger to other traffic. After considerable discussion of this matter the Commission authorized a trial run of one load of 68' length logs over this section, such trial run to be observed by an engineer of the Highway Department, and a report rendered thereon, the idea being that if the report indicates that such length loads can be operated over this section of highway without the steering device on the trailer and without taking up more than one-half the traveled portion of the roadway, then the permit requested by Mr. Briggs will be granted.

A delegation representing the Estacada Union High School District, in Clackamas County, consisting of M. F. Johnston, Principal; Lloyd H. Ewalt, Chairman of the Board; Edward Shearer, J. O. Botkin and L. S. Tenny, Members of the Board, came before the Commission in regard to a drainage problem which has developed in connection with the construction of their new Union High School. It appears that the drainage system that has been installed in connection with their high school project is lower than can be accomodated by the city's sewer system and, in order to provide a suitable outlet for the water from their drain it will be necessary to lower a certain culvert on the Woodburn-Mt. Hood Loop Secondary Highway which passes through their town. They asked the Commission to cooperate with them by providing proper drainage facilities on the highway right of way.

The Engineer advised that this matter was investigated some time ago and it was reported to be a local proposition which rightfully should be taken care of by local interests rather than by the State because it would

be of no particular benefit to the state highway. He said that he concurred in these findings, it being in line with the Commission's established policy that such improvements shall be paid for by the people that are benefitted by them. He added that if the Highway Department had erred in installing the culvert the State would have to pay the cost of remedying the situation but, in this particular instance, it appears that the Highway Department is not at fault and that the lowering of the culvert will benefit private parties only, therefore, they should pay for it. Chairman Cabell concurred in the statements of the Engineer. He added that the Highway Commission considers that its obligation terminates when it has provided ample drainage for the highway and, while the Commission would like to do what they ask it seems necessary to decline because of the precedent that would be established which, in the end, would cost the State an enormous amount of money because the Commission receives a great number of requests for similar improvements.

During further discussion of this matter it was brought out that there is no cross drainage along the highway for a distance of about 1200 feet which indicated to the Commission that perhaps Clackamas County did not install sufficient drainage facilities when it built the road. A number of other points were also brought out involving the responsibility of the Commission which lead the Commission to believe that additional investigation should be made in the matter. Accordingly, the Engineer was instructed to make further investigation and report thereon at the next meeting.

The Commission discussed briefly matters pertaining to the proposed radio installation for the use of the Highway Department and the Department of State Police. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

A resolution authorizing the Oregon State Highway Commission, jointly with the State Board of Control, to file an application to the United States of America through the Federal Emergency Administration of Public Works for a grant to aid in financing the construction of a radio-telephone network system and designating R. H. Baldock, State Highway Engineer, to furnish such information as the Government may request.

Be it resolved by the Oregon State Highway Commission:

Section 1. That R. H. Baldock, State Highway Engineer, be and he is authorized to execute and file an application on behalf of the Oregon State Highway Commission, jointly with the State Board of Control, to the United States of America for a grant to aid in financing the construction of a radio-telephone network system.

Section 2. That R. H. Baldock, State Highway Engineer, be and he hereby is authorized and directed to furnish such information as the United States of America through the Federal Emergency Administration of Public Works may reasonably request in connection with the application which is herein authorized to be filed.

The Engineer reported the necessity for additional dockage facilities at South Beach to accomodate the extra free ferry service which the Commission at its last meeting ordered provided across Yaquina Bay pending the completion of the Oregon Coast Highway bridge between Newport and South Beach. He requested authority to prepare plans for an additional ferry slip adjacent

to the existing one at this point and to submit the same to the U. S. War Department for approval. The Commission granted the Engineer's request by unanimous vote.

The Engineer brought up for discussion the matter of the award of the contract for the construction of the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County, for which bids were taken by the Commission on April 16. He recalled that the Commission deferred the award of this contract on the day that bids were taken because right of way matters had not all been cleared up, however, subsequent to that time, the right of way matter has been taken care of except between Station No. 737 and Station No. 897 and between Station No. 943 and Station No. 1001 which cannot be cleared prior to May 11. He said that he wired James Crick who submitted the low bid for this job that he thought the Commission would award him the contract this week if Mr. Crick would accept the contract notwithstanding that the right of way between the above-mentioned stations may not be available prior to May 11 and will waive all claims for loss or damages that might result by reason thereof and received a telegraphic reply from Mr. Crick accepting the award of the contract on that basis. He gave as his thought that it would be advisable, under the circumstances, to award this contract to Mr. Crick subject to the conditions mentioned in the wire. The Commission concurred and thereupon, by unanimous vote, awarded the contract to Mr. Crick at his bid price of $81,930 submitted on April 16.

The Secretary reported receipt of a letter from the Public Utilities Commissioner inquiring whether or not the Highway Commission wants him to order hearings in cases of arrests made for transporting loads of logs weighing in excess of the statutory limits but less than the 1500-lb. tolerance allowed by the State Highway Commission. It was the thought of the Commission that hearings should not be held in such instances. The Commission instructed the Secretary to inform the Public Utilities Commissioner accordingly.

The Commission had under consideration a public notice from the U. S. War Department, Thomas L. Robbins, Col. Corps of Engineers, advising that the report on the proposed improvement of the Siuslaw River and bar as ordered by the Committe on Commerce of the U. S. Senate, has been rendered and that such report is unfavorable to further improvement of such waterway because the benefits that may reasonably be expected to result do not appear to be sufficient to warrant the large expenditures. The Commission took no action on this report but considered it in connection with the request of the County Court of Lane County for a change in the routing of the Eugene-Swisshome Secondary State Highway.

The Secretary presented at this time a resolution adopted by the Lane County Court in which the Commission was requested to abandon as a part of the Eugene-Swisshome Secondary Highway the portion which extends between Richardson and Swisshome and to substitute therefor a section of the so-called "Route F" Highway between Richardson and Mapleton, and to make the necessary surveys to ascertain the best location for such road over and through the divide between Knowles Creek and Turner Creek on this route. The Engineer advised that the proposed cutoff will shorten the distance between Eugene and Mapleton by about 10.5 miles but the estimated cost to build this road is considerably in excess of the cost to reconstruct the present road leading to Swisshome. He further advised that Lane County is now constructing a portion of the proposed route with W.P.A. forces who are approaching the point

where the definite location survey ends and they will need an additional survey in order to carry on clearing and grading operations on the proper alignment. He recommended that the county's request for substitution of secondary highways be denied but that the engineering work requested by the county be granted in the event the attorney advises that the furnishing of such service is legal. The Attorney advised the Commission that it has the legal authority to perform such engineering service and the Commission thereupon, by unanimous vote, approved the Engineer's recommendation.

The Engineer requested authority to contract the furnishing of 2,000 cu. yds. of maintenance materials for the Central Oregon Highway in the vicinity of Sage Hen Hill at an estimated total cost of $4,800 and to include this work in the proposed contract for resurfacing and oiling the Sage Hen Hill-West section of this highway. The Commission granted the Engineer's request by unanimous vote.

The Engineer also requested authority to contract for the furnishing of stock piled maintenance material for the following sections, the same to be included in contracts for resurfacing projects:

Section	Cu. Yds.	Estimated Cost
Deadwood Creek-Greenleaf Creek	500	$ 1,400
Hermiston-Echo Junction	2,500	4,700
Lexington-Sand Hollow	2,000	4,100
Lava Lake-Little Butte	2,050	3,900
Azalea-Wolf Creek Summit	2,400	5,600
Cottage Farm-Aumsville	1,200	1,800
Silver Creek Falls-Sublimity Road	2,400	3,600
Marquam-Liberal	2,000	3,000
Jewell to end of concrete pavement	2,500	3,750
TOTALS	17,550	$31,850

He advised that these are some of the projects that were contemplated in this year's maintenance budget which has heretofore been approved by the Commission. The Commission approved the Engineer's request by unanimous vote.

The Engineer reported that some time ago the Commission included in its program of work to be financed with state money, the oiling of the Secondary Highway between Aumsville and Cottage Farm in Marion County, there being an amount of $15,000 set up for such purpose, however, subsequent investigation reveals that the present surfacing on this road is not heavy enough to carry an oil surface satisfactorily, hence, if the Commission proceeds with this project it should place a certain amount of new rock on the road for stabilization purposes. He estimated that this extra work would cost $15,000 or $20,000 and requested authority from the Commission to increase the budget for this job by that amount. The Commission approved the Engineer's request by unanimous vote.

The Engineer presented a tabulation of bids for furnishing the Commission with a new 7-passenger car of the same type or class as the Commission's present car. An investigation of the bids revealed that of the Buick people at $1,590.63, less an allowance of $600 for the old car, to be the lowest; the next low bid being that for furnishing a Packard car at $1,899.64 with an allowance of $700 for the old Buick. The Commission decided to recommend to the State Purchasing Agent the purchase of the Buick and to leave it to the State Purchasing Agent to decide which of the Buick agencies should receive the business inasmuch as there were identical bids submitted by two agencies of this company.

The Attorney presented for the Commission's approval a letter directed to W. P. Lord, Attorney, Portland, who is representing Mr. Mayberry in the case of Mayberry vs. O.W.R. & N. Co., being a damage claim arising out of the derailment of one of the trains of the railroad company in the Columbia Gorge during a severe snow storm this past winter. The Commission approved the letter with a slight modification.

A letter was presented from Mr. Richard Anderson, chairman of the committee of the Waldport Chamber of Commerce which desires permission from the Commission for local citizens to construct an approach road from the beach to the Oregon Coast Highway near the seawall just south of Waldport. The Engineer recommended that the request be granted. The Commission approved the Engineer's request by unanimous vote subject to the condition that the local citizens will relieve the members of the Commission from responsibility for any accidents that may occur by reason of the use of this road by the general public. The matter was referred to the Attorney to prepare a form of permit in conformity with such decision.

The Secretary presented a letter from the County Court of Harney County and a petition signed by 50 citizens of the town of Diamond and vicinity, in which the Commission was requested to reroute the Diamond Valley Secondary Highway in Harney County so as to pass through the town of Diamond. The Engineer advised that this change will increase the length of this secondary highway by about 10 miles, however, the cost to reconstruct this 10-mile section will be less than the cost to rebuild the section of the present road that would be eliminated by such change. He recommended that a thorough investigation of the matter be made before definite action is taken on the request. The Commission approved the Engineer's recommendation and instructed him to make such investigation and report his findings at the next meeting, if possible.

The Attorney rendered a status report on the East Pendleton railroad grade separation project. He advised that the Public Utilities Commissioner has made his order closing Court Street to all manner of traffic but the railroad companies concerned have not yet given their approval to the project although indications are that such approval will be forthcoming within the next day or so. He said that the approval of the O.W.R. & N. Company would probably be received by wire and recommended that the contract for this project be awarded if such wire is received and it is clear that the railroad companies intend to approve the project in writing. The Com-

mission took no action on this matter .

A letter was received from Earl C. Reynolds, Executive Secretary of the Klamath County Chamber of Commerce, advising that the Chamber of Commerce and the County Court of Klamath County have concurred in a recommendation to the State Highway Commission in regard to the Klamath Falls- Weed Secondary State Highway which recommendation is as follows:

1. That the portion of the road from the junction with The Dalles-California Highway, near the City Limits of Klamath Falls, to the town of Midland, be retained on the Secondary State Highway System;

2. That the portion of the present route from Midland south to the California State Line be placed on the Primary State Highway System together with a portion of that road from Midland north to the connection with the Green Springs Highway.

3. That the secondary state highway be extended easterly from Midland to a connection with The Dalles-California at or near Mack's store.

After some discussion of this matter the Commission indicated that it would designate the primary highways as requested by Mr. Reynolds and would designate as a secondary state highway the road extending easterly from Midland to a connection with The Dalles-California Highway but the Commission would not retain on the Secondary State Highway System that portion of the present highway between Klamath Falls and a point about a mile and a half east of Midland. The Commission ordered that Mr. Reynolds be informed what the Commission is wiling to do in this matter and that he be requested to bring the matter to the attention of the County Court because, if the County Court approves the proposition as outlined, it will be necessary for the County to initiate the change in the secondary highways by appropriate resolution.

A petition was presented from 64 taxpayers residing in the vicinity of Lorane, Lane County, in which the Commission was requested to include in its program for construction this spring, the grading and oiling of the old Territorial Road in the vicinity of Lorane. The Commission denied the request because of lack of funds and instructed the Secretary to so inform the petitioners.

A resolution was presented from the Oswego Parent Teachers Association recommending that the Pacific Highway be rerouted through the town of Oswego so that it will not pass in front of the Oswego School. The Secretary was instructed to advise the association that the Commission has made studies for rerouting this highway through Oswego but has made no definite plans for the project as yet and there is no indication that the revision will be undertaken in the near future.

The Commission adjourned at 12:00 o'clock noon and reconvened at 1:30 o'clock p. m. in the same room with all members, the State Highway

Engineer, the Attorney and the Secretary present.

The Commission discussed informally matters pertaining to the Union Avenue project in East Portland following which, at 2:00 o'clock p. m., Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, these awards having been previously approved by the Commission by unanimous vote:

"Myrtle Point-Bandon Rock Production Project in Coos County. Furnish approximately 7,200 cu. yds. crushed gravel or crushed rock in stock pile. The only bid received for this project is that of the McGeorge Gravel Company of Marshfield at $21,384.00. This bid is satisfactory to the Commission which awards the contract to this company at its bid price.

"Construction of an overcrossing over the Southern Pacific Railroad tracks on Union Avenue on the East Portland-Oregon City Highway in the City of Portland. The low bid received for this work was that submitted by Hoffman Construction Co., Portland, at $410,212.00. The next low bid is that of the Pacific Bridge Co., Portland, at $412,939.40. The third low bid is that of F. J. Kernen, Portland, at $433,899.50. There are ten higher bidders. The Commission has deferred the award of this contract pending satisfactory termination of certain legal features and has referred the bids to the Chairman of the Commission and the State Highway Engineer with power to award the contract to the low bidder when such legal matters have been satisfactorily disposed of."

Mr. Lewis McGeorge, Marshfield, to whom the Commission awarded the Myrtle Point-Bandon Rock Production Project, came before the Commission at this time in regard to such contract. He predicted that he would encounter difficulties in securing trackage in connection with the shipment of materials for this job and, if his predictions come true, it will probably be the cause of delaying the completion of the work until after the time limit specified in the contract for the completion of the job has expired. He assured the Commission, however, that he would be able to produce all the rock that would be needed by the Highway Department this season but he asked the Commission's indulgence in the event he is unable to complete the project within the specified time limit. He was informed by the Commission that he would be given fair treatment in the matter.

The Attorney presented a form of permit which had been prepared to cover the operations of the overwidth busses of the Portland Traction Company on the city streets of Portland, as ordered by the Commission on March 31 when Franklin T. Griffith and W. H. Lyons of the Portland Traction Company appeared before the Commission and requested such permit. He read the provisions of the permit which the Commission approved by unanimous vote except that the Attorney was instructed to change the wording so as to limit the permit to the streets over which the Commission has control as state highway routes.

A letter was presented from C. F. Richardson, Clerk of the Milwaukie Public Schools, requesting the improvement of Harrison Street in Milwaukie and its extension to King Street as a connecting road between the East Portland-Oregon City Highway and East 82nd Street. The Commission denied the request, this proposed road not being on the State Highway System. The Secretary was instructed to so inform Mr. Richardson and to advise him that it is contrary to the policy of the State Highway Commission to add any more roads to the highway system at the present time.

A petition was presented from 33 residents of the town of Mill City, Marion County, in which the Commission was requested to oil that portion of the North Santiam Highway which lies within the limits of this town. The Engineer recommended the granting of this request inasmuch as it is in line with the Commission's established policy of oiling main trunk highways through small towns. The Commission approved the Engineer's recommendation by unanimous vote.

The Secretary also presented a petition signed by 90 residents and freeholders of the City of Gladstone who request the Highway Commission to reconstruct and maintain Arlington Street, in Gladstone, as a connecting highway between the East Portland-Oregon City Highway and East 82nd Street. The Secretary was instructed to advise the petitioners that the Commission is now investigating this proposition but is not yet ready to make any statements in regard thereto.

A letter was presented from Mrs. Myrtle Pockrus, Recorder, Monroe, Oregon, requesting that the Highway Department oil the West Side Pacific Highway in Monroe so as to alleviate the dust nuisance through their business district. The Commission denied the request for the time being but decided that they would investigate conditions the next time they are in that vicinity.

The Commission had under consideration a petition signed by 24 users of the Willamette Highway in Klamath County who request the removal of snow from this highway for a distance of 20 miles north of the Deschutes Lumber Company's mill. The Commission denied the request.

The Commission had under consideration a resolution adopted by the County Court of Baker County requesting that the old railroad grade between the towns of Robinette and Homestead, in Baker County, be designated as a Secondary State Highway. The Commission approved the resolution and decided to grant the request inasmuch as it is in agreement with a previous understanding with the County Court. The following resolution in regard thereto was adopted by the Commission by unanimous vote, upon motion of Commissioner Aldrich which was duly seconded by Commissioner Tou Velle:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall

be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the County Court of Baker County, has selected the route hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said route as a highway to constitute, together with other highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Baker County under the provisions of said act;

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

That the following named route in Baker County, be and the said route is hereby selected, designated, established, adopted, and approved as a secondary state highway and shall be and is hereby designated as a part of the secondary state highway system, to wit:

Robinette-Homestead Secondary Highway No. 412
Beginning at Robinette, thence following the old Railroad grade to Homestead, a distance of approximately 26.0 miles.

That said route shall be, and is hereby qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof;

That the engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said route and properly file in the records of the Commission all of said data;

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

The Commission also considered resolutions from the County Court of Umatilla County requesting the removal of the Bingham Springs Secondary State Highway No. 331 from the Secondary State Highway System and substituting therefor portions of Market Roads No. 2, No. 32 and No. 50, north of Pendleton. Inasmuch as it appeared to the Commission that these resolutions are in conformity with previous understanding between the County Court and the State, the Commission approved them and, by unanimous vote, adopted the following resolutions in regard thereto upon motion of Commissioner Aldrich which was duly seconded by Commissioner Tou Velle:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Umatilla County Court of the State of Oregon, has heretofore selected and regularly adopted as provided by law the Bingham Springs Secondary Highway Number 331, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Umatilla County Court of the State of Oregon, to eliminate from the system of secondary state highways, under the provisions of Chapter 196, Laws of 1935, the Bingham Springs Secondary Highway Number 331; and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the Umatilla County Court of the State of Oregon, that from and after the adoption of this resolution, by the State Highway Commission the hereinafter described Bingham Springs Secondary Highway Number 331, shall, under the provisions of Chapter 196, Laws of 1935, become a county road or highway, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the Umatilla County Court.

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 Bingham Springs Secondary Highway No. 331 is hereby eliminated from the secondary state highway system, to wit:

The 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 upon the Umatilla River.

2. That the said above described section shall be and it is hereby declared to be eliminated from the secondary system of highways and from and after the adoption of this resolution shall become a county road or highway, and the construction, repair, maintenance, or improvement, and the jurisdiction thereof, shall be exclusively under the Umatilla County Court, as provided in Chapter 196, Oregon Laws 1935.

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WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the County Court of Umatilla County, has selected the market roads or county roads hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said market roads or county roads as highways to constitute, together with other highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Umatilla County under the provisions of said act;

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

That the following named market roads or county roads in Umatilla County, be and the said market roads or county roads are hereby selected, designated, established, adopted, and approved as secondary state highways and shall be and are hereby designated as a part of the secondary state highway system, to wit:

> Athena-Cold Springs Secondary Highway No. 334
> Beginning at the Oregon-Washington Highway in Athena; thence westerly along Market Road No. 32 to the Havana-Helix Market Road No. 2. Thence beginning again at the intersection of the Havana-Helix Market Road No. 2 and a county road at a point on the section line between Sections 23 and 26, T. 4 N., R. 33 E., W.M., Umatilla County, Oregon; thence westerly along the county road to Myrick; thence westerly via Market Road No. 50 to the Pendleton-Cold Springs Highway; a distance of approximately 16.5 miles.

Havana-North, Secondary Highway No. 335
Beginning at the Oregon-Washington Highway at Havana; thence northerly along Market Road No. 2 to the south city limits of Helix, a distance of 9.0 miles.

That said market roads or county roads shall be, and they hereby are qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof;

That the engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said market roads or county roads and properly file in the records of the Commission all of said data;

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

In connection with this matter the commission considered and signed an agreement with the County Court of Umatilla County setting forth certain things that are to be done by the County in the way of improvements to the newly designated secondary highways as a condition precedent to their being so designated.

The Commission considered and approved a resolution from the County Court of Sherman County which requests the selection and designation, as a secondary state highway, of a 1½-mile section of Fulton Canyon Market Road commencing at its junction with the Columbia River Highwey at the place known as Miller and extending in a southerly direction up said Fulton Canyon a distance of 1½ miles. This request being in conformity with a previous oral agreement and understanding between the County and the State, the Commission by unanimous vote, adopted the following resolution designating such secondary state highway upon motion of Commissioner Aldrich which was duly seconded by Commissioner Tou Velle:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, the State Highway Commission, by mutual agreement with the respective county courts of the several counties of the state, is authorized and empowered to select, locate and designate a system of secondary state highways, which highways shall be selected from the market roads or other county roads, or available locations or routes of the several counties; and

WHEREAS, the State Highway Commission, by mutual agreement with the County Court of Sherman County, has selected the market road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said market road as a highway to constitute, together with other

highways which have heretofore been added and which may hereafter from time to time be added, a part of the system of secondary state highways of Sherman County under the provisions of said act;

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

That the following named market road in Sherman County, be and the said market road is hereby selected, designated, established, adopted and approved as a secondary state highway and shall be and is hereby designated as a part of the secondary state highway system, to wit:

Fulton Canyon-Wasco Secondary Highway No. 301

Beginning on the Columbia River Highway at the mouth of Fulton Canyon, thence southerly up Fulton Canyon approximately 1.5 miles.

That said market road shall be, and it is hereby qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof;

That the engineer be, and he hereby is authorized to make proper surveys with respect to the physical location upon the ground of the said market road and properly file in the records of the Commission all of said data;

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

A resolution was presented from Coos River Grange No. 701, Coos County, in which the Commission was requested to widen, gravel and oil Coos River Secondary State Highway from Catching Inlet Bridge to Allegany Ferry. The Commission denied the request because of lack of funds to finance the work.

The Commission also had under consideration a petition signed by 71 residents of the town of Lyons and vicinity in Linn County for the oiling of that portion of the Albany-Lyons Secondary Highway No. 211 from the intersection of said road with the Lyons-Mill City Road to the railroad crossing in Lyons, a distance of about 800'. The Commission approved this petition by unanimous vote upon recommendation of the Engineer.

The Commission had under consideration a letter from the County Court of Lane County and a petition signed by 271 users of the Springfield-Jasper Section of the Springfield-Lowell Secondary Highwey in Lane

County, in which the Commission was asked to oil, during the summer of 1936, that part of this secondary highway which extends from the junction with the McKenzie Highway southerly to the Jasper steel bridge. The Commission denied the request because of lack of funds.

The Secretary presented a letter from the Ashland Chamber of Commerce requesting that serious consideration be given by the Commission to the elimination of the turn in the Pacific Highway at what is known as the Plaza Intersection in the City of Ashland. He was instructed to reply that the Commission is now making a study of this matter but is not in position to make any statements in regard thereto at the present time.

The Commission had under consideration a report from the Attorney in regard to the request of Mrs. Anna K. Lew, Milwaukie, Oregon, that the East Portland-Oregon City Highway between Portland and the town of Milwaukie be named McLoughlin Boulevard in conformity with the name given by the City of Portland to that portion of this highway which lies within the Portland City Limits, so as to facilitate house-to-house mail service. It was the opinion of the Attorney that the Commission has the authority to name this road if it so desires inasmuch as there appears to be nothing in the statures that prohibits the designation of any highway by name. After some discussion the Commission decided, notwithstanding the Attorney's opinion, that it would be establishing a poor precedent to name this road as requested by Mrs. Lew and, accordingly, denied the request. However, the Secretary was instructed to inform Mrs. Lew that the Commission has no objection to some other authority naming the road and to suggest that the U. S. Post Office Department might have some ideas relative thereto.

The Commission considered and ordered filed in the department records a letter from the State Board of Higher Education heartily approving the arrangements made between the Commission and the State College Engineering Experiment Station for a special investigation of sand for concrete construction.

The Commission considered and approved the request of the town of Florence for the donation of one of the Highway Department's office buildings located on the Glenada side of the Siuslaw River, which building was used as headquarters for the Highway Department engineers during the construction of the Siuslaw River Bridge, the Attorney having previously advised that the Commission has legal authority to so dispose of this building.

The Commission had under consideration a request from the Emanuel Young People's Society, Portland, for permission to install and maintain two signs on the right of way of the East Portland-Oregon City Highway, one at the junction of this highway with the old Milwaukie road in the town of Milwaukie, and the other at a point near the Iron Fireman Manufacturing Company, in Portland. The Commission denied the request, it being contrary to its policy in such matters. In this connection the Commission discussed the advisability of requiring civic service clubs and similar organizations to remove their signs that are now being maintained on state highway rights of way. The Commission decided that these organizations should be requested by personal contact to remove their signs as soon as they can do so conveniently and, in any event, to remove them when the signs are in need of repair. The Commission ordered that the Division Engineers be instructed to contact these organizations in their respective districts and to request their cooperation to the end that highway rights of way may be maintained free and clear of all manner of signs.

The Commission considered communications as follows:

Letter from L. M. McClelland, Junction City, urging the Commission to recognize and use the name "Franklin" on its signs erected along the West Side Pacific Highway at this place, which is known by some people as "Smithville";

Letter from B. F. Howard, Shedd, Oregon, urging the Commission to recognize the name "Smithville" rather than "Franklin" on such signs.

It appeared to the Commission that a controversy exists as to the proper naming of this place which it cared not to enter, wherefore, the Commission ordered the communications filed for future consideration.

Mr. J. F. Porter, representing the Roosevelt Highway Ferry Company, came before the Commission in regard to their proposed agreement with the Commission for furnishing additional ferry service across Yaquina Bay pending the completion of the Coast Highway bridge now under construction at that place. Mr. Porter stated that, since submitting to the Commission their proposal to furnish such additional ferry service, they find that the barge that they had in mind to use is not as large as they thought it was and is capable of carrying only sixteen cars instead of twenty-four cars as was contemplated. He pointed out that the quoted price for the use of the twenty-four car barge is $900 per month and stated their willingness to reduce the monthly charge to $775.00 if the Commission will approve the use of the smaller capacity barge.

The Engineer recommended the acceptance of Mr. Porter's offer subject to the condition that his company will exert themselves to speed up service. Mr. Porter agreed to do that. After some discussion the Commission voted unanimously to permit the Roosevelt Highway Ferry Company to substitute the sixteen-car barge for the twenty-four car barge at the reduced rate quoted by Mr. Porter. The Engineer was instructed to take this into consideration in the preparation of the proposed agreement with the ferry company.

Chairman Cabell reported rumors to the effect that the Schroeder Timber Company, with whom the Commission is negotiating for the purchase of timber along the Salmon River Highway, is attempting to bring into this deal the acquisition of the Mead and Brugman properties adjacent to the Upper Columbia River Highway, which has been discussed but deferred, and to make the purchase of the Salmon River Highway timber by the State contingent upon the State also acquiring the Mead and Brugman tracts, if the State does not take as much of the Salmon River timber as was originally contemplated. He

said that, to the best of his knowledge, the Commission has never considered the acquisition of both properites in combination, but the discussions of each have always been on the basis of their consideration as separate and distinct transactions. He gave as his thought that the Commission should adhere to its original agreement with the Schroeder Timber Company and not bring the other tracts into the picture at this time. Commissioners Aldrich and Tou Velle concurred in the opinion of the Chairman and it was so ordered. The Engineer was instructed to enlighten Mr. Gardner of the Schroeder Timber Company in conformity with this decision.

The Commission discussed right of way matters in connection with the 17th Street-Ross Island Bridge section of the East Portland-Oregon City Highway in Portland, and instructed the Engineer to defer advertising this project, at least until the regular meeting in June, on account of the present status of such matters.

In this connection the Engineer reported the findings of Engineers Joe Weber and Mervyn Stephenson who were delegated to inspect the buildings that are to be removed from the right of way which the Commission is acquiring from the Inman-Poulsen Lumber Company. He said that these engineers made individual estimates as to the cost of removing and reinstating these buildings, that of Mr. Weber being in the amount of $8,090 and that of Mr. Stephenson being $7,615, which is about the average of the two low bids received from Johnson & Hall and Butler Brothers. He further advised that this investigation revealed that a certain garage building located on the property is of tile construction and cannot be moved, which probably accounts for the high quotations received from Butler Brothers and LeBeck and Son who also submitted bids for such work and, in order to remove this building from the highway right of way and place it in usable condition for the lumber company, it would be necessary to cut off about 30' from the front of the building and add it to the back of the building.

After some discussion of this matter the Engineer suggested, in view of the circumstances, that all of the quotations heretofore received be rejected and that the reason therefor be explained to the contractors with the request that they submit new quotations. The Commission approved the Engineer's suggestion by unanimous vote.

Mr. W. W. Banks, attorney, of Portland, representing Mr. Geo. O. McCroskey, appeared before the Commission with respect to the consideration to be paid Mr. McCroskey by the state for a relinquishment of some reservations incorporated in the deed by which right of way was conveyed to the Salmon River-Grande Ronde Highway Improvement District and which right of way was later turned over by the District to the State. Mr. McCroskey, through his attorney, fixed the consideration at $1,000. The Commission's Attorney suggested the payment of $750 but stated that he did not have sufficient information upon which to base a recommendation that the Commission pay the amount required or demanded by the property owner through his attorney. The Commission instructed its Attorney to make further investigation and to report later.

The Commission had under consideration a letter from Percy R. and Cofra B. Rossman, Springfield, Oregon, who wish to purchase a small parcel of state-owned property situate adjacent to the McKenzie Highway at Mile Post No. 17 in Lane County. The Engineer advised that this property was acquired originally along with other property for borrow pit purposes and, while it has not been used for such purposes up to the present time, there is a possibility that it will be needed at some future date as a source of borrow materials and, if not, it will be used as a stockpile site. He recommended that the property be not sold. The Commission approved the recommendation by unanimous vote.

The Engineer reported receipt of an offer from J. S. Woodard, Florence, to purchase, for the sum of $10.00, a fraction of lot 58, Block 8, Miller Addition to Florence, which is owned by the State but is outside of the 80-foot highway right of way. He said that this property is worth more than the amount Mr. Woodard offers for it and recommended that it be not sold for such sum. The Commission approved the Engineer's recommendation.

The Attorney reported that a compromise agreement has been reached with Hance C. Benson for the purchase of some of his land that is needed as right of way for the relocation of the Tunnel-Dixie Section of the Old Oregon Trail in Baker County, whereby Mr. Benson has stated his willingness to accept the sum of $2,500 for such right of way and has waived his demands for a certain cattle pass, which was a condition of previous negotiations, provided the State will build certain fences and Baker County will agree to maintain the old highway when the new one has been completed. He advised that the State is taking 18¼ acres of Mr. Benson's land, 5 acres of which is valued at $100 per acre and the balance at $10.00 per acre; also, that the fence referred to will cost about $900, which expense is more than offset by the elimination of the cattle pass which was estimated to cost $1000. He said that he thought he could get Mr. Benson to further reduce his price, however, asked the Commission to approve the compromise settlement at $2,500 in the event he is unable to do so. After some discussion the Commission approved the settlement as outlined by the Attorney upon recommendation of the Engineer.

The Engineer reported that the State Highway Department's quarry on the Rex Hill Section is insufficient in area to permit the contractors, Theodore Arenz & The Oregon Contracting Company, to operate their crushing plant simultaneously with the excavation of the material for the roadbed topping, consequently additional ground will have to be purchased bordering the present site. Negotiations leading to this purchase, he said, were undertaken with the First National Bank of Newberg, agents for this property which is recorded in the name of A. J. Heskett, but they insisted on being paid $1500 for the land which contains less than 2 acres, which price he considers excessive for this character of land. He recommended the acquisition of the property by condemnation. The Commission approved the recommendation and authorized condemnation of such additional acreage as is necessary to supplement the present quarry site.

Reconsideration was given by the Commission to the claim of the Rupp Investment Company for timber taken from its land which was purchased by Clatsop County for right of way for the Wolf Creek Highway. The Commission took the stand that the company is entitled to pay for its timber but that the obligation to pay for the same is the County's; however, inasmuch as the County has refused to assume such obligation and the State now owns the right of way, the State would be justified in paying a portion of the claim, which totals approximately $400. The Attorney was instructed to bring this matter to the attention of the County Court and endeavor to get the Court's consent to pay one-half of the amount of the claim, the State to pay the balance.

Reconsideration was given by the Commission to the sale, to the Oregon Electric Railway Company, of a small parcel of land situate adjacent to the Junction City-Eugene Secondary Highway in Lane County, which the company pany desires for warehouse purposes. The Commission, by unanimous vote, approved the tentative agreement to sell the property, as made by Chairman Cabell subsequent to the meeting when this matter was first discussed, whereby the land is to be sold at the rate of $200 per acre plus a lump sum of $75 to cover extra expense that will be incurred by the State to haul borrow materials, and, with the further understanding that, if the railway company should desire to use any of said land, upon which there are stored certain top soil materials belonging to the State, prior to the removal of such materials by the State's contractor in the normal course of his construction operations, thus necessitating extra work in the removal of such materials, then the company shall reimburse the State at the rate of thirty-five (35) cents per cubic yard for each cubic yard of such material so moved.

The Commission discussed a letter from the City Attorney of North Bend advising that the City Council believes that certain conditions should be included in the City's deed conveying "Simpson Park" to the State, to insure a proper development of the park by the State, which conditions, it appears, were contained in the deed by which the City acquired the park from the Simpson Lumber Company. The Commission indicated that a deed containing such conditions would not be satisfactory and instructed the Attorney to contact the City Council in regard thereto and secure release from the same, if possible.

The Attorney reported difficulties in acquiring right of way needed for the Silver Lake-Paisley Section of the Fremont Highway in Lake County, across the land of Charles E. Campbell and Mary E. Campbell. He requested authority to condemn this right of way if further negotiations reveal that necessary. The Commission approved the Attorney's request and, by unanimous vote, adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon and to acquire by donation, purchase, agreement, condemnation, or by the power of eminent domain title to land upon or under which there is gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations

suitable for road construction, improvement, betterment or pavement, and to declare the necessity and need for the acquisition thereof and the advanteges to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for the purposes of road construction, improvement, betterment, repair and maintenance, and for the purpose of the manufacture of road materials on the following section or sections of the state highway system of the State of Oregon, to-wit:

Silver Lake-Paisley Section of the Fremont Highway

land property owned by or in the possession of the following parties and/or persons, to-wit:

Charles E. Campbell and Mary E. Campbell

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties contain gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations suitable for road construction, improvement, betterment, or pavement, and that the said property or properties is or are necessary and needful and the acquisition thereof will be of advantage to the State of Oregon for the said purposes in order to make it possible for the State Highway Commission to construct, improve, maintain and repair the said portion or portions of the said state highway system in accordance with the standards adopted by this Commission.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for said purposes and to prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties, or which said descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same shall be lands necessary for the purposes stated herein.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney

for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements. He presented a list of such properties which the Commission approved after careful study. 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 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 property required, options have been obtained, which options have been 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 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
Agency Plains-Madras Section-Warm Springs Hwy.				
Long, Laura A.	R/W	4.15	At $25.00 per Ac. Plus Fencing	McCallister

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Bover-Otis Section-Salmon River Hwy.				
Dobson, O. M.	Quarry	5.00 at $100.00 per Acre		McCallister
Oldalla Creek-Toledo Section-Corvallis-Newport Hwy.				
Payne, Geo. E.	R/W	0.353	Land $143.00 plus $32.00	McCallister
Prewett, Delina D.	Stock Pile	0.146	$40.00 Lump Sum	"
Bristow, R. E.	R/W	18,818	Sq.Ft. at 2½¢ per Sq.Ft. plus $30.00 and move buildings	"
Dayton-Salem Section-Dayton-Salem Hwy.				
Leckband, Edward	R/W	1.24 at $100.00 per Ac. plus $116.20		Parker
Morrow County-Columbia River Hwy.				
Vance Lumber Co.	Park	1.92	Gratis	De Souza
Redmond-Cline Falls Sec.-McKenzie Hwy.				
Central Oregon Irrig. Dist.	Stock Pile	1.24	$50.00 Lump Sum	McCallister
S. E. 17th Ave. and S. E. Grand Ave. Sec.-East Portland-Oregon City Hwy.				
Althaus, Lenore W.	R/W		Gratis	Campbell
Scardigli, Olivo	"	1500 Sq.Ft.	at 30¢ per Sq.Ft. plus $700.00	Gardiner
Wiley & Smith Inc.	"	3000 Sq.Ft.	$13915.00 Lump Sum	"
Newland, James	"	1204 " "	$ 425.00 Lump Sum	"
Willamina Section-McMinnville-Tillamook Hwy.				
Kershaw, Harry M.	R/W	0.03	Gratis	Chandler
Sunset Camp-Elsie Section-Wolf Creek Hwy.				
Kamppi, Jacob	R/W	2.6	$148.50 Lump Sum	Gardiner
Redderbush, Otto	"	4.1	$217.50 " "	"
Morrow County-Columbia River Hwy.				
Northern Pacific Ry. Co.	Park	40.19	$100.00 Lump Sum	De Souza
Pendleton-Stanfield Sec.-Old Oregon Trail Hwy.				
Struve, Catherine Est.	R/W	6.70 at $30.00 per Ac. plus $299.00		Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
East Pendleton Sec.-Old Oregon Trail Hwy.				
Dand, Janot	R/W		2953 Sq.Ft. at 20 ¢ per Sq.Ft. plus $30.00 and moving buildings	Benson
Lent, Freda P.	"		5000 Sq.Ft. $3100.00 Lump Sum	"

Consideration was given by the Commission to the report of Maintenance Engineer J. N. Bishop, dated April 23, 1936, on the feasibility and cost to construct pedestrian tunnels under the East Portland-Oregon City Highway between Milwaukie and Oregon City, for the benefit of school children, as has been urged by Mrs. Katherine McRae, Clackamas County School Superintendent. Mr. Bishop reported that on April 21 he inspected several prospective tunnel sites in company with Mrs. McRae and ascertained that it would be feasible to construct a tunnel at each point but they would be quite costly. He estimated that the tunnels with stairway approaches would cost about $4,000 each and those with ramp approaches would cost double that amount. He discounted the justification of such expense because he doubted that the tunnels would be used. He recommended, if the Commission intends to provide safety provisions for school children who are obliged to cross this highway, the construction of some type of overhead structure. After due consideration, the Commission disapproved such tunnel construction, by unanimous vote.

The Commission also considered the report of the Engineer on the condition of the newly-designated secondary state highway in Sherman County, which extends up Fulton Canyon from the Columbia River Highway at Miller. The report indicated that the road is in very bad condition as a result of floods during the past winter, that one bridge was entirely washed away, the replacement of which would cost about $3,000, and that the estimated total cost to repair the damage done to the entire one and one-half mile section, including the bridge replacement, would approximate the sum of $10,000. After due consideration, the Commission by unanimous vote authorized the Engineer to proceed with this work, the bridge portion of which is to be done by contract and the balance by state forces.

The Commission discussed the proposed extension of the Coos River Secondary Highway in Coos County and the offer of Butler Brothers to donate to the State Golden Falls park site which contains about 120 acres, if the State will spend $10,000 to put the road leading to the park in condition for the truck hauling of logs. The Engineer was instructed to have Maintenance Engineer Bishop inspect the proposed extension, which is limited to a length of five miles, and ascertain how much improvement can be done to it, by way of widening and surfacing, for an amount of $10,000, and to prepare an order for such work.

The Engineer reported that conditions along The Dalles-California Highway between Bend and Klamath Falls have improved and it is no longer necessary to continue the reduced load limit order heretofore ordered by the Commission for this section. He recommended that the said order be revoked.

The Commission approved the Engineer's recommendation and, by unanimous vote, adopted the following resolution in regard thereto.

WHEREAS, on the nineteenth day of February, 1936, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the following state highway, to-wit:

THE DALLES-CALIFORNIA HIGHWAY between Maupin, in Wasco County, and Klamath Falls, in Klamath County; and

WHEREAS, subsequent to the passage of said resolution conditions along said highway between Maupin and Bend changed and on April 17th the State Highway Commission lifted the reduced load limit insofar as it pertained to that particular section, but continued in force and effect such reduced load limit on said highway between Bend and Klamath Falls; and

WHEREAS, conditions have further changed so that is is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the Bend-Klamath Falls section of said state highway;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on

THE DALLES-CALIFORNIA HIGHWAY between Bend, in Deschutes County, and Klamath Falls, in Klamath County;

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said section of the said highway hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the County Clerks of each county in which said highway is located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

The Engineer reported the status of the Commission's applications to the Works Progress Administration for funds with which to finance the Highway Department's maintenance building at Astoria and the Division Engineer's office building at Roseburg. He said that these projects have been approved but the Works Progress Administration officials in Washington, D. C. refuse to allot any money to finance construction because they prefer to concentrate on large projects, at least until June 30, 1936; also that the local Works Progress Administration office advises that, in their opinion, Congress will eventually provide additional W.P.A. funds and, in that event the two building projects of the Highway Department will be given priority over others. It was his thought that such funds will not be available until late in the fall, wherefore, in view of the fact that the two buildings in question are badly needed, he recommended

that they be contracted at once as strictly State Highway Fund projects. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to proceed accordingly.

The Engineer requested authority to advertise for bids for the furnishing of 7,300 cu. yds. of maintenance materials for the Lakeview-Burns and Central Oregon Highways at an estimated total cost of $14,000. He explained that it is his plan to include this project as one of the items in connection with other surfacing contracts that are to be undertaken in this vicinity which will result in securing these materials at much less cost than if they were obtained under separate contract. The Commission approved the Engineer's request by unanimous vote with the understanding that hereafter, before bids are called for the furnishing of maintenance materials for any project, the estimated cost thereof shall be carefully checked against the maintenance budget so as to make certain that the budgeted amount will not be exceeded and, with the further understanding, that all of such projects shall be brought to the attention of the Commission for discussion before they are advertised for bids.

The Engineer reported that a dangerous condition exists at a certain curve in the Pacific Highway at Barlow, Clackamas County, where the pavement has been constructed with very little super elevation making it difficult for cars to negotiate the turn with safety. He advised that this condition can be remedied by covering the existing concrete pavement with blacktop pavement, using proper super elevation, at a cost of approximately $2,100, and requested authority to do this work as a minor betterment project in the interests of safety to the traveling public. After due consideration, the Commission approved the Engineer's request and authorized the expenditure.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

Dolan Construction Company, Contract No. 1760, construction of culverts on the Brooks-Jordan Creek Section of the Wilson River Highway in Tillamook County, requested an extension of time, from March 31 to August 1, 1936, in which to complete this job, giving as their reasons for such request that there are a number of pipe culverts that cannot be placed until the grading contractor on this section has completed the excavation of certain cuts. The Engineer advised that the contractor's reason for the delay is correct; also, that the grading contractor cannot do the excavation work referred to until weather conditions are more favorable. He further advised that neither contractor is responsible for the non-completion of the culvert construction within the specified time limit and that the State's expense for engineering will not be increased thereby. He recommended that the extension of time requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote subject to concurrence by the Bureau of Public Roads, in writing.

Mountain States Construction Company, contract No. 1748, for the construction of a bridge over Smith River on the Oregon Coast Highway,

between Gardiner and Reedsport, Douglas County, requested an extension of time from March 31 to May 31, 1936, within which to complete said job. In the discussion of this matter it developed that the written consent of the Bureau of Public Roads to such extension has not yet been received and that the contractor has not yet consented in writing to let the grading contractor on the adjoining section haul embankment materials over the bridge when the bridge deck has cured sufficiently to allow such hauling. In view of the circumstances, the Commission deferred granting the extension of time requested until these matters have been taken care of. The matter was referred to the Engineer to complete the details.

Joplin and Eldon, contract No. 1768, for the construction of a bridge over Eagle Creek on the Columbia River Highway, near Bonneville, Multnomah County, requested an extension of time from April 30 to June 30, 1936, within which to complete this project, giving as their reasons for such request that extremely bad weather interfered with and delayed the progress of their work. The discussion brought out that the written consent of the Bureau of Public Roads to such extension of time has not yet been received and that the contractors have not yet given their consent, in writing, to the use of the bridge by the grading contractor on the adjoining section, when the bridge deck has cured sufficiently for use. In view of the circumstances, the Commission deferred action on this application pending the clearing up of such matters and referred the application to the Engineer to complete the details.

The Engineer reported that Contract No. 1735 for the construction of a bridge over Mill Creek, on the Columbia River Highway in The Dalles, Wasco County, was completed by the contractor, Louis Johnson & Son, on January 7, 1936, according to the requirements of the contract or modifications thereof, and that said job is now ready for acceptance. The following resolution accepting this project was offered and was adopted by the unanimous vote of the Commission:

WHEREAS, the Engineer has reported that Contract No. 1735 with Louis Johnson & Son, for the construction of a bridge over Mill Creek on the Columbia River Highway in The Dalles, Wasco County, was completed by said contractor on January 7, 1936, according to the terms and provisions of the contract and that said job is now ready for acceptance;

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

Consideration was given by the Commission at this time to the setting of a date for the public hearing in the town of Talent, Jackson

County, as required by law, to obtain expressions from the people of that town in regard to the rerouting of the Pacific Highway which, if rebuilt in accordance with present plans, will bypass this town. The Commission set Wednesday morning, June 24, 1936, as the date for such public hearing and instructed the Secretary to send formal notification of such hearing to the town council of Talent.

The Commission also considered and set Friday, June 26, 1936, as the date for its regular meeting in June for the receiving bids for highway construction projects and instructed the Secretary to make the usual arrangements to hold this meeting in the Auditorium of the Public Service Building, Portland, if possible.

The Commission considered and signed agreements, et cetera, as follows:

Quit Claim Deed conveying to The Dalles and Southern Railroad Company 0.12 acre of land situate in the SW¼ of Sec. 2, T. 1 N., R. 13 E., W.M., Wasco County, for which the railroad company is deeding to the State right of way for the reconstruction of the Columbia River Highway at its eastern entrance into The Dalles;

Bargain and Sale Deed conveying unto the Oregon Electric Railroad Company 1.56 acres of land situate in the NW ¼ of Sec. 5, T. 16 S., R. 4 W., W.M., Lane County, the consideration involved being $200 per acre plus a lump sum of $75 for extra cost for hauling borrow materials and 35¢ per cu. yd. for extra moving of top soil materials now stored on the property;

Bargain and Sale Deed conveying to the World War Veterans' State Aid Commission one-half acre of land situate in the west one-half of the NW¼ of Sec. 26 and in Lot 1 of Sec. 23, all in T. 17 S., R. 4 W., W.M., Lane County, for which the World War Veterans' State Aid Commission is deeding to the State Highway Commission other property that is needed in connection with the improvement of the Junction City-Eugene Secondary State Highway;

Bargain and Sale Deed conveying unto the Southern Pacific Company 7 small parcels of land situate in the east one-half of Sec. 14, T. 7 S., R. 3 W., W.M., Marion County, for use of the railroad company in connection with the construction of the North Salem grade separation project;

Agreement between the Oregon-Washington Railroad Navigation Company, State of Oregon, and Multnomah County, relative to the construction of the Northeast Halsey Street (Barr Road) railroad grade separation project.

Agreement with Multnomah County relative to the payment of costs that accrue in connection with the improvement of East Glisan Street from 162nd Avenue to Rockwood Road and Birdsdale to Fairview-Gresham Road, in excess of the costs that can be paid with government fund;

Agreement with Umatilla County reciting things to be done by the County and things to be done by the State in connection with the removal of the Bingham Springs Secondary State Highway from the Secondary Highway

System of Umatilla County;

Agreement with Washington County covering the maintenance of the Balm Grove-Forest Grove Section of Gales Creek County Market Road which is being reconstructed by the State as a federal project, being known as Project WPSO 293;

Agreement with Washington County reciting things to be done by the State and things to be done by the County in connection with the construction of the proposed Oregon Electric Railroad grade separation project at Garden Home;

Agreement with Multnomah Industrial Health Association relative to the furnishing of group full coverage plan insurance to employes of the State Highway Department.

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

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

F L Toll Ville
Commissioner

Portland, Oregon, May 20, 1936.

The State Highway Commission convened in special session at 9:00 o'clock a. m. in Room 1206, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Engineer discussed with the Commission the matter of temporarily oiling the Fremont Highway, Lakeview-Burns Highway, Pendleton-John Day-Burns Highway and the Central Oregon Highway. He recited the history of oiling experiments in the State of Oregon and advised that to secure a satisfactory oiling job the roadbed must be properly surfaced with rock. He pointed out that the Lakeview-Burns Highway has such surface but the Fremont and the Central Oregon Highways do not. He also pointed out that the cost to maintain a temporary oil surface would be about $600 per mile per year.

Chairman Cabell stated that he was not in favor of constructing a temporary oil surface on either the Fremont or the Central Oregon Highway or the Pendleton-John Day-Burns Highway because the Commission is now making progress in the permanent construction of these roads, but he might favor temporary oiling on the Lakeview-Burns Highway because the Commission has no definite program or funds for this road except the Federal Public Lands Funds. Commissioners Aldrich and Tou Velle agreed with Chairman Cabell in this matter. The Engineer suggested that if any temporary oiling is done on the Lakeview-Burns Highway, it should be given such treatment throughout its entire length and possibly the work should be extended on the Fremont Highway about 15 miles south from Valley Falls. He estimated that such work would cost about $60,000 of state money. After considerable discussion the Commission decided unanimously to adopt the Engineer's suggestion and considered that the work would be fully justified from the following standpoints: first, as an experiment; second, part of the road is now rocked and ready for oil; third, there are no Public Lands Funds available this year to finance oiling on the Lakeview-Burns Highway.

The Commission also decided to convey this information to the delegation from Lake County which is to appear before the Commission the following day.

The Commission conferred at this time with W. H. Lynch, District Engineer, and Tom Davis, Highway Engineer, Bureau of Public Roads, relative to the programming of the 1937 Regular Federal Aid Funds. Mr. Lynch advised that he has not received official notice that such funds have been appropriated, but he has received from his superiors instructions to request the several states under his jurisdiction to arrange programs for such funds so that the projects contained therein may be contracted without delay when authority is received to proceed.

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The State Highway Engineer called to the Commission's attention the allocation of the 1937 Federal Aid Funds and asked if the moneys should be distributed to the four districts of the state on the same basis as it is received from the Federal Government similar to the allocation of the 1936 Federal Aid Funds; namely, 10/24 according to population, 7/24 according to area, and 7/24 according to areas of primary highways, which basis results in the following percentage allocation to the various divisions:

Division No.	1	38.22 per cent
" "	2	17.55 " "
" "	3	18.02 " "
" "	4	26.21 " "

The Commission approved the method of allocation by unanimous vote, subject to the condition that this basis of apportionment shall obtain for the 1937 Regular Federal Aid Funds only and shall not be considered as a permanent basis for future allocations. Chairman Cabell wished the record to show that he agrees to such apportionment of these funds only as a temporary proposition and with the understanding that, if the construction of the new Columbia River Highway requires a larger percentage of future funds to be expended in his district, the other Commissioners will agree to such larger allocation when the program is arranged for such funds. Commissioners Aldrich and Tou Velle agreed to adhere to such understanding, their action being justified by the fact that the Columbia River Highway benefits the eastern part of the state as much as it does the western part of the state.

Thereupon the Commission by unanimous vote adopted the following percentages for the distribution of the funds in question, amounting to a total of $3,600,000, of which $2,044,633 represents Federal Aid Funds and $1,555,367 state money:

Division	Per Cent	Amount
1	38.22	$1,375,920
2	17.55	631,800
3	18.02	648,720
4	26.21	943,560
TOTAL	100.00	$3,600,000

Consideration was then given by the Commission to the arrangement of a construction program for such funds. The Engineer submitted a list of desirable projects from which the Commission selected the following by unanimous vote:

1937 REGULAR FEDERAL AID PROJECTS

Highway	County	Section	Length	Kind of Work	Est. Cost
DIVISION NO. I					
Columbia River	Multnomah	Rocky Point	1.05	Grad.& Pav.	$ 80,000
Columbia River	Columbia	Jackson Creek-Mult. Co.Line	0.8	Grad.& Pav.	15,000
West Side Pacific	Washington	Middleton-Votaw	1.3	Grad.& Pav.	65,000

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(1937 REGULAR FEDERAL AID PROJECTS, continued) (Division No. 1)

Highway	County	Section	Length	Kind of Work	Est. Cost
West Side Pacific	Yamhill	Rex Hill-Newberg	1.1	Grad. & Pav.	$ 50,000
Tualatin Valley	Washington	Forest Grove-Hillsboro	5.0	Resurfacing	120,000
Santiam	Linn	Storm Creek-Sheep Creek	1.3	Grad. & Topping	104,000
Pacific	Linn	Shedd-Halsey	7.6	Grad. & Pav.	186,000
Pacific	Linn	Calapooya R.Brdg.	-	Bridge	25,000
Wilson River	Tillamook	Jordan Creek	0.6	Grading	6,500
Wilson River	Tillamook	Jordan Cr.Brdg.	-	Bridge	16,500
Wilson River	Tillamook	Mills Bridge-Jordan Creek	12.25	Surfacing	62,000
Wolf Creek	Clatsop	Quartz Cr.Brdg.	-	Bridge	151,920
Wolf Creek	Clatsop	Quartz Creek	1.0	Grad.,Top.,Brdg.	80,000
Pacific	Marion	Pringle Creek-Illahee	5.6	Grad. & Pav.	231,285
Oregon Coast	Tillamook	Necarney Cr.Brdg.	-	Bridge	50,000
				Roadside Impr.	13,700
		TOTAL, DIVISION NO. I.			$1,256,905

DIVISION NO. II

Pacific	Jackson	Wall Creek-Siskiyou Sta.	1.57	Grading	125,000
Pacific	Jackson	Ashland-Siskiyou Station	9.88	Surf.& Bit.Mac.	215,000
Willamette	Lane	Salt Cr.-Gold Lake Trail	1.0	Grading	100,000
Pacific	Lane	Junction City-Siuslaw Junc.	2.0	Paving	60,000
Pacific	Lane	Avard-Elmira Rd.	2.0	Paving	60,000
Pacific	Douglas	North Roseburg	1.0	Paving	36,768
Pacific	Douglas	Shady Kelley's Corner	2.2	Grad. & Pav.	170,000
				Roadside Impr.	6,300
		TOTAL, DIVISION NO. II			$ 773,068

DIVISION NO. III

The Dalles-Cal.	Deschutes	Redmond-Bend	15.0	Surf.& Bit.Mac.	180,000
Sherman	Sherman & Wasco	Wilcox-Shaniko, N. Unit	10.0	Surface & Oil	75,000
Ochoco	Crook	Ochoco Dam-Mill Creek	4.0	Grad.,Top, Oil	75,000
Central Oregon	Harney	Gap Ranch-Silver Cr.	14.0	Surface & Oil	100,000
The Dalles-Cal.	Klamath	Algoma-Terminal City	5.1	Grading	83,264
Fremont	Lake	Valley Falls-Whiterock	14.2	7.0 mi.grad.& 14.2 mi.Surf.& Oil	100,000
				Roadside Impr.	6,500
		TOTAL, DIVISION NO. III			$ 619,754

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(1937 REGULAR FEDERAL AID PROJECTS, continued)

Highway	County	Section	Length	Kind of Work	Est. Cost
DIVISION NO. IV					
Old Oregon Trail	Malheur	Pumping Plant Hill	0.6	Grad.,Surf.& Oil	$ 35,000
Old Oregon Trail	Baker	Tunnel	1.2	Grading	118,000
Old OregonTrail	Baker	Gales-Lime	10.0	Bit. Macadam	90,000
Old Oregon Trail	Baker	Tunnel	-	2 Bridges	40,000
Old Oregon Trail	,Umatilla	W.Unit Emigrant Hill-Emigrant Springs	7.05	Grad.,Surf.& Oil	140,000
Pendleton-John Day	Grant	Forest Boundary-Long Creek	16.0	Oiling	25,000
Old Oregon Trail	Umatilla	West Unit,Stanfield-Pendleton Hill	8.8	Grad.& Topping	145,000
Central Oregon	Harney	Burns-Buchanan	18.0	Grad.& Topping	172,019
John Day	Wheeler	Fossil-Kinzua Junction	4.2	Grad.,Surf.,Oil	85,000
John Day	Grant	Stewarts Bridge-Flat Creek	3.4	Grad.,Top.,Oil	41,000
				Roadside Impr.	9,500
		TOTAL, DIVISION NO. IV			$900,519
		SUB-TOTAL			$3,550,244
		State-Wide Planning Survey			49,756
		GRAND TOTAL			$3,600,000

The Engineer reported the need for the construction of a bridge over the North Fork of the Nehalem River, 21 miles south of Seaside, on the inside route of the Oregon Coast Highway, to replace the present structure, which is in dangerous condition, and the construction of approaches thereto. He estimated that such work would cost about $50,000. He pointed out that the project is on a Federal Aid highway and that it would be possible and desirable to finance it with 1936 Regular Federal Aid Funds. He requested authority to contract this work accordingly. In view of the apparent emergency existing, the Commission approved the Engineer's request by unanimous vote and authorized him to do what is necessary to secure an amendment to the 1936 Federal Aid Program to finance the job with Federal Aid money.

The Commission discussed the matter of acquiring right of way for the proposed new Columbia River Highway between Portland and The Dalles, the thought being that it might be advisable to acquire such right of way at this time, inasmuch as it is quite likely that it will cost more later on because of the Bonneville Dam construction. Chairman Cabell expressed himself as being in favor of obtaining this right of way now if it can be purchased at reasonable cost. Commissioners Aldrich and Tou Velle concurred in the views of the Chairman, whereupon the Attorney was instructed to ascertain what the property owners are asking for their land, and report later.

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The Assistant Attorney brought up for discussion the state's petition to construct a crossing at grade on the Umpqua Highway across the tracks of the Southern Pacific Company in Reedsport. He explained that it was anticipated that the Southern Pacific Company would request the installation of automatic wig-wag signals at this crossing and also would request the improvement of West Railroad Avenue from the new location of the Umpqua Highway along the westerly side of the railroad tracks to a connection with Winchester Avenue, in order to permit the closing of the existing Winchester Avenue crossing, which plan is not in agreement with the Highway Department's plans for this project, in that the Highway Department made no provision for the installation of wig-wag signals at the Winchester Avenue crossing nor for the improvement of West Railroad Avenue. After considerable discussion of this matter the Assistant Attorney was authorized to state at the hearing before the Public Utilities Commissioner, if necessary, that the State Highway Commission will agree to the installation of wig-wag signals at the Winchester Avenue crossing and to the improvement of West Railroad Avenue if the railroad company will pay 50% of the cost of such installation and improvement. It was brought out in the discussion that there is need for haste in disposing of this matter because the state's contractor is about ready to construct the Umpqua Highway connection to the Oregon Coast Highway at this point. The Engineer was instructed to contact the Public Utilities Commissioner and ascertain whether ot not it would be possible to have the hearing on this petition immediately rather than to wait for the customary ten-day period; and if it is found that the hearing cannot be advanced, then he is to permit the contractor to dump materials on the highway right of way up to the edge of the railroad company's right of way pending the hearing before the Public Utilities Commissioner, unless such official offers objections thereto.

The Assistant Attorney also brought up the question of the purchase of property on tax resale proceedings to be held in Roseburg on June 6, 1936, affecting maintenance headquarters site and right of way for the Umpqua Highway connection in Reedsport. He explained that the minimum prices set by the county for the various lots desired amount to $3000 and that the minimum price set by the county for the maintenance headquarters site in Block 57 amounts to $1200, making a total of $4200; also, that the properties in question cannot be purchased at this sale for less than the minimum prices set by the county. He requested authority to attend this tax resale and to bid the minimum prices and to submit higher bids, if necessary, in order to protect the interests of the state. After discussion of this matter, the Attorney was authorized to examine the properties in question and to decide upon a maximum price that the state should pay for each, in order to protect its interests. He was also authorized to attend the tax resale proceedings and to bid the prices decided upon, if necessary, in order to avoid the various properties getting into private ownership. He was also authorized to take options for privately owned properties that may be needed for highway right of way purposes at this place. In order to expedite the payment to the county of the purchase price for properties bid in at the tax resale proceedings, the Commission authorized the Engineer to make such payment with a revolving fund warrant in the amount of $4200, which is the minimum upset price set by the county court for such property. He was also authorized by the Commission to purchase City of Reedsport bonds and to use such bonds for the purchase of these properties, provided he finds that a saving can be made to the state by so doing.

The Commission adjourned at 12:00 o'clock noon to reconvene at 2:00 o'clock p. m. in McMinnville to conduct a public hearing in regard to the rerouting of the West Side Pacific Highway through that town.

McMinnville, Oregon, May 20, 1936.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the McMinnville Chamber of Commerce rooms, in accordance with formal notice heretofore given to the McMinnville City Council on April 9, 1936, to secure expressions from the people of McMinnville in regard to the plans of the Commission to reroute the West Side Pacific Highway through that town. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were about two hundred local citizens.

Chairman Cabell opened the meeting by stating the necessity for the same and by explaining briefly the law which requires the Commission to conduct a public hearing of this kind before it can change or alter an existing highway route into or through any incorporated city or town. He called upon the State Highway Engineer to explain the Commission's plans for rerouting the highway through McMinnville and the engineering features involved.

The Engineer exhibited a map showing the alternate routes under consideration, one of which, known as the "B" Street route, follows along the present route on Baker, or "B" Street, to the intersection of "B" and Third Streets, thence leaving the present route and extending northerly on "B" Street to the north city limits where it turns in a northeasterly direction to a connection with the present highway, about one mile north of McMinnville, at a point which is common to both of the alternate routes. He explained that this route involves 3.77 miles of grading and paving work northerly from the McMinnville-Tillamook Highway junction, at an estimated cost of approximately $118,000, exclusive of right of way, which is estimated to cost about $15,000.

The "E" Street route, he said leaves the present highway at the McMinnville Hospital and extends northeasterly to "E" or Evans Street, thence northerly on "E" to Thirteenth Street, thence in a northeasterly direction to a connection with the present highway about one mile north of McMinnville. He explained that this route involves 3.57 miles of grading and paving at an estimated cost of approximately $147,800, exclusive of right of way, which will cost about $32,000. A third route, known as the "Star Mill " route, he said, leaves the present highway at its junction with the McMinnville-Tillamook Highway and extends northerly on entirely new location, by-passing the town of McMinnville, to a connection with the "B" Street route near its intersection with north "E" Street. This route, he said, involves 3.87 miles of grading and paving work, at an estimated cost of $242,340 exclusive of right of way,

which will cost about $27,000. He pointed out that the "Star Mill" route is not comparable with the others because it involves about 2½ miles more pavement, which is estimated to cost about $125,000; hence, to make it comparable with the "B" and "E" Street routes it would be necessary to deduct such amount from the total estimated cost of the "Star Mill" route.

Chairman Cabell then invited those present to express themselves in regard to the proposed change.

Mr. Eugene E. Marsh, City Attorney, spoke in behalf of the City Council and the Road Committee of the McMinnville Chamber of Commerce. He referred to and read a letter dated January 9, 1956, from Mayor O. I. Chenoweth to the State Highway Commission, in which the Commission was requested to adopt the most feasible route for this highway through McMinnville and to make whatever surveys are necessary for the same. He said that the City Council and the Chamber of Commerce and its Highway Committee are still in accord with that letter; that they realize and appreciate that there is congestion on the present route along Third Street, and that there are two railroad crossings on the present highway route which should be eliminated, and it is with those thoughts in mind that the City Council requested a change in routing. He gave as his thought that most of the people in McMinnville would like to see the highway stay on Third Street, if possible, which perhaps could be done if Third Street were widened and pole lines removed therefrom. He mentioned that the suggestion has been made by some people of McMinnville that the Commission consider the route following along the railroad track between Third Street and the city limits, where a connection could be made with the present highway without involving any railroad crossings. He added that plans have been formulated for the widening of Third Street and the removal of pole lines located thereon, if the Commission desires to retain the highway along that street. He emphasized the fact that the businessmen and the property owners of McMinnville do not want the highway to be routed outside of their town under any circumstances and that the City Council and the Chamber of Commerce will stand behind the Commission in the selection of any other feasible route that the Commission may decide upon. He concluded his arguments by stating that the City Council and the Chamber of Commerce have taken no stand on any particular route except that they will insist that such route pass through the city of McMinnville.

In order to clear up any misunderstandings, Chairman Cabell inquired if Mr. Marsh meant that the City Council and the Chamber of Commerce are not in favor of the "Star Mill" route. Mr. Marsh replied that they do not want the "Star Mill" route.

The State Highway Engineer advised that his investigations included the proposition of improving the present route along Lafayette Avenue and extending the same southerly past Third Street to a connection with the present route near the hospital, which involves the construction of a railroad grade separation project near the north city limits and passes underneath the railroad tracks at the trestle near Cozine Creek; but it was found that construction along such route would cost about three times as much as either the "B" or the "E" Street routes. Also, that investigations covered the construction

of a route paralleling the railroad but this was also found to be more costly than either of the other two routes from the standpoint of both construction and right of way.

Senator W. T. Vinton, recited the history of roadbuilding in Oregon from its inception in 1917, when the legislature adopted the first road program. He said that the legislature laid out the highway program and the people adopted it in order to have good highways to the centers of trade and not for the purpose of providing good roads for tourists to travel over at the rate of 80 or 90 miles an hour. The people of McMinnville, he said, are not going to submit to the taking away of this highway from their city unless they absolutely have to.

Mr. Earl Wright stated that the people of McMinnville have taken a lot of pride in their city and in their city streets and he personally is very much opposed to routing the highway outside of their town. He said that he would be satisfied with any route that the Commission might select as long as it passes through the city.

Mr. F. W. Fenton stated that he is satisfied with the Highway Commission's judgment provided the highway is rerouted through the city of McMinnville. He concurred in the remarks of Mr. Marsh in regard to the adoption of the route paralleling the railroad. He added that he opposes, and considers that it would be a tragedy, locating the highway outside the city.

Mr. Lee Waugamon stated that he was President of the Chamber of Commerce when the matter of changing the route of the highway was discussed and every member present favored such change notwithstanding that they realized that it would cost some people a considerable sum of money, inasmuch as they did not feel that they should stand in the way of progress of road construction. The Chamber of Commerce and the businessmen of McMinnville, he said, are unanimously in favor of changing the route but not to the extent that it be taken outside their city.

Dr. V. C. Staats, President of the Chamber of Commerce, stated that, in his experience, he has found that the towns that are getting the business and prospering are the ones through which highways pass. He also said that a number of businesses have been located in McMinnville because of the fact that the highway passes through that town and it would not be fair to these people or to other businessmen of McMinnville to take the highway away from their town. He urged the Commission to select a route that will pass through McMinnville.

Mr. Glen Macey stated that he realizes that the State Highway Commissioners are representatives of the state and must consider the selection of highway routing from the standpoint of the state as a whole; nevertheless, the small communities also feel that their wishes should be considered. He urged the Commission to select a route that will require Salmon River Highway traffic to pass through McMinnville. He endorsed the route suggested by Mr. Marsh. It was his thought that the Commission would not have any difficulty in securing 80-foot right of way for the same. He pointed out that it would be possible to extend such route south of Third Street at some future date if conditions demanded such change.

Chairman Cabell at this juncture read excerpts from a letter that he received from Linfield College requesting that the highway be continued along its present route past the college so that people passing through McMinnville may have a clear view of the college campus.

Mr. Charles L. Williams acknowledged that he was partly responsible for consideration of the "Star Mill" route but he now wishes to withdraw his support for such route because he is convinced that the route suggested by Mr. Marsh is best from the standpoint of the city.

Mr. H. F. Fossick stated that he has lived in McMinnville at the corner of Fifth Street and Lafayette Avenue for fourteen years and has never heard of an accident occurring at this point. He suggested a survey on Lafayette Avenue and Irvine Street, thence to the north bank of Cozine Creek, crossing underneath the railroad at this point and following along the north bank of the creek to a connection with the present highway near the hospital.

W. N. Brown presented a petition signed by 501 residents of McMinnville and vicinity, in which the State Highway Commission is urged to build a state highway through the city of McMinnville along such route as it deems the most feasible; that the Commission obtain a right of way not less than 80 feet wide providing for a roadway 60 feet wide between curb lines, with four 10-foot traffic lanes; a 4-foot center strip and two 8-foot parking strips. He added that the petitioners feel that increased traffic that is bound to result because of the construction of the Coast Highway bridges and the Bonneville Dam justifies a 60-foot highway through McMinnville. He endorsed the route suggested by Mr. Fossick and in support thereof pointed out that it would be necessary to incorporate only one curve in this route, which would be at the crossing of the railroad company's tracks, from which point the road would lead straight for a distance of about 9 miles in a southwesterly direction. He said that Lafayette Avenue could be widened very cheaply and that right of way along Cozine Creek is inexpensive.

Chairman Cabell advised that the route suggested by Mr. Brown is a good one but the limiting factor is the expense. He referred to the Engineer's statement of the cost of this route, which indicates that to grade, pave, and to construct two railroad grade elimination projects that are involved will cost about three times as much as routes "B" and "E". He concluded the hearing by stating that the Commission will give consideration to the route suggested by Mr. Marsh and will consider all factors of expense and feasibility, both from the viewpoint of the people of McMinnville and from the viewpoint of the general traveling public. The Highway Commission, he said, is a state body entrusted with the building of roads to facilitate travel and it feels that where there is an enormous advantage to through traffic and where the detriment to local interests is inferior, then through traffic should be given the preference. On the other hand, where these factors are at all close together, the Commission feels that the interests that have been established along the highway should be given more consideration. Therefore, the Commission tries to determine how much these people will be harmed. He added that the Commission will give all the routes that have been suggested at this meeting careful consideration before deciding on any partcular route.

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Mayor Oscar I. Chenoweth concluded the meeting by thanking the Commission for its interest and by expressing the citizens' appreciation for an opportunity to be heard in this matter.

The meeting was adjourned at 3:00 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Portland, Oregon, May 21, 1936.

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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

CASCADE SECONDARY HIGHWAY
LIBERAL-MARQUAM SECTION - RESURFACING AND OIL MAT SURFACE TREATMENT

	Using Oil	Using Tar
F. J. Kernan	$55,161.00	$55,127.50
Babler Bros.	56,683.00	56,509.00
J. C. Compton	57.097.00	57.086.00
Warren Northwest, Inc.	- - -.- -	57,110.00
Joplin & Eldon	59,372.00	58,872.00

McKENZIE HIGHWAY
LAVA LAKE - LITTLE BUTTE SECTION
RESURFACING AND OIL MAT SURFACE TREATMENT

J. C. Compton	$57,190.00
Babler Bros.	59,555.00

CONSTRUCTION OF A FRAME OFFICE BUILDING IN ROSEBURG

P. H. Kelley and A. F. Arthur	$ 4,555.73
Frank Neave	5,306.01

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HOOD RIVER SECONDARY HIGHWAY
TUCKER BRIDGE-WINANS SECTION
SURFACING AND OIL MAT SURFACE TREATMENT

Homer G. Johnson	$59,767.50
Joplin & Eldon	41,909.00
Warren Northwest, Inc.	44,157.50

SIUSLAW HIGHWAY
DEADWOOD CREEK-GREENLEAF CREEK SECTION
SURFACING, OIL MAT SURFACE TREATMENT, CRUSHED ROCK IN STOCK PILE

Homer G. Johnson	$70,158.00
Warren Northwest, Inc.	77,864.00
J. C. Compton	81,558.00
Babler Bros.	83,870.00
F. J. Kernan	87,052.00

CORVALLIS-NEWPORT HIGHWAY
BRIDGE OVER OLALLA CREEK

Wm. C. Schmitt	$ 5,280.00
Consolidated Highway Co., Inc.	5,616.00

SILVER CREEK FALLS AND NORTH SANTIAM SECONDARY HIGHWAYS
COTTAGE FARM - AUMSVILLE SECTION
RESURFACING, OIL MAT SURFACE TREATMENT, CRUSHED ROCK IN STOCK PILE

	Using Oil	Using Tar
Saxton & Looney and J. S. Risley	$42,271.50	$42,019.50
Warren Northwest, Inc.	- - - - -	44,180.50
J. C. Compton	45,010.80	44,519.80

SILVER CREEK FALLS SECONDARY HIGHWAY
ROCKY POINT SCHOOL-SOUTH FALLS SECTION
RESURFACING, OILING, CRUSHED MATERIAL IN STOCK PILE

R. O. Dail and Warren Bros., Inc.	$59,734.00	$59,718.25
Saxton & Looney and J. S. Risley	60,716.30	60,296.50
Warren Northwest, Inc.	- - - - -	65,816.00
J. C. Compton	66,015.25	65,187.75

HERMISTON SECONDARY HIGHWAY
HERMISTON-ECHO JUNCTION SECTION
LEXINGTON-ECHO SECONDARY HIGHWAY
LEXINGTON-SAND HOLLOW SECTION
RESURFACING, OIL MAT SURFACE TREATMENT, CRUSHED MATERIALS IN STOCK PILE

Babler Bros.	$68,519.00
F. J. Kernan	69,492.00
Warren Northwest, Inc.	70,913.00
J. C. Compton	72,554.00

COLUMBIA RIVER HIGHWAY
BONNEVILLE-EAGLE CREEK SECTION
GRADING, SURFACING, CRUSHED ROCK IN STOCK PILE

Orino, Birkemeier & Saremal	$112,890.00
Joplin & Eldon	139,948.00
P. L. Crooks & Company, Inc.	156,445.00

THREE SECTIONS OF STATE HIGHWAYS
MULTNOMAH COUNTY PAVEMENT PLANING AND RESURFACING PROJECT

Warren Northwest, Inc.	$ 92,617.50
Harold Blake	94,845.00
The United Contracting Co.	98,792.50

PENDLETON-JOHN DAY HIGHWAY
NYE JUNCTION-CAMAS VALLEY SECTION
RESURFACING, OIL MAT SURFACE TREATMENT

Babler Bros.	$ 72,307.00
Warren Northwest, Inc.	74,224.00
J. C. Compton	75,952.00
F. J. Kernan	78,511.00

SALE OF FERRYBOAT "ROOSEVELT"

Coos Bay Dredging Co.	$ 338.50

Chairman Cabell announced that the award of contracts would be made at 3:30 o'clock p. m. in the same room.

The Secretary presented a letter from Don E. Meldrum, Senior Land Appraiser, U. S. War Department, stating that Secondary State Highway No. 280, Hood River County, which extends northerly from the town of Hood River, will be affected by the backwater curves due to the Bonneville Dam and that the War Department has tentative plans for the relocation of a portion of this highway which will provide much better alignment, eliminate the dangerous underpass under the railroad, and at the same time provide protection to the industries located adjacent to the railroad, in view of which it was his thought that the best interests of the highway would be served if the Highway Commission retained control of this road rather than transferring such control to the County Court, as the Court has requested.

In view of this letter the Commission decided not to remove this road from the state secondary highway system for the time being but to wait and see what the Army people have in mind. The Engineer was instructed to investigate this matter further and to confer with the Hood River County Court and the U. S. Army officials regarding the same. In this connection the Engineer suggested that the Columbia River Highway for a short distance east of Hood River should be permanently located so that when the War Department

proceeds with its plans along this section it will have the benefit of the information regarding the eventual location of the highway. He requested authority to make a location survey of this short section. The request was granted by the Commission by unanimous vote.

The Commission discussed the Engineer's report in regard to the relocation of the Vale-West Secondary Highway in Malheur County, as requested by the Malheur County Court. Action on this matter was deferred pending an inspection of the secondary highway by the State Highway Commission on its next trip to Eastern Oregon.

The Engineer rendered a status report on the Government's grant payments in connection with the Coast Highway bridge construction, which revealed that there will still be due the state in connection with the loan and grant agreement approximately $210,000 of grant moneys when the bridges have been completed to the satisfaction of the United States Government and the State Highway Commission.

The Engineer reported on his investigations of re-grooving machines for renovating partially worn tires, as previously ordered by the Commission. He said that the concensus of opinion of those interviewed in regard to these machines is that they are a success. He advised that the machines can be purchased for $55 each and recommended that one be installed in each of the highway shops, located at Salem, Coquille, Klamath Falls, and La Grande, making a total expenditure for such purpose of $140. The Commission approved the Engineer's recommendation unanimously.

The Engineer reported the necessity of stabilizing the 2½-mile section of the Cannon Beach Highway south of the present improvement in Clatsop County. He pointed out that this road is in very bad condition because of heavy, concentrated log-truck traffic, and while it is being constantly bladed to hold up the present macadam, the present subgrade is entirely inadequate for oiling purposes. He also pointed out that the Commission now has under way a rock production project at the Hjortland quarry, about 12 miles from this section, and that it would be possible to obtain rock from this source if the Commission so desires. He estimated the cost of the rock delivered to the job would amount to about $2.55 per cubic yard, or a total of $6,375 for sufficient rock to stabilize the whole section. He recommended that the expenditure be authorized in view of the present condition of the road and the need for its improvement. The Commission approved the Engineer's recommendation unanimously.

The Engineer also recommended that this section be given a temporary oil treatment in order to alleviate the dust nuisance, which would probably cost around $500 or $600 per mile. The Commission approved such oiling work by unanimous vote.

The Engineer reported that on May 5 he awarded to contractors Saxton & Looney and J. S. Risley and J. C. Compton the contract for the construction of the Balm Grove-Forest Grove Section of Gales Creek County Road, in Washington County, for which the Commission took bids on April 17. Also, that on May 5 he awarded to contractor Harold Blake the contract for the

construction of the Vancouver Avenue extension from Columbia Boulevard to Union Avenue, in Portland, for which the Commission took bids on April 17; and that on May 18 he awarded to the Colonial Construction Company, Spokane, the contract for the construction of the East Pendleton grade separation project for which the Commission took bids on January 9, the Commission having previously authorized him to award these contracts when certain conditions had been fulfilled. The Commission by unanimous vote confirmed the award of these contracts.

The Commission had under consideration the Engineer's report on the proposed rerouting of the Diamond Valley Secondary Highway, in Harney County, as requested by the people of Diamond and vicinity and the County Court of Harney County. He said that the portion it is proposed to abandon extends from mile post 21.8 to mile post 39.6, which section is approximately 50% graded and 50% unimproved and is very difficult to maintain; also, that it carries very light traffic due to the fact that it passes through an unsettled portion of the county. The section that it is proposed to substitute for the abandoned portion, he said, extends from mile post 21.8 to the post office at Diamond, which section is now graded throughout, although to a poor standard, and is in much better condition than the existing route and will be cheaper to maintain. He advised that the proposed route is 3.5 miles shorter than the existing route, better serves the entire district, will be cheaper to maintain, and will be of much greater value as a secondary highway than the existing route. He recommended that the substitution requested be approved. After some discussion the Commission approved the Engineer's recommendation by unanimous vote and ordered that appropriate resolutions effecting this substitution of roads be prepared for adoption by the County Court and the Commission at a later meeting.

The Engineer reported on the condition of the Siletz River Secondary Highway in Lincoln County, concerning which the Commission received a complaint from the Lincoln County Court. He said that this highway is approximately 32 miles in length, of which 24 miles is a good macadam road in excellent condition; that, of the remaining 8 miles, 5 have been graded to state standards but have never been surfaced, and the remaining 3 miles have never been constructed to any standard but are merely a rough county road in very poor condition, and very difficult to maintain in a smooth-riding condition at any time of the year. He estimated that it would cost about $100,000 to complete the construction of this road to proper standards and pointed out that there are no funds available to finance this work at the present time. After due consideration of this matter, and in view of the Engineer's report, the Commission decided to defer improvements on this road pending availability of funds. The Engineer was instructed to keep this project in mind for next year's construction program.

In accordance with instructions from the Commission, the Engineer reported the results of investigations that have been made of the proposed 5-mile extension of the Coos River Secondary Highway in Coos County, to determine just what could be done to this road to secure the best advantage of the $10,000 which the Commission has indicated to the County Court that it will spend for the improvement of this extension. He said that the present road is narrow, averaging about 10 feet in width; very crooked; and at many

places the property fences are constructed very close to the traveled portion of the road. Furthermore, numerous cheaply constructed buildings are located very close to the traveled roadway, which buildings would have to be moved if the road is improved to any degree of satisfaction. Besides, additional right of way would have to be acquired to provide a 60-foot width, as is required for secondary highways. He pointed out that at Marlow Creek, three-fourths of a mile north of the town of Allegany, there exists a 100-foot frame trestle of very light construction, on wooden mud sills, which trestle is posted for the five-ton load limit and would have to be repaired to withstand logging traffic which it is proposed to operate on this road. He estimated that it would cost about $2000 to repair the bridge and recommended that this work be done first. He pointed out that moneys available are entirely insufficient to do a good job and that the work would have to be confined to culvert and bridge repairs, construction of turnouts, and a light surfacing, and suggested the following amounts for such purposes: $1000 for construction of turnouts; $2000 for culvert installation; and $5000 for surfacing materials. The Commission approved the Engineer's report and the work outlined therein, subject to the condition that the county shall furnish the extra right of way that is needed for the project. The Engineer was instructed to refer this matter to Secondary Highway Engineer Oscar Cutler, to contact the County Court in regard to the right of way.

Mr. Nelson, Secretary of The Dalles Chamber of Commerce, appeared before the Commission at this time in regard to the establishment of information stations at various points throughout the state for the benefit of tourists. It was his idea that it would be a good thing to have such information stations at various points where there is the heaviest traffic, the same to be in charge of competent representatives whose duty it would be to give information to tourists regarding highways and points of interest in the state, He suggested that this service could be handled by the Commission's Travel and Information Department and possibly could be worked in conjunction with the out-of-state registration stations which are now being maintained by the Secretary of State. He pointed out that many local communities are not financially able to do this work and gave as his thought that it would be extremely discourteous to tourists if information bureaus are not made available for their use. He suggested that such information stations should be established at points of entrance of state highways into the State of Oregon and at other important points inland on main lines of travel. After considerable discussion of this matter the Commission informed Mr. Nelson that the matter would be given careful consideration, although it does not appear possible to do anything in regard to it this year because the Commission's budgeted funds for publicity purposes are limited. It was finally decided that the Secretary of State and Mr. Say, Manager of the Travel and Information Bureau, should be consulted in regard to the matter and that a report on their findings should be rendered at the next meeting. The matter was referred to Chairman Cabell for such report.

A delegation from Lake County, represented by County Judge Fred Reynolds; County Commissioners B. C. Robinson and W. P. Vernon; Bert Snyder, J. A. Clark, Dr. H. E. Kelty, Dr. Wm. P. Chisholm, President of the Chamber of Commerce, and Forrest Cooper, Secretary of the Chamber of Commerce, came before

the Commission at this time in regard to the oiling of the highways in Lake County, to alleviate the dust nuisance. Dr. Chisholm headed the group and Mr. Cooper presented the principal arguments. They asked for the temporary oiling of the sections that have not yet been graded to state standards, and the permanent oiling of the sections which have been graded on permanent alignment. They declared that the dusty condition of roads in Lake County is driving away tourists; in fact, information bureaus in Spokane, Los Angeles, Boise, Reno, and other points are diverting traffic away from southeastern Oregon because of the dusty condition of the roads and are not even showing these roads on their maps as being passable.

Judge Reynolds urged the oiling of the Yellowstone Cutoff (Burns-Lakeview Highway), the Fremont Highway between Valley Falls and the completed section north of Lakeview, and the oiling of the section from Silver Lake Post Office into Paisley. Chairman Cabell advised that the Commission does not have funds available at the present time to allocate to this work, hence no commitments can be made now in regard thereto. He pointed out that a number of years ago the Commission experimented with light oiling work and found it uneconomical because of the high cost of maintenance and considers that its moneys can be spent to much better advantage for other purposes. The Commission feels, he said, that its work should be confined to permanent construction; however, has tentatively decided to do a certain amount of temporary oiling work on the Yellowstone Cutoff, this road having been chosen for such purpose because there is some surfacing on it throughout its entire length and a light oil treatment has a much better chance of proving successful than on other sections where there is no surfacing rock in place.. He pointed out that the Yellowstone Cutoff is not eligible for Federal Aid money as are the Central Oregon and Fremont Highways and that the only federal moneys that can be used on this road are known as Federal Lands moneys, which the Commission understands have not been provided for in the new federal allotment, for which reason the Commission considers that it would be advisable to give this road the advantage of state money inasmuch as Federal Aid funds could be used to finance improvements on the other roads. He added that the Commission is not making any definite commitments in regard to the matter until the estimated cost of the project has been determined. The Commission is of the belief, he said, that the temporary oiling of the Yellowstone Cutoff will work out satisfactorily but does not believe that it would prove satisfactory on the Central Oregon and Fremont Highways. After considerable discussion of this matter the Commission told the delegation that it would spend $60,000 this season for temporary oiling of the Yellowstone Cutoff, with no assurance that this amount would oil the highway throughout its entire length; also, that the entire highway would be oiled if that could be done at reasonable extra expense.

Judge Reynolds inquired as to the Commission's plans with respect to additional standard improvements on the Fremont Highway north of Lakeview, between Lakeview and Paisley. He asked the Commission to complete the 15-mile gap in this section. He was informed that the Commission hopes to let another contract there this summer and that the section which he mentioned appears to the Commission to be the logical one to improve.

The Lake County Court then asked the Commission for improvements to the Warner Secondary Highway No. 451, especially the 9-mile section just south of the town of Plush. It was pointed out that the Camas Prairie Section of this highway, between Lakeview and Adel, is impassable during the winter season because of snow conditions and as a result people are required to travel a circuitous route from the Warner Valley district via Plush and Valley Falls, to Lakeview, which route is passable throughout the year, and in satisfactory condition, except for the 9-mile section just south of Plush. The Court simply asked for a passable road and agreed to maintain the road north and west of Plush if the Commission will improve the section south of Plush. After considerable discussion the Engineer stated that he would recommend the expenditure of $5000 or $6000 for such purpose. The Commission approved the Engineer's recommendation, subject to the condition that a satisfactory job can be obtained for such amount. The Engineer was instructed to inspect the section and to render a report at the next meeting as to whether or not it would be possible to obtain a satisfactory improvement for this sum.

Mr. C. A. Schram, representing the Parker-Schram Company, which submitted a bid for the Multnomah County pavement planing and surfacing project at this session, which bid was not read because the company did not submit with its proposal a certain letter required by the special provisions, was present and filed with the Commission such letter and asked the Commission to reconsider its decision to throw out this bid because the letter did not accompany the same. The Engineer advised that the Commission tries to award contracts in strict compliance with all the terms and conditions outlined in the specifications and in this particular instance the letter referred to was required to be submitted with the bid and in his opinion its omission made the bid irregular. He expressed his regrets that the letter was omitted because the Commission's relations with the Parker-Schram Company have always been very satisfactory. Chairman Cabell stated that the Commission cannot waive its requirements. However, before the contract is awarded, the Commission will obtain advice from its Attorney in regard thereto.

The Commission adjourned at 12:30 o'clock p. m., to reconvene at 2:00 o'clock p. m. in the same room.

The State Highway Commission reconvened at 2:00 o'clock p. m. in the Auditorium of the Public Service Building, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

A delegation from Hood River County, representing the Hood River County Committee, composed of County Commissioners J. D. Smullin and Forrest L. Moe; R. A. Collins, R. J. McIsaac, and E. O. Blanchar, came before the Commission at this time in regard to Hood River Secondary Highway No. 281. He pointed out that the Commission took bids at the morning session for the improvement of the 3½-mile section of this road between Tucker Bridge and Winans, the improvement starting at the northerly end, whereas it was their understanding when they appeared before the Commission at the previous meeting, that the Commission intended to improve the southerly end of this section, starting at the town of Dee and extending northerly to the junction with the county road to Summit. The Engineer explained that the bids received today for this secondary

highway improvement are unsatisfactory and it is the intention of the Commission to reject them. After considerable discussion the Commission agreed to revise its plans for this improvement so as to include the section north from the town of Dee, insofar as the funds will permit. The engineer was instructed to work up the plans for this section and to advertise it for bids to be received at the next meeting. It was decided that if satisfactory bids are not then received, the contract for the surfacing work should be undertaken as a separate project from the oiling work and that the oiling work should be done with state forces, this year if possible. The County Court agreed to let the state have the free use and benefit of the county's rock quarry located in the vicinity of this job.

Mr. McIsaac asked the Commission to provide a survey for the permanent location of the Mt. Hood Highway between Van Horn and Parkdale so that they can arrange to acquire right of way as may be required when the Commission is ready to proceed with the construction of this section.

The County Court stated their preference for the improvement of the section between Hood River and Odell Junction before other sections are undertaken. The Engineer advised that the survey has already been made of this section but the Commission is not able to proceed with construction because of lack of funds.

The Engineer discussed with the Commission the matter of providing auxiliary ferry service across the Umpqua River pending completion of the Coast Highway bridge at this place and the opening of the same to traffic. He advised that ferry service at this point is now being furnished by the Umpqua River Navigation Company under contract with the Commission, being contract No. 1628, but because of increased travel additional ferry service must be provided. He also advised that he wrote to the company on May 11, after having received telephonic approval of the Commission, and quoted certain prices that the Commission would be willing to pay for such auxiliary service, which prices were accepted by the company and are as follows:

AUXILIARY FERRY SERVICE TO BE PROVIDED, EFFECTIVE 8 P.M., MONDAY MAY 11:

30 minute ferry service - 8:00 p.m. to 8:00.a.m.
15 " " " - 8:00 a.m. to 8:00 p.m.

The following prices quoted for the above service will supercede all contract prices, items No. 1, 2, and 3 of contract No. 1628. and should be substituted in lieu thereof:

Item No. 1 - Operation of principal ferry boat 24 hours every day, Sundays and holidays included, $3060 per month.

Item No. 2 - Operation of auxiliary ferry boat 12 hours every day, Sundays and holidays included, $1230 per month.

Item No. 3 - Operation of principal or auxiliary ferry boat, as specified, on an hourly basis at $3.75 per hour.

(Auxiliary Ferry Service, continued)

The above prices become effective 8:00 p. m. Monday, May 11, and shall remain in effect during the life of contract No. 1628.

He explained that the new prices will effect a saving of $480 per month compared with the old prices for similar service. After due consideration of this matter the Commission by unanimous vote approved the prices for ferry service as reported by the Engineer and ordered that the matter be covered by appropriate contract or agreement between the company and the state.

A delegation from Tillamook County, consisting of members of the County Court, County Judge H. H. Rosenberg and Commissioners E. H. Lindsey and E. J. Anderson; L. E. Hammer. Secretary, Frank B. Bennett, President of the Chamber of Commerce, C. W. Barrick, and Messrs. McMinnamee and Coe, came before the Commission in regard to the Charles Leonard contract No. 1754, on the Wilson River Highway in Tillamook County. It appears that Mr. Leonard's contract contains certain special provisions that require his work to be done by hand labor, and prohibits the use of machinery with which the work could be done much more cheaply and better at a considerable saving in time. Furthermore, Mr. Leonard has equipment on the job which is standing idle because he is not allowed to use it. It also appears that this job is taking all of the relief labor in Tillamook County and as a result the County Court is unable to do certain work that it wants to do because of the shortage of such relief labor. The delegation gave as their opinion that the Highway Commission might be able to alter the provisions of the Leonard contract so as to permit the use of machinery and they asked the Commission to do this if possible, stating that Mr. Leonard has indicated his willingness to release immediately over one hundred men for employment on county projects if the change can be effected. They suggested that arrangements could be made to take the men off the grading work and put them on clearing and grubbing work, which can be done to much greater advantage with hand labor than the grading work. Also, that if such arrangement cannot be effected, then that the men be released for work on county W.P.A. road projects, of which the county has several that it wishes to undertake.

The Engineer advised that this is a relief project predicated to furnishing employment to men on relief, and on that basis the project is working out satisfactorily. To change it, he said, would be a very complicated proposition, because it is a federal project involving several federal departments, all of which would have to concur. He also stated that it would not be possible to extend the contract to include additional clearing work, as suggested by the delegation. The Attorney advised that if this contract were between individuals the change could be made. However, this is a job for which competitive bids were received. Wherefore, in fairness to the other contractors who bid on the work, the Commission could not make any change in the present contract that would provide a more favorable situation for the successful bidder, although the change might be made in the event of emergency. It was his thought that a change in the contract under present conditions would be contrary to public interest.

W. H. Lynch, District Engineer, Bureau of Public Roads, who was present, stated that he did not see how the contract could be modified so as

to include work that is not specified therein. He pointed out that if any change is made, the state will have to absorb the man-hours of labor that were specified in the contract.

Chairman Cabell explained that any change that is made in the present contract would have to be approved by numerous governmental agencies, and gave as his thought that the job would be completed before it would be possible to have the change approved by all of them. He declared that the Commission would like to find a way to obtain greater efficiency on projects of this kind but it seems that obstacles are encountered at every attempt. He also stated that the Commission would be glad to effect the change requested in this particular contract if that could be done legally and could be done in a short period of time, but apparently that is out of the question.

Judge Rosenberg then asked for additional work on the Wilson River Highway so as to close at the earliest possible time the remaining gap between the end of the Leonard contract and McNamer's camp, which is the westerly end of the W.P.A. project that is now being constructed by the city of Portland. Chairman Cabell advised the delegation as follows: There is a certain amount of money that can fairly be spent in the northwestern counties of this state, which comprise the first district, and there are three principal road projects in that area; namely, the Wilson River Highway, the Wolf Creek Highway, and the Neahkahnie Mountain Section of the Oregon Coast Highway, for which available moneys must be distributed so they can be expended most efficiently. The Highway Commission, he said, must allocate its moneys fairly; also, if the Commission divides its money equally between the Wolf Creek Highway and the Wilson River Highway, it will mean that neither road will be completed until there is enough money to construct both of them; whereas, if all of the money is spent on one road, that particular road will be completed in half the time and both roads will be completed just as soon as they would be completed if the moneys had been allocated to each on an equal basis. He gave as his thought that it would be a mistake for the Commission to complete both roads simultaneously. The question, he said, is which of the roads the Commission should concentrate on and which is the more important and should be completed first. He pointed out that the people of Multnomah County want the Wolf Creek Highway first and in this regard he said that the present Highway Commission confirms the judgment of the previous Commission which likewise was of the opinion that the Wolf Creek Highway should be completed before the Wilson River Highway. Until the Wolf Creek Highway is opened up to a connection with Forest Grove, he said, the Commission should concentrate its funds on this road. However, the Commission will endeavor to make additional improvements on the Wilson River Highway up to Jordan Creek to facilitate logging operations and will consider additional construction beyond that point when funds are available to finance the work. Commissioner Aldrich concurred in the remarks and statements of Chairman Cabell.

Judge Rosenberg stated that the people of Tillamook County have always considered that it was the intention of the Highway Commission to construct both roads simultaneously. Chairman Cabell replied that that understanding is erroneous because it has never been the intention of the State Highway Commission to complete both roads at the same time.

County Commissioner Lindsey spoke to the Commission about a drainage situation along the Oregon Coast Highway in the town of Rockaway. He said that the people of that town were led to believe that if they constructed curbs along the highway the state would oil the area between these curbs and the highway pavement. However, the oiling work has not been done, apparently because the highway engineers are of the belief that it should not be done until improvements have been made to the drainage system. He also said that the prople of Rockaway are willing to construct a sump to take care of the drainage waters if the state will do the oiling work. He was informed by Chairman Cabell that an investigation of the proposition will be made and if it is found that the State Highway Commission is responsible for the conditions and they can be remedied at reasonable expense, that will be done. The Engineer was instructed to make such investigation and report on the same at the next meeting.

County Commissioner Anderson asked for additional construction work on the Little Nestucca Secondary Highway. He was informed by the Engineer that the Commission has a $55,000 project planned for this road and it is expected that bids for the construction of the same will be received at the next meeting.

At 4:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, such awards having been previously approved by the Commission by unanimous vote:

"Liberal-Marquam Section of Cascade Secondary Highway. 9.5 miles resurfacing and oil mat surface treatment. The low bid received for this project is that of F. J. Kernan, Portland, at $55,127.50, based on the use of tar, and $55,161.00 based on the use of road oil. The next low bid is that of Babler Bros., Portland, at $56,509.00 based on the use of tar and $56,683.00 based on the use of road oil. There were three higher bidders. The Commission has rejected all bids received for this job.

"Lava Lake-Little Butte Section of the McKenzie Highway in Deschutes County. 7.0 miles resurfacing and oil mat surface treatment. Two bids were received for this project, the low one being that of J. C. Compton, McMinnville, at $37,190.00, and the other being that of Babler Bros., Portland, at $39,555.00. Neither of these bids is satisfactory, hence the Commission has rejected both of them.

"Construction of an office building on state highway property in Roseburg, Douglas County. The low bid is that received from P. H. Kelley & A. F. Arthur, Roseburg, at $4,555.73. The next low and only other bid is that of Frank Neave, Monroe, at $5,306.01. The Commission has awarded this contract to the low bidder, P. H. Kelley & A. F. Arthur at their bid price of $4,555.73.

"Tucker Bridge-Winans Section of Hood River Secondary Highway, in Hood River County. 3.5 miles surfacing and oil mat surface treatment. The low bid is that of Homer G. Johnson, Portland, at $39,767.50. The next low bid is that of Joplin & Eldon, Portland, at $41,909.00. There was one higher bidder. The Commission has rejected all bids received for this project.

"Deadwood Creek-Greenleaf Section of the Siuslaw Highway, in Lane County. 8.28 miles surfacing and oil mat surface treatment. The low bid is that received from Homer G. Johnson, Portland, at $70,138.00. The next low bid is that received from Warren Northwest, Inc., Portland, at $77,884.00. There were three higher bidders. The Commission has rejected all bids received for this job.

"Construction of a trestle bridge over Olalla Creek on the Corvallis-Newport Highway, about 1 mile north of Toledo, in Lincoln County. The Commission has received two bids for this project, the low one being that of Wm. C. Schmitt, Portland, at $5,280.00, and the other being that of the Consolidated Highway Company, Inc., Portland, at $5,616.00. The Commission has awarded this contract to the low bidder, Wm. C. Schmitt, at his bid price of $5,280.00.

"Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary State Highways, in Marion County. 5.8 miles resurfacing and oil mat surface treatment. The low bid is that submitted by Saxton & Looney at $42,019.50, based on the use of tar, and $42,271.50, based on the use of road oil. The next low bid is that of Warren Northwest, Inc., at $44,180.50, based on the use of tar. They did not submit a bid based on the use of road oil. There was one higher bidder. The Commission has deferred the award of this contract and has referred all bids received therefor to the Engineer with power to award the contract to the low bidder, based on the use of tar, when certain conditions have been fulfilled.

"Rocky Point School-South Falls Section of Silver Creek Falls Secondary State Highway, in Marion County. 9.7 miles resurfacing and oiling. The low bid is that submitted by R.O. Dail and Warren Bros., Inc., Aberdeen, Washington, at $59,718.25, based on the use of tar, and $59,734.00, based on the use of road oil. The next low bid is that of Saxton & Looney and J. S. Risley, at $60,296.30, based on the use of tar, and $60,716.30, based on the use of road oil. There were two higher bidders. The Commission has deferred the award of this contract and has referred the bids to the Engineer with power to award to the low bidder when certain conditions have been fulfilled.

"Hermiston-Echo Junction Section of Hermiston Secondary State Highway, and Lexington-Sand Hollow Section of Lexington-Echo Secondary State Highway, in Morrow and Umatilla Counties. 1.0 mile screened gravel resurfacing and 2.0 miles crushed rock resurfacing and 21.74 miles oil mat surface treatment. The low bid is that received from Babler Bros., Portland, at $68,519.00. The next low bid is that submitted by F. J. Kernan at $69,492.00. There were two higher bidders. The Commission has rejected all bids received for this job.

"Bonneville-Eagle Creek Section of the Columbia River Highway, in Multnomah County. 0.83 mile grading and bituminous macadam

surfacing. The low bid is that submitted by Orino, Birkemeier & Saremal, Bonneville, at $112,890.00. The next low bid is that submitted by Joplin & Eldon, Portland, at $139,948.00. There was one higher bidder. The Commission has awarded this contract to the low bidder, Orino, Birkemeier & Saremal, at their bid price of $112,890.00.

"Multnomah County Pavement Planing and Resurfacing Project. The low bid submitted is that of Warren Northwest, Inc., Portland, at $92,617.50. The next low bid is that of Harold Blake, Portland, at $94,845.00. There was one higher bidder. The Commission has awarded this contract to the low bidder, Warren Northwest, Inc., at their bid price of $92,617.50.

"Nye Junction-Camas Valley Section of the Pendleton-John Day Highway, in Umatilla County. 7.2 miles resurfacing and 18.9 miles oil mat surface treatment. The low bid is that of Babler Bros., Portland, at $72,307.00. The next low bid is that of Warren Northwest, Inc., Portland, at $74,224.00. There were two higher bidders. The Commission has rejected all bids received for this job.

"Sale of Ferry-boat 'Roosevelt', located at North Bend, Coos County. The only bid received for the purchase of this ferry-boat is that of the Coos Bay Dredging Company, Marshfield, at $338.50. The Commission has accepted this offer and has sold the boat to this company."

Commissioner Aldrich brought up for discussion the advisability of maintaining the C.C.C. mess houses located in Emigrant Springs Park and in Battle Mountain Park, Umatilla County, for use by groups which frequently picnic in those parks. It appears that the C.C.C. camps have been discontinued and that the buildings formerly occupied by them will be torn down unless some action is taken to prevent. He gave as his thought that it would be a good idea to retain these buildings and so recommended. The recommendation was approved by the Commission unanimously and the Engineer was instructed to take the necessary steps to that end.

Parks Engineer S. H. Boardman was present and reported on the following park matters:

He advised that the Federal Government owns an 80-acre tract of land located adjacent to the Redwood Highway and Rough-and-Ready Creek, about 7½ miles north of the California state line, described as the S.E.¼ of the S.E.¼ of Section 7, and the N.E.¼ of the N.E.¼ of Section 18, in Township 4 South, Range 8 West, W.M., Josephine County, which tract is desirable for state park purposes, and, in his estimation, can be acquired under the Federal Recreational Act of 1926. He inquired whether or not the Commission is interested in acquiring this site. After some discussion the Commission authorized the Parks Engineer to start proceedings to acquire this property under said Act, so as to determine how much the Government wants for it. He was instructed to render a further report on the matter when such information has been received.

Mr. Boardman reported the results of his investigations to acquire land bordering the Columbia River Highway near Mosier, in Hood River County, for the preservation of prehistoric mounds located thereon. He said that the owner of this property, a Mr. F. W. Reils, has offered to sell his entire holdings, consisting of 40 acres of land, for the sum of $1500, but if the state does not take all of it, then the price will be $50 per acre. He also said that he contacted the owner of an additional property at this location, who is willing to donate his property to the state if the state wants it. The State Highway Engineer pointed out that the present highway at this place has not been constructed on a permanent location and that when it is reconstructed it will probably be placed north of the O.W.R.& N. railroad, which would isolate the highway from these tracts. In view of the circumstances, the Commission decided not to acquire Mr. Reils' property. However, the Parks Engineer was authorized to accept the property that is being donated.

The Parks Engineer requested authority to purchase two additional areas adjacent to Silver Falls State Park, in Marion County, one of which contains 40 acres and is owned by Alta P. Drews, and is described as follows: S.E.¼ of the N.E.¼, Section 10, Township 8 South, Range 1 East, W.M., for which Mrs. Drews asks the sum of $393.00; the other being an 80-acre tract owned by M. L. Whitesell, described as the N. ½ of the N.E.¼ of Section 10, Township 8 South, Range 1 East, W.M., for which Mr. Whitesell asks the sum of $600. He advised that the Federal Government took options for this property in connection with its marginal land purchases but was unable to take them up; also, that the properties are very desirable from the state parks standpoint because they join the present park and control the small creek which passes through them, which will make a valuable asset to the present park. After considerable discussion the Commission authorized the Parks Engineer to purchase these properties at the prices quoted.

The Parks Engineer brought up for discussion the desirability of acquiring 6.75 acres of land located between the Oregon Coast Highway and the Pacific Ocean at Seal Rocks, in Lincoln County. He said the property is owned by F. E. Geiser, Portland, who has an investment of $7000 in the property and is willing to sell it to the state at that price. He also said that the property is worth considerably more than what Mr. Geiser is asking for it because it is admirably situated and commands a splendid view of the ocean scenery at this point, and if the state does not acquire it, Mr. Geiser will probably sell it to other parties for development in commercial enterprises, which would, in his estimation, be a mistake. He particularly mentioned that the property is needed in order to provide means of access to two big rocks in the ocean which can be reached from the mainland at low tide. After some discussion the Commission indicated that it might acquire this property or at least a sufficient area thereof to provide a right of way to the rocks, if it could be purchased for a reasonable sum. The matter was referred to the Attorney, to contact Mr. Geiser and ascertain whether or not he will reduce his price.

The Parks Engineer presented a telegram from the National Parks Service, Washington, D. C., ordering him to dispense with the services of four of his best foremen, who are employed in his C.C.C. camps. He advised that if he complies with these instructions his work will be greatly handicapped; in fact, he will have no experienced supervisors whatsoever for

certain work that he has to carry on. After considerable discussion of this matter the Commission authorized the Parks Engineer to re-employ two of these men at state expense if the Government offers no objections thereto.

Mrs. Helen Warrens and Mrs. T. H. Willett, Ocean Lake, Oregon, came before the Commission in behalf of the Greater Devils Lake Booster Club and urged the Commission to widen the right of way of the Oregon Coast Highway through their vicinity from 60-foot to at least 80-foot width, so as to make room for sidewalk construction on each side of the road, thus providing greater safety for pedestrians, who are now obliged to walk on the pavement. After some discussion the Commission instructed the Engineer to investigate this matter and ascertain what it would cost to purchase the extra right of way and to do the construction work needed for the accommodation of sidewalks.

The Engineer reported the results of further investigations of the drainage situation in front of the new Union High School in Estacada, as requested by the school directors of that town and as ordered by the Highway Commission. He said that the present highway drainage follows along the easterly side of the highway for a ways and then crosses over to the opposite side by means of a 24-inch pipe culvert. This culvert, he said, not only drains the highway right of way but also drains all of the water that comes onto the highway from adjacent property for a distance of approximately one-fourth mile. Further, that this culvert is sufficiently low to take care of all of the roadside drainage but that it is not low enough to take care of the basement drainage from the school. He gave as his thought that the drainage of the basement of the school is a responsibility of the school district and not of the state. He pointed out that there is a natural creek which flows in an easterly and westerly direction on the opposite side of the street from the school grounds and that it wouold be possible to drain the school grounds and the basement of the schoolhouse into this creek rather than across the highway, and recommended that the request of the school district for the lowering of the culvert be denied. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Engineer to so inform the school district.

Mr. L. G. Apperson, City Engineer of Portland, came before the Commission at this time and asked the Commission to approve his application for additional W.P.A. funds to finance the projects that he has under way on the Wilson River and Wolf Creek Highways, after July 1, 1936. The Commission deferred action in this matter until the following day and referred the application to the Engineer for study in the meantime.

The Engineer reported on the cost to improve the Woodburn-Silverton Secondary Highway No. 214, as previously ordered by the Commission, and requested by the citizens of the Mt. Angel district. He advised that this road is now paved with a rich bituminous concrete pavement 16 feet wide, which, during rainy or freezing weather, becomes very slick, and dangerous for travel. He recommended, if the Commission desires to go ahead with this project, the construction of a non-skid surface of the O-9 type, which would cost about $1500 per mile, or about $18,000 for the entire 12-mile section. The Commission decided to defer this construction, in view of the fact that it is now spending a large amount of money for secondary highway construction in Marion County. However, the Engineer was instructed to paint a center stripe on the existing pavement during the present season.

The Commission had under consideration a letter from W. H. Lynch, District Engineer, Bureau of Public Roads. to the effect that the Washington, D. C., office of that Bureau desires to incorporate in cooperative agreements for forest highways the following clause, which is designed to protect roadside values: "It is agreed that on right of way acquired by the cooperator, no roadside timber will be cut, nor the scenic values of the right of way marred in any way, for any purpose whatsoever, without the consent of the Secretary", and requesting a letter stating that such clause meets with the approval of the Oregon State Highway Department. The Commissioners expressed themselves as being in accord with the Bureau's desire to protect roadside beauty, but deemed it unwise, of no particular benefit, and a probable cause of future misunderstandings, to include such blanket clause in the cooperative agreements.. It was the thought of the Commission that this matter should be discussed more fully with Mr. Lynch. Accordingly, the Commission referred it to the Engineer with instructions to confer with Mr. Lynch in regard thereto and endeavor to come to an understanding that will be beneficial, advantageous, and satisfactory to all parties concerned.

The Commission had under consideration a letter from Division Engineer W. C. Williams suggesting a rearrangement of secondary highways in Malheur County. It was Mr. Williams' suggestion that the section of the Jordan Valley Secondary Highway between Adrian and the junction with the I.O.N. Highway at Malloy Ranch be removed from the secondary state highway system and that the entire I.O.N. Highway between Jordan Valley and McDermitt that is not already on the secondary highway system be designated as a secondary state highway in lieu thereof and that the county road extending southeasterly from Vale to Adrian be also made a secondary state highway. The Commission took this matter under advisement and referred it to the Engineer for additional report. It was also decided to discuss the matter with County Judge David S. Graham of Malheur County when the Commission makes its inspection trip over the I.O.N. Highway during the next month.

The Engineer discussed with the Commission the necessity for betterments on the Nehalem Secondary Highway, particularly between the following points:

1. From the end of the concrete pavement to the town of Jewell, in Clatsop County, a distance of 12.6 miles.

2. East from the town of Jewell, in Clatsop County, to the Nehalem River crossing about 2 miles west of the town of Mist, in Columbia County, a distance of 14.4 miles.

3. Nehalem River crossing easterly to the town of Mist, in Columbia County, where it connects with the oiling project now under contract, a distance of 2.5 miles.

He inquired whether the Commission prefers to improve these sections temporarily this year or to construct them on a permanent basis by stage construction. The Commission decided to oil the section west of Jewell this year and to construct the section east of Jewell next year, in accordance with its original plan for this project.

The Engineer rendered a status report on the state-wide inventory survey, which the Commission approved and ordered filed.

The Engineer reported that the conditions necessitating the passing of a reduced load limit on the Wapinitia and Mt. Hood Highways, between Rhododendron and the junction with The Dalles-California Highway, in Clackamas and Wasco Counties, no longer exist and recommended that the reduced load limits now in effect be lifted. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, on the fourth day of March, 1936, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the following state highways, to wit:

MT. HOOD HIGHWAY between Rhododendron and junction with the Wapinitia Highway, in Clackamas County;

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

WHEREAS, subsequent to the passage of said resolution, conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said state highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the

MT. HOOD HIGHWAY between Rhododendron and junction with the Wapinitia Highway, in Clackamas County;

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

be and the same hereby is rescinded and cancelled as of this date, and the maximum load limit permissible on the said sections of the said highways hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerks of each county in which said highways are located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

The Engineer reported the need for two additional gate tenders on the Interstate Bridge between Portland and Vancouver, in order to provide greater safety for traffic. He said that at the present time two gate tenders are maintained on this bridge during daylight hours only, which does not

adequately protect the traveling public. It was his thought that if the gates are not tended at night time as well as during the day, it would perhaps be just as well to dispense with the tenders altogether in view of the fact that it is equally as important that the public be protected during the hours of darkness as during daytime. He estimated that it would cost approximately $170 per month to maintain two additional gate tenders. He advised that he has been assured that the State of Washington will pay one-half of this extra expense, and recommended that the Commission authorize the employment of the two extra men. The Commission approved the Engineer's recommendation by unanimous vote, with the understanding that half of this expense will be paid by the State of Washington.

During the discussion of this matter it was brought out that the installation of flashlight signals on the bridge would add greatly to the protection of traffic. The Engineer gave as his thought that a system of such flashing lights could be installed for about $800 and recommended an expenditure for such purpose. The Commission approved the Engineer's recommendation with the understanding that one-half of this cost will be paid by the State of Washington.

Mr. George Otten, Landscape Engineer, discussed with the Commission the matter of constructing a speaker's platform for use of the Coos Bay Bridge Dedication Committee in connection with ceremonies which it proposes to hold at the time of the celebration for the opening of the Coos Bay Bridge. He said that Mr. L. G. Simpson, who is chairman of the committee, is of the impression that the Highway Commission intended to build the stand. However, he had no instructions to do this and has not proceeded on that basis. He inquired as to the wishes of the Commission in regard thereto. After some discussion the Commission authorized the Engineer to spend approximately $300 of state money for such purpose.

The Engineer reported that the Works Progress Administration has approximately $1,500,000 of W.P.A. funds available for landscaping projects in W.P.A. District No. 2, comprising the following counties: Clackamas, Clatsop, Columbia, Crook, Deschutes, Hood River, Jefferson, Multnomah, Wasco, Washington. He inquired whether or not the Commission is interested in procuring these funds and recommended approval of the same, inasmuch as the state would be required to contribute only one per cent of state money in connection therewith. He advised that officials of the W.P.A. requested the filing of a blank application for this money. After some discussion the Commission approved the Engineer's recommendation, with the understanding that a blanket application for the full amount of money should be filed with the W.P.A. without naming any of the counties in which it is proposed to do landscaping work. It was also decided that Landscape Engineer George Otten and Maintenance Engineer J. N. Bishop should work up the individual projects.

The Engineer reported that the Bureau of Public Roads approved construction of the Neahkahnie Mountain landscaping project on a state force account basis rather than by contract. It was his thought that it would be a good thing to construct this project with state forces in order to secure cost data which would be valuable for estimating purposes in connection with future contract work of this kind. He advised that this project involves an

expenditure of $15,000 of federal funds, and recommended the approval of construction with state forces. The Commission approved the recommendation by unanimous vote.

The Engineer discussed with the Commission the matter of construction of a maintenance headquarters building and division office at Bend. He advised that at the present time the division engineer maintains offices in rented quarters, which are not large enough for his needs, and will be further cramped when the proposed radio communication system is installed, so that it will be necessary either to construct a radio room in the present maintenance headquarters and operate the radio from the division office by remote control, or to construct an office at the maintenance headquarters for the operation of the radio. He pointed out that the city of Bend at one time offered to donate a site for a division office building adjacent to the present maintenance headquarters. He recommended that this offer be accepted and that a division office building be constructed on the property, of a type similar to the one now being constructed at Roseburg, which would cost about $5,800, and that arrangements be made in this building for a radio room, office for an officer of the state police department, and an office for a future district maintenance superintendent. After a full discussion of this matter the Commission approved the Engineer's recommendation by unanimous vote and authorized him to acquire the site from the city of Bend and to proceed with construction of the building by contract.

In this connection the Engineer pointed out the necessity for rearranging the district maintenance superintendent's headquarters now located at Klamath Falls, and at the town of Multnomah, near Portland, in order to accommodate the installation and operation of the proposed radio facilities and to provide permanent locations for the district maintenance superintendents at these places, who are now cramped for room. He explained that the most convenient location for the maintenance headquarters now located at Multnomah would be adjacent to the East Portland-Oregon City Highway, near the town of Milwaukie, in Clackamas County, and that for the Klamath Falls Maintenance Superintendent would be adjacent to the Highway Department's shop buildings at that place, both of which locations would necessitate the purchase of sites. After some discussion the Commission authorised the Engineer to take options for these sites, a report in connection with which is to be rendered at the next meeting.

The Commission adjourned at 5:45 o'clock p. m., to reconvene at 9:00 o'clock p. m. in the Benson Hotel.

The State Highway Commission reconvened at 9:00 o'clock p. m. in Room 204 Benson Hotel, all members being present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

The Engineer brought up for discussion the application submitted by City Engineer L. G. Apperson, Portland, for additional W.P.A. funds to finance additional construction work on the Wolf Creek and Wilson River W.P.A. road projects. The Commission decided to approve these applications, provided Mr. Apperson will revise them for equal amounts to be expended on each highway and provided further that the amounts allocated for the Wolf Creek Highway

west from Portland to its junction with the Wilson River Highway location shall be considered as applying to both highways. The Engineer was instructed to convey this information to Mr. Apperson and to request him to submit revised applications on the following day.

The Engineer requested authority to install a punching machine and a verifying machine in the Equipment Department office in order to obtain full value and use of the accounting machine that is now in use in the main office of the Highway Department. He also requested authority to purchase a generator to convert alternating current to direct current, which is needed to operate the accounting machine. He estimated that the punching machine and the verifier can be rented for $51 per month and that the generator can be purchased outright for $150. He advised that unless this equipment is installed it will be necessary to employ additional help, which, in his estimation, would be more costly. After due consideration the Commission authorized the purchase of the generator and the renting of the punching machine and verifier, as requested.

The Engineer also requested authority to purchase eight new station wagons and eight automobiles of the Ford or Chevrolet type and to turn in as part purchase price on the automobiles eight old cars that are about worn out. He estimated that this transaction would cost the state about $12,000 cash. The Commission approved the request by unanimous vote.

The Engineer also requested authority to purchase ten light trucks at an estimated cost of $8,000. After due consideration of this matter the Commission approved the request by unanimous vote.

The Engineer reported the need of six automatic traffic counters for use in connection with the state-wide planning survey. He explained that the counters cost $435 each, but it would be possible to secure reimbursement from the Federal Government for the cost thereof out of the federal moneys set up for financing this survey. However, the initial expenditure would have to be made by the state. In view of the Engineer's explanation the Commission approved the purchase of six counters, as requested.

The Commission had under consideration payment to the Northwest Road Company, contractors for the construction of Units A, C, and D of the Coos Bay Bridge, in Coos County, Contract No. 1625, all but 3 per cent of the moneys due the company in connection with this job. The Engineer advised that under the terms of the contract 10 per cent of the contract amount is to be retained by the state until such time as final payment is made, or until such time as the State Highway Engineer may consider that the contractor is entitled to the release of the retained amount, provided that in no event shall payment in excess of 97 per cent of the total value of the completed work and material delivered be made prior to the completion and final acceptance of all work under the contract and under agreements supplementary thereto. He said that the contractors have completed their work with the exception of certain surface finish, the removal of the work trestles, and a portion of the falsework, all of which is estimated to cost less than $20,000. He also advised that the structure was opened to traffic on May 9, 1936, and will continue to be used by traffic during the completion of the remaining work under contract. He

recommended, in view of the circumstances, that all but 5 per cent of the contract amount--which 5 per cent is approximately $45,883.14--be released to the contractors at once, provided the sureties on the bond furnished in connection with the job will consent thereto in writing. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration a report from the Attorney in regard to the resolution heretofore adopted by the Commission declaring its policy and purpose to require service station operators to service cars and attend to the needs of their patrons without requiring the patrons to park their cars within the highway right of way limits. The Attorney advised that the Right of Way Department is experiencing difficulties with some of the service station operators who refuse to move their buildings back, and that some who are constructing new stations refuse to build them far enough away from the right of way to permit the conduct of their business on their own property. However, some of the operators are cooperating with the Commission one hundred per cent. He suggested that in cases where full cooperation is being received from the station operators, the Commission improve and surface the right of way clear up to the right of way line in front of such places, which would encourage the operator and would have a tendency to influence others to move their service stations back from the right of way line. The Commission took the matter under advisement.

The Commission had under consideration a report from the Engineer in regard to damage done to a masonry wall at the north approach to the South Umpqua River bridge, on the Pacific Highway, at Myrtle Creek, Douglas County. It appears that a man by the name of Richard Abdie, Portland, drove his car into this wall on the night of April 22, 1936, completely demolishing the wall, and that it will cost the state approximately $400 to repair the damage. The question arose whether or not an attempt should be made to recover the cost of the repairs, in view of the fact that Mr. Abdie was not the owner of the car. The Commission referred the matter to the Attorney to ascertain the validity of the state's claim and whether or not the claim is collectible.

Reconsideration was given by the Commission to the matter of maintenance of the county road extending from the town of Elsie on the Wolf Creek Highway to the town of Jewell on the Nehalem Secondary Highway, in Clatsop County. The Engineer advised that he conferred with two members of the Clatsop County Court---Mr. Elliott and Mr. Larson---in regard to this matter and it was mutually agreed that the county would maintain this road and that the state would reimburse the county for such expense inasmuch as the road is being used as a temporary state highway pending completion of the Wolf Creek Highway. It was his thought that such arrangement would work out better from the standpoint of the state because the state would then be relieved of responsibility for traffic, which, to a very large extent, consists of log hauling. It would also relieve the state from the necessity of controlling logging operations adjacent to the roadway. He also said that it was agreed that the amount of reimbursement to the county should be limited to a certain price per mile per year, which is to be set by the Maintenance Engineer for the Highway Department, and the County Engineer, and that the entire matter would be covered by written agreement between the state and the county, such agreement to be continued in effect until the Wolf Creek Highway is open to

travel. He asked the Commission to confirm this arrangement, which is to be substituted for the original arrangement between the county and the state, whereby the state was to maintain this road with state forces. The Commission by unanimous vote approved the new arrangement as reported by the Engineer and instructed him to have the matter covered by appropriate agreement as soon as the unit cost of maintenance per mile per year has been determined. He was also instructed to withdraw state forces which are now maintaining the section.

The Secretary presented a letter from the Coos County Chamber of Commerce, in which the Commission was instructed to straighten and oil the Powers Secondary Highway extending from Hoffman Bridge to the town of Powers, in Coos County. The Commission denied the request because of lack of funds.

The Commission also considered letters from Lincoln Beaches 20-30 Club, DeLake, Oregon; Taft-Nelscott Chamber of Commerce, Taft, Oregon; a resolution from Reed Creek Grange No. 851, Kernville, Oregon; and a petition signed by 80 residents and tax payers residing along the Siletz River, requesting repairs and betterments to the Siletz River Secondary Highway, in Lincoln County. The Commission denied the request but agreed to consider this project as one of the first to be included in the next construction program.

A resolution was presated from the Tillamook Chamber of Commerce requesting the elimination of a sharp turn in the Oregon Coast Highway at the south entrance to Tillamook. The Commission referred this matter to the Engineer for investigation and report.

A letter was presented from H. H. Rosenberg, County Judge of Tillamook County, requesting the oiling of a 2-mile section of the Wilson River Highway east from the end of the present paving at Tillamook. The Commission instructed the Engineer to investigate the matter and to have the state's oiling crew do this work when it is in that vicinity if the road is in satisfactory condition to receive an oil treatment.

Letters were presented from North Bend Chamber of Commerce and the city of North Bend, requesting the resurfacing of Sherman Avenue, North Bend, route of the Oregon Coast Highway, in order to eliminate the slippery consition of this street during wet weather. The Commission referred this matter to the Engineer for investigation and report at the next meeting.

The Commission considered a resolution adopted by the county courts of Klamath and Jackson Counties, in which the State Highway Commission is requested to recommend to the Secretary of Agriculture the designation of the Dead Indian Road and the Klamath Lake-of-the-Woods Road as forest highways in order to make them eligible for forest highway funds. The Commission denied the request for the present but expressed a willingness to discuss the matter with C. J. Buck, Regional Forester, when a program is arranged for the next allotment of Forest Highway Funds.

The Commission had under consideration a letter from the Douglas County Court requesting that the state take over and maintain as state highways the following county roads in Douglas County, which were constructed by the Bureau of Public Roads as forest highways, under agreement between the Forest Service and Douglas County: Union Creek Road, extending from the

Crater Lake Highway to Diamond Lake, Cascade Lakes Highway; and the road extending from Diamond Lake to The Dalles-California Highway. The County Count contends that these roads are essentially tourist and recreational roads in the National Forest and Crater Lake National Park and do not serve any of the residents of the county or pass through any of the county's taxable lands and it is their belief that these roads are primarily of state importance and that the obligation to maintain them is a responsibility of the state. The Secretary was instructed to advise the County Court that the Commission will look these roads over this summer and will then determine whether or not to maintain them as state highways.

The Engineer presented a letter from V. Harpham, Forest Supervisor, Umpqua National Forest, requesting permission to use one of the Highway Department's rotary snow plows for a few days to open up the road to Diamond Lake and advising that the U. S. Forest Service will pay the cost of operating the same, including wages of the driver and cost of gasoline and oil. He recommended that the request be granted, provided Mr. Harpham will carry the operators of this equipment on his payroll, will pay the cost of gasoline and oil and will also pay the cost of repairing the equipment as may be necessary by reason of the use of the same. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from Lincoln Beaches 20-30 Club, DeLake, Oregon, calling the attention of the Commission to the need of signs along the Oregon Coast Highway at points where there are side roads leading to beach resorts, where such roads are passable. In the discussion of this matter it was brought out that in many instances these side roads are not improved and cars can very easily be mired in dry sand, or in mud during periods of rainy weather. The Engineer gave as his thought that it would be a good idea to erect signs at the intersection of roads that are in good condition but that such signs should not be erected where the side roads have not been improved, and he so recommended. The Commission approved the Engineer's recommendation unanimously; however, ordered that the existing signs that have been erected by private parties directing travel over the other roads should not be taken down.

The Commission had under consideration a letter from the Albany Chamber of Commerce, requesting that the bridge at Upper Soda, on the Santiam Highway, in Linn County, be named the Joseph H. Ralston bridge in honor of the late Mr. Ralston and his father, both of whom gave unsparingly of their time and money to the cause of the South Santiam Highway. The Commission ordered that this matter be referred to Mr. Lewis A. McArthur, Secretary of the Oregon Historical Society, for recommendation.

The Commission considered and approved the request of Dr. George P. Edwards, Mayor of the town of Florence, in behalf of Red Cross officials of that place, who are desirous of obtaining possession of a small buulding heretofore used as the Highway Department's engineering headquarters in connection with the construction of the Siuslaw River bridge. The Commission also authorized the issuance of a permit to move this building from its present location at the south end of the bridge into the town of Florence, necessitating the crossing of the bridge.

The Engineer presented a letter from L. V. Murrow, Director of Highways of the State of Washington, advising that the Federal Radio Commission is to hold a meeting in the near future for the allocation of frequencies in connection with radio broadcasting stations, and suggesting that the highway departments of the states of Oregon and Washington should be represented at this hearing and also suggesting that it would be a good idea to retain the services of former United States Senator Clarence C. Dill, who is practising law in Washington, D. C. and is entirely familiar with the present setup in the Federal Communications Commission, inasmuch as he was chairman of the Senate Radio Committee for a number of years. The Commission's Attorney advised that Mr. Ben S. Fisher, a former resident and practising attorney at Marshfield, who is now practising law in Washington, D. C., is also familiar with the Federal Communications Commission's setup and is a capable man. It was his thought that if the Commission needs to be represented by a lawyer at this hearing, it would be proper to retain the services of Mr. Fisher for such purpose. The Commission concurred and instructed the Engineer to so inform Mr. Murrow.

The Commission considered and ordered filed in the department records a letter from C. H. Barber, City Marshall, Sutherlin, Oregon, reporting an accident which occurred in the town of Sutherlin at 11:30 o'clock p. m., May 7, 1936, involving a truck belonging to the Columbia Hauling Company, Portland, Oregon, which was carrying an over-height load and seriously damaged the telephone communication system in this town when it came in contact with the telephone cable which crosses the highway.

A letter was presented from Mr. and Mrs. Hoskins, Cottage Grove, Oregon, requesting definite information as to where the Pacific Highway is to be rerouted through the town of Cottage Grove, so they can have the benefit of such information in connection with the leasing of certain properties that they own. The Engineer advised that surveys had been made for bettering the alignment of the highway through this town, the best one of which contemplates producing Ninth Street southerly from Main Street, which is the route of the present highway, following the Southern Pacific Railroad to an intersection with the present highway south of the town. Owing to the fact that no funds were available for the construction of this project, he said, it has never received the approval of the Commission nor has any hearing been held in Cottage Grove relative to the change of route, as is required by law. He pointed out that the Ninth Street line would pass through several buildings which occupy the south side of Main Street and that it would be quite a costly proposition to provide a right of way at this particular location. After some discussion the Commission ordered that Mr. and Mrs. Hoskins be advised that the survey has been made and that, while the Engineer has made no definite recommendation in regard to the routing of the highway, he will be requested to do so at the time the hearing is held in Cottage Grove. The Engineer was also instructed to furnish Mr. and Mrs. Hoskins with a map showing the proposed location along the Ninth Street route so they can use it for what it is worth in connection with the leasing of their property.

The Commission had under consideration a letter from Miss Ida Patterson, Eugene, Regent, Lewis and Clark Chapter, D.A.R., requesting permission to erect a monument and marker in the wye connection formed by the junction of the

Siuslaw Highway and the Oregon Coast Highway at Florence, memorializing Mr. George M. Miller, who, it was stated, spent a considerable portion of his life time in furthering the development of the coast region. The Engineer advised that this space is needed for highway direction and mileage signs. Furthermore, it is the established policy of the Commission to preserve such areas free of monuments, buildings, etc., that would have a tendency to interfere with sight distance along the highway. He recommended that the request be denied. The Commission approved the recommendation by unanimous vote.

The Commission considered and ordered filed a letter from A. C. Spencer, General Solicitor of the Union Pacific Railroad Company, transmitting a copy of the complaint filed against the O.W.R.& N.Company by one E. L. Sayres to recover $5000 damages asserted to have been incurred by him on account of the derailment of a passenger train by ice and snow obstruction on the railroad company's tracks in the Columbia River Gorge.

The Secretary presented an invitation from the Siuslaw River Bridge Dedication Committee requesting the presence of the members of the Commission at the dedication of this bridge on Sunday morning, May 24, at Florence, Oregon. The Commission delegated Mr. Glen S. Paxson, Acting Bridge Engineer, to represent the Commission at this dedication.

A letter was presented from the Aurora Community Club, urging the reconsideration of the proposed location adopted for the Aurora-Wilsonville Secondary Highway, in order to avoid the severing of property of the farmers in that vicinity as will be done if the location recommended by the State Highway Engineer is adopted. The Commission ordered that the Community Club be informed that the location adopted by the Commission was based on a careful study of a number of alternate routes and was deemed by the Engineer and the Commission to be the best one considering the matter from all standpoints. Wherefore, the Commission is not inclined to make any change at the present time.

A letter was presented from Mrs. Winifred McKay Hutchinson, Newport, requesting the loan of a small roller for use in the construction of tennis courts in the city park at Newport. The Engineer advised that the Highway Department has no road rollers available for renting or loaning purposes at the present time; furthermore, it is contrary to the established policy of the Commission to rent or loan highway equipment to private parties. He recommended that the request be denied. The Commission approved the recommendation by unanimous vote.

The Commission had under consideration a report from the Attorney on the question of the moving of buildings purchased at Pendleton in connection with the acquisition of right of way for the East Pendleton grade separation project. He pointed out that several of these buildings are in good condition and could be used to good advantage for rental purposes for employes of the Highway Department or others. Also, that there is sufficient room on the premises of the Highway Department Maintenance Headquarters site at Pendleton for the re-establishment of some of these buildings. He suggested two plans, one of which contemplates the moving of buildings to both the east and west ends of the Highway Department's Maintenance Headquarters property; and the other

contemplates moving the buildings only to the west end of this property, and selling the others. He estimated that under the first plan six houses and one garage could be re-established on the Highway Department's property and made available for rental purposes at a total cost of about $10,000, whereas under the second plan, three houses and one garage could be re-established on the western end of this property and made available for rental purposes at a total cost of $6,500. After considerable discussion of this matter the Commission adopted plan No. 2, involving the moving of three houses and a garage to the westerly, or Best Street, end of the Maintenance Headquarters property. The Attorney was instructed to select the three best houses for this purpose and to make the necessary arrangements to move them. He was also instructed to arrange for the sale of the other buildings. It was decided to advertise these buildings for sale at a meeting to be held in the city hall, Pendleton, on Saturday, June 13, starting at 9:00 o'clock a. m. The Secretary was instructed to make the necessary arrangements in accordance with the usual practice.

The Commission adjourned at 10:30 o'clock p. m., to reconvene the following morning in the Public Service Building.

Portland, Oregon, May 22, 1936.

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building, all members being present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

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

INTERSECTION OF PACIFIC HIGHWAY AND MAIN STREET IN OREGON CITY
MOVING AND RE-ESTABLISHING SERVICE STATION BUILDINGS
REMOVAL AND RECONSTRUCTION OF CONCRETE PAVEMENT

	Alternate "A"	Alternate "B"
Odom Construction Company	$ 2,085.00	$ 2,185.00
Parker-Schram Company	2,375.00	2,375.00
Glen L. Hard	3,115.60	3,165.60

CONSTRUCTION OF FRAME MAINTENANCE BUILDING IN ASTORIA

Helstrom & Mittet	$ 5,527.77
Frank Neave	5,665.94
Jens Lervick	5,839.20
The Makela Construction Company	7,403.70
O. H. Schrader	7,596.00
Geo. F. Anderson	8,516.00

COLUMBIA COUNTY OILING PROJECT ON FOUR SECTIONS OF COUNTY ROAD
SURFACING AND OIL MAT SURFACE TREATMENT

	Using Oil	Using Tar
Babler Bros.	$ - - - -	$50,995.00
Warren Northwest, Inc.	- - - -	54,985.50

PACIFIC HIGHWAY
AZALEA - WOLF CREEK SUMMIT SECTION
PLANING, RESURFACING, CRUSHED MATERIAL IN STOCK PILE

J. C. Compton	$59,515.50
Warren Northwest, Inc.	63,500.00
Babler Bros.	65,585.00

LAKEVIEW-BURNS HIGHWAY - CINDER BUTTE-SILVER CREEK SECTION
CENTRAL OREGON HIGHWAY - SILVER CREEK-SAGE HEN HILL SECTION
SURFACING, OIL MAT SURFACE TREATMENT, CRUSHED ROCK IN STOCK PILE

Babler Bros.	$77,928.00
Homer G. Johnson	88,819.50
J. C. Compton	91,903.00
F. J. Kernan	98,953.60

KLAMATH LAKE SECONDARY HIGHWAY
WOCUS MARSH-LINK RIVER SECTION - OIL MAT SURFACE TREATMENT

Dunn & Baker	$39,824.50
A. Milne	49,941.00
Harold Blake	53,533.50

THE DALLES - CALIFORNIA HIGHWAY
CRITERION-COW CANYON SECTION
SURFACING, OIL MAT SURFACE TREATMENT, CRUSHED ROCK IN STOCK PILE

Joplin & Eldon	$136,200.00
Saxton & Looney and J. S. Risley	138,760.00
Dunn & Baker	139,035.00
E. C. Hall	139,650.00
Homer G. Johnson	144,340.00
Babler Bros.	145,570.00
Kern & Kibbe	146,560.00
A Milne	159,265.00
Parker-Schram Company	174,305.00
F. J. Kernan	207,255.00
P. L. Crooks & Company, Inc.	208,715.00

THE DALLES-DUFUR COUNTY ROAD
THREEMILE CREEK-EIGHTMILE CREEK SECTION - SURFACING

Hart Construction Company	$15,343.50
Parker Schram Company	15,672.50
Homer G. Johnson	19,630.00

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SHERARS BRIDGE SECONDARY HIGHWAY
TYGH VALLEY SECTION - GRADING AND SCREENED GRAVEL SURFACING

McNutt Bros.	$33,893.00
F. J. Kernan	38,015.90
Edward F. Webber	40,211.00
Parker-Schram Company	41,482.00
Homer G. Johnson	43,465.50
Kern & Kibbe	43,586.00
Hart Construction Company	43,613.00
P. L. Crooks & Company, Inc.	47,919.00
Joplin & Eldon	48,874.00

GARDEN HOME COUNTY ROAD NO. 1323
GARDEN HOME SECTION
TRESTLE OVER OREGON ELECTRIC RAILWAY AND SURFACING AND OIL MAT SURFACE TREATM'T

	Using Oil	Using Tar
Parker-Schram Company	$28,175.00	$28,151.00
F. J. Kernan	33,085.50	33.157.50
Harold Blake	- - - - -	34,436.00
Joplin & Eldon	36,010.00	35,986.00
Malcolm & Bell	39,157.50	39,225.50
The United Contracting Company	40,617.00	40,585.00
P. L. Crooks & Company	- - - - -	44,823.00

SHANIKO-FOSSIL SECONDARY HIGHWAY
UNIT NO. 1, CHICHESTER GULCH-SUMMIT SECTION
GRADING, ROADBED TOPPING

Hart Construction Company	$ 4,524.00
Edward F. Webber	4,820.50

SHANIKO-FOSSIL SECONDARY HIGHWAY
UNIT NO. 2, CHICHESTER GULCH-SUMMIT SECTION
GRADING

Edward F. Webber	$10,120.50*
Hart Construction Company	10,219.00

* Less $250.00 if awarded both units

COMBINATION BIDS

	Unit No. 1	Unit No. 2	Lump Sum Reduction	Total Combined Bid
Edward F. Webber	$4,820.50	$10,120.50	$250.00	$14,691.00
Hart Construction Co.	$4,524.00	$10,219.00	- - -	$14,743.00

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Chairman Cabell announced that the awards of contracts would be made at 3:00 o'clock p. m. in the same room.

Mr. Giles L. French, Moro, Oregon, came before the Commission on behalf of the Sherman County Highway Association and requested the oiling of the unoiled portions of the Sherman Highway, in Sherman and Wasco Counties. He was informed that the Commission has a tentative setup of $75,000 of new federal funds for the improvement of this road and when the money becomes available it is the plan of the Commission to do as much work as is possible with the same.

Mr. Lewis A. MacArthur, Secretary, Oregon Geographic Board, conferred with the Commission in regard to the printing of a booklet containing information concerning benchmarks throughout the state. He said that for a number of years past he has taken it upon himself to supply the public with this information but the job is now getting too big for him to handle and it was his thought that the information should be published and distributed to the public in printed form. He explained that the information is supplemental to that which is published by the Coast Geodetic Survey. He also said that it would take about a year to assemble the data and prepare it for publication, but he agreed to do this on his own account if the State Highway Commission will pay the cost of printing the booklet. The State Highway Engineer stated that this information would be invaluable to the State Highway Department and recommended the approval of Mr. MacArthur's proposition. The Commission approved the Engineer's recommendation by unanimous vote.

Mr. W. J. Carlson, City Recorder, and Mr. _____ Meyer, Cascade Locks, came before the Commission and asked for the widening and straightening of the Columbia River Highway for a distance of about 2000 feet east from the town of Cascade Locks, particularly in front of the Craigmont Hotel, where, they said, pedestrian traffic is heavy and there are no sidewalks. They gave as their thought that at some future date the Commission will have to widen this section, and suggested that now is the proper time, before someone is hurt. After some discussion the Commission instructed the Engineer to investigate the matter and render an accurate cost report thereon.

The Attorney reported that he has arrived at a satisfactory settlement with Mr. George O. McCloskey for surfacing materials which are to be taken from Mr. McCloskey's land for use in connection with the improvement of the Salmon River Highway, whereby Mr. McCloskey has agreed to dispose of his claim for the amount of $1000, which settlement includes relinquishment of all reservations in the deed given by him to the Salmon River Highway Improvement District, and settles all claims for rock taken from his property by the Bureau of Public Roads for road construction purposes, for which, under a reservation in the deed, Mr. McCloskey can demand the sum of 5¢ per cubic yard. The Engineer recommended settlement on the basis of the Attorney's report. The Commission approved the Engineer's recommendation unanimously.

The Attorney brought up for discussion matters pertaining to the acquisition of right of way from the City Motor Trucking Company for the improvement of the Lower Columbia River Highway. He read a letter from the company in which it offered to convey to the state the property required for right

of way purposes for a consideration of $6000 and in addition at their own expense will remove a certain overhead crossing, and will remove any structure owned by the company within the right of way which the state now owns or within the additional ground which the state is acquiring. However, the company will expect to receive a permit for the use and maintenance of a certain tunnel and will confine its activities, so far as crossing the highway is concerned, to such tunnel. Mr. Porter Yett, representing the company, was present and advised that they need a tunnel at least 10 feet wide and 10 feet high. No definite decision was arrived at in this matter, However, the Commission instructed the Engineer to prepare plans for a 10' x 10' tunnel for use in connection with further negotiations. It was agreed that this matter would be discussed again at the Commission's next meeting on June 26 and that Mr. Yett would be present at that meeting.

Mr. L. G. Apperson, City Engineer, Portland, came before the Commission and discussed financial matters in connection with the city's W. P. A. projects on the Wilson River and Wolf Creek Highways. He asked the Commission to approve the application for W. P. A. funds for these projects to finance the work after the first of July when no more funds will be available under the present W. P. A. setup. He estimated that it would take about $2,700,000 of W. P. A. funds to complete both projects and about $100,000 of funds from other sources to pay the cost of culvert pipe and powder. It was the thought of the Commission that future funds for these highways should be distributed to them on an equal basis and that the section of the Wolf Creek Highway immediately west of Portland should be considered separately and as a section common to both highways. After considerable discussion the Commission approved the filing of applications for additional W. P. A. funds as follows:

Wilson River Highway Project No. 1:

W.P.A. Funds	$756,222.00
Sponsors' Funds	81,669.00
Total	$837,891.00

It was estimated that this amount would finance clearing and grading work on a 10-mile section extending westerly from the Washington-Tillamook County line near the corner of Section 25, Township 2 North, Range 6 West, W.M., to a point near the northwest corner of Section 10, Township 1 North, Range 7 West, W.M.

Wilson River Highway Project No. 2:

W.P.A. Funds	$493,927.00
Sponsors' Funds	47,079.00
Total	$541,006.00

It was estimated that this amount would finance the clearing and grading of a 6.7-mile section extending easterly from the Tillamook-Washington County line in Section 25, Township 2 North, Range 5 West, W.M.

(Continued next page)

(Applications for W.P.A. funds, continued)

Wolf Creek Highway:

W.P.A. Funds	$743,504.00
Sponsors' Funds	22,746.00
Total	$766,250.00

It was estimated that this amount would finance the clearing and grading of a 2.6-mile section of this highway westerly from the Multnomah-Washington County line toward North Plains and a 4-mile section extending westerly from Sunset Camp to the Tillamook-Washington County line.

The Commission also authorized the purchase of culvert pipe and powder, as may be needed for these projects.

Mr. Apperson reported that there is a scarcity of men who are eligible for work on these projects; that he could use additional men but is not permitted to do so because the district's quota of relief labor has been reached. The Engineer suggested that it might be well to arrange a transfer of labor now employed on the Canyon Road landscaping project, inasmuch as the Wolf Creek Highway work, in his estimation, should be given priority. The Commission approved the suggestion.

Reconsideration was given by the Commission to the matter of the sale of a portion of Lot 1, Block 7, town of Reedsport, to one L. C. Arthur. It appears that Mr. Arthur considered that $100 is too much to pay for this property, especially in view of the fact that he has donated to the state for right of way purposes other property belonging to him; but he is willing to pay $50 for the same. The Engineer recommended the sale of the property to Mr. Arthur at the same rate per square foot that was paid the previous owner for the same, which would amount to $65. The Commission approved the Engineer's recommendation.

The Commission had under consideration a report from the Attorney in regard to providing a full 60-foot width right of way for the Oregon Coast Highway through the town of Gold Beach. It appears that certain hazards now exist because of narrow width right of way and the existence of a certain hedge fence which interferes with sight distance along the highway. It also appears that either the county court or local citizens have signified their willingness to purchase part of the extra right of way needed but they want the state to acquire the remaining right of way and to cut the hedge and remove certain buildings, the total cost of which, the Attorney estimated, would amount to about $500. The Engineer was instructed to refer this matter to Construction Engineer H. G. Smith and Maintenance Engineer J. N. Bishop for investigation and report.

The Attorney reported that he has encountered difficulties in arriving at a satisfactory settlement with the World War Veterans State Aid Commission for right of way needed in connection with the Union Avenue improvement in Portland. It appears that the Right of Way Department offered 30¢ per square foot for this property, which is the price that they have used

as a basis in negotiating for right of way from other owners in this vicinity plus $300 as liquidated damages and $450 for an old house at the rear of the premises, which will have to be torn down. However, the World War Veterans State Aid Commission considers that this price is too low, especially the allowance made for the old house, in view of the fact that the house is rented for $5.00 a month and is thus returning the Commission 6% interest on an investment of $1000; wherefore, they are requesting an increase of $300 in the amount of the damages and have suggested that this be taken care of by increasing the allowance for land to 50¢ per square foot. The Engineer suggested the retention of the basic price of 30¢ per square foot for land but that the amount allowed for the old house be increased in the amount of $200. The Commission approved the Engineer's suggestion and authorized the Attorney to negotiate further with the World War Veterans State Aid Commission on that basis.

The Attorney reported the status of acquisition of right of way needed for the Portland end of the Wolf Creek Highway. He said that this right of way is available from what is known as the Cooke property to the Pointer Cemetery and within the cemetery up to the graves, but beyond this point there are several properties which will have to be condemned; namely, the properties of Linus Rosander, Josephine K. Karston, O. F. Cooke, and Ellis Raab. He requested authority from the Commission to institute condemnation proceedings to acquire these properties and also to acquire right of way needed for the Pendleton Overcrossing Section, the Reedsport Section, Union Avenue Overcrossing Section, Eugene-Junction City Section, and the Multnomah County Line-Scappoose Section, in order that construction work on these sections may proceed without delay. After due consideration the Commission granted the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

Canyon Road-Barnes Road Section of Wolf Creek Highway
Pendleton Overcrossing Section of Old Oregon Trail
Reedsport Section of Umpqua Highway
Union Avenue Overcrossing Section of East Portland-Oregon City Highway

(Sections to be acquired, continued)

Eugene-Junction City Section of Eugene-Junction City Secondary Highway
Multnomah County Line-Scappoose Section of Columbia River Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Canyon-Barnes Road Section: Linus Rosander, Josephine K. Karston, O. F. Cooke, and Ellis Raab.
Pendleton Overcrossing Section: A. P. Knight, et al.
Reedsport Section: Douglas County, City of Reedsport, et al.
Union Avenue Overcrossing Section: Ben A. Campbell, Thomas Collison, and Kate S. Duniway.
Eugene-Junction City Section: Herbert Cooper Thompson, et al.
Multnomah County Line-Scappoose Section: Walter Nelson, J. A. Emmitt, and A. F. Tice.

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney

for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Commission had under consideration the acceptance of a bargain and sale deed from the city of North Bend, whereby the city conveys unto the State of Oregon, through the State Highway Commission, its city park, known as Simpson Park, located at the south end of the Coos Bay Bridge on the Oregon Coast Highway. The Attorney advised that this deed now contains no reservations except one to the effect that the property shall be kept for state park purposes. He gave as his thought that this is a proper and appropriate reservation and recommended that the deed be accepted. The Commission approved the Attorney's recommendation and ordered that the city of North Bend be notified and thanked by appropriate letter.

The Commission had under consideration a letter from Mr. Earl Reynolds, Secretary, Klamath County Chamber of Commerce, in regard to a proposed rearrangement of secondary highways in Klamath County, in which he advises that he has discussed this matter with the Klamath County Court, which recommends the following:

1. Designate the Klamath Falls-Weed Highway as a primary state highway.

2. Retain the Klamath Falls-Midland Secondary Highway on the secondary highway system from Midland to Klamath Falls.

3. Designate as a secondary highway a connection from the Klamath Falls-Midland Secondary Highway to The Dalles-California Highway on what is known as the Miller Island Road.

4. Designate as a secondary highway the county road which extends from the Green Springs Highway at Keno southeast to a connection with the Klamath Falls-Weed Highway at Worden.

(Continued next page)

(Rearrangement of secondary highways, continued)

5. Designate as a secondary highway the county road which extends easterly from the Klamath Falls-Weed Highway at or near Midland to a connection with The Dalles-California Highway at or near Mack's Store.

He also advised that the Klamath County Court will not consent to the the removal of the Klamath Falls-Midland Secondary Highway from the secondary highway system. The Engineer suggested that the county's recommendation be denied and that the county court be informed that the Commission intends to retain the present Klamath Falls-Weed Highway as a secondary state highway, except that the northerly end thereof from Midland to Klamath Falls will be abandoned and traffic will be routed over the new highway from Midland to the Green Springs Highway connection. The Commission approved the Engineer's suggestion and ordered that the county court be informed to that effect and also be told that the Commission will be glad to talk the matter over with the members of the court if they so desire.

The Commission had under consideration the report of the Landscape Engineer, Mr. George Otten, in regard to the establishment of an oasis site in southeastern Oregon, memorializing the late Wm. Hanley. Mr. Otten reported that he inspected a number of suitable sites along the Lakeview-Burns Highway, Fremont Highway, and Central Oregon Highway in company with Mr. Ray Conway, Manager, Oregon State Motor Association, and his personal preference is for the following:

1. Alkali Lake site on the Lakeview-Burns Highway, in Lake County.

2. Site at Valley Falls Junction of the Fremont and Lakeview-Burns Highways, in Lake County.

3. Site at the junction of the Central Oregon and Lakeview-Burns Highways, in Harney County.

4. Site at the junction of the Central Oregon Highway with the Crooked River Highway, in Deschutes County.

5. Site at the place known as "Brothers" on the Central Oregon Highway, in Deschutes County.

He suggested the first three of these sites as being the most suitable for the proposed Hanley Memorial but gave as his thought that the definite selection of a location should be determined by those most intimately concerned, although either of the first three mentioned could be made to serve appropriately the purpose intended. He explained his preference for the Alkali Lake site due to its being in the immediate vicinity of the State Highway Department's Maintenance Headquarters, where a water supply is assured and where Highway Department employes are immediately available to see that the site is properly taken care of. He explained that an abundant supply of water is an essential to the proper development and maintenance of any site that

the Commission might select. After a discussion of this matter the Commission deferred taking definite action thereon pending a recommendation in writing from the committee from Burns, Oregon, which is sponsoring the project. The Landscape Engineer was instructed to confer with the members of this committee and render a report thereon.

In regard to this matter, the Engineer suggested that whatever site is selected, a house and maintenance shed should be constructed in connection with it for living headquarters for the caretaker and for housing equipment. The Commission approved the Engineer's suggestion unanimously.

The Commission also had under consideration a report from the Landscape Engineer in regard to pole line construction along the Alsea Highway, between Waldport and Tidewater, in Lincoln County, and particularly in regard to the application of the U. S. Forest Service to construct a telephone pole line along this section. He recommended that where the right of way is narrow and the embankment slopes are steep and it is not possible to construct the pole line on a location 29 feet from the center line of the highway, the Commission authorize the construction of the pole line closer to the center of the highway but not closer than 18 feet from the center line, and that the poles in any event be set outside of the highway sight posts. He also recommended that authority be given to construct said pole line closer to the traveled portion of the highway than the location specified in the permit, where necessary to avoid the cutting and trimming of specimen trees, of which there are a number of extraordinarily beautiful ones along this section; but in no event shall the poles along such sections be allowed to be erected nearer than 20 feet from the center of the highway. He also recommended the painting of the poles, cross-arms and side brackets a forest green color to harmonize with the forest background, and that the Commission reserve the right to inspect and approve locations, tree-trimming, etc., before the actual construction of the pole line is undertaken. The Commission approved the report and ordered that the permit to the U. S. Forest Service be issued in conformance therewith.

A letter was presented from the Isaac Walton League of America, Inc., L. E. Heinze, Secretary, Tillamook, Oregon, in which the Commission was requested to provide additional parking space along the Oregon Coast Highway in front of Lake Lytle, Tillamook County, so as to permit cars to park in front of the lake and the occupants thereof to view the waterfowl on the lake. The Commission referred this matter to the Engineer for investigation and report at the next meeting.

The Commission had under consideration a petition signed by 52 residents and freeholders living along the McMinnville-Tillamook Highway, between McMinnville and Sheridan, in Yamhill County, protesting the proposed rerouting of this highway between these points and suggesting that the present highway could be made suitable by widening and flattening some of the curves. The Commission took no action in this matter.

The Commission discussed at this time the matter of rerouting the West Side Pacific Highway through the town of McMinnville, in regard to which

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a hearing was held in McMinnville on May 20, and particularly the alternate route proposed by local citizens, which follows along the railroad. The Commission instructed the Engineer to make a hurried survey and prepare a rough estimate of cost to construct along this route, for consideration by the Commission at its next meeting.

The Commission also had under consideration the following requests for extensions of time in which to complete highway construction projects:

The Mountain States Construction Company, Contract No. 1748, for the construction of a bridge over Smith River, on the Oregon Coast Highway, in Douglas County, requested an extension of time, from March 31, 1936, to May 31, 1936, in which to complete this project, giving as their reason for such request that, subsequent to the award of this contract, a major change was made in the plans for the north end of the structure so as to provide a connection with the road to East Gardiner. The Engineer advised that the contractor's operations were delayed 45 days by reason of the change in plans inasmuch as it involved the extra excavation of approximately 350 cubic yards of materials and the placement of an extra amount of 160 cubic yards of concrete in the retaining walls. Furthermore, it meant considerable delay in fabricating the lumber for the last few spans on the north end of the structure. He said that the delay has not inconvenienced the grading contractor on the Bolon Island Section because the deck of the bridge was ready for use when he needed it; also, that the delay has not inconvenienced the state or the traveling public except that the state has incurred a slight amount of extra expense in connection with engineering supervision. He recommended, in view the circumstances, that the extension requested be granted without penalty up to May 15 but that the contractor be charged a penalty of extra engineering expense that is incurred subsequent to that time. The Commission approved the Engineer's recommendation by unanimous vote.

O. L. Pierce and Frank Connor, Contract No. 1841, for the construction of two artificial oases near Castle Rock and Boardman, on the Columbia River Highway, in Morrow County, requested an extension of time of 30 days, from May 15 to June 15, 1936, in which to complete this project, giving as their reason for this request that their operations were delayed on account of lack of water, difficulties having been encountered in drilling wells at the two locations. The Engineer advised that the contractor's statements of the cause of the delay are substantially correct. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Joplin & Eldon, Contract No. 1768, for the construction of a bridge over Eagle Creek, on the Columbia River Highway, near Bonneville, Multnomah County, requested an extension of time, from

April 30 to June 30, 1936, in which to complete this job, giving as their reason for such request that their operations were handicapped because of adverse weather conditions during the month of February when the Columbia River Highway was blocked by excessive snowfall. The Engineer advised that the reason given by the contractor for failure to complete this job on scheduled time is correct; that the work on the contract has been well organized and that the contractor made every effort to take advantage of the weather when it was possible to conduct operations. He recommended that the extension requested be granted but that the contractor be required to reimburse the state for engineering expenses incurred subsequent to the expiration of the date of completion specified in the contract, but that he be relieved of the payment of the per diem penalty provided in the contract. He advised that he is in receipt of a letter from W. H. Lynch, District Engineer, Bureau of Public Roads, concurring in this recommendation. The Commission approved the Engineer's recommendation by unanimous vote.

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

Contract No. 1748, with Mountain States Construction Company, for the construction of a bridge over Smith River, on the Oregon Coast Highway, in Douglas County. Completed May 15, 1936.

Contract No. 1779, with Averill and Corbin, for the construction of a bridge over the Soda Fork of the Santiam River, on the Santiam Highway, in Linn County. Completed May 7, 1936.

Contract No. 1783, with Parker-Schram Company, for grading Units 1 and 5 of the Redmond-Bend Section of The Dalles-California Highway, in Deschutes County. Completed May 5, 1936.

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. 1748, with Mountain States Construction Company, for the construction of a bridge over Smith River, on the Oregon Coast Highway, in Douglas County. Completed May 15, 1936.

Contract No. 1779, with Averill and Corbin, for the construction of a bridge over the Soda Fork of the Santiam

River, on the Santiam Highway, in Linn County. Completed May 7, 1936.

Contract No. 1783, with Parker-Schram Company, for grading Units 1 and 5 of the Redmond-Bend Section of The Dalles-California Highway, in Deschutes County. Completed May 5,1936.

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

The Commission adjourned at 12:00 o'clock noon and reconvened at 2:00 o'clock p. m. in the same room, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

A delegation representing the Wichita Improvement Club, Milwaukie, Oregon, came before the Commission and urged the Commission to consider in its plans for highway improvements east of Portland, the improvement of Johnson Creek Boulevard. The delegation consisted of the following members: M. J. Dillon, J. M. Stransky, L. S. Mullin, and Mrs. Orlene Rife, Secretary of the Association. They pointed out that this road passes through a highly developed district in southeast Portland and will make a fine connection with the East Portland-Oregon City Highway at Tacoma Avenue if a short section two or three hundred feet long is opened up for travel. They advised that this road was recognized in the Bartholomew Plan for the development of the city of Portland as a logical and fit route for a main artery of travel from East 82d Street to Sellwood Bridge, and gave as their thought that the project is a feasible and worthy one from an engineering standpoint. Chairman Cabell advised that the Commission realizes that this project would make a desirable highway connection in southeast Portland but it cannot be undertaken at this time by the state because there are no funds available to finance the work. At least, it cannot be financed this year and no promises can be made relative to commitments of future funds.

County Judge M. R. Biggs, Crook County, came before the Commission and asked for the construction of an additional project on the Ochoco Highway, extending from the end of the project that is now under contract, up to March Creek, where, he said, a survey has already been made by the state. It was his thought that if the Commission contracted additional work at this location now before the present contractor completes his work, the state could save money. Chairman Cabell inquired where Judge Biggs would prefer to have this money spent---on the Ochoco Highway, at March Creek, or on the improvement of present highway routes in the city of Prineville, or on the improvement of the Ochoco Highway between Redmond and Prineville---if the state secures an allotment of Federal Aid moneys for the year 1937 and has $75,000 of this allotment available for highway construction in Crook County. Judge Biggs replied that he would prefer to have this money spent on the Ochoco Highway east of Prineville as far as possible. He suggested that all that is needed in the city of Prineville is a light treatment of oil to allay the dust nuisance and not the

permanent job that was heretofore proposed by the Engineer. He also asked the Commission to improve the secondary highway between Madras and Prineville and to improve the Crooked River Highway, especially to eliminate some bad curves on this road, which he said are a detriment to travel and where accidents frequently occur.

The Commission instructed the Engineer to investigate the curve conditions mentioned by Judge Biggs, on the Crooked River Highway, and render a report thereon. He was also instructed to submit a report on constructing a light oil treatment on state highway routes in the city of Prineville. Chairman Cabell advised Judge Biggs that investigation will be made of his request and that if the state secures additional Federal Aid funds from the Government it is quite likely that some of these funds will be allocated for improvements of the Ochoco Highway east of Prineville, although no definite commitments can be made at this time.

Mr. Grover Rebentisch, Portland, representing the National Bureau of Statistics and Location, came before the Commission and requested the Commission's endorsement of a house-numbering system which they propose to install on the highways and county roads in the State of Oregon. He explained the system in detail, which includes the maintenance of location markers or posts on the highway right of way, indicating the exact location of houses, said markers to be so designed that they will be readily read during hours of darkness as well as daylight. He asked the Commission to approve this layout and to acknowledge by letter its utility service to the farming community. The Commission referred the matter to the Engineer for study and report at a future meeting.

At 3:00 o'clock Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, these awards having been previously approved by the Commission by unanimous vote:

"Moving and re-establishing service station buildings and reconstruction of concrete pavement on the General Petroleum Company's property at the intersection of Pacific Highway and Main Street, in Oregon City, Clackamas County. The low bid received for this project is that of the Odom Construction Company, Salem, at $2,085.00, based on Alternate 'A', which provides for the moving of the buildings straight back from the street line and re-establishing them in their respective positions, and $2,185, based on Alternate 'B', which provides for the rearrangement of the buildings in accordance with the ideas of the General Petroleum Company. The next low bid is that received from Parker-Schram Company, Portland, at $2,375.00, based on Alternate 'A', and the same amount based on Alternate 'B'. There is one higher bidder. The Commission has awarded this contract to the low bidder, Odom Construction Company, at its bid price of $2,085.00, based on Alternate 'A', with the understanding that the General Petroleum Company will pay the extra cost for re-establishing the buildings in accordance with its ideas; otherwise the contract is awarded on the basis of Alternate 'B' at $2,185.00, with the understanding that the General Petroleum Company will reimburse the state for the extra $100 expense.

"Construction of a 32' x 120' frame maintenance building on state highway property in the city of Astoria, Clatsop County. The low bid is that received from Helstrom & Mittet, Astoria, at $5,527.77. The next low bid is that of Frank Neave, Monroe, at $5,665.94. There are four higher bidders. The Commission has awarded this contract to the low bidder, Helstrom & Mittet, at its bid price of $5,527.77.

"Columbia County Oiling Project on four sections of county road, in Columbia County. 8.46 miles crushed rock surfacing and oil mat surface treatment. The low bid is that of Babler Bros., Portland, at $30,993.00, based on the use of tar. They did not submit a bid based on the use of oil. The only other bid received is that of Warren Northwest, Inc., Portland, at $34,985.50, based on the use of tar. This contractor also did not submit a bid based on the use of oil. The Commission has rejected both of these bids.

"Azalea-Wolf Creek Summit Section, Pacific Highway, in Douglas and Josephine Counties. 16.01 miles pavement planing and resurfacing and furnish crushed material in stock pile. The low bid is that received from J. C. Compton, McMinnville, at $59,515.50. The next low bid is that received from Warren Northwest, Inc., Portland, at $63,500.00. There is one higher bidder. The Commission has awarded this contract to the low bidder, J. C. Compton, at his bid price of $59,515.50.

"Cinder Butte-Silver Creek Section , Lakeview-Burns Highway, and Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, in Harney County. 10.48 miles surfacing and oil mat surface treatment and furnish crushed rock in stock pile. The low bid is that submitted by Babler Bros., Portland, at $77,928.00. The next low bid is that of Homer G. Johnson, Portland, at $88,819.50. There are two higher bidders. The Commission has deferred the award of this contract and has referred the bids to the Engineer with power to award it to the low bidder when certain conditions have been satisfied.

"Wocus Marsh-Link River Section, Klamath Lake Secondary Highway, Klamath County. 5.3 miles surfacing and oil mat surface treatment. The low bid is that submitted by Dunn & Baker, Klamath Falls, at $39,824.50. The next low bid is that of A. Milne, Portland, at $49,941.00. There is one higher bidder. The Commission has awarded this contract to the low bidder, Dunn & Baker, at their bid price of $39,824.50.

"Criterion-Cow Canyon Section, The Dalles-California Highway, in Wasco County. 11.5 miles surfacing and oil mat surface treatment; also furnish crushed rock in stock pile. The low bidder is Joplin & Eldon, Portland, at $136,200.00. The next low bidder is Saxton & Looney and J. S. Risley, Portland, at $138,760. There are nine higher bidders. The Commission has awarded this contract to the low bidder, Joplin & Eldon, at their bid price of $136,200.

"Threemile Creek-Eightmile Creek Section, The Dalles-Dufur County Road, in Wasco County. 6.0 miles crushed rock surfacing. The low bid is that submitted by Hart Construction Company, La Grande, at $15,343.50. The next low bid is that of Parker-Schram Company, Portland, at $15,672.50. There is one higher bidder. The Commission has awarded this contract to Hart Construction Company, the low bidder, at $15,343.50.

"Tygh Valley Section of Sherars Bridge Secondary Highway, in Wasco County. 3.15 miles grading and 4.86 miles gravel surfacing. The low bidder is McNutt Bros., Eugene, at $33,893.00. The next low bid is that of F. J. Kernan, Portland, at $38,015.90. There are seven higher bidders. The Commission has referred these bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Construction of a trestle over the Oregon Electric Railway tracks and 0.6 mile grading, surfacing, and oil mat surface treatment on the Garden Home Section of Garden Home County Road No. 1323, in Washington County. The low bid is that of Parker-Schram Company, Portland, at $28,151.00, based on the use of tar, and $28,175.00, based on the use of oil. The next low bid is that submitted by F. J. Kernan, of Portland, at $33,085.50, based on the use of oil, and $33,157.50, based on the use of tar. There are five higher bidders. The Commission has referred all these bids to the Engineer with power to award to the low bidder, based on the use of tar, when certain conditions have been satisfied.

"Unit No. 1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. 0.67 mile grading and 1.25 miles roadbed topping. The low bid is that submitted by Hart Construction Company, La Grande, at $4,524.00. The only other bid received for this job is that of Edward F. Webber, Medford, at $4,820.50. The bids for this job must be considered along with bids received for the construction of Unit No. 2, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County, consisting of 0.58 mile grading work. The low bid for Unit No. 2 was submitted by Edward F. Webber, Medford, at $10,120.50. Mr. Webber agreed to reduce his bid by an amount of $250 if awarded both units No. 1 and No. 2. The only other bid received for this job is that of Hart Construction Company, La Grande, at $10,219.00. The low combination bid for both projects is that of Edward F. Webber, at $14,691.00. The combination bid of the Hart Construction Company for both projects is $14,743.00. The Commission has awarded both of these contracts to Edward F. Webber, based on his combination bid of $14,691.00."

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of the properties, together with the purchase prices that he recommended be paid for each. After careful consideration and

study of the list, the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Olalla Creek-Toledo Section - Corvallis-Newport Highway				
Lincoln County	R/W	0.054	Gratis	McCallister
East Pendleton Section - Old Oregon Trail Highway				
Houser, Ora Est.	R/W	1000 Sq.Ft.	8¢ per Sq.Ft. plus moving bldgs when required	Benson
Clark, Laura C.(Correction)	"	11,053 Sq.Ft.	$6500 Lump Sum	"
Tum-a-Lum Lumber Co.	"	3461 Sq.Ft.	$3500 " "	"
Enterprise-Joseph Section - Wallowa Lake Highway				
Craig, W. F.	Quarry Site	1.18	$100 Lump Sum plus construction of fence	Benson
Wasco-Biggs Section - Sherman Highway				
Blau, Fred	Stock Pile	0.50	$100 per A.	McCallister
Greenleaf-Deadwood Creek Section - Siuslaw Highway				
Acheson, Chas., et al	Stock Pile	0.55	$150 Lump Sum	Parker
Tuttle, Harry G.	" "	0.40	$30.00 Lump Sum	"

Section, Hwy., & Owner	Purpose	Acres	Approximate Amounts	Agent
Middleton-Newberg Section - West Side Pacific Highway				
Clark, Willis K.(Correction)	R/W	6.381	Land gratis plus $95.00	Benson
Harris, Charlotte M.	"	0.36	$250 Lump Sum	DeSouza
Otis, Luke S.	"	0.23	$250 per A.	"
Junction City-Eugene Section - Junction City-Eugene Secondary Highway				
Oregon Electric Railway Company		2.09	$75 per A.	
	R/W	2.51	$100 per A.	
		0.665	$400 per A.	DeSouza
Cedar Mills-Multnomah County Line Section - Wolf Creek Highway				
Durig, Wm. F.	R/W	1.7	$300 per A. plus $990 plus movng Bldgs.	Bentley
Lundgren, John	"	0.2	$200 per A. plus $15.	"
Peterkort, Joseph	"	2.97	$520 per A. plus moving Bldgs.	"
Ball, W. Y.	"	0.22	$300 per A. plus $16	"
Douma, Adelia Shipley	"	0.36	$250.00 Lump Sum	"
S. E. 17th Avenue-S. E. Union Avenue Section - East Portland-Oregon City Hwy.				
Lewis Investment Company	R/W	18,350 Sq.Ft.	9¢ per Sq. Ft.	Campbell
Hendricks, Clara Est.	"	9,000 Sq.Ft.	Gratis	"
Hamar, D. Bruce	"	9,453 Sq.Ft.	10¢ per Sq.Ft.	"
Kitchen, James	"	4,687 Sq.Ft.	17 3/4¢ per Sq.Ft.	"
Collins, Catherine H.	" (½ interest)	799 Sq.Ft.	30¢ per Sq.Ft. plus $295.00 or $267.37	"
Carlisle, Ina V.	"	5,665 Sq.Ft.	12½¢ per Sq.Ft.	
		375 Sq.Ft.	$41.88 Lump Sum	"
Artisan Life Insurance Co.	"	3,750 " "	$375 Lump Sum	"
Enterprise-Joseph Section - Wallowa Lake Highway				
Stein, Alta L.	R/W	390 Sq.Ft.	$5.00 Lump Sum	Benson
Madras-Agency Plains Section - Warm Springs Highway				
Madras State Bank	R/W	6.77	$25 per A. plus construction of fence	McCallister
DeLake Section - Oregon Coast Highway				
Nolta, Lewis W.	R/W	151 front ft. 10 ft.deep	$1.00 per front foot plus $49.00	DeSouza
Castle Rock Section - Columbia River Highway				
Madden, John	Park	6.63	$5.00 per A	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Juntura-Chimney Creek Section - Central Oregon Highway				
Malheur County	R/W	9.62	Gratis	Benson
Glenada Section - Oregon Coast Highway				
Furnish, L. E.	Borrow Pit	1.18	$100 Lump Sum	Parker
Lexington Section - Lexington-Echo Secondary Highway				
Hagar, J. O.	Hauling Road Easement	0.62	$10 Lump Sum	Benson
Rice, Robert B.	Quarry Site & Road "	4.44	$200 Lump Sum	"
Ayers, Ada M.	Stock Pile Site & Easement for Hauling Road	1.84	$40 Lump Sum	"
Reedsport-Scottsburg Section - Umpqua Highway				
Boye, Frankie L.	R/W	0.53	$25 for Land plus $25	Parker
Gardiner Mill Company	"	0.93	Gratis	"
Catching Slough Bridge - Coos River Secondary Highway				
Sengstacken, Agnes R.	R/W	0.40	$30 Lump Sum	Parker
Pistol River Section - Oregon Coast Highway				
Crook, W. H.	Stock Pile	0.64	$100 Lump Sum	Parker
Colgrove, Delmer	" "	0.40	$50.00 Lump Sum	"
Carpenter, D. W.	" "	1.27	$125.00 Lump Sum	"
Monument Bridge Section - Long Creek-Kimberly Highway				
Boggs, Roy C.	Gravel Pit	800 yds. (Approx.)	5¢ per Cu. Yd. (Lease)	Benson
Klamath Falls-Lakeview Section - Klamath Falls-Lakeview Highway				
Scheetz, Ben	Timber Preservation	40.00	Land $50 plus $2.79	DeSouza
Michael, A. L.	R/W	0.41	$600 Lump Sum	McCallister
Dairy-Bonanza Section - Dairy-Bonanza Highway				
Dunn, Anna Johnson	R/W	1.05	$100 Land plus $45.50	DeSouza
Sunset Camp-Elsie - Wolf Creek Highway				
Detroit Trust Company	R/W	15.1	$1867.00 Lump Sum	Gardiner
Kerry-Columbia County - Columbia River Highway				
Spokane, Portland & Seattle Railway Company	R/W	0.26	Gratis	Smith

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Klamath Lake Secondary State Highway No. 421				
City Park Comm. of Klamath Falls & General Sand & Gravel Co.	Quarry Site		$275 Lump Sum	DeSouza
Ashland-Neil Creek Section - Pacific Highway				
Crosslin, Wm. J.	R/W	0.98	Gratis	McCallister
Boyer-Otis Section - Salmon River Cutoff				
Dolan, A. T.	Quarry Site		$500 Lump Sum	Devers
Tillamook County - Wolf Creek Highway				
Ryan, William	R/W		$100 Lump Sum	DeSouza
Estacada Section - Woodburn-Mt. Hood Loop Highway				
Fourier, Madeline	R/W	1,015 Sq.Ft.	Gratis	Parker
Estacada Lake Property Owners Association	"	2,415 Sq.Ft.	Gratis	"
Sparks, John L.	"	0.06	$10.00 Lump Sum	"
Dennie, Carry	"	0.56	$280.00 Lump Sum	"

The Commission considered and signed deeds, agreements, etc., as follows:

Bargain and sale deed conveying unto Earl M. Farra and Opal Farra 2,240 square feet of land situate in Lot 12, Block D, town of Paisley, Lake County, said deed being given in exchange as part consideration for property deeded to the state by the grantees for right of way for the Fremont Highway in Paisley.

Bargain and sale deed conveying to Augustus J. Flint .24 acre of land situate in the N. W. ¼ of Section 5, Township 16 S., Range 4 W., W. M., Lane County, adjacent to the right of way of the Junction City-Eugene Secondary Highway at Junction City, said property being given in exchange as part consideration for right of way acquired from the said Augustus J. Flint.

Agreement with the City of Portland and Portland Traction Co. covering the matter of rearrangement of the tracks of the Portland Traction Company and the alteration and rearrangement of the city's water pipe lines in connection with the construction by the state of the Ross Island Bridge-Schiller Street project on the East Portland-Oregon City Highway.

Agreement with Carl Edmundson relative to the exchange of properties on the East Pendleton Grade Separation Project.

Agreement with Wasco County providing for the maintenance of The Dalles-Dufur County Road between Threemile Creek and The Dalles-California Highway junction, which is being constructed by the state as a Federal Aid project, being designated as Oregon Project No. WPSO-291.

Agreement with Washington County providing for the maintenance of Garden Home Road No. 1323 from its intersection with the Multnomah-Garden Home Road to a point .6 mile northerly thereof, which section is to be constructed by the state as a Federal Aid project and is designated as Oregon Project No. WPGS-298-A and WPSO-298-B.

Permit authorizing the Portland Traction Company to operate its trolley coaches, which are 104 inches wide, over state highway routes within the city of Portland.

Agreement with the city of Portland covering the maintenance of N. Vancouver Avenue from its intersection with Columbia Boulevard northerly to the Portland city limits, a distance of 186 feet, which section is to be constructed by the state as a Federal Road project and is designated as Oregon Project No. NRS-250.

Agreement with Mercer-Fraser Company, covering the settlement of all claims in connection with their contract with the State Highway Commission for the construction of a bridge over the Siuslaw River on the Oregon Coast Highway at Florence, being State Highway Contract No. 1641.

Agreement with the Board of City Park Commissioners of Klamath Falls and the General Sand and Gravel Company authorizing the State Highway Commission to take road construction materials from certain land owned by the Park Board.

Agreement with the Southern Pacific Company covering the construction of an overhead crossing of the Pacific Highway at Green Station, south of Roseburg, in Douglas County.

Agreement with the Southern Pacific Company covering the construction of an overhead crossing at Union Avenue on the East Portland-Oregon City Highway, in Portland.

Agreement with the Southern Pacific Company covering the reconstruction of the Pacific Highway under the tracks of the company at Oregon City.

Easement agreement with Estella Waller and Albert Waller providing for lease of land on which to construct a shoofly track in north Salem in connection with the North Salem Undercrossing Project.

Agreement with the Bureau of Public Roads covering the reconstruction of the Otis-Polk County Line Section of the Salmon River Highway.

At 4:00 o'clock p. m. the Commission conferred with contractor C. J. Montag and his attorney in Room 210, Congress Hotel, concerning violations which it has been alleged were committed by Mr. Montag and his sons of the labor provisions in their contract No. 1750 for the construction of a bridge on the Klamath Falls-Weed Highway south of Klamath Falls, in Klamath County. In attendance at this conference were all members of the State Highway Commission, the State Highway Engineer, the Attorney, and the Secretary. Others present were G. S. Paxson, Acting Bridge Engineer, H. G. Smith, Construction Engineer, Ray L. Webber, Labor Regulations Engineer, of the State Highway Department; C. J. Montag and his attorney, J. Bowerman; W. H. Lynch, District Engineer, and T. M. Davis, Highway Engineer, representing the Bureau of Public Roads; Charles Elrey, Deputy State Labor Commissioner; J. T. Pasquill, auditor for Mr. Montag; and S. W. Starr, Supervisor, Division of Audits, Secretary of State's Office.

Mr. Starr presented a joint report of the investigation of labor and federal transactions relating to the above-mentioned contract, which was discussed at considerable length by all parties concerned, following which Chairman Cabell announced that the report would be turned over to the Commission's Attorney for study and to ascertain whether or not the contractor has committed violations that would justify the Commission in cancelling the contract under the contractual provisions which provide for such cancellation.

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

Henry J. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Pendleton, Oregon, June 12, 1936.

The State Highway Commission met in special session at 9:30 o'clock p. m. in the conference room of the "East Oregonian" to hear several county courts in regard to a number of road problems. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

County Commissioners G. P. Richards and E. P. Hoag, and County Roadmaster D. S. Rice, of Gilliam County, were present and asked the Commission to complete the construction of the Heppner-Condon Section of the Wasco-Heppner Secondary State Highway. They said that the county has spent considerable sums of money for improvements on this road, with the expectation that the state would complete it, but their funds are now exhausted and they cannot finance additional improvements, and if the state will not do the work they will have to continue to travel about one hundred miles in going from Condon to Heppner, which towns are only thirty miles apart along the route of the proposed highway. They particularly requested the improvement of a three-mile section of this road in Gilliam County, which they said is in very bad condition and is blocking the use of the rest of the road. They stated their preference for this project over other secondary highway projects in their county.

The Engineer estimated that it would cost about $20,000 per mile to complete the Gilliam County portion of this road.

Commissioner Aldrich pointed out that the road is a logical connection between two county seats and indicated his approval of the project if it can be financed.

Chairman Cabell advised that the state has no funds available at present for this work but that the Commission will keep it in mind for future funds.

The County Court of Morrow County, represented by County Judge Wm. T. Campbell, County Commissioners Geo. N. Peck and Frank S. Parker, and County Engineer H. Tamblyn, also asked the Commission to complete the road between Heppner and Condon. They pointed out that the uncompleted portion is only about ten miles long, of which seven miles lie in Morrow County and will not be costly to construct. They urged the Commission to grade and surface this section this year, if possible, and estimated that the grading work could be done for about $30,000 and the surfacing work for about $42,000.

They also asked for the resurfacing of the section between Heppner and the junction with the Heppner-Spray road at Rhea Creek, inasmuch as the present surfacing on this section is worn out, leaving only the base rock for use of traffic. They stated their preference for the resurfacing of the

Heppner-Rhea Creek Section for the next secondary highway funds that become available.

Chairman Cabell advised that the Commission has no funds available now with which to finance these projects but will bear them in mind for future allocations.

The Morrow County Court also inquired as to the status of the oiling of the secondary highway between Lexington and Echo. They were informed that the Commission took bids for such work at a recent meeting but rejected them because they were too high. However, it is the intention of the Commission to readvertise for bids shortly for rocking the road this year, and the oiling work will be done this year also, if possible, although it may be necessary to defer such work until next year if weather conditions are unfavorable when the rocking is done.

G. F. Hodges, County Judge, and Wm. R. Meiners, County Commissioner, of Umatilla County, J. K. Thompson and C. C. Clark, Pendleton, came before the Commission and requested the following road improvements in Umatilla County, which are listed in order of their importance:

Primary Highway Projects

1. Reconstruct Old Oregon Trail east from Pendleton to Mytingers, a distance of about one mile.

2. Oil Pendleton-Stanfield Cutoff Section of the Old Oregon Trail.

3. Reconstruct Pendleton-Athena Section of the Oregon-Washington Highway and construct railroad grade separation project.

4. Reconstruct Camas Prairie Section of Pendleton-John Day Highway.

5. Oil Oregon-Washington Highway between Nye and Heppner.

Secondary Highway Projects

1. Oil Sunnyside-Umapine Secondary Highway, a distance of 7.3 miles.

2. Oil Weston-Elgin Secondary Highway, a distance of 27 miles.

3. Oil Secondary Highway between Hermiston and junction with Wallula Cutoff.

4. Designate as secondary highway and construct oil surface on county road extending from Echo easterly about 2 miles to junction with the proposed new highway location between Pendleton and Stanfield.

Secondary Highway Projects (continued)

5. Oil Secondary Highway between Havana and Helix, a distance of about 8 3/4 miles.

6. Oil Secondary Highway between Athena and Cold Springs, a distance of about 17 miles.

7. Designate as Secondary Highway and construct oil surface on county road extending from Pendleton to the Pendleton airport, a distance of about 1 mile.

Grade Separation Projects

1. Construct proposed line change in Old Oregon Trail between Hermiston and Umatilla to eliminate two railroad grade crossings on present route.

2. Construct undercrossing at West Webb Street and West Court Street, Pendleton.

In regard to the Hermiston-Wallula Cutoff project , Judge Hodges pointed out that the Commission is now oiling this road south of Hermiston and that they want this work continued north of Hermiston.

In regard to designating the county road east of Echo as a secondary highway, he pointed out that the new location of the Old Oregon Trail between Pendleton and Stanfield misses the town of Echo about 2 miles and, in their estimation, the state should improve the connecting road, although that need not be done until the new road has been constructed. In this connection the Commission indicated that it would designate this 2-mile connection as a secondary state highway at the proper time. The Engineer was instructed by the Commission to make an investigation and report on the project. The Attorney was instructed to prepare an appropriate form of resolution for adoption by the County Court in making formal request for this road to be added to the secondary highway system.

In regard to the improvement of the Pendleton Airport road, Judge Hodges said that this is an important road, not only to the people of Pendleton, but to the people of twelve Oregon counties and to a large district in the State of Washington. He also said that the county would oil the road but they are fearful that it would start a big oiling program in the county, which they are not ready for at this time. The Engineer suggested that the road be placed on the secondary highway system and that it be oiled at the same time that the Pendleton-Stanfield Cutoff is oiled. The Commission indicated its approval of the Engineer's suggestion and instructed him to make an investigation and report on the project. The Attorney was instructed to prepare an appropriate form of resolution for the County Court to adopt, making formal request for such designation.

In regard to the proposed Hermiston-Umatilla line revision, the Engineer pointed out that some study has been made of extending the Pendleton-Stanfield Cutoff revision to a point near the town of Boardman, which, if and when constructed, will minimize the necessity for the Hermiston-Umatilla revision. He suggested that it would be advisable to start the Stanfield-Boardman project rather than to spend any money for revising the route between Hermiston and Umatilla.

Judge Hodges presented a list of the projects requested by the County Court. After further discussion of the same, the Commission adjourned at 10:30 o'clock p. m. to reconvene in the City Hall on the following morning.

Pendleton, Oregon, June 13,1936.

The State Highway Commission reconvened at 9:00 o'clock a. m. in the City Council Chambers, City Hall, Pendleton, with all commissioners, the State Highway Engineer, the Attorney, and the Secretary present.

Bids as follows for the purchase and moving of houses located on the state highway right of way in Pendleton were opened and read, in accordance with previously published notice:

PURCHASE OF BUILDINGS

BUILDING "A" - 516 THOMPSON STREET

Dolan Wrecking Company	$ 10.00
J. C. Wilsey (First choice)	130.00
R. W. Fletcher	155.00

BUILDING "B" - 521 COLLEGE STREET

Dolan Wrecking Company	2.50
Vernon Bohlman	15.00

BUILDING "C" - 519 COLLEGE STREET

Dolan Wrecking Company	2.50
Joseph S. Brandhagen	30.00
Freeman O. Hendricks (Alternate for "D")	11.00

BUILDING "D" - 517 COLLEGE STREET

Dolan Wrecking Company	2.50
Robert Harris (Alternate for "K")	21.00
Joseph Brandhagen	10.00
Freeman O. Hendricks	11.00

BUILDING "E" - 1012 EAST COURT STREET

Dolan Wrecking Company	25.00

BUILDING "F" - 1014 EAST COURT STREET

James Leach	$220.00
Dolan Wrecking Company	25.00
J. C. Wilsey (Second Choice)	130.00
Fred A. Fraser	121.00
R. W. Fletcher (Alternate for "A")	155.00
Vernon Bohlman (Alternate for "P")	56.00

BUILDING "G" - 1100 EAST COURT STREET

Dolan Wrecking Company	25.00
W. C. Werst	260.00

BUILDING "H" - 1101 EAST WEBB STREET

James Leach	12.00
Dolan Wrecking Company	30.00

BUILDING "I" - 1104 EAST COURT STREET

Dolan Wrecking Company	30.00
J. C. Wilsey (Fourth Choice)	130.00

BUILDING "J" - 1106 EAST COURT STREET

Dolan Wrecking Company	35.00
L. C. Clarke	200.00
Dan McDevitt	325.00

BUILDING "K" - 1105 EAST WEBB STREET

Dolan Wrecking Company	25.00
Robert Harris	21.00
Lester B. Cronin	40.00
Vernon Bohlman	41.00

BUILDING "L" - 1008 EAST WEBB STREET

James Leach	15.00
Dolan Wrecking Company	25.00
R. W. Fletcher (Alternate for "P")	155.00

BUILDING "M" - 1012 EAST WEBB STREET

James Leach (Alternate for "H")	12.00
Dolan Wrecking Company	27.50

BUILDING "N" - 1104 EAST WEBB STREET

James Leach (Alternate for "L")	15.00
Dolan Wrecking Company	20.00

BUILDING "O" - 1204 EAST WEBB STREET

Dolan Wrecking Company	20.00
L. C. Clarke	300.00

BUILDING "P" - 515 STATE STREET

Dolan Wrecking Company	30.00
J. C. Wilsey (Third Choice)	130.00
Dan McDevitt (Alternate for "J")	155.00
R. W. Fletcher	155.00
Vernon Bohlman	116.00

BUILDING "Q" - 601 FRANKLIN AVENUE

No bid	------

BUILDINGS "A" TO "Q" INCLUSIVE

Sullivan Wrecking Company	100.00

MOVING OF BUILDINGS

Location	Caufield & Savage	A.C.Baumback
1100 East Court Stfeet	$ 295.00	$ 310.00
511 State Street	1201.00	1137.00
201 Benefit Street	1218.25	1175.00
1108 East Court Street	1749.50	1825.00
1002 East Court Street	644.00	708.40
1114 East Webb Street	570.00	595.00
507 State Street	643.50	590.70
2003 Turner Street	126.50	100.00
2008 Turner Street	407.00	455.00
200 Summer Street	647.90	550.00
2201 Turner Street	324.50	355.00
2212 Turner Street	754.00	735.25
2514 Turner Street	822.80	760.00
201 Point Street	473.00	515.00

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The Commission referred all bids to the Engineer with authority to accept the high bids submitted for the purchase of houses and the low bids submitted for the moving of houses, if such bids compare favorably with his estimates for the same.

The meeting was adjourned at 9:30 o'clock a. m., following which the Commission departed on its inspection trip over the I.O.N. Highway in Idaho, Oregon, and Nevada.

Henry J. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

La Grande, Oregon, June 13, 1936.

The State Highway Commission met in special session at 11:00 o'clock a. m. in the offices of the National Reemployment Service in the Foley Hotel, with all commissioners, the State Highway Engineer, and the Secretary present. Also present were Messrs. Guy Lintner, Oregon State Director, National Reemployment Service, Portland; W. H. Lynch, District Engineer, and T. M. Davis, Highway Engineer, representing the U. S. Bureau of Public Roads; Chas. L. Parodis, Field Supervisor, U. S. Reemployment Service; and Harry Hildeburn, Superintendent of Construction for Contractor Homer G. Johnson.

The Engineer explained that this meeting is being held at the instance of Mr. Lintner, to ascertain facts in connection with the complaint of Contractor Homer G. Johnson that he has been unable to obtain satisfactory labor from the U. S. Reemployment Service for his jobs at La Grande and Enterprise.

Mr. Hildeburn advised that he has charge of Mr. Johnson's contract between Island City and Cove and has no complaint whatsoever to offer in regard to the labor that has been furnished him in connection with that job. He added that Harley L. Johnson, brother of Homer G. Johnson, has charge of the job at Enterprise and he understood that some of the labor sent to that job was unsatisfactory; in fact, one man who was sent out as a truck driver from Portland knew nothing about driving trucks, his experience consisting only of clerking in a drug store. He further stated that he notified Harley Johnson to be present at this meeting today but evidently he was not sufficiently interested or he would have been present. He explained Harley Johnson's absence by stating that Mr. Johnson's records were all destroyed recently in the bank building fire in Enterprise and the probabilities are that Mr. Johnson considered that his presence at this meeting would be of no avail without the records, so did not show up.

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Mr. Lintner explained that his office checks very carefully the names, addresses, and qualifications of every man that they send out to a job and that there is no possible chance of anyone being sent to a job who is not qualified to perform the duties of the job that he is sent to fill. He agreed to investigate the men sent to Mr. Johnson and report his findings to the Commission.

The meeting was concluded at 11:30 o'clock a. m.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

Secretary

F. L. Tou Velle
Commissioner

Burns, Oregon, June 16, 1936.

The State Highway Commission convened in special session at 2:30 o'clock p. m. in the Welcome Hotel, Burns, to dispose of accumulated routine matters. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission discussed a letter from Ed. W. Miller, Secretary, Oregon Coast Highway Association, in regard to preserving access to the beach in Lincoln County, at the outlet of Devils Lake. He pointed out that the highway is located very close to the ocean at this point and that the intervening area is so situated that it could readily be developed for resort purposes and has attracted a number of persons from outside of the state who have considered acquiring the property for such purposes, notwithstanding that there are satisfactory locations on each side of the outlet. He gave as his thought that the state should acquire a right of way to the beach at this point and sufficient ground for the parking of two or three hundred cars. He urged an investigation to ascertain what can be done. Due to the apparent necessity for early action on this matter, the Commission instructed the Secretary to refer Mr. Miller's letter to the Parks Engineer for investigation and report at the meeting to be held on June 26.

Commissioner Aldrich brought up for discussion the advisability of maintaining information stations at the points of entrance of the main highways into the State of Oregon for the dissemination of information and literature to tourists as they enter the state. It was his thought that it would be a good idea to prepare folders containing detailed descriptions of certain special attractions, for distribution to such tourists, and to have these

folders printed at once for use this season. After some discussion of this matter, the Secretary was instructed to bring it to the attention of Mr. Harold B. Say, Manager of the Travel and Information Bureau, and ask him to render a report and recommendation thereon at the next meeting on June 26, the report to include information as to what attractions should be mentioned in the folder, how soon it could be prepared, and at what cost, and how it should be distributed. The Commission decided that in any event it would be advisable and proper for the Advisory Committee of the Travel Department to pass on the contents of the folder before it is printed and distributed. The Secretary was instructed to bring this also to the attention of Mr. Say and to suggest to him that a meeting of the committee be called during the annual convention of the State Editorial Association in Grants Pass on June 19, for a discussion of the matter.

The Engineer asked the Commission to confirm the awards of the following contracts for highway construction, bids for which were previously received by the Commission and referred to him with authority to award the contracts when certain conditions had been fulfilled. He advised that the conditions of the awards have all been satisfactorily disposed of.

1. Resurfacing and oiling Rocky Point School-South Falls Section of Silver Creek Falls Secondary Highway, in Marion County. Awarded on May 26 to R. O. Dail and Warren Bros., Inc., who submitted the low bid therefor on May 21;

2. Grading and surfacing Tygh Valley Section of Sherars Bridge Secondary Highway, Wasco County. Awarded on May 26 to McNutt Bros., who submitted the low bid on May 22;

3. Construction of overcrossing over Southern Pacific Railroad on Union Avenue, Portland. Awarded on May 29 to Hoffman Construction Co., who submitted the low bid therefor on April 24;

4. Surfacing and oiling Cottage Farm-Aumsville Section of Silver Creek Falls and North Santiam Secondary Highways, Marion County. Awarded on May 29 to Saxton & Looney and J. S. Risley, who submitted the low bid therefor on May 21;

5. Construction of Cinder Butte-Silver Creek Section of Lakeview-Burns Highway and Silver Creek-Sage Hen Hill Section of the Central Oregon Highway, in Harney County. Awarded on June 3 to Babler Bros., who submitted the low bid therefor on May 22.

The Commission by unanimous vote approved the awards of the contracts as reported by the Engineer.

Reconsideration was given by the Commission to the matter of tree-cutting on the Heppner-Spray Highway, in Morrow County, by one Edward Albert

Freeman. The Engineer advised that Mr. Freeman was arrested and fined $100 for such tree-cutting but $75 of the fine was remitted to him with the understanding that he would remove all cuttings and tree-tops left on the highway right of way within six weeks, and to the satisfaction of the State Highway Commission; also, that investigation reveals the value of the timber cut by Mr. Freeman to be about $70. He inquired whether or not the Commission desires to prosecute Mr. Freeman further and attempt to recover the value of the cut timber, and advised that, according to the Attorney, the Commission is entitled to recover in a lawsuit treble the value of such timber. After some discussion the Commission decided to attempt to collect from Mr. Freeman an amount at least equal to the estimated value of the timber taken, and treble value if possible. The matter was referred to the Attorney to handle the details.

The Engineer reported that current estimates reveal that the cost to construct approved "special maintenance" projects is going to exceed the amount of $175,000 originally budgeted for such purpose, and if the Commission desires to complete the program it will be necessary to increase the budgeted amount by $25,000 plus the cost of the temporary oiling work on the Lakeview-Burns Highway, for which a tentative amount of $60,000 has already been approved. The Commission approved by unanimous vote the increasing of the "special maintenance" budget in the amounts mentioned by the Engineer.

The Commission had under consideration a letter from the California-Oregon Power Company advising that the contemplated reconstruction of the Pacific Highway along Prospect Street in the city of Roseburg will necessitate the removal and reconstruction of some of its water mains, which work, it is estimated, will cost about $1080 and for which the Company will seek reimbursement from the state. The Attorney advised that he secured a copy of the franchise under which the company is operating in Roseburg and it is his opinion that the franchise is so written that the company cannot be required to reconstruct its pipe lines at its own expense, and unless the Highway Commission can prevail upon the city of Roseburg to take care of that item of cost, the state will have to pay it. In view of the Attorney's opinion, the Commission authorized the payment of this expense with state funds if necessary.

The Engineer reported the cost to construct drainage facilities and an oil surfacing on the Oregon Coast Highway through the town of Rockaway, Tillamook County, as previously requested by the Tillamook County Court and citizens of that town. He said that the drainage work would cost about $600 and the oiling work about $400, and recommended that the work be done as a state project. The Commission approved the Engineer's recommendation unanimously.

The Engineer also reported the results of his investigation of conditions at the outlet of Lake Lytle, in Tillamook County, where, according to the North Tillamook County Chamber of Commerce, a log jam exists which blocks the free flow of water from the lake, thus materially damaging the nesting possibilities of the ducks and swans which live on the lake. He advised that the outlet to the lake is now blocked by a large log jam and the probabilities are that it has been so blocked for many years, the logs having been piled up

by ocean storms; further, that no assurance can be given that another jam will not occur even if this present one is cleared, and if it did not recur the probabilities are that the logs and debris would pile up either at the highway trestle, which is located at this point, or at the Southern Pacific Railway trestle, which is between the highway and the ocean. He gave as his thought that the Commission does not have legal authority to spend state funds for this purpose; furthermore, that it is the county's responsibility rather than the state's to keep this outlet open. He recommended against the expenditure of state money for this undertaking. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported on his investigation of the request of D. R. Scoffern, Rockaway, Oregon, and the North Tillamook County Chamber of Commerce for wider parking areas along the Coast Highway in front of Lake Lytle so as to permit people to park their cars when watching the water fowl on this lake. He said that the highway shoulder along the lake front is now about ten feet wide and is surfaced with gravel and is capable of taking care of about 324 parked automobiles spaced sixteen feet apart. It was his thought that additional parking area is not required, and so recommended. The Commission approved the Engineer's recommendation and instructed him to advise Mr. Scoffern of existing conditions at this point.

The Commission considered the matter of revising the construction program heretofore adopted for 1937 Regular Federal Aid funds in so far as it pertains to the $83,000 set up for grading a short section of The Dalles-California Highway between Algoma and Terminal City, in Klamath County. The Engineer advised that investigations made subsequent to the formulation of this program indicate that it might be advisable to reallocate the funds to finance stabilization work between Modoc Point and Klamath Agency, which section will very likely become impassable unless it is reconstructed in the near future. He exhibited tentative plans for the reconstruction of the entire section between these points, 14.38 miles in length, and estimated that it would cost about $600,000 to regrade, surface, and oil the same. The Commission deferred action on this matter pending further inspection and study of the project by Chairman Cabell and the Engineer.

The Commission considered and ordered filed a copy of a "certificate by the Secretary of Agriculture of deduction from and apportionment of the appropriation of $125,000,000 authorized to be made for the fiscal year 1937".

The Secretary presented resolutions from the County Court of Coos County requesting that a 4.83-mile section of Powers Secondary State Highway No. 242 south of the town of Powers be eliminated from the secondary state highway system and that in lieu thereof the Commission add to such system a five-mile extension of Coos River Secondary State Highway No. 241 extending northerly from its present terminus at Allegany. He also presented a form of agreement between the county and the state setting forth certain things that are to be done by the state and by the county in connection with such substitution of secondary roads and the deeding to the state by the Waterford Lumber Company of a 120-acre tract of land, including Golden Falls, for state park purposes. The Commission deferred action on this matter pending receipt of

the deed to the proposed park site. The Secretary was instructed to inform the county court that the Commission is ready and willing to do what is necesary to effect the substitution of secondary highways and to sign the agreement and commence the construction work mentioned thereon just as soon as a satisfactory deed conveying the park area to the state has been received.

The Engineer reported the need for creating another division to properly and efficiently carry on the functions and activities of the State Highway Department, especially in the northwestern part of the state. He recommended that the present Division No. 1 be divided and that a new division headquarters be established in Portland, such new division to be known as Division No. 1 and to comprise roughly the following counties: Multnomah, Clackamas, Yamhill, Washington, Columbia, and a portion of Hood River County, and that the remaining counties in the present Division No. 1 be known as Division No. 2, which would require that present Divisions Nos. 2, 3, and 4 be renumbered 3, 4, and 5, respectively. He also recommended that Division Engineer E. A. Collier, now in charge of Division No. 3 with headquarters at Roseburg, be placed in charge of the new Division No. 1 in Portland; that F. D. Eason, Assistant Division Engineer in the present Division No. 1, be promoted to Division Engineer and be placed in charge of new Division No. 2, with headquarters at Salem; that Division Engineer Wm. E. Chandler, who has heretofore had charge of old Division No. 1, be transferred to new Division No. 4, with headquarters at Bend; that Division Engineer K. D. Lytle, who has had charge of old Division No. 3, now No. 4, be transferred to new Division No. 3, with headquarters at Roseburg; and that Division Engineer W. C. Williams be retained in charge of new Division No. 5 (old Division No. 4).

He advised that if the Commission approves this rearrangement of divisions, it is his intention to put it into effect immediately. After considerable discussion of this matter the Commission by unanimous vote approved the rearrangement of divisions, including personnel changes, as recommended by the Engineer, and authorized him to proceed immediately to put the same into effect. The Commission also authorized the Engineer to furnish free truck service as may be required in connection with moving the household goods and personal property of the division engineers who are required to change their residences under the new arrangement of divisions.

The Commission confirmed the telegraphic authority given the Engineer on June 1 to purchase four loadometer scales for use in connection with the state-wide planning survey, at a cost of $500 each.

The Engineer reported that the reduced load limit which has been effective on the Sherman Highway, the John Day Highway, and on the Klamath Falls-Lakeview Highway is no longer needed because these roads have dried out sufficiently to withstand legal limit loads. He recommended that the reduced limit be lifted. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, on the nineteenth day of February, 1936, at a meeting of the Oregon State Highway Commission, all members being present and participating, the Commission passed and adopted a resolution reducing the load limit on the following state highways, to wit:

JOHN DAY HIGHWAY between Prairie City, in Grant County, and Unity, in Baker County;

SHERMAN HIGHWAY between Grass Valley, in Sherman County, and junction with The Dalles-California Highway, in Wasco County;

KLAMATH FALLS-LAKEVIEW HIGHWAY between Bly, in Klamath County, and Mile Post No. 68, in Lake County.

WHEREAS, subsequent to the passage of said resolution conditions have changed so that it is now no longer necessary or desirable, and the Commission hereby finds that it is no longer necessary or desirable to maintain the reduced load limit set out in said resolution on the said state highways;

NOW, THEREFORE, BE IT RESOLVED that the action of the State Highway Commission reducing the maximum permissible load limit on the

JOHN DAY HIGHWAY between Prairie City, in Grant County, and Unity, in Baker County;

SHERMAN HIGHWAY between Grass Valley, in Sherman County, and junction with The Dalles-California Highway, in Wasco County;

KLAMATH FALLS-LAKEVIEW HIGHWAY between Bly, in Klamath County, and Mile Post No. 68, in Lake County;

be and the same hereby is rescinded and cancelled as of this date and the maximum load limit permissible on the said sections of the said highways hereafter shall be the maximum load limit provided by law; and it is further ordered that a certified copy of this resolution be furnished to the county clerks of each county in which said highways are located, and that a certified copy of this resolution be furnished to the Superintendent of State Police for his information.

The Commission had under consideration a letter from the State Engineer, Chas. E. Stricklin, advising that the Clark & Wilson Lumber Company has filed an application in his office for permission to appropriate water from Little Jack Falls Creek across which the Lower Columbia River Highway is routed, in Columbia County, and inquiring whether or not the Highway Commission has any objections to the granting of such permit. The Engineer advised that if the Company is allowed to take this water, it will mean the drying up of Little Jack Falls, which is one of the scenic beauties of this highway. However, the value of these falls is questionable in view of the fact that plans for realigning the highway at this point are now being made, which, if they materialize, may place the falls in a position where they will no longer be an asset to the highway. After some discussion the Commission deemed it advisable to secure further information in regard to the falls before passing

on the matter and accordingly referred it to the Landscape Engineer for investigation and report at the June 26 meeting of the Commission.

The Commission discussed a letter from J. W. Ferguson, State Forester, in regard to the necessity for some responsible agency accepting the responsibility for burning operations in connection with highway construction work this summer along the Wilson River Highway and the Wolf Creek Highway.

The Engineer advised that such burning work cannot be undertaken after May 15 unless a permit for the same has first been obtained from the State Forester, and according to information that he has received, no one, including the Works Progress Administration and the sponsors of the W.P.A. highway work on these highways, is willing to accept the responsibility for such burning, it being their contention that it is the responsibility of the state, inasmuch as the state is benefited by the construction. He pointed out that according to the Oregon Forest Laws, the permittee is liable for damage that may occur to other property by reason of the escape or spread of any fire that has been authorized by permit, which could result in large expense if a fire got beyond control. He also pointed out that it would be necessary for the permittee to install fire-fighting facilities and maintain specially trained men on the job to minimize the probabilities of fires getting away, which, no doubt, would prove quite costly. After considerable discussion of this subject, the Commission deferred action thereon pending the securing of additional information by the Engineer from the State Forester. The matter was referred to Chairman Cabell with power to act.

A letter was presented from C. J. Buck, Regional Forester, requesting a blanket permit to transport government-owned equipment, the dimensions of which slightly exceed the limits specified by statute, over state highways as occasion demands. The Commission denied the request as a matter of policy but instructed the Secretary to inform Mr. Buck that consideration will be given to requests for permits for individual movements as in the past.

A letter was presented from the city of Forest Grove requesting state cooperation in eliminating three bad turns in highway routes in that city. The Commission referred the matter to the Engineer for investigation and report at the next meeting.

The Commission also considered a letter from Milton A. Miller, Chairman of the Champoeg Park Commission, requesting the construction of a log cabin, representative of pioneer days, at or near the forks of the road leading from Champoeg to Newberg, and the erection of a large sign thereon pointing toward Champoeg. The Commission deferred action on this matter indefinitely.

The Secretary presented a petition signed by 39 residents of Gold Beach, Curry County, directed to the Curry County Court, in which the Court was requested to acquire extra right of way as may be required to widen the Oregon Coast Highway through this town to a full 60-foot width and to petition the State Highway Commission to reconstruct the present road to the full width of such right of way within the city limits. The Commission ordered that right of way investigations at this place be continued.

The Commission considered and ordered filed a petition signed by 21 property owners and tax payers residing along the Dayton-Amity Secondary State Highway, in Yamhill County, opposing the improvement of this road on new alignment.

The Commission also considered and ordered filed without action a resolution adopted by the Salem City Council, in which the Commission was requested to designate Twelfth Street, Salem, from the north line of Center Street to the south city limits, as a secondary state highway.

The Commission discussed and took under advisement for future consideration a letter from the Harrisburg Chamber of Commerce, in which the Commission was requested to widen the pavement on the curve in the Pacific Highway at the north approach to the Willamette River bridge at Harrisburg, without changing the route of the highway through their town, so as to eliminate the existing "danger spot" where, they allege, serious accidents frequently occur.

A letter was presented from W. N. Brown, McMinnville, urging the Commission to adopt what is known as the Lafayette Street Route as the route of the West Side Pacific Highway through McMinnville. The Engineer pointed out that this would involve two railroad grade crossings, which the Bureau of Public Roads will not approve. The Commission deferred action on this matter pending a full report by the Engineer covering the feasibility and cost of all routes under consideration, which report is to be rendered at the June 26 meeting of the Commission.

The Secretary presented a letter from Hon. T. S. Riley, Mayor of Ashland, Oregon, in which the Commission was urged to consider as one of its first projects for future federal funds, the elimination of the curve in the Pacific Highway route through Ashland, at what is known as the Plaza intersection. The Engineer advised that in accordance with previous instructions from the Commission he has ordered an investigation of this proposed improvement and that a full report will be rendered when this investigation is completed.

The Commission considered and ordered filed a copy of a resolution adopted by the Klamath County Pomona Grange in which a proposal was made to divert to the several counties each year a larger amount of the State Gasoline Tax moneys, as follows: 10% increase the first year and 5% increase annually thereafter until the counties receive a total of 35% of such moneys, which is to be expended by the counties for construction and maintenance of county roads.

The Commission considered the matter of rearranging the secondary state highways in Malheur County as suggested by the Engineer and as discussed informally with County Judge David F. Graham of Malheur County, at Jordan Valley on June 13. The Commission indicated that it would approve the following changes, which, it appears, are satisfactory with the Malheur County Court:

1. Remove from the secondary highway system that part of Jordan Valley Secondary Highway No. 450 between the town of Adrian

and the junction with the I. O. N. Highway at Malloy Ranch.

2. Designate as a secondary state highway the section of the I. O. N. Highway between Malloy Ranch and McDermitt, Nevada, which is not now so designated.

3. Designate as a secondary state highway the county road extending southeasterly from the town of Vale to the town of Nyssa.

The Engineer was instructed to prepare appropriate forms of resolution to effect such rearrangement of secondary highways for adoption by the Commission and the County Court, the county's resolution to be presented to the County Court in person by a representative of the Engineer.

The Engineer brought up for discussion a report from the Attorney in regard to the purchase of a quarry site that is needed in connection with the construction of the Rocky Point School-South Falls Section of the Silver Creek Falls Secondary Highway, in Marion County. He advised that the tract in question contains 9.827 acres and is owned by a Mr. Roy E. King, who asks $907.50 for the same, which price he considers reasonable in view of the fact that the tract contains approximately 340,000 cubic yards of materials which undoubtedly will be used quite extensively by the Highway Department in future years. He recommended the purchase of the property at the price quoted. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission considered and denied the request of Miss Inez DeLashmutt, Glencullen, that the state deed to her the abandoned portion of the right of way of the Bertha-Beaverton Highway in front of her place, which is no longer of value for travel purposes since the reconstruction of the highway on new alignment, it appearing to the Commission that the property is needed for other public purposes.

The Commission adopted by unanimous vote the following resolution preserving for future public use a portion of the old right of way of the Woodburn-Mt. Hood Loop Secondary State Highway, in Clackamas County, which is no longer used as a traveled section of the highway since the reconstruction of the highway on new alignment:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate a portion of the Mt. Hood-Woodburn Secondary Highway in Clackamas County; and

WHEREAS, by reason of said relocation and reconstruction of said section of said secondary highway there has been eliminated from the main traveled portion of said secondary highway a section or fragment of land, which said section or fragment of land is more specifically defined and described hereinafter in this resolution and is reflected on a white print or map, marked "Exhibit 'A'", a copy of which is hereto attached and made a part hereof; and

WHEREAS, while said section hereinafter described is not required for use as a part of the main or traveled section of the highway, nevertheless the same is required, can be used, and is essential for other public purposes, to wit: storage purposes, parking area and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said secondary highway the fragment or parcel of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment or parcel of land which heretofore was within the right of way proper of the Mt. Hood-Woodburn Secondary Highway in Clackamas County, but which by reason of a relocation or realignment of said highway is now without the area improved and used by the traveling public, but is adjacent to and abuts upon the said right of way, shall be preserved by the Highway Commission for such other public use as said land may serve in connection with the construction, improvement, and maintenance of said secondary highway or the use of the same, which said parcel or fragment of land is described as follows, to wit:

All of that portion of the old county road on both sides and adjacent to the recently acquired right of way on the relocated center line of the Mt. Hood-Woodburn Secondary Highway, between engineer's stations 1751+00 and 1769+50, in Sections 28 and 29, Twp. 3 South, Range 4 East, W. M., Clackamas County, Oregon.

In addition to the foregoing description of said fragment or parcel of land there is attached hereto a white print or map, marked "Exhibit 'A'", which by this reference is made a part hereof, and upon which map or exhibit there is shown shaded in orange the parcel of land formerly within the old right of way, but which is now by this official act preserved for public purposes. The said exhibit or map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of April 10, 1936. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragment of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Clackamas County.

* Map filed in Right of Way Abandonment and Retention File - No. 32.

The Attorney reported that on June 6, 1936, in accordance with authority previously given him by the Commission, he attended the tax resale proceedings in Roseburg and bid in, on behalf of the state, at the following prices, certain properties located in Reedsport that are needed for right of way for the Umpqua Highway at this place:

Lot	Block	Addition	Price
All	57	Amended Railroad	$1200.00
1	74	" "	100.00
5	74	" "	100.00
3	74	" "	100.00
8	74	" "	100.00
7	74	" "	100.00
6	74	" "	100.00
1	80	" "	200.00
7	80	" "	300.00
8	80	" "	200.00
5	80	" "	200.00
6	80	" "	200.00
5	3	Rainbow	150.00
6	3	"	100.00
7	3	"	100.00
8	3	"	100.00
9	3	"	50.00
10	3	"	100.00
3	4	"	50.00
8	4	"	50.00
4	4	"	50.00
13	10	"	50.00
14	10	"	50.00
15	10	"	50.00
16	10	"	50.00

He advised that these prices are the minimum fixed by the county for which the properties could be sold and that under the terms of the sale Douglas County can give final title to the state, subject only to the right of redemption by the city of Reedsport to protect its city liens; also, that the Reedsport City Council has agreed in writing that the lots in question will not be redeemed, so the Highway Department is in position to make full use of the lots at any time. After some discussion the Commission by unanimous vote approved the purchase of the properties at the prices quoted by the Attorney.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. After careful study of the list of properties presented by the Engineer, and the prices quoted for each parcel mentioned therein, the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Tucker Bridge-Dee - Hood River Secondary				
Winans, W. R.	Quarry Site	4.85	$250.00 Lump Sum	McCallister
Biggs-Moro Section - Sherman Highway				
Pinkerton, Harry B.	Stock Pile	1.20	$25.00 Lump Sum	McCallister
Barnett, W. M. Est.	" "	0.70	$50.00 " "	"
Tygh Valley-Sherar Section - Sherars Bridge Secondary Highway				
Miller, Geo. L.	Quarry Site	5.85	$50.00 plus per Ac.	McCallister
Polk County Line-Lewisburg Section - West Side Pacific Highway				
McKenzie, John E.	R/W	0.265	$100.00 per A. plus $38.50 & moving bldgs	Benson
Hermiston South Section - Hermiston Secondary Highway				
Schopf, H. S.	Stock Pile	1.73	$25.00 per A.	Benson
Terrebonne Section - The Dalles-California Highway				
Deschutes County	Stock Pile	0.76	$20.00 Lump Sum	Benson
Olalla Creek-Toledo Section - Corvallis-Newport Highway				
Hageseth, Geo. A.	R/W	0.003	$5.00 Lump Sum	McCallister

Section, Hwy., and Owner	Purpose	Acres	Approximate amounts	Agent
Estacada Section - Woodburn-Mt. Hood Secondary Highway				
Bailey, Frank J.	R/W	1175 Sq.Ft.	$60.00 Lump Sum	Parker
Smadbeck, Arthur	"	2470 " "	$21.00 " "	"
Union Ave.-Grand Ave. Sec. - East Portland-Oregon City Highway				
Teachers Retirement Fund Assn	R/W	5400 Sq.Ft.	Gratis	Campbell
Colonial Heights Realty Co.	"	7800 " "	½ interest Gratis	"
Agency Plains Section - Warm Springs Highway				
State Land Board	R/W	3.43	$25.00 per A.	McCallister
Federal Land Bank of Spokane	"	6.59	$25.00 per A.	DeSouza
Federal Land Bank of Spokane	R/W and Borrow Pit	29.29	$2.00 per A. plus construction of R/W fence	McCallister
Rocky Point School-South Falls Section - Silver Creek Falls Secondary Hwy.				
King, Roy E.	Quarry Site	9.827	$900 Lump Sum for Land plus $7.50	Benson
Arch Cape Tunnel-Cannon Beach Section - Oregon Coast Highway				
Taylor, Anna C.	Slope Easement	4091 Sq.Ft.	Gratis	Benson
Lakeview-Burns Section - Central Oregon Highway				
State Land Board	Quarry Site	40.00 A.	$2.50 per A.	McCallister
Arch Cape Tunnel-Cannon Beach Section - Oregon Coast Highway				
Morilon, John R.	R/W	985 Sq.Ft.	$8.00 Lump Sum	Benson
Reedsport Section - Umpqua Highway				
Dewar, Marie	R/W	190 Sq.Ft	$75.00 Lump Sum	Parker
Coleman, Chas. P.	"	127 Sq.Ft.	$75.00 Lump Sum	"
Burnett, W. S.	"	3200 Sq.Ft.	Land in exchange for another lot plus $85 & assessment & taxes	DeSouza
City of Reedsport	"	12800 Sq.Ft.	$288.61 plus taxes	Parker
First Bank of Reedsport	"	56.12 Sq.Ft.	$20.00 Lump Sum	"
City of Reedsport	"	4500 Sq.Ft.	$24.75 plus taxes	"
Lundeen, Ed. & Douglas CO.	"		Mr. Lundeen to pay $150.00 for portions of Lots 5 & 6, Blk. 3, Rainbow Add., lying outside of R/W and move bldgs	DeSouza
Grub College-Amity Section - Dayton-Amity Highway				
Houck, Sophia R. et al	R/W	4.04 A.	$284.25 Lump Sum	Gardiner
Harpole, R. H.	"	8.03 A.	$100 per A.	"
East Pendleton Section - Old Oregon Trail Highway				
Laing, Rob't Heirs	R/W	4869 Sq.Ft.	$2330.00 Lump Sum	Benson
Wilson. Catherine Est.	"	1000 Sq.Ft.	8¢ per Sq.Ft. plus $70 & moving Bldgs & Retaining Wall	"

Section,Hwy.,and owner	Purpose	Acres	Approximate Amounts	Agent
Yamhill County - Dayton-Salem Highway				
Foster, Geo. B.	R/W	0.49	$44.10 Lump Sum	Gardiner
Seal Rocks Section - Oregon Coast Highway				
Lewis, Guy E.	Stock Pile	2.00	$100.00 per A.	McCallister
Hubbard-Clackamas County Line - Butteville Road-Hubbard Highway				
Blassingame, R. S.	R/W	4.07	$150.00 per A. plus $389.50	McCallister
Smith, A. J.	"	4.65	$150.00 per A. plus $57.50	"
World War Veterans' State Aid Com. (W.P.Keenig)	"	9.49	$50.00 per A. plus $225.00	"
Agency Plains-Madras Section - Warm Springs Highway				
State Land Board	R/W	3.43	$25.00 per A.	McCallister
Klamath County Section - Klamath Lake Secondary Highway				
Geary, E.A. and Arthur	Cinder Pit	1.75	5-year Lease Gratis	McCallister
Hubbard-Clackamas County Line - Butteville Road-Hubbard Highway				
Kraus, Wm.	R/W	5.00	$150 per A.	
		1.97	$75 per A. plus $106	McCallister
Grim. Byron J.	"	6.82	$100 per A.	
		2.00	$150 per A. plus $438	"
Mist-Pittsburg Section - Nehalem Secondary Highway				
School District No. 24	Stock Pile	1.00	$50.00 Lump Sum	Benson

The Commission considered and signed agreements, etc., as follows:

1. Agreement with Washington County whereby the county agrees to pay all costs in connection with the Garden Home grade separation project over and above the costs that can be paid with federal funds.

2. Agreement with the city of Portland whereby the city agrees to maintain at its own expense 1.385 miles of the East Portland-Oregon City Highway from S. E. 18th Avenue to S. E. Grand Avenue and S. E. Powell Boulevard, which is to be constructed by the state and is designated as Project No. WPMH 168-J.

3. Agreement with Works Progress Administration in consideration of an allotment of $540 of W.P.A. funds to finance improvements in Champoeg Park.

4. Agreement with Oregon-American Lumber Corporation granting to the state advance possession of right of way required

in connection with the construction of the Wolf Creek Highway across the company's property.

5. Bargain and sale deed conveying to L. C. Arthur, Reedsport, for the sum of $65.00, a tract of land containing 1259 sq. ft., being a portion of Lot 1 of Block 7, Rainbow addition to the town of Reedsport, which property is not needed for state highway purposes, being outside of the established eightyfoot wide right of way.

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

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

Commissioner

Bend, Oregon, June 16, 1936.

The State Highway Commission met in special session at 9:00 o'clock p. m. in the Pilot Butte Inn for an informal discussion of highway matters with members of the Highway Committee of the Bend Chamber of Commerce. Present were Henry F. Cabell, Chairman; F. L. Tou Velle, Commissioner; R. H. Baldock, State Highway Engineer; and H. B. Glaisyer, Secretary.

Representing the Bend Chamber of Commerce were Robert W. Sawyer; Don Peoples, Secretary; County Commissioner Art Tifft; Carl B. Neal, Forest Supervisor, Deschutes National Forest; and four others. Mr. Sawyer was spokesman for the group. He asked the Commission for the following improvements:

1. Completion of the Central Oregon Highway, including grading, surfacing and oiling. A temporary oil treatment such as is now being given the Lakeview-Burns Highway, he said, would be satisfactory for the time being. He urged such oil treatment as far as available funds will permit.

2. Reconstruct The Dalles-California Highway to modern standards. Judge Sawyer declared that the present highway was built many years ago when traffic was light but it does not meet present-day traffic demands. He said that tourists from the Portland area and from California points are being routed away from this highway because of its condition; wherefore, they are anxious for the Commission to improve this road so they can secure the benefits of the tourist trade.

3. Oil the Fremont Highway, particularly through the timber section in northern Lake and Klamath Counties.

4. Remove snow from the McKenzie Highway over McKenzie Summit at the earliest possible time. In this regard, the Engineer advised that the McKenzie Pass will be opened by snowplows tomorrow and traffic will be permitted to use the road in a few days, when the road has dried out sufficiently.

Mr. Sawyer inquired concerning the plans of the Commission for highway improvements in Central Oregon, and referred especially to those for the Central Oregon Highway between Bend and Burns. Chairman Cabell replied thereto in considerable detail, naming the projects that are now under contract on each highway and those that are being considered for early construction. He also explained the status of the Commission's finances, including prospective federal funds for which a program cannot be arranged definitely until the rules and regulations governing these expenditures have been received from the Federal Government.

Mr. Sawyer also asked the Commission to continue the construction of the Tumalo Falls Road easterly from the section completed last season up to the city limits of Bend. He was informed that the Commission will bear that project in mind for federal funds that are required to be expended for county road construction, but can make no definite commitments now because of lack of information as to how such moneys are to be expended.

Additional improvements to the Cascade Lakes Forest Highway were also requested by Mr. Sawyer. He asked the Commission to consider this project in the programming of next year's Forest Highway funds.

County Commissioner Tifft reported an accumulation of $12,000 of secondary highway funds available for expenditure in Deschutes County as a result of the county having expended its own money to improve its market roads before they were taken over by the state as secondary state highways. He asked the Commission to increase the mileage of secondary highways in Deschutes County so this money can be spent advantageously thereon. The Engineer advised against designating additional secondary highways at this time. It was his thought that it would be better to let the surplus accumulate until there is enough money on hand to finance a good sized construction job on the present secondary highway system.

Mr. Sawyer brought up the matter of surfacing the graded sections of the North Santiam Highway. He gave as his thought that that would be the logical work to follow in that district, inasmuch as it is apparent that this road will be the first one that can be opened to traffic each spring.

Mr. Peoples suggested the immediate surfacing of the Central Oregon Highway near Horse Ridge.

The Commission made no commitments to any of the projects discussed at this meeting but advised the group that they would be given due consideration

by the Commission at the proper time.

The meeting was adjourned at 9:40 o'clock p. m.

H B Glaisyer — State Highway Engineer
Henry F. Cabell — Chairman
H B Glaisyer — Secretary
F L Tou Velle — Commissioner

Talent, Oregon, June 24, 1936.

The State Highway Commission met at 10:00 o'clock a. m. in the City Hall, Talent, in conformance with notice heretofore given the City Council as required by statute, to secure expressions from the people of this town relative to the plans of the Commission to reroute the Pacific Highway so as to bypass the town of Talent. Present were:

Henry F. Cabell, Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner E. B. Aldrich was excused from attending this hearing.

Also present were thirty local citizens, including Ray Schumacher, Secretary Talent Chamber of Commerce; George Porter, representing the Medford and Jackson County Chambers of Commerce; Arthur Perry; Otto J. Frohnmayer, City Attorney; F. H. Walker, City Engineer; and Frank VanDyke, President, and Gordon McCracken, Secretary, representing the Ashland Chamber of Commerce.

Chairman Cabell called the meeting to order and explained its purpose and the law which requires the Highway Commission to hold a hearing before it changes a highway route into or through any incorporated city or town.

The Engineer exhibited a blueprint map showing the proposed new route of the highway past Talent, and explained the necessity for the change and the engineering features involved. He pointed out that the proposed new highway extends northerly from the end of the revised section just north of Ashland to a connection with the present highway near the north city limits of Talent and that it would miss the main street in Talent by about one-quarter mile. He also pointed out that the proposed line contains only one curve, which is very flat, compared with eleven curves in the present route, and that it will shorten the distance between common points about one-tenth mile.

He estimated the cost to construct the change, which is about 3.2 miles long, at $150,000, of which amount $50,000 represents the cost of grading, and the balance surfacing and pavement.

In concluding the preliminary remarks, Chairman Cabell advised that the Commission believes, inasmuch as this highway is a main artery of travel for the general public, that the interests of the general traveling public should be given first consideration and that local interests should be secondary; also, that the Commission believes that it should build its highways in the interests of the greatest number of people rather than in the interests of any particular community or group. However, local interests are not overlooked and will be given preference in the event they are not greatly outweighed by the interests of the general public. He then invited those present to express themselves in regard to the proposed change.

Mr. Schumacher objected to the proposed change because he thought it would hurt the business interests of Talent. He proposed an alternate route beginning at the end of the completed section north of Ashland and connecting with the present highway about one-half mile south of Talent. He said that this route is only slightly longer than the route proposed by the state and contains only two additional curves and would require the purchase of only one-half mile of new right of way compared with three miles on the state line. He advised that the people of Talent are in favor of such route because it will require that traffic pass over their main street. However, they will cooperate with the Commission in every way possible, regardless of the Commission's decision. He explained that they desire an early decision because Talent is now going through a development period and the people must know where the permanent highway is going to be built.

Mr. Porter endorsed the remarks of Mr. Schumacher. He gave as his thought that the alternate route proposed by Mr. Schumacher will benefit all of Southern Oregon.

Mr. Frohnmayer asserted that the alternate route has been approved by the City Council of Talent and by the people of this town, and, except in one or two instances, is satisfactory to everyone. He pointed out that the businessmen have more than one-half million dollars invested along the present highway, which investments will be rendered practically valueless if the highway is changed. He also pointed out that the city contemplates the construction of a modern, sanitary sewer system costing about $35,000, the plans for which call for considerable development on the present highway route, but they will have to be changed in the event the highway is rerouted. He asked the Commission to bear these things in mind in its deliberations of this matter and urged the adoption of the alternate route unless the change proposed by the state will eliminate an undue public hazard. He said that if the Commission will leave the highway on the main street of Talent, which will necessitate the widening of this street, the city will pay a share of the cost of the extra right of way that has to be acquired.

Mr. Walker explained briefly the engineering features involved in the alternate route. He gave as his thought that the present highway along Main

street could be made entirely satisfactory by flattening the 14-degree curve near the center of town to a 4-degree or 5-degree curve and by widening the right of way somewhat. He admitted that such improvement would necessitate the removal of some shade trees and buildings, but declared that would not be costly. His plan contemplated following the present route from the north through the town of Talent to a point about one-half mile south of the town, where it would leave the present highway and connect with the route proposed by the state, which it would follow to Ashland.

The State Highway Engineer advised that a right of way 100 feet wide would have to be provided for permanent construction, which would take in all of the buildings on the east side of Main Street within the city limits, if the Commission selected the Main Street route, which would require a large expenditure for such purpose.

Mr. Schumacher said that it would be impossible to get a 100-foot right of way through Talent and suggested that the requirements be modified to allow a right of way 60 feet, or, in any event, not more than 80 feet wide. The Commission compromised on an 80-foot width for estimating purposes.

Mr. Frohmayer asked permission to clarify certain remarks made by Mr. Schumacher. He said that the people of Talent are primarily interested in having the highway routed permanently through their town rather than around it and it is not so much that they want it reconstructed at an early date. The town wants to cooperate, he added, and wants to know what it is going to cost to build the alternate route proposed by Mr. Schumacher.

The Engineer advised that surveys of the alternate route have not been made, wherefore the Commission authorized him to make a reconnaissance survey at once, with the understanding that a more extensive survey would be ordered later if that is deemed advisable.

Mr. Van Dyke said that Ashland is interested in anything that interests Talent and will be for the best interests of Southern Oregon. It was his thought that if the alternate route can be made to compare favorably with the route proposed by the state, that should be done; in fact, Talent is entitled to it. In that regard, he added, Ashland supports the town of Talent. Speaking from the commercial standpoint, he said that the highway should be routed through Talent if the Commission considers it practicable to do so.

Mr. McCracken endorsed the remarks of Mr. Van Dyke. He spoke for the alternate route if feasible and practicable.

Chairman Cabell advised that he personally favors the route laid out by the State Highway Engineer unless it can be shown that the alternate route is as good as the other and can be constructed at no greater cost, including both cost of construction and right of way. He concluded the hearing by stating that the Engineer will make a reconnaissance survey as quickly as is possible and will render a full report to the Commission as to construction and right of way costs as soon as such survey is complete, following which the Commission will make its decision.

The hearing was concluded at 10:45 o'clock a. m.

H. B. Glaisyer
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Portland, Oregon, June 25, 1936.

The State Highway Commission met in special session at 9:00 o'clock p. m. in Room 203 Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The entire evening was taken up with real property matters.

The Commission referred to Chairman Cabell, with power to act, the matter of accepting the offer of the Richard Scott Estate to deed to the state for division and maintenance headquarters site 4.04 acres of land situate adjacent to the East Portland-Oregon City Highway, in Clackamas County, near the Multnomah County line, at a cost of $1600 per acre.

The Commission discussed and approved the options secured from W. H. Judd and M. G. Smith at $1350, lump sum, and $388.88 per acre, respectively, for land needed for right of way for the Hubbard-Clackamas County Line Section of the Butteville Road-Hubbard Secondary Highway. In connection with this discussion it developed that the Right of Way Department has encountered difficulties in arriving at settlements with M. G. Smith for right of way needed for a shoofly track to divert the Southern Pacific Railroad train traffic during the progress of construction of a grade separation structure at this point, and with Marion County School District No. 38 for right of way needed at the point of junction of the secondary highway with the Pacific Highway. The Attorney was instructed by the Commission to negotiate further with Mr. Smith and if he is still unable to arrange a satisfactory settlement, to condemn the land needed from him.

In regard to the school property, it was brought out that the district officials do not want to sell a full-width right of way across the school premises but would be willing to sell the entire school site if the state will acquire another site for the school and will re-establish the school on the new site. After considerable discussion the Commission ordered that negotiations be continued on the basis of acquiring only enough school land to retain the correct alignment for the highway from the junction with the Pacific Highway up to the railroad grade separation structure.

The Commission also discussed and approved a settlement with E. A. Brady, Oregon City, for a site on which to deposit waste rock for the Oregon City grade widening project, whereby Mr. Brady agrees to deed to the state for the sum of $5234.00 a portion of his property located in Lot 5 of Block 9½, Plat of Oregon City, with the understanding that if and when the state needs and takes more of his land, on which he is now conducting a mortuary business, the state will purchase for him another site on the opposite side of Water Street and will move his buildings thereon at state expense; provided, however, that the entire transaction, including the present purchase, shall be considered as a whole at such time.

The Commission discussed and approved the settlement effected by the Attorney with Catherine Doherty et al for right of way needed for the East Pendleton Section of the Old Oregon Trail, whereby the owners agree to accept $4000 for their property, which amount is just one-half of the amount that they demanded originally.

Consideration was given by the Commission to the offer of the John D. Goss Estate to sell to the state for right of way and park purposes 517.1 acres of land along the Oregon Coast Highway in Curry County, at the rate of $27.50 per acre. The Commission deferred action on this matter for further discussion at some future date.

The Engineer requested authority to acquire numerous parcels of miscellaneous real property that are needed for highway improvements throughout the state. He submitted a list of such properties, which the Commission studied carefully. The following resolution in regard to the matter 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 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 property required, options have been obtained, which options have been 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 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
Davies-Banks Section - Nehalem Secondary Highway				
Paetsch, Edward	Detour Road		$30 Lump Sum	Benson
Carstens, Clell B.	R/W	0.33	$100 per A. plus $25	"
Sandy, Clifford	"	0.7	Land $75 plus moving building	"
Prickett, Chas. E.	"	6.0	$150 per A.	
		6.26	$20 per A. plus $635	"
Arch Cape Tunnel Section - Oregon Coast Highway				
Kuhn, Esther	R/W	483 Sq.Ft.	$5 Lump Sum	Benson
Linnton-Columbia County Line Section - Columbia River Highway				
Endicott, Ione	R/W	0.45	$150 Lump Sum	Bentley
Leonard, John P.	"	0.28	$200 per A. plus $144 plus moving bldgs	"
Tice, A. F.	"	0.15	$250 per A. plus $245	"
Umpqua Connection - Umpqua Highway				
Douglas County	R/W & Maint. Site		$3850 Lump Sum	DeSouza
Dayton-Amity Section - Dayton-Amity Highway				
Burns, Isaac	Quarry Site	5.17	$1000 Lump Sum	Gardiner
Burns, Isaac	R/W	2.9	$150 per A.	"
Nielsen, August	"	2.08	$150 per A. plus $188	"
Nielsen, Fred	"	2.11	$150 per A. plus $384	
Hubbard-Clackamas County Line Section - Butteville Road-Hubbard Highway				
Keil, Chas.	R/W	6.45	$150 per A. plus $187	McCallister
Ehlen, Aurora	"	3.35	$150 per A.	
		3.63	$100 per A. plus $55	"
Urban, Margareth	"	0.45	$150 per A.	"
Logan, Samuel	"	4.0	$150 per A.	
		1.0	$350 per A.	
		1.18	$100 per A. plus $282	"
Knorr, Otto	"	9.85	$200 per A. plus $760	"
Keil, David	"	1.53	$100 per A. plus $91.50	"
Keil, D. A.	"	1.57	$100 per A. plus $92.50	"
Keil, Lewis F.	"	1.30	$100 per A. plus $85	"
Keil, Henry J.	"	1.55	$100 per A. plus $91.50	"
Judd, W. H.	"	1.5	$1350 Lump Sum	"
Brown, Dorcas A.	"	4.59	$200 per A.	
Smith, M. G.	"	9.00	$388.88 per A.	"
Bromley, F. A.	"	6.65	$150 per A. plus $60	"
Portland-Sunset Camp Section - Wolf Creek Highway				
Spinster, Nellie Gordon	R/W	3.56	$214 Lump Sum	Gardiner

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Oregon City Section - East Portland-Oregon City Highway				
Cazadero Real Estate Company	R/W	27,720 Sq.Ft.	$3200 Lump Sum for land plus $4000	Parker
N.E. Grand Ave. to N.E. Union Ave. Section - East Portland-Oregon City Highway				
Boitano, Luigi	R/W	5,000 Sq.Ft.	30¢ per sq.ft. plus $5700	Campbell
Teachers' Retirement Fund Association	"	5,400 sq.Ft.	Gratis	"
Campbell, Ben A.	"	11,561 Sq.Ft.	$7000 Lump Sum	Gardiner
Lance, Sarah Est.	"	1,500 Sq.Ft.	30¢ per Sq.Ft. plus $710 plus moving bldg	Campbell
Sherman, F. W.	"	4,400 Sq.Ft.	approx. 36½¢ per square foot	Gardiner
Salem-Dayton Section - Salem-Dayton Highway				
McCall, Elbert W. & Vernon, A. M.	R/W	13.27	$77 per A.	Gardiner
Unger, Daniel B. (Correction)	"	2.77	$200 per A. plus $650 plus moving bldg.	Parker
Cottage Farm-Aumsville Section - Silver Creek Falls Secondary Highway				
Albert Estate	Stock Pile Site	1.741	$245 Lump Sum	Benson
Jackson County - Little Butte Creek Highway				
Nygren, Eric C.	R/W	1.98	Land $80 plus $187.50	Parker
McCallister, John W.	"	1.07	Gratis	"
Terrill, Delton	"	0.95	$15 Lump Sum	"
East Pendleton Overcrossing - Old Oregon Trail Highway				
Moore, Charles	R/W	1000 Sq.Ft.	$550 Lump Sum	Benson
Douglas County Line-Trail Section - Tiller-Trail Highway				
Swingle, H. F.	R/W	5.62	$15 per A.	Parker
Warner, Fred J.	"	0.33	$5 Lump Sum	"
Ragsdale, Jesse L.	"	2.47	$15 per A.	"
Oliver, Walter D.	"	2.01	$15 per A.	"
Cushman, W. E.	"	5.96	$15 per A.	"
Sumner, Walter A.	"	2.61	$15 per A.	"
Eugene-Junction City Section - Eugene-Junction City Highway				
Oregon Electric Co. & Irving Trust Co.	R/W	2.09	$75 per A.	
		2.51	$100 per A.	
		0.665	$400 per A.	
		4.366	$300 per A. plus $5	DeSouza
Davies-Friday Canyon Section - Wolf Creek Highway				
Friday, B. F.	R/W	7.3	$50 per A. plus $152	Benson

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Section, Hwy., & Owner	Purpose	Acres	Approximate Amounts	Agent
Tygh Valley-Sherar Section - Sherars Bridge Secondary Highway				
Webb, G. L.	Hauling Road	0.53	$100 per A. plus $100	McCallister
E. 17th & Schiller-Union Ave. Section - East Portland-Oregon City Highway				
Bevis, Allie Jane	R/W	4100 Sq.Ft.	Land $600 plus $2900	Bentley
Thielson, Emily F. McElroy	"	662 Sq.Ft.	30¢ per Sq.Ft. plus $151.40	"
McElroy, Florence O.	"	1163 Sq.Ft.	30¢ per Sq.Ft. plus $201.10	"
Banks-Davies Section - Nehalem Secondary Highway				
Prickett, John I.	R/W	3.90	$150 per A. plus $315	Benson
Dayton-Salem Section - Dayton-Salem Highway				
Snyder, D. A.	R/W	0.19	$150 per A. plus $11.50	Gardiner
Leckband, Anna E.	"	0.37	$150 per A. plus $50	"
Amity-Grub College Section - Dayton-Amity Highway				
Phillips, Geo. A.	R/W	2.25	$200 per A. plus $345	Gardiner
Phillips, Homer C.	"	1.44	$150 per A. plus $257	"
Martin, Ella May	"	1.35	$150 per A. plus $122.75	"
Phillips, Laura B.	"	2.41	$150 per A. plus $420.25	"
Butteville Road-Hubbard Section - Hubbard Highway				
Jeskey, Wm.	R/W	6.08	$200 per A. plus $440 plus drainage tile	McCallister
Cedar Mills-Multnomah County Line - Wolf Creek Highway				
Eastman, Esther, and Carlson, Julia	R/W	3.0	$300 per A. plus $1130	Bentley
Enterprise-Joseph Section - Wallowa Lake Highway				
Eggleson, J. A.	Quarry Site		Constructing and moving fence $50	Williams
Dayton-Salem Section - Dayton-Salem Highway				
School District #12	R/W	1.08	Exchange of Property plus moving bldgs.	Gardiner
Butte Creek-Rock Creek Section - Woodburn-Mt. Hood Loop Highway				
Swanson, Andrew P.	R/W	0.59	$150 per A. plus $37.50	Parker
Krofp, Harvey	"	0.36	$150 per A. plus $15	"
Bremer, Arthur	"	0.22	$150 per A. plus $40	"
Barnes, G. W.	"	2.91	$150 per A. plus $403.50	"
Butteville Road-Hubbard Section - Hubbard Highway				
Cole, Bernard	R/W	0.64	$775 Lump Sum	McCallister
Holzman, Geo.	"	5.96	$150 per A. plus $1309 plus moving building	"

(to be continued)

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Section, Hwy., & Owner	Purpose	Acres	Approximate Amounts	Agent
Butteville Road-Hubbard Section - Hubbard Highway (continued)				
Sachiedal, Bertha	R/W	3.82	$200 per A. plus $416	McCallister
Cole, Nathan E.	"	0.16	Exchange for equal pieces of property	"
East Pendleton Section - Old Oregon Trail Highway				
Doherty, Catherine et al	R/W	19,465	$4000 Lump Sum plus moving bldgs	Devers
Coquille Section - Oregon Coast Highway				
Federal Land Bank, Clause, Lester K. et al	Stock Pile	0.52	$200 per A.	Parker
Reedsport Section - Oregon Coast Highway				
Winchester Bay Lumber Co.	R/W	6.107	$4750 Lump Sum	Parker
Oregon City Section - East Side Pacific Highway				
Brady, E. A.	Dumping Grounds	1 Lot	$3234 Lump Sum	Parker

The Commission adjourned at 11:30 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following morning.

Portland, Oregon, June 26, 1936.

The Oregon State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building.

The meeting was called to order by the Chairman, Henry F. Cabell, and on roll call the following members of the Commission (constituting the entire Commission) answered present: Henry F. Cabell, E. B. Aldrich and F. L. Tou Velle. There were present, also, the following: R. H. Baldock, State Highway Engineer, J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission, and H. B. Glaisyer, Secretary to the Highway Commission.

Bids as follows for highway construction projects, sale of ferry boat, etc., were opened and read in conformance with previously published notice:

WOODBURN-MT. HOOD SECONDARY HIGHWAY
BUTTE CREEK-ROCK CREEK SECTION - GRADING AND SURFACING

Arnold Blake	$27,206.40
Corvallis Sand and Gravel Company	31,152.50
E. H. Itschner and E. L. Rigdon	31,424.90
Mountain States Construction Company	37,249.00
Homer G. Johnson	39,247.50

(to be continued)

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(Butte Creek-Rock Creek grading and surfacing project, continued)

F. J. Kernan	$49,758.50
P. L. Crooks & Co.	52,800.00
Malcom & Bell	55,512.50

NEHALEM SECONDARY HIGHWAY
KLASKANINE SUMMIT-JEWELL SECTION - RESURFACING; ALSO, FURNISH CRUSHED ROCK

Brookfield Co.	$31,965.00
J. W. and J. R. Hillstrom	32,310.00
Saxton & Looney and J. S. Risley	33,387.50
Dolan Construction Co.	33,725.00
R. O. Dail and Warren Bros., Inc.	41,725.00

NEHALEM SECONDARY HIGHWAY
TREHARNE SECTION - GRADING AND SURFACING AND STANDARD PILE TRESTLE BRIDGE

Homer G. Johnson	$36,623.00
P. L. Crooks & Co.	43,120.00

McKENZIE HIGHWAY
McKENZIE PASS - LITTLE BUTTE SECTION
RESURFACING AND FURNISH CRUSHED ROCK IN STOCK PILE

J. W. and J. R. Hillstrom	$23,102.00
Schmeer, Williams & Gentemann	29,150.00
Homer G. Johnson	31,787.00
R. O. Dail and Warren Bros., Inc.	40,575.00

CITY OF BEND
CONSTRUCTION OF FRAME OFFICE BUILDING

Henry C. Nelson	$ 7,872.44
Tom Lillebo	9,230.00

HOOD RIVER SECONDARY HIGHWAY
ODELL JUNCTION-DEE SECTION
SURFACING AND OIL MAT SURFACE TREATMENT

Parker-Schram Co.	$27,935.50
Warren Northwest, Inc.	31,910.00

LITTLE BUTTE SECONDARY HIGHWAY
UNIT NO. 3, McCALLISTER SECTION - GRADING

McNutt Bros.	$53,485.00
Berke Bros., Inc.	56,168.00
F. J. Kernan	62,765.00
Medford Concrete Construction Co.	66,955.00
Consolidated Highway Co., Inc.	69,245.80

(to be continued)

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(Unit No. 5, McCallister Section, Little Butte Secondary, continued)

Wren & Greenough	$ 71,975.50
F. C. Dillard	72,872.50
P. L. Crooks & Co.	78,005.00
Dunn & Baker	85,190.00

SIUSLAW HIGHWAY
RAINROAD-GREENLEAF CREEK SECTION
SURFACING; CRUSHED MATERIAL IN STOCK PILE

R. O. Dail and Warren Bros., Inc.	$ 84,750.00
Homer G. Johnson	94,040.00
Umpqua River Navigation Co.	94,750.00
Eugene Sand and Gravel Co.	96,240.00
Babler Bros.	96,350.00
Saxton & Looney and J. S. Risley	102,610.00
Coos Bay Dredging Co.	112,945.00

BUTTEVILLE ROAD-HUBBARD SECONDARY HIGHWAY
BUTTEVILLE ROAD - WHITE SCHOOL SECTION
GRADING AND CONSTRUCTION OF TWO TREATED TIMBER PILE TRESTLES

Roy L. Houck	$104,058.00
Jacobsen-Jensen Co.	110,075.00
Harold Blake	115,256.00
Kern & Kibbe	115,937.50
McNutt Bros.	120,031.00
F. J. Kernan	120,780.00
E. L. Gates	121,488.50
Parker-Schram Co.	129,508.50
P. L. Crooks & Co.	132,846.00
Guthrie-McDougall Co.	133,745.00
Chas. H. Leonard	134,090.00
Malcom & Bell	136,588.00
Homer G. Johnson	137,062.00

LEXINGTON-ECHO SECONDARY HIGHWAY
LEXINGTON-SAND HOLLOW SECTION--ROCK
IN STOCK PILE

A. S. Wallace	11,607.50
Schmeer, Williams & Gentemann	14,120.00
Kuckenberg-Wittman Co., Inc.	17,065.00

EAST PORTLAND-OREGON CITY HIGHWAY
ROSS ISLAND BRIDGE-SCHILLER STREET SECTION
GRADING AND PAVING AND CONCRETE VIADUCT

Parker-Schram Co.	$245,418.00
Harold Blake	244,061.50

(To be continued)

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(Schiller Street-Ross Island Bridge Section, Continued)

Edlefsen-Weygandt Co.	$245,366.50
Jacobsen-Jensen Co.	248,267.50
O. R. Wayman	253,249.00
The United Contracting Co.	276,717.50
F. J. Kernan	281,913.50
P. L. Crooks & Co., Inc.	286,732.00
Kern & Kibbe	294,259.00

EAST PORTLAND-OREGON CITY HIGHWAY
MILWAUKIE UNDERCROSSING

Hoffman Construction Co.	$ 49,693.00
Averill & Corbin	53,926.50
Shattuck & Neland	54,468.50
Parker-Schram Co.	56,879.00
Tom Lillebo	57,860.00
Kern & Kibbe	57,860.00
Mountain States Construction Co.	58,139.00
The Construction Co., Inc.	58,956.50
Barham Bros.	59,050.00
Edlefsen-Weygandt Co.	59,473.00
Joplin & Eldon	61,735.00
P. L. Crooks & Co., Inc.	63,712.00
Kuckenberg-Wittman Co., Inc.	67,280.00
Gilpin Construction Co.	72,087.50

INDEPENDENCE SECONDARY HIGHWAY
INDEPENDENCE SECTION - REGRADING, WIDENING, RESURFACING

The United Contracting Co.	$ 24,974.50
Harold Blake	26,641.60
Warren Northwest, Inc.	27,720.50

LITTLE NESTUCCA SECONDARY HIGHWAY
SMALL CREEK-DOLPH SECTION - GRADING

McNutt Bros.	$ 42,269.00
Chas. H. Leonard	42,455.00
Giant Construction Co.	42,987.50
Slate Construction Co.	45,800.00
Homer G. Johnson	48,242.50
J. A. Lyons	49,448.50
E. L. Gates	52,544.00
Wren & Greenough	53,055.00
F. C. Dillard	53,701.00
Malcom & Bell	58,261.00
P. L. Crooks & Co., Inc.	58,855.00

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HERMISTON SECONDARY HIGHWAY
HERMISTON-ECHO JUNCTION - CRUSHED GRAVEL IN STOCK PILE

A. S. Wallace	$ 8,417.00
Schmeer, Williams & Gentemann	9,750.00
Kuckenberg-Wittman Co., Inc.	12,617.50

NEHALEM SECONDARY HIGHWAY
DAVIES-BANKS SECTION - GRADING, SURFACING; TWO TRESTLES

Chas. H. Leonard	$ 52,742.00
Malcolm & Bell	58,574.00
Homer G. Johnson	61,107.50
Parker-Schram Co.	61,399.50
J. A. Lyons	65,739.00
Saxton & Looney and J. S. Risley	66,770.50
P. L. Crooks & Co.	70,857.00

SALEM-DAYTON SECONDARY HIGHWAY
DAYTON-FOSTER RANCH SECTION - GRADING AND SURFACING

Chas H. Leonard	$ 24,728.00
F. J. Kernan	26,408.00

AMITY-DAYTON SECONDARY HIGHWAY
GRUB COLLEGE-AMITY SECTION
GRADING, SURFACING, CRUSHED ROCK IN STOCK PILE

	Concrete Box Culvert Alternate	Multiplate Corr. Iron Culvert Pipe Alternate
Chas. H. Leonard	$ 67,447.50	$ 66,697.50
Saxton & Looney and J. S. Risley	70,954.00	70,544.00
H. G. Johnson	74,108.00	73,358.00
Theo. Arenz	75,746.00	75,746.00
Malcom & Bell	77,476.00	77,446.00
R. O. Dail and Warren Bros., Inc.	81,088.00	80,998.00
F. J. Kernan	85,339.50	82,739.50
S. S. Montague	85,884.90	85,854.90
P. L. Crooks & Co., Inc.	108,364.90	107,614.00

SALE OF FERRY BOAT "OREGON" LOCATED AT NORTH BEND, OREGON

Umpqua River Navigation Co.	$ 4,201.00
W. J. Conrad	3,000.00
Alaska Junk Co.	2,911.00
A. Milne	2,000.00
Shaver Forwarding Co.	1,751.00
Geo. S. Kerr Co.	1,601.00
Wm. Greenberg	657.50

Chairman Cabell announced that the awards of contracts would be made at 4:30 o'clock p. m. in the same room.

The Parks Engineer, S. H. Boardman, was present and reported on the following park matters:

1. Offer of A. A. Geer, Salem, to deed to the state as a gift a parcel of land 25 feet square on which is growing the Homer Davenport Memorial Tree, said land being situate adjacent to the county road between Salem and Pratum, in Marion County. The Commission declined the offer inasmuch as there is a question whether or not the Commission has legal authority to maintain a tract of land located at such a great distance from a state highway, and for the further reason that it would create a precedent that might be difficult to avoid in passing on similar offers in the future. The Secretary was instructed to thank Mr. Geer for his offer and explain to him why the Commission cannot accept it.

2. Application of Mrs. Nancy A. Nelson, Portland, for concession privileges at Silver Creek Falls State Park, in Marion County, during the balance of this year, for which she agrees to pay $20.00 per month. The Parks Engineer recommended the granting of this application. The Commission approved the recommendation by unanimous vote and instructed the Attorney to prepare an appropriate form of agreement covering the matter.

3. Suggestion of Mr. Ed. W. Miller, Secretary, Oregon Coast Highway Association, that the state acquire certain property at the outlet to Devils Lake, in Lincoln County, so as to preserve a right of way from the highway to the ocean beach and to provide parking space for automobiles. The Parks Engineer advised that he wrote to Mr. Hostettler, Nelscott, Oregon, who owns this property, requesting him to set a purchase price for the same, but as yet has received no reply, so he intends to contact Mr. Hostettler in person in regard thereto. Action on this matter, accordingly, was deferred by the Commission, pending a further report from the Parks Engineer.

4. Offer of Mr. Fred Pfisterer, Port Orford, to sell to the state for the sum of $4750.00 a tract of land containing 460 acres situate adjacent to the Oregon Coast Highway and Humbug Mountain State Park, in Curry County. The Parks Engineer advised that 80 acres of this property would be a worthy and needed addition to the present park, to protect the park water supply, but the balance is not needed for park purposes. He requested authority to negotiate with Mr. Pfisterer for the acquisition of the 80-acre tract, which he thought could be purchased at $10.00 per acre. The Commission granted the request by unanimous vote.

5. Proposed park site at the south end of the Rogue River Bridge on the Oregon Coast Highway near Gold Beach, in Curry County. The Parks Engineer reported that he contacted Mr. Crabb, of Crabb

Bros., Oxnard, California, the owners of this property, and explained that the state was desirous of acquiring his property, consisting of 7 acres, as well as other property at this location, for park purposes and to protect the area at the bridge head, but Mr. Crabb refused to sell although he stated his willingness to present to the state as a gift 2 acres of said property if the State Highway Commission will grant a permit to the Wedderburn Water Company to construct its pipe line on the bridge. The Bridge Engineer advised that he would offer no objections to the company placing its pipe line on the bridge if it was installed in the space provided for the same. After further discussion the Commission instructed the Parks Engineer to negotiate further with Mr. Crabb for the acquisition of the 2-acre tract. The matter of acquiring a larger area was ordered abandoned for the time being, inasmuch as Mr. Crabb has refused to sell the entire holdings, which is the key area for the proposed park.

L. G. Apperson, City Engineer, Portland, came before the Commission at this time in regard to matters pertaining to the Wilson River Highway and Wolf Creek Highway W.P.A. projects. He asked the Commission to allocate additional state funds to pay the cost of culverts, powder, and rental of equipment used in connection with these jobs. He estimated equipment rentals would amount to about $50,000. After due consideration of this request, the Commission by unanimous vote approved the same, which raises the amount of state funds allocated for rentals, culverts, and powder on these projects to a total of $175,000.

The Commission had under consideration the matter of the execution of a deed conveying to the United States Government a portion of the Gudhart property acquired by condemnation, and also had under consideration the execution of a flowage agreement granting to the Federal Government the right to overflow and submerge a portion of the property acquired by the state by condemnation proceedings, both the conveyance by deed and the granting of the flowage easement being obligations assumed by the state by virtue of an agreement between the State and the Federal Government. After due consideration, Commissioner Tou Velle offered and moved the adoption of the following resolution, which motion was seconded by Commissioner Aldrich, and, after receiving the unanimous vote of the three commissioners, was by the Chairman declared adopted:

WHEREAS, the United States Government and the State of Oregon are jointly interested in the relocation of a portion of the tracks of the Union Pacific Railroad Company and in the relocation of a portion of the Columbia River Highway in the vicinity of Bonneville Dam, said relocation of railroad and highway being necessary in order to place the railroad and highway beyond the area which will be affected by flowage and other water conditions occasioned by reason of the construction of said dam; and

WHEREAS, for the purpose of acquiring real property on which to locate and construct a grade for said railroad and locate and construct a grade for said highway, it was necessary to acquire by condemnation certain real property owned by E. G. Gudhart and Alma Gudhart; and

WHEREAS, as a result of mutual agreement between the United States Government and the State of Oregon, by its State Highway Commission, the State by condemnation acquired the entire property of the Gudharts, and as a part of said agreement the State was to convey to the United States Government, to be used as right of way for said railroad, fee title to certain property hereinafter described, but with the right to reserve and hold a perpetual easement over a portion of the same for highway purposes, and as a part of said agreement the State was to grant to the United States Government a flowage easement over a portion of said land hereinafter described; and

WHEREAS, as a result of a prosecution to final determination of the said condemnation action, the State has acquired by judgment and decree of the Circuit Court of the State of Oregon for Multnomah County title to said property, and now has lawful title to said property and lawful authority to convey to the United States Government fee title to that portion of said property required by the Government for right of way purposes for the location of the railroad, and the Commission also has lawful authority to grant to the United States Government a flowage easement over other portions of said property; and

WHEREAS, the property hereinafter described as Parcel No. 1 is, in the judgment of the Highway Commission, not required for highway purposes, but is required by the Government for railroad right of way pursuant to said agreement, and the property hereinafter described as Parcel No. 3 is not necessary or required for highway purposes, but is required by the United States Government as area which necessarily must be submerged in connection with the construction of said Dam; and

WHEREAS, because of all the matters and circumstances herein set out, it is the judgment and order of the Commission that a deed be executed by the Commission, for and on behalf of the State of Oregon, conveying to the United States Government the real property hereinafter described as Parcel No. 1, which deed shall contain a reservation reserving to the State a perpetual easement for highway purposes over and across that part of said property hereinafter described as Parcel No. 2, and that a flowage easement be executed by the Commission, for and on behalf of the State of Oregon, granting to the United States Government the right to overflow the land hereinafter described as Parcel No. 3.

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

1. That the State Highway Commission, for and on behalf of the State of Oregon, does hereby order the execution by the Commission of a warranty deed conveying to the United States Government

fee title to the land hereinafter described as Parcel No. 1, but reserving in said deed for highway purposes the land hereinafter described as Parcel No. 2, said reservation being, however, on the condition that if the State should abandon said right of way and fail to use the same for highway purposes said reservation and easement shall be extinguished, the property conveyed and the property reserved being respectively described as follows:

Parcel No. 1:

A parcel of land lying in Government Lot 2 of Section 22, Township 2 North, Range 7 East of the Willamette Meridian, in Multnomah County, State of Oregon, more particularly described as follows:

Beginning at the northeast corner of Government Lot 5 of Section 22, T. 2 N., R. 7 E., W. M., marked by a U. S. Army Engineers' bronze monument; thence N. 89° 22' 20" W. 15.16 feet on the South line of Government Lot 2 of said Section 22 to a point of intersection with the proposed northerly right of way line of the relocated Oregon-Washington Railroad & Navigation Company's railroad as surveyed over and across said Section 22 by the U. S. Army Engineers, which point of intersection is marked with a U. S. A. E. bronze monument; thence northeasterly on said proposed northerly right of way line, which is 100.00 feet northwesterly of and concentric with and parallel to the center line of said relocated railroad, as follows: Northeasterly on a Talbot spiral curve line to the left 164.85 feet, the long chord of said curve line bears N. 51° 00' 48" E.; thence N. 50° 33' E. 885.5 feet to a point which is N. 39° 27' W. 100.00 feet from Engineers' center line Station 2187+84.4; thence N. 39° 27' W. 50.00 feet; thence northeasterly on a 11,509.19 feet radius curve line to the left which is concentric with and 150.00 feet northwesterly of, as measured on radial line from the center line of said relocated railroad, 496.75 feet, the long chord of said curve line bears N. 49° 17½' E. 496.71 feet; thence N. 48° 02' E. 264.20 feet on said proposed northerly right of way line which is parallel to and 150.00 feet northwesterly of, as measured at right angles from, the center line of said relocated railroad to a point of intersection with the east line of Government Lot 2 of said Section 22; thence South 201.68 feet on the east line of said Government Lot 2 to a point of intersection with the center line of said relocated railroad at Engineers' center line Station 2194+17.07; thence South 154.45 feet on the east line of said Government Lot 2 to a point of intersection with the proposed southerly right of way line of said relocated railroad; thence southwesterly on said proposed southerly right of way line which is 100.00 feet southeasterly of and parallel and concentric with the center line of said relocated

railroad as follows: S. 48° 02' W. 59.48 feet; thence southwesterly on a 11,559.19 feet radius curve line to the right 507.73 feet, the long chord of said curve line bears S. 49° 17 1/2" W. 507.69 feet; thence south 50°33' W. 811.09 feet to a point of intersection with the south line of said Government Lot 2; thence N. 89° 22' W. 155.34 feet on the south line of said Government Lot 2 to a point of intersection with the center line of said relocated railroad at Engineers' center line station 2178+54.46; thence N. 89° 22' W. 144.18 feet on the south line of said Government Lot 2 to the N. E. corner of said Government Lot 5, the POINT OF BEGINNING, containing 8.00 acres, more or less, of which 0.74 acres lie within the present right of way of the Columbia River Highway as now constructed and operated over and across said Government Lot 2.

Parcel No. 2:

Commencing at the N. E. corner of Government Lot 5, Section 22, T. 2 N., R. 7 E., W. M., marked with a U. S. Army Engineers' bronze monument; thence S. 89° 22' E. 144.18 feet on the south line of Government Lot 2 of said Section 22, to a point of intersection with the relocated center line of the Oregon-Washington Railroad & Navigation Company's railroad at Engineers' center line Station 2178+54.46; thence S. 89° 22' E. 75.30 feet on the south line of said Lot 2 to a point of intersection with the proposed northerly right of way line of the relocated Columbia River State Highway and the Point of Beginning of said parcel of land; thence N. 49° 24' 12" E. 1068.65 feet on the proposed northerly right of way line of said Highway; thence N. 48° 02' E. 595.52 feet on the proposed northerly right of way line of said Highway to a point of intersection with the east line of said Government Lot 2 which point is south 53.61 feet from the center line of said relocated railroad as measured on the east line of said Lot 2 from Engineers' center line Station 2194+17.07; thence South 100.84 feet on the east line of said Lot 2 to a point of intersection with the southerly right of way line of the said relocated railroad; thence southwesterly on the said southerly right of way line which is 100.00 feet southeasterly of and parallel and concentric with the center line of said relocated railroad as follows: S. 48° 02' W. 59.48 feet; thence on a 11,559.19 feet radius curve line to the right 507.73 feet, the long chord of said curve line bears S. 49° 17 1/2' W. 507.69 feet; thence S. 50° 33' W. 811.09 feet to a point of intersection with the South line of said Government Lot 2; thence N. 89° 22' W. 80.04 feet on the south line of said Lot 2 to the said POINT OF BEGINNING, containing 2.18 acres, more or less.

2. Be it further resolved, and the Commission does hereby order, that the Commission shall, for and on behalf of the State of Oregon, execute and deliver to the United States Government a flowage easement granting to the Government or its assigns forever the full and perpetual right, power, privilege and easement to overflow in connection with the construction and operation of the Bonneville Dam, all that portion of the following described land lying below the 87.5-foot contour line, as determined by reference to the U.S.C. & G.S. datum, containing 8.56 acres, more or less, situate in the County of Multnomah and State of Oregon, to wit:

Parcel No. 5:

All that portion of Lot 2, Section 22, Township 2 North, Range 7 East of the Willamette Meridian in Multnomah County, Oregon, lying southerly of the south line of the Oregon-Washington Railroad & Navigation Company's right of way.

3. Be it further resolved that this resolution be entered in the minutes and records of the Highway Commission and that J. M. Devers, Attorney for the Commission, be and he hereby is authorized and directed to deliver to the United States Government a certified copy of said resolution to be attached to the said warranty deed and a certified copy of said resolution to be attached to the said flowage agreement, and he is further directed to deliver to the United States Government the said executed deed and the said executed flowage agreement.

The Commission considered matters pertaining to the construction of the proposed state-wide radio-telephone communication system and the offer of the Federal Government in regard thereto.

After discussion of the offer of the United States of America to aid by way of a grant in financing the construction of a state-wide radio-telephone communication system, the following resolution, numbered 1, and entitled "A Resolution Accepting the Offer of the United States to the State of Oregon to Aid by Way of Grant in Financing the Construction of a State-wide Radio-Telephone Communication System" was proposed by Commissioner Aldrich and read in full:

RESOLUTION NO. 1

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF A STATE-WIDE RADIO-TELEPHONE COMMUNICATION SYSTEM

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State of Oregon to aid by way of grant in financing the construction of a state-wide radio-telephone communication system, a copy of which offer reads as follows:

"P. W. 56399-2

"FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

"Washington, D.C.
June 6, 1936
State File Oreg. 1148-R

"State of Oregon by its State Board of Control
and by its State Highway Commission,

Salem, Oregon.

"1. Subject to the Rules and Regulations (PWA Form No. 179, July 22, 1935, as amended to date) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a state-wide radio-telephone communication system (herein called the 'Project') by making a grant to the State of Oregon by its State Board of Control and by its State Highway Commission in the amount of 45 per-cent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $25,272.

"2. This offer is conditioned upon the applicant securing a permit, satisfactory to the Administrator, from the Federal Communications Commission for the construction and operation of the Project.

"Upon the acceptance of this Offer by the State of Oregon by its State Board of Control and by its State Highway Commission, the contract created by the acceptance of the offer dated February 8, 1936, made by the United States of America to the State of Oregon, by and through the Oregon State Board of Control to aid in financing the Project shall be cancelled. The cancellation of such contract shall not impair or vitiate any act performed or proceedings taken thereunder prior to such cancellation. Such acts or proceedings may be continued under the contract created by the acceptance of this Offer.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By HORATIO B. HACKETT
Assistant Administrator."

be and the same is hereby in all respects accepted.

Section 2. That said State of Oregon agrees to abide by all the rules and regulations relating to such grant, a copy of which rules and regulations was annexed to the Government's offer and made a part thereof.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission and the State Board of Control, representing the State of Oregon in this matter, be and he hereby is authorized and directed forthwith to send to the Federal Emergency Administrator of Public Works three certified copies of this Resolution and three Certified copies of the proceedings of this Commission in connection with the adoption of this resolution and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administrator of Public Works.

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner

The above resolution was seconded by Commissioner Tou Velle and was unanimously adopted. The Chairman of the Commission thereupon declared said resolution carried and the members of the Commission thereupon signed said resolution in approval thereof.

The Commission adjourned at 12:00 o'clock noon and reconvened at 2:00 o'clock p. m. in the same room, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

A delegation from Junction City, headed by L. M. McClelland and including I. C. Richardson, J. E. Milliron, R. C. Allen and J. C. Kirk, came before the Commission in regard to the road sign on the Territorial Secondary Highway which indicates the community center sometimes called "Franklin" and sometimes "Smithfield". It appears that the existing sign contains the name "Smithfield", to which, it is alleged, most of the people in the district object inasmuch as there are no buildings located on the site that was formerly known by that name, whereas there are a number of buildings located nearby at a place called "Franklin", including two churches, a school, a store, and a community hall. It also appears that the U. S. Post Office Department established a post office at "Smithfield" years ago, on a plot of ground 24' x 40' in dimension, but discontinued the same when the present rural mail delivery service was put into operation. notwithstanding which a Mr. H. T. Smith, who owns the ground that was the original site of "Smithfield" insists that it still be called by that name.

Mr. McClelland presented a petition signed by 89 people who reside within a radius of three and one-half miles of this community center and endorse the name "Franklin". He said that there are 260 registered voters in the district, practically all of whom favor this name. He advised that their object in coming before the Commission today is to urge the changing of the road sign to read "Franklin" instead of "Smithfield". After considerable

discussion the Commission indicated that it cared not to enter into this apparent controversy of names; however, suggested that it might be settled by a vote of the people of the district and that a special ballot for such purpose might be prepared for use at the next general election. The delegation expressed its approval of such procedure, whereupon the Commission instructed the Secretary to ask the County Court of Lane County to prepare such special ballot so as to give the people of this district an opportunity to indicate which name they prefer.

The County Court of Washington County, represented by County Commissioners H. D. Kerkman and James Lewis, and G. Russell Morgan, District Attorney came before the Commission in regard to the proposed Garden Home railroad grade crossing elimination project for which the State Highway Commission received bids on May 22, 1936. It appears that there is some question as to the validity of the proceedings conducted by the county for securing right of way needed for this job, in that one particular property owner did not receive official notification of the proceedings, as is required by statute, and in order to meet the requirements it will be necessary to either test the proceedings or to start new proceedings. It also appears that the right of way is going to cost more than was anticipated and the County Court is not particularly concerned whether or not the job goes forward.

During the discussion of this matter it was brought out that it would not be possible to satisfy the legal requirements within the time limit that has been set for awarding the contract and there is a question whether or not the funds that have been set up to finance this job can be held until the requirements have been satisfied. In view of the circumstances it was deemed advisable by all to reject all bids received for this work and to readvertise it for bids later if investigation reveals that the funds can be held for possibly ninety days. Accordingly, the Commission, by unanimous vote, rejected said bids and ordered that the low bidder, Parker-Schram Co., Portland, be so advised and that the bid deposits be returned to the respective bidders.

It was also considered advisable by all to start new proceedings in regard to the right of way, although the county is not to do this until requested by the Commission.

A delegation from Hood River County, consisting of County Commissioners J. D. Smullin and Forrest L. Moe; C. M. Hurlburt, County Engineer; H. O. Kresse, Mayor of Hood River; N. Coulter, representing the Hood River Chamber of Commerce; Al Peters, representing the Apple Growers' Association, Harold Blackman, representing the American Legion Post, and Rory A. Collins, representing Hood River Grange, came before the Commission and urged improvements to the Mt. Hood Highway between Hood River and Parkdale. They asked the Commission to earmark funds for the improvement of a portion of this road this year, starting at the Hood River end, and to continue the improvements each year as far as funds can be provided to finance the work.

Chairman Cabell advised that the Commission appreciates that this is a meritorious project but no commitments can be made thereto at this time because of the uncertainty of highway funds. He pointed out that this section

of the Mt. Hood Highway is not on the Federal Aid System, hence state funds must be depended on to finance improvements thereon and there is a question whether such funds will be available this year, in view of the possibility that all of such funds may be needed to match the federal aid allotments; furthermore, the Commission has not yet received the rules and regulations that are to govern the expenditure of the new federal moneys, so is not in position to make any promises in regard to them.

Mr. Hurlburt reiterated that they do not want the entire section improved this year but will be satisfied with a portion each year until completion. He advised that the road is most in need of resurfacing and realignment in certain places. He particularly mentioned the elimination of curves and railroad grade crossings at Whiskey Creek and at Pike Corner. It was his thought that the Commission should acquire right of way now for these places because, in his estimation, it will cost considerably more later on. He mentioned these two projects as the most important ones on this highway in Hood River County. The Commission agreed to inspect this highway when they are next in that vicinity but advised that no promises can be made in regard thereto.

A delegation representing the John Day Highway Improvement Association, consisting of Senator W. H. Steiwer, Representative E. R. Fatland, L. E. Spraker, Secretary, D. N. Mackay and E.W.Nelson, all of Condon, came before the Commission in the interests of the John Day Highway. They asked the Commission to landscape the small area at the junction of the John Day Highway and the Lone Rock Road in Condon, including a spring development and the planting of shrubbery. They advised that the townsite of Condon was built up around the spring in 1879 and has a historical background which should justify the improvement. Mr. Mackay advised that the city of Condon will maintain the project if the Commission will construct it.

The Landscape Engineer advised that the 1936 landscaping funds have all been allocated but if the Commission so desires this project might be included in the 1937 program if funds are available; in fact, it would be more desirable from the standpoint of planting shrubbery, to do the job in the spring of the year. He estimated that the project would cost about $5000 and recommended it as a desirable undertaking in view of the offer of the city to maintain it. He added that he has inspected the site and is now preparing plans for the development thereof, which will be ready if and when the Commission orders the work to proceed. After further discussion the Commission by unanimous vote approved the project as a preference project for 1937 construction, subject to the condition that funds are available to finance it with federal funds.

The delegation also asked for the improvement of the Service Creek-Spray Section of the John Day Highway, a portion of which, they said, has never been rocked, is narrow, and dangerous to travel. They particularly mentioned the Burton Canyon-Spray unit as being extremely dangerous and not wide enough for two trucks to pass in safety. They asked the improvement of this one and one-half mile section and the erection of sight posts as a traffic guide.

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Chairman Cabell advised that the Commission has already authorized the erection of sight posts along this section but cannot do any more this year on account of scarcity of funds, but will keep the project in mind.

Mr. Fatland also asked for a yellow stripe along the center of the pavement on this highway. He was advised by the Engineer that such work is included in this year's program and will be done as soon as a striping crew can get to it.

The delegation also asked for the surfacing of the Happner-Condon Secondary Highway and advised that they would be satisfied with merely a travelable road. The Commission agreed to inspect this road some time this year.

The County Court of Linn County, represented by County Judge J. J. Barrett and Commissioners H. A. Renninger and H. F. Warren, came before the Commission in regard to several Linn County road matters. They inquired what plans the Commission has for additional work on the Santiam Highway and were informed that the Commission has budgeted $100,000 of federal money for this road and hopes to be able to contract the work this coming fall or winter.

They also inquired as to the Commission's plans for the improvement of the Pacific Highway in Linn County and were informed that the Commission also has federal moneys budgeted for widening this road between Tangent, Halsey, and Shedd, including a new bridge and an entire new black top pavement on the present highway alignment.

In reply to an inquiry of the County Court, the Engineer advised that a contract has already been awarded for the oiling of the Peoria Section of the Harrisburg-Corvallis county road and that the work is now under way; also, that it is the plan of the Commission to advertise in July for bids for the construction of the secondary highway between Crawfordsville and Holley.

Judge Barrett asked the Commission to bear in mind for future funds the oiling of the Corvallis-Albany Secondary Highway, which is now ready for such treatment. In regard thereto Chairman Cabell advised that the Commission has no funds to finance additional work on farm-to-market roads this year, and the availability of future funds for such purpose is uncertain because the Commission has not yet received the rules and regulations that are to govern the expenditure of the new federal funds.

Mr. Renninger called attention to the fact that the Commission's plans for the Crawfordsville-Holley project do not include the improvement of a short section about 300 yards in length to form a connection with the improved road to Sweet Home. He asked the Commission to extend the improvement to include this gap. The Commission instructed the Engineer to investigate the matter and to include the work in the proposed project, if possible.

A delegation from Mt. Angel, representing the Business Men's Club of that town, was present and urged the Commission to improve the Woodburn-Silverton Secondary Highway by straightening, widening, paving with non-skid surface,

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and by painting a yellow traffic stripe. The delegation was composed of O. L. Withers, Douglas Harris, Dr. A. F. E. Schierbaum, Alois Keber, Dr. C. J. Ebner, all of Mt. Angel; County Commissioner Roy Nelson, and County Engineer N. C. Hubbs, Salem.

Mr. Nelson stated that this is a very important road to the county and urged its improvement as soon as possible.

The Engineer advised that the present road is not on permanent alignment and to reconstruct it on a permanent basis would require more money than the Commission feels it can provide for such purpose in view of the large expenditures the Commission is making this year in Marion County.

The delegation asked that the improvement be included in next year's program and that the permanent road be routed through Mt. Angel.

Chairman Cabell advised that the Commission will bear the project in mind but can make no promises in regard thereto because of the uncertainty of revenues. He added that the road will not be routed away from Mt. Angel unless the Commission is convinced that the benefits to the general traveling public are greater than those of local interests.

The County Court of Klamath County, represented by County Judge Geo. D. Grizzle and Commissioners Roy Tabor and Wm. F. B. Chase, and County Engineer Frank Z. Howard, conferred with the Commission in regard to the proposed rearrangement of secondary state highways in Klamath County.

Mr. Howard explained that because of local pressure the County Court cannot approve of the rearrangement heretofore suggested by the State Highway Commission, which would eliminate the Klamath Falls-Midland Road from the secondary system, but desires and will approve the following arrangement:

1. Retain the present Klamath Falls-Midland Road (Secondary Highway No. 420) on the secondary highway system from Klamath Falls to the Miller Island Road; eliminate the rest of this road to Midland and substitute therefor the Miller Island Road to a connection with the Klamath Falls-Weed Highway;

2. Add to the secondary highway system the county road which extends from The Dalles-California Highway at or near the place known as "Mack's Store" to a connection with the Klamath Falls-Weed Highway at or near Midland;

3. Add to the secondary highway system the county road which extends from Worden, on the Klamath Falls-Weed Highway, northwesterly to the Green Springs Highway at Keno;

4. Designate the Klamath Falls-Weed Highway as a primary state highway.

The Commission deferred action on this matter pending an inspection of the roads in question by the Engineer, who is to report his findings to the Commission at a later meeting.

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A delegation from Marion County, consisting of County Judge J. L. Siegmund, County Commissioner Roy Nelson, County Engineer N. C. Hubbs; Oscar D. Olson, President, Salem Chamber of Commerce; George R. Duncan; C. E. Wilson, John S. Friesen. J. N, Chambers and Howard Grimm, was present in the interests of the North Santiam Highway.

They pointed out that the Bureau of Public Roads has awarded a contract for grading the remaining section of this road and when this job is completed the road will be open for all-year traffic, provided it is kept free of snow, and will be a very important artery of travel from Central Oregon to the Willamette Valley and Portland. They also pointed out that the section between Niagara and Detroit, especially between Gates and Niagara, is narrow, and dangerous to travel and should be reconstructed to modern standards in order to take care of the large volume of traffic that is sure to use the road when it is completed next year. They urged the completion of surveys between Gates and Detroit and the commencement of construction between Gates and Niagara.

The Engineer advised that the location of this road is involved in the relocation of the Southern Pacific Railroad and the location of the proposed flood control dam and is complicated in that respect. However, it is his understanding that the Bureau of Public Roads contemplates making a survey of its section some time this summer, which will include a location to fit the dam.

Chairman Cabell advised that the Commission will not be in a position to make plans for this project until the U. S. Army Engineers have completed their surveys, which probably will not be until the first of the year. He also advised that the Commission will bear the project in mind, and suggested another conference when additional facts and data are assembled. He pointed out that the section between Niagara and Detroit is in the national forest and is eligible for Forest Highway Funds, and that the State Secondary Highway extends only as far as Niagara; hence, state funds could not be used beyond that point. He explained the status of the Commission's finances, which precludes making any commitments at this time because of the uncertainty of revenues.

After further discussion the Commission agreed to inspect this road in company with the delegation in the near future.

The Commission discussed matters pertaining to the award of the contracts for the construction of the Ross Island Bridge-Schiller Street and Milwaukie Avenue Undercrossing projects on the East Portland-Oregon City Highway in Portland, for which bids were taken at this meeting.

It appears that right of way needed for these projects is not all acquired and that it may be necessary to condemn several parcels. After discussion, the Commission authorized the Attorney to make offers and file condemnation papers at once. He was also authorized to condemn right of way needed for the construction of the Davies-Banks Section of the Nehalem Secondary Highway across the property of one Lester Sell, in Washington County. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

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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 to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following sections of the state highway system of the State of Oregon, to wit:

Davies-Banks Section of the Nehalem Highway No. 102
17th Street-Union Avenue Section of the East Portland-Oregon City Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Davies-Banks Section
Lester Sell
17th Street-Union Avenue Section
Joseph Murphy
Louise V. Langford and Donald H. Langford
G. A. Peel and Addie L. Peel
E. E. Raber and Hetty F. Gessel Raber
Boudinot Seeley and Mayannah Woodward Seeley
The Juanita Investment Co.
P. T. Harris and Elsie M. Harris
D. O. Calder and Hilda E. Calder
Mrs. May Rushlight
Rushlight Estate
Van Homissen Estate
N. E. Skeals and Clovy Skeals

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcels of land

required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of deeds or other instruments necessary to complete the acquisition of the said properties or which descriptions may be used in the preparation of complaints in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suits or actions as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer was authorized by the Commission to award the contracts for the construction of the two above-mentioned projects between Ross Island Bridge and Schiller Street to the low bidder in each instance as soon as the papers in connection with the condemnation proceedings have been filed.

At 4:30 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, such awards having been previously approved by the Commission by unanimous vote:

"Butte Creek-Rock Creek Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County, 2.2 miles grading and surfacing. The low bid received for this work is that submitted by Harold Blake, Portland, at $27,206.40. The next low bid is that submitted by Corvallis Sand and Gravel Co., Corvallis, at $31,152.50.

There are six higher bidders. The Commission awards this contract to the low bidder, Harold Blake, at his bid price of $27,206.40.

"Klaskanine Summit- Jewell Section of the Nehalem Secondary Highway, in Clatsop County. 12.35 miles resurfacing, and furnish crushed rock in stock pile. The low bidder is Brookfield Co., Astoria, at $31,965.00. The second low bidder is J. W. & J. R. Hillstrom, Marshfield, at $32,210.00. There are three higher bidders. The Commission has rejected all these bids and has ordered the project re-advertised.

"Treharne Section of the Nehalem Secondary Highway, in Columbia County. 1.0 mile grading and surfacing and construction of a pile trestle bridge. The Commission received two bids for this work, the low bid being that of Homer G. Johnson, Portland, at $36,625.00, and the other being that of P. L. Crooks & Co., Portland, at $43,120. The Commission has rejected both these bids and has ordered the project readvertised.

"McKenzie Pass-Little Butte Section of the McKenzie Highway, in Deschutes County. 8.0 miles resurfacing and furnish crushed rock in stock pile. The low bidder is J. W. & J. R. Hillstrom, Marshfield, at $23,102.00. The next low bidder is Schmeer, Williams & Gentemann, Portland, at $29,150.00. There are two higher bidders. The Commission has awarded this contract to the low bidder, J. W. & J. R. Hillstrom, at their bid price of $23,102.00.

"Construction of a 37' x 50' frame office building on State Highway Department property in the city of Bend, Deschutes County. The low bid received for this job is that of Henry C. Nelson, Bend, at $7,872.44. The only other bid received is that of Tom Lillebo, Reedsport, at $9,230.00. The Commission has awarded this contract to the low bidder, Henry C. Nelson, at his bid price of $7,872.44.

"Odell Junction-Dee Section, Hood River Secondary Highway, in Hood River County. 3.2 miles surfacing and oil mat surface treatment. The low bid is that submitted by Parker-Schram Co., Portland, at $27,935.50. The only other bid received is that of Warren Northwest, Inc. Portland, at $31,910.00. The Commission has awarded this contract to the low bidder, Parker-Schram Co., at their bid price of $27,935.50.

"Unit No. 3, McCallister Section of the Little Butte Secondary Highway, in Jackson County. 2.1 miles grading work. The low bidder is McNutt Bros., Eugene, at $53,485.00. The next low bid is that of Berke Bros., Inc., Portland, at $56,158.00. There are seven higher bidders. The Commission has referred all of these bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Rainrock-Greenleaf Creek Section of the Siuslaw Highway, in Lane County. 16.2 miles surfacing and furnish crushed material in stock pile. The low bidder is R. O. Dail and Warren Bros., Inc., Silverton, at $84,750.00. The next low bid is that of Homer G. Johnson, Portland, at $94,040.00. There are five higher bidders. The Commission has awarded this contract to the low bidder, R. O. Dail and Warren Bros., Inc., at their bid price of $84,750.00.

"Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway, in Marion County. 4.08 miles grading and construction of two pile trestles. The low bidder is Roy L. Houck, Salem, at $104,058.00. The next low bid is that of Jacobsen-Jenson Co., Portland, at $110,075.00. There are eleven higher bidders. The Commission defers the award of this contract and has referred all bids received therefor to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway, in Morrow County. Furnish crushed rock in stock pile. The low bid is that received from A. S. Wallace, Roseburg, at $11,607.50. The next low bid is that received from Schmeer, Williams & Gentemann, Portland, at $14,120.00. There is one higher bidder. The Commission has awarded this contract to the low bidder, A. S. Wallace, at his bid price of $11,607.50.

"Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway. 1.58 miles grading and paving and construction of concrete viaduct and retaining walls. The low bid is that submitted by Parker-Schram Co., Portland, at $243,418.00. The next low bid is that submitted by Harold Blake, Portland, at $244,061.50. The third low bid is that submitted by Edlefsen-Weygandt Co., Portland, at $245,366.50. There are six higher bidders. The Commission has deferred the award of this contract pending satisfactory conclusion of certain matters in connection with this job, and has referred all bids to the Engineer with power to award the contract to the low bidder when these conditions have been satisfied.

"Construction of an undercrossing under Milwaukie Avenue on the East Portland-Oregon City Highway in Portland, Multnomah County. The low bid is that of Hoffman Construction Co., Portland, at $49,693.00. The next low bid is that submitted by Averill & Corbin, Portland, at $53,926.50. There are twelve higher bidders. The Commission has deferred the award of this contract pending the satisfactory conclusion of certain conditions and has referred all of these bids to the Engineer with power to award the contract to the low bidder when these conditions have been satisfied.

"Independence Section of the Independence Secondary Highway, in Polk County. 0.56 mile regrading and pavement widening and resurfacing. The low bid is that of the United Contracting Co., Portland, at $24,974.50. The next low bid is that of Harold Blake, Portland, at $26,641.60. There is one higher bidder. The Commission has rejected all bids received for this job and has ordered it re-advertised.

"Small Creek-Dolph Section of the Little Nestucca Secondary Highway, in Tillamook County. 1.7 miles grading work. The low bidder is McNutt Bros., Eugene, at $42,269.00. The next low bidder is Chas. H. Leonard, Albany, at $42,455.00. There are nine higher bidders. The Commission refers all of these bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Hermiston-Echo Junction Section of the Hermiston Secondary Highway, in Umatilla County. Furnish crushed gravel in stock pile. The low bidder is A. S. Wallace, Roseburg, at $8,417.00. The next low bidder is Schmeer, Williams & Gentemann, Portland, at $9,750.00. There is one higher bidder. The Commission has referred these bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Davies-Banks Section of the Nehalem Secondary Highway, in Washington County. 1.4 miles grading and surfacing and construction of two timber trestles. The low bidder is Chas. H. Leonard, Albany, at $52,742.00. The next low bidder is Malcom and Bell, Portland, at $58,574.00. There are five higher bidders. The Commission defers the award of this contract and refers all bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County. 1.42 miles grading and surfacing. The Commission received two bids for this job, the low one being that of Chas. H. Leonard, Albany, at $24,728.00, and the other being that of F. J. Kernan, Portland at $26,408.00. The Commission has referred these bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Grub College-Amity Section of the Amity-Dayton Secondary Highway, in Yamhill County. 3.06 miles grading and surfacing and furnish crushed rock in stock pile. The low bidder is Chas. H. Leonard, Albany, at $66697.50, based on the use of multiplate corrugated iron culvert pipe and $67447.50, based on the use of concrete box culvert. The next low bid is that received from Saxton & Looney and J. S. Risley, Portland, at $70,544.00, based on the use of multiplate corrugated iron culvert pipe and $70,934.00, based on the use of a concrete box culvert. There are seven higher bidders. The Commission has deferred the award of this contract and refers all bids

received therefor to the Engineer with power to award the contract to the low bidder, based on the use of multiplate corrugated iron culvert pipe, when certain conditions have been satisfied.

"Sale of the Ferry Boat 'Oregon', located at North Bend, Coos County. The high bid received by the Commission for the purchase of this boat is that of the Umpqua River Navigation Co., Gardiner, at $4,201.00. The next high offer is that received from W. J. Conrad, Marshfield, at $3,000.00. There are five lower offers. The Commission has sold this ferry boat to the high bidder, Umpqua River Navigation Co., at its offer of $4,201.00."

Mr. D. M. Morley, Aberdeen Washington, came before the Commission and requested permission to drag about two hundred logs across the Siletz River Secondary Highway, in Lincoln County. He said that the logs are located only a short distance from the highway and he proposed to dump them into the Siletz River, which is only about 50 feet from the highway at this location, and it would be uneconomical to load the logs onto trucks for such a short distance. He agreed to furnish flagmen at his own expense for the protection of traffic on the highway and to repair any damage that might occur to the highway surfacing providing his request is granted. After considerable discussion the Commission authorized the granting of a permit to Mr. Morley if he will deposit with the Commission $25 in cash to guarantee repairs to the highway and the cleaning up of debris, and will maintain flagmen on the highway to inform traffic of his operations.

The Engineer reported the need to secure the approval of the U. S. War Department before proceeding with the construction of the proposed bridge over Catching Slough on the Coos River Secondary Highway near Marshfield, in Coos County, which project was authorized by the Commission on February 6, 1936, and requested authority from the Commission to present the plans of this structure to the War Department for such purpose. The Commission approved the Engineer's request by unanimous vote.

Reconsideration was given by the Commission to the letter from J. W. Ferguson, State Forester, in regard to what agency shall assume the responsibility for burning in connection with the Wilson River Highway and Wolf Creek Highway W. P. A. projects. The Commission confirmed the oral authority given the Engineer to advise the State Forester that the State Highway Commission would accept such responsibility, and signed letters directed to the State Forester requesting permits to do such burning as may be required in connection with these jobs.

The Attorney advised that the Commission would incur no obligation unless due care is not exercised in the burning operations to prevent damage by fires getting beyond control.

The Engineer suggested that it would be advisable to employ someone from the force of the State Forester who is familiar with the requirements

of that department to take charge of burning operations on these jobs, to the end that all proper precautions to safeguard against the spreading of the fires may be used. The Commission approved the Engineer's suggestion by unanimous vote and authorized him to arrange with the State Forester for the services of such a man. He was also authorized and instructed to prepare a set of rules and regulations for the workmen to follow in connection with the burning work and to see that they are rigidly enforced. He was further instructed to ascertain just what the Attorney meant by the term "due care" in reference to the burning operations and to see that such "due care" is exercised.

The Commission thereupon signed letters directed to the State Forester requesting permits to burn slashings, timber, etc., in connection with the projects under discussion.

The Commission considered and signed an agreement with the Portland Traction Company relating to the reconstruction of the company's car tracks, necessitated by the construction of the Seventeenth Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in the city of Portland.

The Engineer reported that a certain cooperative association in Portland proposes to construct a warehouse on the west side of East Third St., just north of the Southern Pacific Company's main line tracks where they pass under the East Portland-Oregon City Highway viaduct, and in connection therewith they propose to extend the railroad company's spur line track, which now ends at Hawthorne Avenue, southerly on Third Street to about Mill Street, where it will then be constructed on private property, provided the State Highway Commission has no objections to a spur track on East Third Street. He pointed out that the plans of the Commission for the Union Avenue overcrossing project include the construction of a street connection along the north side of the Southern Pacific right of way, between Union Avenue and East Third Street, which connection will route north-bound traffic under the structure on Union Avenue, and on Third Street to about Mill Street where another connection will be made to Union Avenue. He gave as his thought that a considerable portion of this traffic will continue north on Third Street to Hawthorne Avenue rather than going over to Union Avenue, in which event car tracks on Third St. would be objectionable from the traffic standpoint. He expressed the opinion that, inasmuch as the Union Avenue-Third Street connection was included in the plans at the suggestion of the city of Portland, the Highway Commission does not have jurisdiction over Third Street and suggested that the cooperative association be so informed, and advised to present their proposition to the Portland City Council.

Chairman Cabell pointed out that the connection between Union Avenue and Third Street is not being built as an adjunct to the overcrossing project but simply to help out the city in taking care of traffic.

The Attorney advised that the State Highway Commission is not obligated in any way to maintain Third Street or to assume any jurisdiction over the same.

After considerable discussion the Commission decided unanimously not to assume any jurisdiction over this matter and instructed the Engineer to so inform the cooperative association.

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The Engineer brought up for discussion a letter from W. H. Lynch, District Engineer, Bureau of Public Roads, in regard to exacting a penalty from a contractor who fails to complete his project within the time limit specified in the contract. It appears that Mr. Lynch is of the opinion that when the provisions of the contract stipulate that the contractor shall be penalized a certain amount for failure to complete the job within the time specified he should be charged accordingly, unless there is a very good reason why the time limit was exceeded; also, that he will not accept bad weather conditions as a sufficient excuse.

The Engineer gave as his thought that the Commission could not refuse to extend the time limit on any contract, without penalty, if the contractors' operations were absolutely delayed because of bad weather; on the other hand, if the state relieved the contractor from the payment of the per diem penalty and the Bureau of Public Roads did not concur, then it would be up to the state to assume the expense and it would be deducted from the amount due the state from the government. It was his belief that it might be advisable to delete the per diem penalty from highway contracts and limit the penalty to the amount of the extra cost that the state has incurred for engineering supervision subsequent to the specified date of completion. Mr. Lynch, who was present, stated that it might be possible to work out a solution to the problem on that basis, although some provision should be made in the contract to exact a greater penalty if the state so desired. After further discussion Mr. Lynch agreed to give the matter further study and to submit to the State Highway Engineer in a few days some suggestions that he has in mind.

The Commission adjourned at 5:45 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following day in the same room.

Portland, Oregon, June 27, 1936.

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building, with all members, the State Highway Engineer, the Attorney, and the Secretary present.

Bids as follows for furnishing and installing a state-wide radio communication system and for the purchase of houses located on the right of way of the East Portland-Oregon City Highway in southeast Portland were opened and read, in conformance with previously published notice:

STATE-WIDE RADIO COMMUNICATION SYSTEM

	Pipe Towers	Steel Towers
Collins Radio Co., Cedar Rapids, Iowa	$ 73,964.10	$ 69,815.10
Graybar Electric Company, Portland, Oregon	87,982.06	- - - - - -
General Electric Company, Portland, Oregon	92,855.00	- - - - - -
Gamewell Co., Los Angeles, California	101,988.91	- - - - - -

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PURCHASE OF BUILDINGS AND LOT

RESIDENCE LOT "A" - N.E. CORNER S.E. GRAND AVE. & CLINTON ST.

Arthur Rossman	$ 15.00
Shipyard Wood Co.	200.00

BUILDINGS "B" - FOUR SMALL HOUSES ON LOTS 5 & 6, BLOCK 46, STEPHENS ADD'N

Arthur Rossman	$ 20.00
Dolan Wrecking Co.	40.00
Shipyard Wood Co.	10.00
F. C. Hendrick	5.00

BUILDING "C"-- 2916 S. E. SIXTH AVENUE

Arthur Rossman	$ 1.00
Dolan Wrecking Co.	40.00
Shipyard Wood Co.	.50

BUILDING "D" - 2625 S. E. GRAND AVENUE

Dolan Wrecking Co.	$ 35.00
Rosalie Nichols	367.00
Shipyard Wood Co.	75.00
Mary Koppy (1st choice)	205.00
Philip Sunseri	326.00
Philip Messineo	250.00

BUILDING "E" - 2637 S. E. GRAND AVENUE

Arthur Rossman	$ 15.00
Dolan Wrecking Co.	35.00
Shipyard Wood Co.	125.00
Mary Koppy (2d choice)	155.00
Philip Sunseri	251.00

BUILDING "F" - 2629 S. E. GRAND AVENUE

Arthur Rossman (Alternate for "E")	$ 15.00
Dolan Wrecking Co.	35.00
Shipyard Wood Co.	40.00
Mary Koppy (3d choice)	155.00
Wm. M. Fromme	25.00
Philip Sunseri	275.50
Philip Messineo (Alternate for "D")	200.00

LOT "A" AND BUILDINGS "F" AND "E"

Rosalie Nichols	$1215.00

(Purchase of Buildings, continued)

LOT "A" AND BUILDINGS "D", "E", AND "F"

Jerry Tozzie	$800.00

LOT "A" AND BUILDING "E"

Jerry Tozzie (Alternate for "A", "D", "E", and "F")	$600.00

Chairman Cabell announced that the names of the successful bidders would be declared by the Commission at 11:30 o'clock a. m. in the same room.

County Judge Hugh McLain of Coos County was present and asked the Commission to designate as a secondary state highway the county road which extends westerly from Marshfield to Empire and is about three miles long. He said that this road carries a large volume of traffic and that the county is unable to keep it up, being without funds. He also asked the Commission to oil the road. The Commission referred the matter to the Engineer for investigation and report.

Judge McLain also asked the Commission to oil the county road which extends southerly from Marshfield into the Englewood district, a distance of about 1.6 miles. He said that if the state will oil the road, the county will see that the state is reimbursed in full for the cost thereof. It was his thought that this work could be done at the same time that the Marshfield-Empire road is oiled and that the state's oiling crew might do it. The Commission took no action on this request.

The Engineer reported the need for five new station wagons and requested authority to purchase the same. The Commission granted his request by unanimous vote, with instructions to make the purchase through the State Board of Control in the usual manner.

The Attorney reported on the claim of Mr. Loren Hoover, Pendleton, for additional compensation for property that he is selling to the state for right of way for the East Pendleton grade separation project. It appears that an option was secured from Mr. Hoover at a price of $1000 and Mr. Hoover is now of the belief that he should receive more money for his property, although the most that he ever asked during the negotiations was $1100. It also appears that Mr. Hoover's property consists of only one-half lot on which is located an exceedingly old and delapidated residence and that the right of way buyer considers $1000 to be a very fair value for the property, notwithstanding that certain local appraisers have valued it at $1250. After some discussion of this matter the Commission decided not to re-open the case and to close the deal on the basis of the price contained in the option.

Consideration was given by the Commission to the offer of Mr. Walter Bowne, Medford, to sell to the state additional right of way for the Crater Lake Highway near Cascade Gorge, in Jackson County. It seems that this matter was discussed with Mr. Bowne in 1930 but no decision was arrived at

because Mr. Bowne had to leave the state, but he has now returned and wishes to re-open the matter.

The Engineer advised that there is no pressing need for this extra right of way but it probably could be used to good advantage at some future date for roadside timber preservation purposes as well as for right of way. He suggested that the matter be referred to the Parks Engineer and the Right of Way Department for investigation. The Commission approved the Engineer's suggestion and ordered in accordance therewith.

The Commission had under consideration the claim of one Walter Bowden, Arock, Oregon, for right of way which he alleges the state took from him several years ago without his consent and without paying him for it. The Engineer advised that this right of way was taken about fifteen years ago, before Mr. Bowden had proved up on his homestead, of which the right of way is a part, and according to the Homestead Act the state can take two acres out of every forty acres included in a homestead entry for roadway purposes. He also said that Mr. Bowden wants the state to pay for the right of way and for fences along the same. After some discussion the Commission ordered that Mr. Bowden be contacted in regard to his claim and that a fair deal be worked out with him, if possible.

The Attorney brought up for discussion the matter of acquiring right of way for the Wolf Creek Highway across the property of the Oregon-American Lumber Corporation. It developed that a complete report could not be rendered until surveys for certain line revisions have been completed. The Engineer was authorized by the Commission to proceed with the making of such surveys.

The Engineer reported the results of the most recent investigations of the several new routes that are being considered for the West Side Pacific Highway through the city of McMinnville, including those suggested by the citizens of that town during the hearing in McMinnville on May 20. He gave figures to show how much the right of way on each route would cost and how much money would be required to construct each route, and additional figures to show the length of each route.

It appeared to the Commission that what is known as the "B" Street route is most satisfactory, inasmuch as it is the least costly from the standpoint of both right of way and construction and is only slightly longer than the other routes; and in addition seems to meet the requirements of the people of McMinnville as expressed at the hearing, and can be used at some future date if the Commission decides to reconstruct the highway around McMinnville. After due consideration of all the facts at hand, the Commission decided in favor of the "B" Street route and by unanimous vote adopted the following resolution in regard thereto, upon motion of Commissioner Tou Velle, which was seconded by Commissioner Aldrich:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws 1931, the Highway Commission met in the Chamber of Commerce in the City of

McMinnville on the twentieth day of May, 1936, for the purpose of conducting a hearing as provided for in said law with respect to the proposed change in the point or place of entrance of the West Side Pacific Highway into and through said City; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway, and the proposed change in the point of entrance of said highway into said City from the north, and the Chairman then invited a discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the record and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matter would be taken under advisement by said Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters, and the Commission being fully advised with respect to the proposed change of the point of entrance of said highway into said City from the northerly limits and of the proposed change of the route of said highway in said City, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of the proposed change in the route of said highway in said City of McMinnville and a change in the point of entrance of said highway into said City from a northerly direction, which said change will, in the judgment of the Commission, make possible a better alignment and a more serviceable and convenient thoroughfare into and through said City, and, therefore, it is the judgment of the Commission that the route and alignment of said highway as now existing should be altered and modified and the point of entrance into said City from the northerly direction thereof and the route in and through said City should be fixed and determined, all as in said notice announced and as at said hearing heard and discussed;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by this Commission, there being present a majority of the Commission who voted affirmatively, as follows:

1. That the route and location of the West Side Pacific Highway as the same enters the City of McMinnville from the northerly direction thereof and the route of said highway in and through said City shall be and the same hereby is located along a route and over streets defined and described as follows:

Beginning at a point in the present West Side Pacific Highway approximately 6000 feet northeasterly from the

northerly limits of McMinnville, said point being also approximately 1000 feet southwesterly from the southerly end of the present highway bridge over the North Yamhill River; thence in a southwesterly direction (approximately South 73° West) along a tangent approximately 7000 feet; thence on a curve to the left, entering the City of McMinnville at approximately the intersection of Catherine Way and Baker Street; thence along Baker Street to a connection with the present West Side Pacific Highway route through McMinnville at Third Street.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he is hereby instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the street or streets over which said highway is routed and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications by this Commission approved.

4. That this resolution be entered in the records and minutes of the Highway Commission, and a duly certified copy thereof mailed to the Mayor of the City of McMinnville and a like copy to the County Court of Yamhill County.

The Secretary was instructed to advise the McMinnville City Council of the action taken.

The Engineer read a report from Mr. George Otten, Landscape Engineer, dated June 25, 1936, on his investigations of Little Jack Falls on the Lower Columbia River Highway, in Columbia County, covering the question whether or not the Clark and Wilson Lumber Company should be granted a water right to take water from the creek that supplies the falls, for its own benefit. It was Mr. Otten's recommendation that all of the water available and now flowing over the falls be retained for the best interests of the state because the removal of this water, especially during the drought season, would destroy plant life on the bluff flanking the falls, which, combined with the falls, is an enjoyable attraction to tourists. In view of this report, the Commission decided to retain the falls in its present condition if possible and ordered that a letter be directed to the State Engineer recommending that the application of the Clark and Wilson Lumber Company be denied.

The Engineer reported a request from the town of Stanfield for the oiling of the gravel strips on each side of the highway pavement through this town and also for the oiling of side streets for a distance of one hundred feet from their intersection with the highway. He recommended the oiling of

the gravel strips along the highway , which he estimated would cost about $3500.00, but not the side streets, and suggested that the work be done during the 1937 season, inasmuch as the state oiling crew has completed its work in the vicinity of Stanfield and it would be uneconomical to bring the crew back here for this small job. The Commission approved the oiling work in this town in accordance with the Engineer's recommendation and suggestion.

The Engineer reported on the cost to flatten the corners on three street intersections in the town of Forest Grove, as requested by the City Council. He said that two of these corners are on the Nehalem Secondary Highway route, one being at the intersection of College Way with North Avenue, and the other being at the intersection of North Avenue with the Greenville Road, and that it would cost about $1200.00 to round them off, including grading, construction of sidewalks and curbs, and oiling. The third corner, he said, is at the intersection of North Avenue with the road leading to the town of Banks and is not on the secondary highway route, wherefore state money could not be used to finance the improvement of the same. He recommended that the request be approved in so far as it pertains to the two corners on the secondary highway route but that it be denied with respect to the third corner. He also recommended that this work be included in the contract for the reconstruction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway when that work is undertaken. The Commission approved the Engineer's recommendations by unanimous vote.

At 10:30 o'clock a. m. the Commission conferred with Mr. H. B. VanDuzer, President, Inman-Poulsen Lumber Company, in his office, in regard to right of way matters and the rearrangement of the plant facilities of the Holman Fuel Company, which are required in connection with the Union Avenue Railroad grade separation project in Portland. A satisfactory solution of the problems appeared to have been effected but a definite decision in regard thereto was deferred at Mr. VanDuzer's request.

The Commission returned to the Auditorium of the Public Service Building at 11:15 o'clock a. m. for the continuation of other highway business, all members being present and participating.

The Commission conferred with Mr. J. F. Meager, Engineer Examiner for Oregon under Mr. C. C. Hockley, State Director, Federal Emergency Administration of Public Works, in regard to matters pertaining to the proposed statewide radio communication system, for which the Commission received bids at this meeting. Mr. Meager advised that the P.W.A. grant money for this project is limited to 45% of the amount of the original approved estimate, $56,411.50, and cannot be raised, notwithstanding that the bids received exceed the estimated cost. He also advised that the grant is contingent upon the work being under way by June 30, 1936. He asked the Commission, if it awarded the contract for this installation, to send him a letter stating that the state will pay all costs in connection with this project over and above the grant moneys that are to be furnished by the P.W.A. After considerable discussion the Commission decided to award the contract today, subject to approval by the Federal Radio Commission and the Public Works Administration. The Secretary was instructed to write Mr. Hockley that the Highway Commission

will pay all costs over and above the P.W.A. grant of 45%, and to advise him the amount of the low bid.

At 11:50 o'clock a. m. Chairman Cabell made the following announcement in regard to the award of the radio system installation:

"In the matter of bids for the state-wide radio installation: the low bidder was the Collins Radio Company, of Cedar Rapids, Iowa, with a bid of $69,815.10, based on the use of steel towers, and $75,964.10 based on the use of pipe towers. The second low bidder was Graybar Electric Company, Portland, at $87,982.06, based on the use of pipe towers. The third low bid was that submitted by the General Electric Company, Portland, at $92,855.00, based on the use of pipe towers. The only other bid was that of the Gamewell Company, Los Angeles, at $101,988.91. The Commission has awarded this contract to the low bidder, Collins Radio Company, at its bid price of $69,815.10, based on the use of steel towers. This award is made subject to the approval of both the Federal Radio Commission and the Public Works Administration."

He also made the following announcement, with the approval of Com-Commissioners Aldrich and Tou Velle, in regard to the sale of buildings for which proposals were received at this meeting:

"On the sale of buildings and lot in southeast Portland, the Commission has rejected all bids received involving the sale of Lot 'A'.

"All bids received for the purchase of Buildings 'B', 'C', 'D', 'E', and 'F' have been referred by the Commission to the Engineer, with power to accept the offer of the high bidder in each instance."

The Engineer reported that on June 18, in conformance with authority previously given him by the Commission, he sold to W.C.Werst, Pendleton, for the sum of $260.00, the eight-roomed house located at 1100 East Court Street, Pendleton, known as Building "G", for which the Commission received bids on June 15, in Pendleton, this being the highest bid received for such building. The Commission confirmed the sale of this building to Mr. Werst.

The Commission considered the offers of Claude Stout, Joe Beran, and O. E. Howe to purchase for the sums of $100.00, $40.00, and $25.00, respectively, the office building formerly used by the Engineers in connection with the Alsea Bay Bridge construction. The Engineer recommended the acceptance of the bid of Mr. Stout at $100.00, inasmuch as the building is no longer of any use to the Highway Department since the completion of the bridge structure. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission also accepted the offer of the Coos Bay Dredging Company to purchase for the sum of $90.00 one 16' x 40' wooden pontoon which was formerly used in connection with the operation of the Coos Bay ferry.

The Commission had under consideration a letter from C. C. Hockley, State Director, Federal Emergency Administration of Public Works, advising that the Federal Government is about to make available to Oregon another P.W.A. allotment of funds to assist in financing needed projects which can qualify under the terms and conditions that apparently will be about the same as those in the previous Act. The Engineer inquired whether or not the Commission wishes to take advantage of this offer and secure P.W.A. grant moneys to help finance needed highway projects. The Commission indicated that it might wish to obtain some of these funds, but deferred a definite decision pending further study.

A letter was presented from the Highway Research Board of the National Research Council, in which the Commission was requested to delegate Mr. George Otten, Landscape Engineer, to represent the Commission at a meeting of the Joint Committee on Roadside Development and its Project Committees of the American Association of State Highway Officials and the Highway Research Board, which is to be held in St. Louis, Missouri, July 6 to 11. It was the thought of the Commission that much good could be accomplished if Oregon was represented at this meeting; whereupon, Mr. Otten was authorized to be present at state expense, provided Governor Martin also approves.

The Commission also authorized John Beakey, Traffic Engineer, and Bob Glenn and Paul Van Scoy, his assistants in the state-wide Planning Survey, to confer with highway officials in Olympia, Wash., during the following week, at state expense, in regard to matters concerning the carrying on of such survey, provided Governor Martin also approves.

The Commission denied, as a matter of policy, the request of the Swede Basin Lumber Company, Grants Pass, to truck logs over state highways in the vicinity of Grants Pass during Saturday afternoons.

The Commission referred to the Engineer for investigation and report a letter from the Cascade Locks Chamber of Commerce requesting a permanent survey of a section of the Columbia River Highway just east of their town so as to permit the town to construct its proposed water pipe lines in permanent locations.

The Commission ordered filed in the department records a letter from L. M. Lepper, Director, East Side Commercial Club, Portland, urging the early completion of the Elsie-Sunset Camp Section of the Wolf Creek Highway.

A letter was presented from the Merrill Service Club, Merrill, Oregon, recommending, in connection with the proposed rearrangement of secondary highways in Klamath County, that the county road which extends westerly from The Dalles-California Highway at Mack's Store to a connection with the Klamath Falls-Weed Highway, be placed on the secondary highway system. The Commission ordered this letter filed for future consideration.

The Commission considered a letter from Mrs. Mary Drain Albro, President, Sons and Daughters of Oregon Pioneers, requesting permission to dedicate the Paradise Creek Bridge on the Umpqua Highway, between Drain and Scottsburg,

in Douglas County, to the pioneer stage drivers of that vicinity and to place a bronze marker upon the bridge. The Commission granted the request by unanimous vote, subject to the condition that the bronze marker be of standard design and that it be placed in a location which meets with the approval of the Engineer.

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

J. F. Johnston, Contract No. 1817 for the construction of a bridge over the Chewaucan River, near Paisly, on the Fremont Highway, in Lake County, requested an extension of time of 20 days in which to complete this project, giving as his reason that he could not get delivery of treated timbers before June 1, and also was not able to get the Stock Company to lower the water in the canal so that he could place the bridge sills in the bottom of the river. The Engineer advised that the reasons given by the contractor for delay in completing this project within the specified time limit are substantially correct. He also advised that the traveling public has not been inconvenienced by the delay, neither has the state incurred any great amount of extra expense for engineering supervision. Furthermore, indications are that the job will be completed in sufficient time so that no interference will be caused to the oiling work which is planned for the adjacent sections of this highway. He recommended that the extension requested be granted without penalty and advised that he has received a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the Engineer's recommendation by unanimous vote.

Hart Construction Company, Contract No. 1859, requested an extension of time from May 31 to July 15 in which to complete their contract, which involves the construction of 5.19 miles of windbreak planting along the La Grande - Hot Lake Section of the Old Oregon Trail, in Union County. They gave as their reason for such request that high water in Ladd Creek prevented them from constructing certain fences that were included in the contract. The Engineer advised that the reasons given by the contractor for this delay are correct and he recommended that the extension requested be granted without penalty and advised that a letter has been received from the Bureau of Public Roads concurring. The Commission approved the Engineer's recommendation by unanimous vote.

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

Contract No. 1620 with Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, joint venture, for the construction of a bridge over Alsea Bay, on the Oregon Coast Highway, at Waldport, in Lincoln County. Completed June 15, 1936.

Contract No. 1775, with Oregon Contracting Company and Theodore Arenz for grading, surfacing and oiling Valade Ranch-Stewart Bridge Section, John Day Highway, in Grant County. Completed May 26, 1936.

Contract No. 1859 with Hart Construction Company for the construction of 5.19 miles of windbreak planting between La Grande and Hot Lake, on the Old Oregon Trail in Union County. Completed June 17, 1936.

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. 1620 with Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, joint venture, for the construction of a bridge over Alsea Bay, on the Oregon Coast Highway, at Waldport, in Lincoln County. Completed June 15, 1936.

Contract No. 1775 with Oregon Contracting Company and Theodore Arenz for grading, surfacing and oiling Valade Ranch - Stewart Bridge Section, John Day Highway, in Grant County. Completed May 26, 1936.

Contract No. 1859 with Hart Construction Company for the construction of 5.19 miles of windbreak planting between La Grande and Hot Lake, on the Old Oregon Trail, in Union County. Completed June 17, 1936.

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 discussed a letter from the Secretary of the Organization Committee of the Salem Trades and Labor Council relative to employes of the Highway Department who wish to affiliate with the labor union. Action on this matter was deferred by the Commission.

The Commission considered setting a date for its next regular meeting for receiving bids. It was decided to hold this meeting on July 23, in Portland, and to hold a special meeting in Portland on July 8. The Secretary was instructed to make the usual arrangements for the meeting places.

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

Henry F. Cabell
Chairman

R H Baldock
State Highway Engineer

E B Aldrich
Commissioner

H B Glaisyer
Secretary

F L Tou Velle
Commissioner

Portland, Oregon, July 7, 1936

The State Highway Commission met in regular session at 9:30 o'clock p. m. in room 204, Benson Hotel. Present at this meeting were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Commissioner Tou Velle was absent.

The Engineer reported a letter from Stanley B. Jewett, Superintendent, Malheur Migratory Water Fowl Refuge, Burns, Oregon, in which the Commission was requested to furnish culvert pipe and powder for use in connection with some road work that Mr. Jewett proposes to undertake on the Burns-Frenchglen Secondary State Highway in Harney County with CCC forces. He advised that the section that Mr. Jewett proposes to work on is 7.3 miles in length and is the worst section between Burns and Frenchglen. Also that Mr. Jewett proposes to grade a 20-foot roadbed which would be a desirable improvement for this secondary highway. He estimated that powder required for the project would cost about $300 and the culvert pipe about $700, making a total of $1,000 to be furnished by the State. He recommended that the request be approved.

After some discussion the Commission approved the Engineer's recommendation by unanimous vote subject to the condition that the State's expenditure shall not exceed $1,000.

The Engineer requested authority to increase the 1936 minor betterment budget from $175,000 to $225,000 to cover the cost of work in the amount of $34,000 which the Commission ordered after the budget was adopted, and to

provide a small amount for additional items of work that it may be necessary to perform before the end of the year. The Commission approved the Engineer's request by unanimous vote.

The Engineer rendered a report on the cost to construct a nonskid surface on the Sherman Avenue Section of the Oregon Coast Highway in the Town of North Bend as has been requested by the North Bend Chamber of Commerce and the City Council of North Bend. He estimated that a standard nonskid project would cost approximately $6,500 and that a one-inch leveling course of asphaltic concrete with a heavy cutback plant mix topping would cost approximately $12,000. The Commission took this matter under advisement for future consideration.

The Engineer reported the necessity for improvement of the Drews Valley Section of the Klamath Falls-Lakeview Highway in order to reduce the annual maintenance cost of this section. He said that the surfacing is practically all gone and there are no local materials available at the present time for maintenance purposes; also that, if next winter is as severe as the last one, it will be impossible for traffic to use the road at all times. He suggested that it might be advisable to make this improvement as a P.W.A. project inasmuch as the road is not on the Federal Aid System and therefore is not eligible for Federal Aid funds. He also suggested that the portion included within the National Forest boundaries be constructed as a Forest Highway project.

After some discussion of the matter the Commission authorized the Engineer to make investigation to ascertain what is the most urgent need of this section and to report the results thereof, together with a statement as to what it will cost to do the work. He was also authorized to make surveys as may be necessary to ascertain in greater detail what is the most urgent need for the section included within the National Forest boundaries.

In accordance with instructions previously received from the Commission the Engineer reported the results of tests that have been made to determine the feasibility of truck hauling of long logs over the McKenzie Highway between Leaburg and Springfield as has been requested by the Booth Kelly Lumber Company of Eugene. He said that an investigation was made by District Maintenance Superintendent Raymond Walsh of Eugene in company with Sergeant Earl Houston of the State Police Department who observed a test run with two 57-foot length logs over this section which includes a 16° curve near Hendricks Bridge. The total length of the load he said was 68 feet from the front bumper to the back of the logs and the trailer was not equipped with a steering device. It appears that the load did not encroach on the left side of the center line of the highway; wherefore it was recommended that a permit be issued to haul logs 57 feet long on this section of the highway without the trailer being equipped with a steering device, provided the truck was not driven at a greater speed than 10 miles per hour. The Engineer recommended that, in view of the findings, permits be granted for the movement of such length logs on this section of highway without any special steering device on the trailer of the hauling equipment. The Commission approved the Engineer's recommendation unanimously and so ordered.

The Commission had under consideration the matter of establishing information stations on important state highway entrances into the State of Oregon and particularly a report from the Engineer and the Director of the Travel and Information Department in regard thereto.

The Engineer advised that, in conformance with previous instructions from the Commission, he contacted Mr. Pray, Superintendent of the Department of State Police, relative to securing the services of some of his officers to contact tourists. Mr. Pray consented to do this as a tentative proposition for trial purposes to see how it would work out. He read a letter from Mr. Pray, dated June 24, 1936, containing three proposals, one of which provides for such services to be rendered by police officers a few hours each day on highways No. 97, 99 and 101. Another provides for the employment of two young men at a salary of approximately $125 per month each with allowances for operating their own private automobiles; and the third provides for the employment of four young men with travel allowances.

He recommended the approval and acceptance of the first proposal as an experiment and, if this works out satisfactorily, that the services be enlarged upon next year by the employment of a number of college men under the tutelage of Supt. Pray of the State Police and Mr. Say of the Travel and Information Department.

After some discussion the Commission approved the Engineer's recommendation by unanimous vote.

Harold B. Say, Director of the Travel and Information Department, reported briefly on the activities of his department. He submitted a letter dated July 7, 1936, in support of the oral report, disclosing that, as a direct result of the spring and early summer advertising, 31,574 inquiries have been received regarding Oregon and that 69,500 pieces of literature have been distributed, as well as 20,000 pieces of literature covering special areas, et cetera, and about 30,000 maps. He exhibited samples of advertising that has been published in various periodicals, newspapers, et cetera. The Commission approved the report by unanimous vote.

In this connection Commissioner Aldrich advised that he has received reports from the Granges in his district expressing their approval of the Highway Department's advertising endeavors which indicates that there is very little opposition, if any, to such advertising.

Commissioner Aldrich suggested some changes in the Highway Department road map for the improvement thereof. The matter was referred to the Engineer for study and report at a future meeting.

The Engineer reported the receipt of a request from the town of Florence for the surfacing and oiling of the 4th or Hamlin Street connection to the Oregon Coast Highway in that town. He was instructed to advise Dr. Edwards, Mayor of Florence, that there is a question whether or not the Commission has legal authority to do this work inasmuch as this street is not a

state highway route; and also to call his attention to the fact that the oiling season is about over and that the Commission will be glad to consider the project for federal moneys if and when the Commission receives additional federal moneys that can be spent for such purposes. Also, if the Commission can not use federal moneys for such project, then the Commission will consider placing the road on the Secondary State Highway System at some future time.

The Commission had under consideration a letter from Wm. A. Schoenfeld, Dean and Director, School of Agriculture and Agricultural Experiment Station, Oregon State College, requesting the State Highway Commission to improve the county road which extends from the Old Oregon Trail to the Union Experiment Station in Union County, a distance of about one-half mile, and advising that Union County is not in a position financially to do such work.

The Engineer advised that this road is strictly a county road, hence the Commission does not have legal authority to spend state funds thereon; however, it could be made eligible for state funds if it were designated as a secondary state highway. He also advised that there is a possibility that the work could be financed with some of the new federal funds if the rules and regulations covering the expenditure of such funds include provision for county road improvements. He was instructed to transmit such information to Dean Schoenfeld and to advise him that, if no federal funds become available, then the Commission will consider designating this road as a secondary state highway.

A letter was presented from R. H. Currin, Estacada, asking for permission to cut a fir tree located on Secondary Highway No. 211 at Estacada, which tree, he states, is very tall and has no support and is quite likely to blow down during a winter storm.

The Engineer advised that he had this matter investigated by the Landscape Engineer who reports that this tree is not dangerous and its destruction is unjustified, in view of which he wrote Mr. Currin that his request has been denied. The Commission approved the Engineer's letter.

The Engineer rendered a report on the cost to oil the county road which extends from Marshfield to Empire in Coos County. He said that the road is 2.8 miles in length and that it would cost about $13,800 to resurface it, clean out the ditches, and construct an O-11 type oil surface thereon. He advised that the road is not on the state highway system and the Commission could not legally spend state money for its improvement unless it were designated as a primary or secondary state highway. He was instructed by the Commission to advise County Judge Hugh McLain, Coos County, that the Commission appreciates that the improvement of this road is a meritorious project but can not make the improvement now because the road is not on the state highway system. Further that it is contrary to the policy of the Commission to add more roads to the secondary highway system at the present time but the Commission will consider this road at the head of the list when making additions to such system.

The Commission had under consideration a letter from the City of Redmond requesting the oiling of the following streets in Redmond: "D" Street from 6th Street to 7th Street, full width; "E" Street from 6th Street to 7th Street, full width; the unpaved strip between the present pavement and the curb on "E" Street from 6th Street easterly to the alley; the unoiled strip approximately 18 feet wide and 33 feet long on 7th Street south from "E" Street, being on the west side of the Central Oregon Cooperative Creamery.

The Engineer advised that it would cost approximately $250 to do this work. He recommended approval of the project, provided the City of Redmond will pay the estimated cost of the work in advance. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer asked the Commission to confirm the award of the following contracts, bids for which were taken by the Commission on June 26 and were referred to him with power to award to the low bidder when certain conditions have been satisfied--he explained that the conditions of the awards have now been satisfied:

"Unit No. 3, McCallister Section of the Little Butte Secondary Highway in Jackson County. 2.1 miles grading. Contract awarded on July 2, 1936, to McNutt Bros., Eugene, who submitted the low bid of $53,485.00.

"Small Creek-Dolph Section of the Little Nestucca Secondary Highway in Tillamook County. 1.7 miles grading. Awarded on July 2, 1936, to McNutt Bros., Eugene, who submitted the low bid therefor in the amount of $42,269.00.

"Butteville Road-White School Section of the Butteville Road-Hubbard Secondary Highway in Marion County. 4.08 miles grading and construction of two trestles. Awarded on July 6, 1936, to Roy L. Houck, Salem, who submitted the low bid therefor in the amount of $104,058.00.

"Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway in Yamhill County. 1.42 miles grading and surfacing. Awarded on July 7, 1936, to Charles H. Leonard, Albany, who submitted the low bid in the amount of $24,728.00."

The Commission by unamimous vote approved the award of these contracts as reported by the Engineer.

The Engineer requested authority to construct a section headquarters and maintenance and engineer's office building on the site recently approved by the Commission adjacent to the Klamath Falls shop property. He estimated that such building could be constructed for approximately $6,000. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported the need for an adequate lighting system in the Austin section headquarters adjacent to the John Day Highway in Grant County.

He explained that this headquarters is located in the center of a heavy snow belt and it is necessary to service automotive equipment, especially snow fighting equipment, during hours of darkness which is very inconvenient. He estimated that suitable lighting equipment could be purchased and installed for about $400 and requested authority to install the same. The Commission approved the request by unanimous vote.

Commissioner Aldrich brought up for discussion matters pertaining to the county road which extends down the Middle Fork of the John Day River from Austin to a connection with the Pendleton-John Day Highway near Long Creek in Grant County. He advised that he has received many requests for the improvement of this road as a state highway and that it has been pointed out to him that practically the entire road is within the National Forest boundaries, therefore would be eligible for Forest Highway Funds. He mentioned particularly that the lower six or seven miles of this road seems to be the section which is most in need of improvement.

The Engineer pointed out that there is a large mileage of uncompleted road on the present Forest Highway System and to construct the same will cost an enormous sum of money. It was his thought that under the circumstances it would not be possible or desirable to designate this road as a forest highway, however suggested it might be improved as a forest development road. He also suggested that the matter be brought to the attention of Mr. C. J. Buck, Regional Forester, when the matter of programming the next allotment of Forest Highway Funds comes up for discussion.

The Engineer's suggestion was approved by the Commission by unanimous vote and it was decided that inquirers in regard to this road should be referred to the forest officials.

The Engineer requested authority to purchase, through the State Board of Control, fifteen additional push type snow plows at an estimated cost of $120 each or a total of $1800, for use in connection with snow removal operations during the coming winter. He advised that it is necessary to place the order for this equipment soon in order to be sure that the equipment will be on hand when it is needed. The Commission approved the purchase of such equipment by unanimous vote.

The Engineer reported that the shop buildings at Salem have outgrown the heating plant located there and in order to heat the new building, that is now under construction, it will be necessary to install a new plant which will cost about $552. He requested authority to purchase such new plant and to trade in, as part purchase price on the same, the old heating plant for which he advises that he has received an offer of $110, making a total cash outlay of $442 for the new plant. The Commission by unanimous vote approved the Engineer's request.

The Engineer requested authority to advertise for bids for the furnishing of maintenance materials in stock pile for the Old Oregon Trail in the vicinity of Baker at an estimated cost of $14,000. He also requested

authority to advertise for bids the furnishing of similar materials for the following sections:

Heppner Junction-Irrigon Section of the Old Oregon Trail
Haines-Baker Section of the Old Oregon Trail
Arlington-Condon Section of the John Day Highway
Burns-Poison Creek Section of the John Day-Burns Highway
John Day-Vance Creek Section of the John Day-Burns Highway

He advised that a total of approximately 30,000 cu. yds. of materials will be needed for these sections which would cost about $70,000. He also requested authority to call for bids for furnishing 17,800 cu. yds. of maintenance materials in stock pile for the Crater Lake Highway at an estimated cost of $43,930.

After full consideration of these matters the Commission authorized the Engineer to advertise for bids for the furnishing of materials as may be required for these particular projects.

The Commission had under discussion the matter of the removal of the Sandy Lumber Company Overcrossing structure on the Mount Hood Highway in Clackamas County. The Engineer advised that inspection of this crossing reveals that it is in very bad condition and is a hazard to highway traffic. He suggested that the company be requested to remove the structure and, if it refuses to do so, that an order be secured from the Public Utilities Commissioner enforcing the removal of the same.

The Commission approved the Engineer's recommendation by unanimous vote and authorized him to take the matter up with the Sandy Lumber Company and to file an application with the Public Utilities Commissioner for a hearing on the matter and an order if the Company will not respond.

The Secretary presented a communication from the Attorney advising that a Mr. Wm. A. Minnott, Salem, wishes to purchase some of the plumbing fixtures that are in the building that is now being occupied as an office building by the engineers who have charge of the North Salem Undercrossing.

The Commission referred this matter to the Maintenance Engineer, J. N. Bishop, to appraise the plumbing fixtures and to render a report thereon to the State Highway Engineer, who was authorized to sell them if they are of no value to the State in connection with the building and if the appraised value does not exceed $50.

In this connection the Commission had under consideration the adoption of a policy in regard to the sale of miscellaneous used equipment, junk, et cetera. It was decided that hereafter all such articles for sale shall be appraised by a Board of Survey composed of the State Highway Engineer, the Maintenance Engineer and one other staff officer and, if the appraised value does not exceed $50, then the State Highway Engineer is authorized to sell the articles without first securing approval by the Commission although the Commission shall confirm the sale at the first meeting thereafter. In the event that

the appraised value of the article is more than $50 but is less than $1000 then the sale of the article is to be advertised and the Engineer is authorized to accept the high offer received for the same if, in the opinion of the members of the Board of Survey, such offer is satisfactory. All sales under such proceedings shall be confirmed by the Commission at the first meeting following the sale.

The Engineer reported receipt of an offer to purchase some steel sheet piling located at the Coos Bay Bridge. He said the offer was made for immediate acceptance. He was instructed to have the Board of Survey appraise the piling and to sell it for the amount of the offer, if the offer compares favorably with the value set on the piling by the Board.

The Engineer reported that Mr. Claud Stout, who submitted an offer of $100 at the previous meeting for the Highway Department's field office building located at the south end of the Alsea Bay Bridge, no longer desires this building and has withdrawn his offer for same which leaves the offer of Joe Beran at $40 next in line. He inquired whether or not he could accept Mr. Beran's offer or should advertise the building for sale. The Commission instructed him to advertise for bids for the purchase of the building.

The Commission also instructed the Engineer to advertise for sale the contractor's office building located at Reedsport for which an offer of $20 was received from the Timber Craft Shingle Corporation.

The Commission accepted the offer of one Dan Fitzgerald, Klamath Falls, to purchase, for the sum of $15, a 700-gallon water tank stored on the Highway Department's premises at Klamath Falls, it having been explained by the Engineer that the Highway Department has no further use for this tank and that it was advertised for sale on May 17, 1934, but no bids were received for it at that time.

The Commission had under consideration a letter from C. J. Baker, Philomath, Oregon, who wishes to appropriate for his own use the old gravel bunker located in an abandoned state quarry adjacent to the Alsea Highway about one-half mile north of Rock Creek Bridge, and has asked permission to dismantle the bunker.

The Engineer advised that the material in the bunker is valueless, on the other hand the bunkers are not a detriment to the highway because they are not in view of the traveling public. He suggested that it would not be a bad idea to give the material to Mr. Baker if he would remove it from the premises were it not for the fact that the Commission might be criticized for so doing by some of Mr. Baker's neighbors or others. He recommended therefore, if the Commission wants to get rid of the old bunkers, that they be advertised for sale in accordance with the Commission's newly established policy so as to avoid criticism. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration a letter from Contractor J. F. Johnston, to whom the Commission awarded Contract No. 1817 for the

construction of a bridge over the Chewaucan River on the Fremont Highway near Paisley in Lake County, in regard to the old bridge at this location which he is supposed to remove in accordance with the provisions of his contract. Mr. Johnston advises that he has received a request from the Z X Stock Company, otherwise known as the Chewaucan Land and Cattle Company, on whose property the old bridge will be located when the new bridge is completed, that the old bridge be left standing for their use so as to enable them to drive stock from one pasture to another without entering the highway.

The Engineer advised that the contract provides for the removal of the old structure but the materials thereon shall become the property of the contractor. It now appears, he said, that the contractor has made arrangements with the Chewaucan Land and Cattle Company to leave the old bridge in place for their use to which arrangement he has no objections provided the Chewaucan Land and Cattle Company will assume all responsibility for the structure and any use that may be made thereof after it has been officially abandoned by the State Highway Commission. He recommended approval of the request subject to such condition.

After some discussion the Commission approved the Engineer's recommendation by unanimous vote and ordered that the matter be covered by an appropriate agreement between the Company and the State.

The Engineer brought up for discussion the proposition initiated by one Mr. Preble, Salem, for organizing employees of the State Highway Department shops in Salem. The Commission deferred action on this matter until the next meeting and instructed the Engineer to furnish the individual members of the Commission with copies of all correspondence relating to this subject.

The Engineer reported that, during the excavation of a certain cut in connection with the Big Eddy Grade Separation project on the Columbia River Highway at Celilo Canal east of The Dalles, a number of artifacts and skeletons were dug into by the contractor's steam shovel and it is the opinion of those in charge of the work that other objects or skeletons will be found during the excavation of the balance of the cut. Specimens that were dug up, he said, were badly damaged because of the power shovel operations. It was his thought that the specimens are of sufficient value to justify the carrying on of the excavation work in a more careful manner so as to make certain that no damage will be done to any more of the specimens that may be uncovered. He recommended therefore that the balance of the excavation work be done by hand labor methods, rather than with power equipment, which he thought would cost the State not more than $500 extra expense.

In view of the importance of this matter the Commission approved the Engineer's recommendation by unanimous vote subject to the condition that Dr. L. S. Cressman, Curator of Anthropology of the University of Oregon, who is particularly interested in the discovery, will be present during the excavation work or will assign someone to be present who is capable of preserving any specimens that may be found.

The Engineer reported a large accumulation of old tires, obsolete equipment, and junk on the premises of the various highway department shops.

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He requested authority to advertise this material for sale as soon as a list thereof can be prepared. The Commission approved the request by unanimous vote.

The Commission considered and deferred action on the request of the Umatilla County Court for the designation, as a secondary highway, of the county roads extending from Pendleton to the Pendleton Airport and from the town of Echo easterly to the new location of the Old Oregon Trail. The Engineer was instructed to secure additional information in regard to these projects for consideration by the Commission at a future meeting.

The Secretary presented a deed from the Waterford Lumber Company to the State of Oregon conveying to the State 110 acres of land located in Coos County north of the town of Allegany which property includes what is known as Golden Falls. The Commission referred the deed to the Attorney for examination of the title to the property with the idea in mind that, if the title is satisfactory, the Commission will extend the Coos River Secondary State Highway a distance of 5 miles immediately north of the town of Allegany and will authorize the expenditure of $10,000 of state money for the improvement of the same in accordance with prior understanding with the Waterford Lumber Company and the Coos County Court.

The Attorney reported that he has arrived at a satisfactory settlement with Mrs. Annie Schug for the disposal of her claims against the State for damage to her premises located adjacent to the Bertha-Beaverton Highway at Glencullen, caused by highway construction work, whereby Mrs. Schug has agreed to accept as payment in full, for such damages, the sum of $500 and has already signed a release of her claims on that basis.

The Commission by unanimous vote approved the settlement of this claim on the basis as reported by the Attorney and authorized the payment of $500 to Mrs. Schug in accordance therewith.

The Commission adjourned at 11:30 o'clock p. m. to reconvene at 9:00 o'clock a. m. the following day in the Benson Hotel.

Portland, Oregon, July 8, 1936

The Oregon State Highway Commission met in regular session at 9:00 o'clock a. m. in room 1205, Benson Hotel.

The meeting was called to order by Chairman Henry F. Cabell and on roll call the following members of the Commission, constituting a quorum and authorized to transact business under the authority and provision of Section 44-108, Oregon Code 1930, answered present: Henry F. Cabell and E. B. Aldrich. There were also present the following: R. H. Baldock, State Highway Engineer; J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission; and H. B. Glaisyer, Secretary.

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Messrs. C. L. Marsters, Clayton Morse, Paul Hudson, E. A. Woodman, W. A. McKevitt and F. E. Gilkey, all of Newport, representing the Newport Bridge Dedication Committee, came before the Commission at this time in regard to matters pertaining to the opening and dedication of the Yaquina Bay Bridge on the Oregon Coast Highway at Newport. Mr. Marsters was spokesman for the group. He said that the committee plans to dedicate this bridge with appropriate ceremonies, but without any degree of hilarity or celebration, and would like very much for the Highway Commission to accept the responsibility of host in view of the fact that the State Highway Commission is responsible for the existence of the bridge. He also stated that they would like the Highway Commission to arrange a program of speakers for the occasion. Furthermore, they would like the Commission to invite President Roosevelt to attend the ceremonies and be the principal speaker at the occasion, it being their understanding that the President plans to visit the Pacific Coast some time in September, when they anticipate that the bridge will be open to travel.

After considerable discussion of this matter, Chairman Cabell advised that the Commission will give the proposition careful consideration and will let the committee know a sufficient time in advance whether or not it will assume this responsibility, so that, in the event the decision is adverse, the committee will have plenty of time to make other arrangements. The Commission decided that Governor Martin and Senator McNary should be consulted in regard to inviting President Roosevelt to this dedication before any action in regard thereto is taken.

Mr. Ford F. Northup Chief Engineer, Eugene Water Board, came before the Commission relative to the Board's application for a permit to construct its pole line along the right of way of the McKenzie Highway between a point 1.42 miles west of Vida and a point 2.09 miles east of Vida. He was accompanied by the following persons who are interested in this matter: Roy Payne and Dayton C. Thomson of Vida; B. F. Goodpasture, Leaburg; and T. D. Honeyman and Aaron Frank of Portland.

Mr. Northup explained that the Eugene Water Board desires to serve the people who reside along the McKenzie River up as far as Thomson's Resort but is prohibited from doing so because of the Highway Commission's rulings that will not permit the construction of a pole line along the river side of the highway, it being impossible to construct a joint line with the telephone company on the opposite side of the highway with available funds. The farmers,, he said, reached the limit of their capacity to pay for the extension when they raised funds to pay for the installation on the south side of the highway and will be forced to go without electrical service unless the Commission will modify its ruling so as to permit the pole line to be constructed between the traveled portion of the highway and the river, at least along certain sections. He declared that for the most part there is a screen of trees between the highway and the river, so the existence of a pole line in that area would not interfere with scenic views.

Mr. Frank gave as his thought that a pole line on the south side of the highway will not decrease the scenic beauty of the highway. He pointed out

that the best scenery is east of the eastern terminus of the proposed pole line. He said there is no question in his mind as to whether or not the Commission should grant the request, and added that there are about thirty families residing in the district that the pole line will serve, all of whom are entitled to electrical service and should have it for modern convenience, especially Thomson's Resort which caters to high-class trade.

Mr. Thomson said that they have endeavored for the past seven years to secure electricity but until now have not been able to finance the proposition. He urged the Commission not to let a matter of location of poles deprive them of this convenience which they need badly. In reply to an inquiry from Commissioner Aldrich, Mr. Thomson stated that it would cost about $4,000 more to build the pole line on the north side of the highway than on the south side, which amount the farmers cannot possibly raise. He added that in order to secure electrical service he had to guarantee to pay the Eugene Water Board $21.00 per month and help build the line and that others have done likewise. He pointed out that the extension will not only serve about thirty families but will also serve a school, a store, and numerous resorts along the river. He confirmed the statements of the other speakers that a pole line along the south side of the highway will not mar the scenic effects of the highway because, with the exception of only one-half mile, the line passes through ordinary farm property, and the balance will be along a section that is screened from the river by a fringe of trees.

Mr. Northup speaking again, stated that the Eugene Water Board is in sympathy with the policy of the Highway Commission relative to the preservation of roadside scenery but in this particular instance believes that the maintenance of poles on the river side of this road will cause no harm. He added that with present facilities it would only be possible to serve patrons as far as Thomson's Resort, which is the point where scenic effects begin, and, if the line were ever extended beyond that point, costly changes would have to be made, which it is doubtful the Board would approve.

Messrs. Payne and Goodpasture endorsed the remarks of the other speakers.

After further discussion the Commission decided, under the circumstances, to permit the Eugene Water Board to construct its pole line along the south or river side of the highway for the entire distance covered by its application, provided that it is absolutely necessary and provided further that all poles and crossarms are painted a forest green color to harmonize with the forest background. It was explained by the Commission that the granting of this permit is not to be considered as a precedent in passing on similar applications in the future.

The Secretary was instructed to prepare a form of permit in conformity with the Commission's decision and in the meantime to permit the Water Board to proceed with the installation of its pole line, prior to the execution of the permit.

The County Court of Columbia County, consisting of County Judge J. B. Wilkerson and Commissioners J. T. Graham and Wm. Pringle, Sr., came before

the Commission in regard to the three county road oiling projects for which the Highway Commission has received bids three times but each time has rejected all bids because they were considered excessive.

The Engineer gave as his thought that it would be useless to readvertise the projects and that the only solution for the problem is for the state to do the work and the county to reimburse the state for all expense that can not be paid with government money, or for the county to do the work, if that is agreeable with the federal officials.

W. H. Lynch, District Engineer of the Bureau of Public Roads, who was present, stated that if the work is done by force account or by day labor the Government will reimburse the state for funds advanced and the state will have to pay the county if the work is done by county forces. In any event, the Government will hold the state responsible for the job.

The question of equipment was discussed. The County Court advised that the county has suitable equipment which it would be willing to let the state use for this job. Mr. Lynch advised that the government rules will not permit the payment of rental costs for county or state owned equipment but the Government will pay the cost of renting private equipment that is used on the job.

After considerable discussion the Engineer suggested that the matter be referred to a committee of engineers consisting of Maintenance Engineer J.N. Bishop, Assistant Office Engineer Oscar Cutler, County Roadmaster Clark, and an engineer representing the United States Bureau of Public Roads, for study, to ascertain and agree on what equipment will be required to do this job and what the entire project is to cost, as a basis for a written agreement between the State, the County, and the Government. The County Court expressed its approval of the Engineer's suggestion, whereupon the Commission ordered the Engineer to proceed in accordance therewith.

The Engineer reported that the Annual Convention of the American Society of Civil Engineers is to be held in Portland July 15 to 18, and many prominent engineers from all over the United States will be present at such meeting. He also reported that he has been asked to furnish a few automobiles to transport some of these engineers on inspection trips to Bonneville Dam and other places of interest. He inquired whether or not the Commission had any objections to the use of state equipment for such purpose.

The Commission authorized the Engineer to furnish a number of cars with drivers in the event he is called upon to do so by the committee on transportation.

The Engineer brought up for discussion matters pertaining to the Commission's program for W.P.A. landscaping and roadside improvement projects. He advised that under the old government setup for such projects the state was required to contribute only one per cent of the entire cost but the rules and regulations have been changed and indications are that the state will now have to increase its contribution to about twenty-two per cent. He pointed out that this new ruling particularly affects three projects; namely,

improvement of the Columbia River Highway between Troutdale and the Golf Club bridge, which involves the construction of walls, etc., to prevent rocks falling onto the highway; snow fence construction along the Columbia River Highway in the Columbia River gorge; and the Powell Valley Highway drainage project, which is very important.

He requested instructions from the Commission as to whether or not he should proceed with these projects under the circumstances and recommended the approval of the Powell Valley drainage project at this time but that a decision in regard to the others be deferred pending further study and report.

The Commission decided that hereafter, in view of the extra amount that the state must contribute to projects of this kind, each project must be considered separately and on its own merits. The Commission also decided that the Powell Valley drainage project is of sufficient importance to justify the extra expense and authorized the Engineer to proceed with the same. Action on the other two projects mentioned by the Engineer was deferred pending receipt of additional information from the Engineer as to whether or not they are of sufficient importance to justify the additional expenditure.

The Commission considered and approved a request from the Oregon Lumber Company to truck logs over the John Day Highway between Unity and Prairie City during Saturday afternoons in the month of July.

The Commission had under consideration the claim of the West Coast Power Company in the amount of $181.29, representing loss of revenue and cost of repairs that resulted when its power line at Coos Bay was damaged by the ferryboat "Roosevelt" which broke away from its moorings during a severe storm on the morning of February 22, 1936.

The Engineer advised that in his estimation the state is not responsible for the payment of this claim inasmuch as all necessary and reasonable precautions had been taken to fasten the ferryboat securely to its moorings so that it would not break loose. He recommended that the claim be denied unless the incident is one that is controlled by maritime law. After a discussion the Commission referred the matter to the Attorney for a report on the legal features involved in the case.

The Commission considered a date for its inspection trip of the North Santiam and South Santiam Highways and decided to make such inspection on Wednesday, July 22. The Secretary was instructed to pass this information along to the Salem Chamber of Commerce inasmuch as that organization and others desire to accompany the Commission on this trip.

The Engineer presented a letter from K. C. Wright, Chief Engineer, State Road Commission of Utah, calling attention to the fact that the Western States Safety Conference is to be held in Salt Lake City September 21, 22, 23, and 24, 1936, and extending an invitation to the members of the Oregon State Highway Commission to be present at such conference. The Commission deferred action on this matter pending receipt of additional information as to what matters are to be considered at the conference. The Engineer was instructed to secure such information and report later.

The Engineer reported on the claim of Mr. J. R. Beck who alleges that his summer home, which is located near the Oregon Coast Highway at the mouth of Tenmile Creek in Lane County, was damaged by high water during a storm last winter because of the taking of gravel from the state's quarry at this point. He said that this matter was investigated by Maintenance Engineer J. N. Bishop and Acting Bridge Engineer G. S. Paxson, who advise that the removal of the gravel contributed very little, if anything, to the cause of the damage, and gave as their opinion that the damage resulted from severe storm conditions which prevailed along the coast at that time and that the state is not obligated to pay Mr. Beck any damages or to cooperate in the construction of the sea wall as he has requested. He read Mr. Paxson's report on the matter and expressed his belief, from the statements contained therein, that Mr. Beck's property would have been damaged whether or not gravel had been taken from the state's quarry. He explained that Mr. Beck is asking for a payment of $400 cash in settlement of his claim or that the state furnish him a sufficient quantity of rock for use in constructing a concrete sea wall.

In the discussion of this matter it developed that Mr. Beck had given the state advance warning that his property would very likely suffer damage if gravel was removed from the state's quarry, notwithstanding which the gravel-removing operations were continued.

The Attorney suggested that, inasmuch as Mr. Beck predicted that the damage would occur, notwithstanding which the gravel operations were continued, it might be advisable to settle his claim by furnishing him with the desired amount of rock. It was his thought that under the circumstances no precedent would be established by so doing. The Engineer concurred in the suggestion of the Attorney provided no precedent will be established thereby and in view of the fact that the claim is not unreasonable, and he so recommended. The Commission approved the recommendation by unanimous vote and instructed the Engineer to settle the claim on that basis. He was also instructed to secure from Mr. Beck a statement in writing relieving the state from responsibility for damage that has already occurred to his property and for damage that may hereafter occur thereto by reason of the taking of gravel from the quarry involved in the controversy. He was told to prepare the release in such form that it will not preclude the taking of material from this site in the future.

The Commission considered entering into a price agreement with Contractor E. C. Hall covering the completion of the grading, surfacing and construction of oil mat surface treatment on the Reedsport connection of the Umpqua Highway to the Coast Highway in Reedsport. The Engineer advised that approximately 10,000 cubic yards of embankment materials have been placed on the Reedsport wye connection by Mr. Hall from excess excavation on the Bolon Island contract and that it will require approximately 6,000 cubic yards of additional materials to complete the grading work. He added that this material will have to be taken from a borrow pit adjacent to the Umpqua Highway about a mile east of Reedsport and that Mr. Hall has agreed to do this work for 30¢ per cubic yard plus truck haul, all other items necessary to complete the project to be paid for at the bid price included in his contract No. 1771. He estimated that it would cost a total of $11,500 to do this work, of which amount he said $6,500 had already been covered by previous authorization, leaving a balance of $5,000 to be provided for under the present proposed price agreement.

He requested instructions from the Commission whether to extend Mr. Hall's present contract No. 1771 to include this work or to arrange for the work to be done with state forces. After some discussion the Commission approved extending Mr. Hall's contract if that can be done legally. The Engineer was instructed to consult the Attorney in regard thereto and, if it is ascertained that the contract cannot be extended, then he is authorized to perform the work with state forces.

Consideration was given by the Commission to a letter from James O. Convill, Commissioner, Port of Astoria, who asks the Highway Commission to erect "No Parking" signs along the Oregon Coast Highway in front of Astoria's new airport for the convenience and safety of aeronauts who are obliged to fly low over the highway in order to come to rest at the hangars about one thousand feet north of the highway, and to safeguard automobilists who might otherwise park their cars at this point.

The Engineer gave as his thought that, if the landing of airplanes at this place is a hazard to parked automobiles, it would also be a hazard to automobiles that are in motion. He suggested, therefore, that it would be advisable to file a protest with the Astoria Port Commission against airplanes flying so close to the ground that lives will be endangered, whether in parked cars or in cars that are moving along the highway. After some discussion the Commission approved the Engineer's suggestion and authorized him to file such protest with the Port Commission. He was also instructed to erect "No Parking" signs along the highway in accordance with Mr. Convill's request.

The Commission considered a letter from Mrs. W. P. Llewellyn, Arlington, Oregon, inquiring whether or not the Commission intends to allow concessions to be operated in the oases which have recently been constructed along the Columbia River Highway near Boardman, in Morrow County. The Secretary was instructed to inform Mrs. Llewellyn that the Commission has made no plans for the operation of these oases, due to the fact that they have just been developed, and it will be a number of years before the purpose of the same is fully realized, and it is quite probable that the Commission will not make any plans for the use of these places until that time.

The Secretary presented a letter from the Powers Chamber of Commerce, Coos County, in which the Commission was requested to provide a bulldozer for the use of the Highway Department sectionmen in their vicinity in order to expedite the widening of the Powers Secondary Highway and flattening some of the curves located thereon, as an aid to safe traveling.

The Engineer advised that the department has only two bulldozers, both of which are now in use and are not available to transfer to this locality. In view of the circumstances the Commission ordered that the Chamber of Commerce be advised that the Commission has found it necessary to deny their request for the time being but will give it consideration at some future date when equipment is available.

The Commission had under consideration a letter from J. H. Wheeler, Hood River, Oregon, in which he offers objections to the oiling of the Hood River Secondary State Highway in the vicinity of Dee, the contract for which

was awarded by the Commission on June 26.

The Secretary was instructed to inform Mr. Wheeler that the contract for this project has already been awarded, hence it is now too late to make any change; also, that in selecting this project for improvement the Commission followed its established policy by consulting the County Court of Hood River County in regard to the expenditure before definitely deciding upon the same.

The Commission had under consideration a letter from Robert W. Sawyer, Bend, suggesting, if the state needs more office accommodations, that it might be advisable for the State Highway Commission to advance highway funds for the construction of such building, which could be used not only to house the State Highway Department offices but could also be rented out to other state departments. He also suggested that a special bond issue for such purpose would be justified.

After some discussion the Commission ordered that Mr. Sawyer be informed that the Commission does not feel that it wants to assume the responsibility for the construction of a building of the size he suggests. Furthermore, the Commission believes that the entire matter of housing state departments is a function for the state legislature to pass upon.

A letter was presented from Lewis A. McArthur, Secretary, Oregon Historical Society, thanking the Commission for appointing him as chairman of the committee to study the matter of naming the new Oregon Coast Highway bridge at Newport, and suggesting that it might be advisable at this time to consider names for all of the new Coast Highway bridges. After some discussion the Secretary was instructed to inform Mr. McArthur that the Commission concurs with him in his viewpoint of this matter and will be pleased to consider names that his committee suggests for all of the Coast Highway bridges, but that there is a question in the mind of the Commission whether or not the bridges should be named for individuals, it being the thought of the Commission that it might be advisable to name them for the bodies of water which they span.

The Commission had under consideration the signing of an easement authorizing the United States Department of Agriculture Soil Conservation Service to construct a gauging station on the right of way of the Oregon-Washington Highway at Athena, in Umatilla County. The Engineer pointed out that the agreement as prepared by the Soil Conservation Service runs for a period of 99 years, which, in his estimation, is too long. After some discussion the Commission referred the matter to the Engineer and Attorney to prepare a form of revokable permit that will protect the state's interests in the best possible manner.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with prices that he recommended be paid for each parcel mentioned therein. After a careful study of this list the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Near Mile Post #2991 - The Dalles-California Highway				
Montelius, I. V.	Stock Pile	1.03	Lump Sum for Land plus $20	$200 Lytle
S.E.17th Ave.-S.E.Union Ave. - East Portland-Oregon City Hwy.				
Duniway, Katherine	R/W	5600 sq.ft.	$2240 Lump Sum	Devers
Deragisch, Mary Ann	"	17297 " "	14½¢ per sq.ft.	Campbell
Portland Securities Co.	"	172 " "	20¢ per sq.ft. plus $265.60 plus building Retaining Wall	"
Schomus, Emil E.	"	1750 " "	20¢ per sq.ft.	"
Van Single, Menzo		662 " "	20¢ per sq.ft. plus $342.60	"
Corbin, Catherine	"	400 " "	$300 Lump Sum	Bentley
Carelton, Dina V.	"	6900 " "	$800 Lump Sum	"
Morehouse, Cora A.	"	109 " "	30¢ per sq.ft. plus $3.30	"
Multnomah County Line - Cedar Mill-Wolf Creek Highway				
Prince, T. H. Est.	R/W	1.02	$1800 Lump Sum	Bentley
Raab, Ellis	"	0.25	$1000 per a. plus $50	"
Pointer, Ralph C.	"	0.33	$500 per a.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Hubbard-Clackamas County Line - Butteville Road-Hubbard Highway				
Tucker, Ralph J.	R/W	2.26	$150 per a. plus $75 and small tract of land	McCallister
Smith, F. P.	"	0.36	$500 Lump Sum	"
Marion County School Dist.#38	"	0.45	$100 Lump Sum	"
Mist Section - Mist-Clatskanie Highway				
Wikstrom, L. P.	Stock Pile	0.99	$100 Lump Sum	Parker
Clatskanie Section - Columbia River Highway				
Wooden, J. L.	Stock Pile	4 Lots (17032 sq.ft) at $75 per Lot		Parker
Salem-Dayton Section - Salem-Dayton Highway				
Grabenhorst, Wm. E.	R/W	0.51	$150 per a. plus $293	Gardiner
Amity-Grubb College - Amity-Dayton Highway				
Jensen, Hans	R/W	0.41	$150 per a. plus $62.25	Gardiner
Hancock, Mary C.	"	1.21	$150 per a. plus $588	"
Yach Bridge Section - Little Nestucca Highway				
Rex, Margaret	R/W	11.24	$15 per a	Parker
Nutter, Earl D.	"	2.17	Land $50 plus $250 plus moving buildings	"
Powell, Carrie	"	2.03	$10 per a.	"
Prospect Section - Crater Lake Highway				
Grieve, Mary	C.C.C.Camp	0.38	4-mo. Lease $40	Boardman
M. P. 74.8-Columbia River Highway				
Shogren, Fred A.	Stock Pile	0.50	3-yr. Lease $75 Lump Sum	Lytle
Milwaukie-Portland Section - East Portland-Oregon City Highway				
Scott, Richard W. Trustee	Division Hdqtrs. Site	4.04	$1600 per a.	Gardiner
Cloverdale-Little Nestucca Section - Oregon Coast Highway				
Owens, Frank L.	R/W	2.17	Land Gratis plus $191.50	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Banks-Davies Section - Nehalem Secondary Highway				
Creps, Emma Myrtle	R/W	3.51	$150 per a. plus $553.50 plus moving Bldgs.	Benson
Middleton-Newberg Section - West Side Pacific Highway				
City of Newberg	Channel Change Easement	0.036	Gratis	Benson
Liberal-Marquam Section - Cascade Highway				
Ray, Stanley R.	Stock Pile	1.00	$75 Lump Sum	Parker
Klamath Falls Section - The Dalles-California Highway				
Dahleim, Alice V.	Maint.Site	23,600 sq.ft.	$300 Lump Sum	Parker
Meyer, Anton	"	43,631.86 "	$550 " "	"
Klamath County	"	0.61 a.	$225 per a.	"
Smith, Elmer	"	67,203.45 Sq.ft.	$1300 Lump Sum	"
Klamath Falls-Midland Section - Klamath Falls-Weed Highway				
Gass, Dr. L. D.	Maint.Site	0.87	$250 per a.	Parker
Grand Avenue Section - East Portland-Oregon City Highway				
Lance, Sarah E. Est(Correction)	R/W	1500 sq.ft.	30¢ per sq.ft. plus $1194	Campbell
Davies-Banks Section - Nehalem Secondary Highway				
Cuthburt, Elma L.	R/W	0.22	$150 per a.plus $24.75	Benson
Carstens, Eva M.	"	0.21	$150 per a.plus $76.25	"
Cuthburt, Elma L. & Williamson, Eva M.	"	0.98	$150 per a.plus $141.50	"
Amity-Grubb College Section - Amity-Dayton Highway				
School District #12	R/W	1.08	Equal Exchange of property plus Moving Bldg. and digging well	Gardiner
Wasco County - The Dalles-California Highway				
Herrling, Benjamin F.	Quarry Site	12.75	$7.50 per a.plus $140	DeSouza

Commissioner Aldrich brought up for discussion the matter of acquiring right of way that will be needed for the new Columbia River Highway between Portland and The Dalles. It was his thought that the Attorney should

have authority to proceed with the taking of options for such right of way so that no delays will be encountered when construction of this project is ready to be undertaken. Chairman Cabell concurred in the viewpoint of Commissioner Aldrich and it was thereupon ordered that the Attorney proceed with the taking of such options.

The Commission considered and signed agreements as follows:

Agreement with Oregon Contracting Company and Theodore Arenz disposing of their claims arising out of their contract for the construction of the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County.

Agreement with Southern Pacific Company covering additional property needed for right of way for Rainrock-Cushman Section of the Siuslaw Highway in Lane County.

Agreement with Southern Pacific Company relative to the undercrossing on the Butteville Road-White School Section, near Hubbard, in Marion County.

Joint agreement with Union Pacific Railroad Company, Deschutes Railroad Company, O.W.R.& N. Company, Union Pacific Railroad Company and Oregon Trunk Railroad Company, relative to the Madras Overcrossing project, in Jefferson County.

Agreement with the Western Timber Company and the Sunset Logging Company whereby the state is granted immediate possession of and the right to occupy property belonging to the company, that is needed for right of way for the Wolf Creek Highway in Columbia County, pending an agreement with respect to the compensation which the state is to pay for such property.

Agreement with Coos County providing for the designation and construction of a 5-mile extension to Coos River Secondary Highway No. 241 in Coos County, northerly from its present terminus at Allegany and also providing for the acquisition by the state from the Waterford Lumber Company of Golden Falls Park in Coos County.

Lease agreement with the O.W.R.& N.Co. providing for a site near Tooth Rock Tunnel on the Upper Columbia River Highway for disposal of waste rock from the tunnel excavation.

Lease agreement with the O.W.R.&.N.Co., Union Pacific Railroad Company, and M. M. Piper, providing for acquisition by the state of a triangular-shaped site at Tooth Rock Tunnel on which to dispose of additional waste materials from the tunnel excavation.

Mr. Ray Conway, Manager, Oregon State Motor Association, was present and exhibited a book of old records of the Association for the year 1905 and read extracts therefrom pertaining to experimental oiling work on the Lower

Columbia River Highway, then known as the Linnton Road, disclosing interesting information in regard to the history of oiling work in this state and the financial difficulties, et cetera, involved therein. He advised the Commission that it is the intention of the Oregon Motor Association to sponsor a pioneer dinner some time during the latter part of August, the exact date of which will be set to coincide with the August meeting of the Highway Commission so that the members of the Commission will be able to attend. He asked the Commission to set a date for its August meeting at this time and invited the Commission to attend this dinner as guests of the Motor Association. The Commission thanked Mr. Conway for his invitation and thereupon set Thursday, August 27, 1936, as the date for such meeting.

The Commission also set Friday, July 17, as the date for a special meeting to consider bids for the purchase of buildings located on the right of way of the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland. The Engineer was authorized to advertise such buildings for sale at that time. The Commission also set Wednesday, August 5, for its first regular meeting in August to receive bids for highway construction projects.

The Commission adjourned at 12:00 o'clock noon, to reconvene at 1:30 o'clock p. m. in the same room.

The Commission reconvened at 1:30 o'clock p. m. in Room 1205, Benson Hotel, with the same members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Commission had under consideration the matter of an application to the Federal Emergency Administration of Public Works for a grant to aid in financing the construction of approximately 1.2 miles of roadway grading and surfacing and two bridges on the Alsea-Deadwood Secondary Highway in Benton County, Oregon, and after due consideration of said matters Commissioner Aldrich offered the following resolution, which resolution having received the unanimous vote of said two commissioners was by the Chairman declared adopted:

A RESOLUTION AUTHORIZING THE STATE HIGHWAY ENGINEER TO FILE AN APPLICATION TO THE UNITED STATES OF AMERICA, THROUGH THE FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS, FOR A GRANT TO AID IN FINANCING THE CONSTRUCTION OF APPROXIMATELY 1.2 MILES OF ROADWAY GRADING AND SURFACING AND TWO BRIDGES ON THE ALSEA-DEADWOOD SECONDARY HIGHWAY IN BENTON COUNTY, OREGON.

Be it resolved by the Oregon State Highway Commission:

1. That R. H. Baldock, as State Highway Engineer, be and he hereby is authorized to execute and file an application on behalf of the Oregon State Highway Commission to the United States of America for a grant to aid in financing the construction of approximately 1.2 miles of roadway grading and surfacing and two bridges on the Alsea-Deadwood Secondary Highway in Benton County, Oregon.

2. That the said R. H. Baldock is hereby authorized and directed to furnish such information as the United States of America, through the Federal Emergency Administration of Public Works, may reasonably request in connection with the application which is herein authorized to be filed.

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. 1626, with the Virginia Bridge and Iron Company, for the construction of Unit B of the Coos Bay Bridge on the Oregon Coast Highway at North Bend, in Coos County. Completed July 2, 1936.

Contract No. 1757, with Tom Lillebo, for the construction of bridges and culverts on the Redmond-Bend Section of The Dalles-California Highway, in Deschutes County, and Ochoco Creek Bridge, in Crook County. Completed June 27, 1936.

Contract No. 1762, with Harold Blake, for the construction of the Ashland-Neil Creek Section of the Pacific Highway, in Jackson County. Completed June 30, 1936.

Contract No. 1764, with Barham Brothers, for the construction of a bridge over the Southern Pacific Company's tracks on the Klamath Falls-Weed Highway, near Midland, in Klamath County. Completed June 29, 1936.

Contract No. 1765, with R. F. Nichol, for bridge construction on the Juntura-Chimney Creek Section of the Central Oregon Highway, in Malheur County. Completed June 29, 1936.

Contract No. 1766, with Dunn & Baker, for the construction of the Federal Lands Portions of the West Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County. Completed June 27, 1936.

Contract No. 1767, with Dunn & Baker, for the construction of the Private Lands Portions of the West Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County. Completed June 27, 1936.

Contract No. 1796, with A. S. Wallace, for furnishing crushed rock on the Hot Lake-Bidwell Hill Section of the Old Oregon Trail, in Union County. Completed June 23, 1936.

Contract No. 1800, with E. C. Hall, for the construction of the Grays Creek-Powers Ranch Section of Williams Secondary Highway, in Josephine County. Completed June 27, 1936.

Contract No. 1834, with Warren Northwest, Inc. for oil mat surface treatment on The Dalles-Threemile Creek Section of Threemile Road, in Wasco County. Completed July 1, 1936.

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. 1626, with the Virginia Bridge and Iron Company, for the construction of Unit B of the Coos Bay Bridge on the Oregon Coast Highway at North Bend, in Coos County. Completed July 2, 1936.

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Contract No. 1834, with Warren Northwest, Inc., for oil mat surface treatment on The Dalles-Threemile Creek Section of Threemile Road, in Wasco County. Completed July 1, 1956.

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 payments are hereby authorized.

The Engineer discussed with the Commission matters pertaining to the dredging of fills on the Troutdale-Dodson Section of the new Columbia River Highway. He estimated that the state will save about $280,000 if arrangements can be made with the U. S. Army Engineers to do this work in conjunction with its dredging operations for the Columbia River Channel between Portland and Bonneville, based on the assumption that the state will pay to the Federal Government the additional cost of disposing of the channel spoil on the highway grade. He also reported the amount of riprap that would be necessary in order to protect a fill made of the dredge materials and suggested that such riprapping work could be carried on as a regular Federal Aid project and could be financed with next year's Federal Aid moneys. This matter was discussed at considerable length. However, action thereon was deferred by the Commission pending a conference with Colonel Thomas M. Robins, Division Engineer, United States Army Engineers, in regard thereto. Arrangements were thereupon made with Colonel Robins for such conference at 3:00 o'clock p. m. in his office. Following the conference, the Commission returned to the Benson Hotel and disposed of additional routine matters.

The meeting was adjourned at 4:00 o'clock p. m.

R. A. Ballantine
State Highway Engineer

Henry F. Cabell
Chairman

H. L. Macleay
Secretary

E. B. Collins
Commissioner

JUL 8 1956

PART 2

OF

VOLUME XXI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 9, 1936

THROUGH

NOVEMBER 5,1936

OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, 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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6655	July 17	Bids, as follows, opened and read: Purchase of buildings on Ross Island Bridge-Schiller Street Section, Portland.
6656		Douglas County. Umpqua Highway. Sons and Daughters of Oregon Pioneers request permission to erect monument in honor of pioneer stage drivers near east end of Paradise Creek Bridge.
6657		Award confirmed on following projects: Davies-Banks Section, grading and surfacing; Grub College-Amity Section, grading and surfacing. Award of Hermiston-Echo Junction rock production project to A. S. Wallace. Gold Beach. Chamber of Commerce protest Commission's action prohibiting dumping of garbage adjacent to Coast Highway.
6658		Award of sale of buildings on Ross Island Bridge-Schiller Street Section.
6659		Sale of buildings. Report of Attorney on status of buildings on Grand Avenue Section, Portland. Log hauling. Public Utilities Commissioner requests "blanket" recommendations for issuance of special carrier permits. Clatsop County log haulers request raising of speed limit south of Seaside. Clatsop County. Log haulers association requests increase in speed limit south of Seaside to 35 miles an hour. County Court resolution designating 80-acre tract adjacent to Wolf Creek Highway as "Douglas Fir Park." Wilson River and Wolf Creek Highways. L. G. Apperson reports that W.P.A. funds are nearly exhausted. Matter of furnishing additional equipment discussed.
6660		Fremont Highway. Reallocation of funds allotted to Valley Falls-White Rock Section to Paisley North Section. Surveys authorized on Paisley North Section. Florence. Resolution abandoning section of Oregon Coast Highway due to Siuslaw River Bridge.
6663		Toledo. Dr. Hellworth inquires about future sale of property in Block 9. West Coast Power Company. Claim for damages caused by Ferry Roosevelt breaking from moorings at Coos Bay.
6664		Agreements, as follows, signed: Hyman-Michaels Company providing for dismantling of railroad bridge between North Junction and Ainsworth; Oregon Contracting Company and Theodore Arenz disposing of claims in connection with Columbia County Line-Portland Section contract; Southern Pacific Company regarding right of way for Siuslaw Highway in Lane County. Berke Brothers. Letter from Mr. Benton A. Boyce to State Industrial Accident Commission alleging use of equipment by contractor which does not meet legal requirements.

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6664	July 17	Acquisition of real property needed for various highway improvements. Resolution adopted
6666		East Portland-Oregon City Highway. Ross Island Bridge-Schiller St. Project. Acquisition of right of way discussed. Removal of houses discussed.
		Scale house. Canemah scale house destroyed by fire. New building and scales authorized.
6667	July 21	Hood River. Conference in Court House with County Court and representatives of Hood River County Committee.
		Hood River County. Mt. Hood Highway. County Court requests improvement between Hood River and Parkdale.
6670		W. J. Hickey and wife confer with Commission in regard to alleged damages to their property at Brightwood.
6671		Signs. Engineer authorized to erect signs on state highways crossed by the 45° North Latitude.
		Salem-Dayton Secondary Highway. Delegation from Marion, Polk and Yamhill Counties confer in office of State Highway Engineer in regard to completion of road.
6673	July 23	Bids opened and read on following projects: Klaskanine Summit-Jewell Section, resurfacing and rock; Necanicum-Elsie Section, resurfacing and crushed rock; Treharne Section, surfacing, also trestle bridge; Wall Creek-Siskiyou Section, grading;
6674		Salt Creek-Gold Lake Trail Section, grading; Crawfordsville-Holley Section, grading, surfacing, rock; Undercrossing north of Hubbard on Butteville Road-Hubbard Secondary Highway;
6675		Independence Section, regrading, pavement widening and resurfacing.
		North Bend. Application for permission to erect neon sign across highway in city. Request denied.
		James C. Zancker, Vice Pres., Electrical Products Corp., confers in regard to erection of sign.
		Shell Oil Company. Newberg. Request to maintain sign on telephone pole in front of service station in Newberg.
		Hayden-Cartwright Funds. Allocation for fiscal year 1938-1939. Program considered.
		Allocations to each of the five division of the State.
		Mytinger Cut on Old Oregon Trail, east of Pendleton, to be included in program. Estimate of cost to be rendered.
6676		Umatilla County. Old Oregon Trail. Mytinger Cut to be included in program for Hayden-Cartwright Funds.
		P.W.A. Funds. Allocations to districts of the State on same basis as allocation of Hayden-Cartwright Funds.
6677		East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section. Property of Rev. Boudinot Seeley to be condemned.
		Settlement for N. E. Skeels' property authorized at $4,500. Attorney authorized to offer $2,000 for D. O. Calder property.
		Condemnation authorized on May Rushlight property.

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6677	July 23	East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section.
		Condemnation authorized across property of Juanita Investment Company;
		Condemnation authorized on Helen Rushlight property;
		Condemnation authorized on Langford property, Joseph Murphy property and Hoomissen property.
		Coast Bridges. Report of Lewis A. McArthur on names for bridges.
6678		Gleneden Beach. Secretary of Community Club confers in regard to route of highway.
6679		Lake and Klamath Counties. Delegation representing county courts, and others, confer in regard to Klamath Falls-Lakeview Highway. Request modernization.
		Klamath Falls-Lakeview Highway. Delegation from Lake and Klamath Counties request modernization.
		Lane County. Territorial Secondary Highway No. 200. Delegation from Douglas, Lane, and Benton Counties request extension southerly to Anlauf.
6680		Survey authorized to ascertain cost to construct extension.
6681		Pacific Highway. W. C. Harding, Secretary, Roseburg Chamber of Commerce, suggests securing appropriation of federal funds to finance reconstruction.
		Senator McNary to be consulted in regard thereto.
		Awards announced, as follows: Klaskanine Summit-Jewell Section, resurfacing and furnishing crushed rock;
6682		Necanicum-Elsie Section, resurfacing and furnishing rock; Treharne Section, grading and surfacing and trestle bridge; Wall Creek-Siskiyou Section, grading; Salt Creek-Gold Lake Trail Section, grading; Crawfordsville-Holley Section, grading, surfacing, and furnishing material in stock pile; S. P. Undercrossing on Butteville Road-Hubbard Secondary; Independence Section, grading and pavement widening.
		West Linn. Delegation request improvements to West Linn-Oswego Section of Pacific Highway.
6683		Coos County. Designation of county road from Marshfield to Empire as secondary state highway requested by County Court. County to cooperate on cost of resurfacing and oiling Empire-Marshfield Road.
		Englewood Road. County Judge requests oil surface constructed by Highway Department. County and District to pay cost of work.
6684		Coos River Secondary Highway. County Judge requests oiling. Waterford Lumber Company, Marshfield, deed Golden Falls to State.
		Powers Secondary Highway. County Court requests removal of 4.83-mile section from Secondary Highway System.
		Coos River Secondary Highway. County Court requests extension a distance of 5 miles.

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6684	July 23	Coos County. Powers Secondary Highway. Resolution adopted removing 4.83-mile section and extending Coos River Secondary a distance of five miles.
6686		Oregon City. Waterfront beautification requested by F. L. Charman.
		East Portland-Oregon City Highway. Overhead crossing requested between Milwaukie and Oregon City by Mrs. Katherine McRae. Ross Island Bridge-Schiller Street Section. Award of contracts for road and Milwaukie Undercrossing deferred.
		Award of contracts for Milwaukie Avenue Undercrossing and Ross Island-Bridge-Schiller Street projects deferred.
6687		Acquisition of real property needed for highway improvements. Resolution adopted.
6688		East Portland-Oregon City Highway. Abandonment of Woodward St. requested by Mr. Illers.
6689		P.W.A. Funds. Engineer authorized to file application for grant to finance construction of following projects: Bridge over Catching Slough, near Marshfield; Office building and storage shed near Milwaukie; Office building and storage shed at Klamath Falls.
6691		Jackson County. Talent. Engineer's report on rerouting of Pacific Highway.
		Talent. Resolution adopting route of Pacific Highway past town adopted.
6694		Next meeting scheduled for Thursday, July 30, 1936
6695	July 30	North Bend. Mayor L. A. Cutlip confers in regard to erection of neon sign at south end of Coos Bay Bridge.
6696		Log hauling. Booth-Kelly Lumber Company, Eugene, objects to provisions of permit issued to Ernest McCulloch covering hauling of logs over McKenzie Highway near Springfield.
		Clackamas County. County Court, County Planning Board, et al, urge construction of road from Estacada, through Lemiti Pass, to connection with highway near Bend.
6698		Lane County. West Coast Power Company requests permission to cross Oregon Coast Highway in vicinity of West Lake.
		State Fair. Director of Agriculture requests aid of Department in repairing roads at fairgrounds.
6699		Mt. Hood Highway. Brightwood. Mr. and Mrs. W. J. Hickey claim damages due to widening in front of their property. Commission approves settlement at $150.00.
		P.W.A. Funds. Program adopted for 1937.
6702		Tigard-Hubbard road. Additional construction to be given preference in next allocation of funds.
		Wheeler County. Chichester Section of Shaniko-Fossil Secondary Highway to be given preference in programming new funds.
		Surveys authorized on projects listed in program for 1937 P.W.A. Funds.
6703		Labor Union. Mr. Preble to be invited to discuss matter of shop employes affiliating with Union.
		Minutes of November 26, November 30, December 27 and 28, 1935; January 8, 9, 10 and 11, February 6, 7, 8, 19, March 12 and 13, 17 to 21, and March 31, 1936, approved by Commission

Page	Date 1936	Subject
6703	July 30	State Planning Board. Robert W. Sawyer, Chairman of Advisory Committee on Roadside Protection. George Otten to represent Commission on committee.
		Ross Island Bridge-Schiller Street Project. Southern Pacific Company requests that provision be made for its "K" line.
6704		Award of contract to be postponed.
		Milwaukie Undercrossing. Award of contract to be held pending settlement of "K" line controversy involving Southern Pacific Company.
		Truck Drivers' Strike. Contractors who may be delayed in completion of contracts due to strike to be granted extensions of time, without penalty.
		Clatsop County. County Court requests designation, as a Secondary Highway, of road extending from Wolf Creek Highway to Saddle Mountain State Park.
6705		Estimates of cost to construct and oil road authorized.
		Short Sand Beach. Road up to summit of Neahkahnie Mountain. Construction of road to be considered later by Commission.
6706		Lincoln County. Seal Rocks. Purchase of F. E. Geiser property considered. Attorney authorized to offer $5,000.
		Oregon Coast Highway. Options for right of way along revised alignment to be deferred pending further study.
		De Lake. Offer of H. A. Hostetler for ocean frontage considered. Action deferred.
		Emigrant Springs Park. Boy Scouts of Pendleton request use of former CCC building. Request granted.
		Battle Mountain State Park. Parks Engineer authorized to employ caretaker.
		Lincoln County. Devils Lake. Offer of Dr. Wm. F. Fiebig, Portland, to sell 33 acres to State for park purposes.
		Columbia County. Mr. H. W. Thayer, Rainier, offers to sell 15 acres to State for park purposes. Offer rejected.
6707		Silver Creek Falls. Acquisition of Fred Volz property considered. Option to be secured.
		Multnomah County. Deed conveying 1-acre tract adjacent to Columbia River Highway, near Troutdale, accepted.
		Acquisition of real property needed for various highway improvements. Resolution adopted.
6709		Yamhill County. Williamson Park adjacent to Salem-Dayton Highway. Attorney to prepare bill for Legislature to transfer jurisdiction of park to Highway Commission.
		Condemnation. Resolution authorizing Attorney to condemn property of L. D. Dollarhide needed for Wolf Creek-Siskiyou Section of Pacific Highway.
6711		Coos County. Coos Bay-Roseburg Highway. Encroachment of barn owned by Vern Magill on highway.
		Lane County. Glenada. Legal action authorized in connection with encroachment of gasoline pumps owned by Tillot Torgerson.
		Coos County. Oregon Coast Highway. A. E. Morris, Bandon, requests Commission to pay part of expense incurred if he has to move his house which encroaches on right of way.

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6711	July 30	Florence. Improvement of Hamlin Street for connection with Coast Highway approved.
6712		Roadside protection. Bureau of Public Roads suggests clause for insertion in cooperative agreements for forest highways.
		Federal Roads Funds. Report prepared by American Association of State Highway Officials on standing of states in obligating Federal funds.
		East Portland-Oregon City Highway. Engineer's report on cost to complete between Abernethy Creek Bridge and intersection of Fifth and Main Streets.
6713		John Day Highway. Engineer's report on cost to reconstruct John Day-Prairie City Section.
		Malheur County. Vale-West Secondary Highway. Engineer's report on proposed changes requested by County Judge.
		O.W.R. & N. Company file complaint in connection with drainage conditions in Burnt River Canyon, near Dixie. Commission authorizes expenditure of $700 to remedy situation.
6714		Dundee. City Recorder requests oiling of rock shoulders adjacent to West Side Pacific Highway. Request denied.
		17th Street-Ross Island Bridge Project. Dan J. Malarkey, President, Moreland Company, Portland, requests some material that will be excavated on project to fill in low land adjacent to East Portland-Oregon City Highway.
6715		Coos County. Marshfield-Englewood Road. Commission authorizes construction of oil surface to be paid for by Englewood District and County.
		Maps. Planning Survey requests additional $35,000 to prepare maps. Cost to be paid out of money budgeted for financial survey.
		Columbia River Highway. Oneonta Tunnel. Flashing traffic signal installed.
		Mitchell Point Tunnel and Mosier Tunnel. Commission authorizes installation of flashing signal.
		Transfer charges. Expense for moving household goods of Division Engineers Wm. E. Chandler and K. D. Lytle. Commission approves payment to Larmer Transfer Company of amount equal to estimated cost to move goods with state equipment.
6716		Umatilla County. Airport Secondary Highway No. 336 designated; Extension of Lexington-Echo Secondary Highway approved. Resolutions designating above roads as secondary highways.
6718		Harney County. County Court requests elimination of portion of Diamond Valley Secondary Highway and substitution therefor of county road through Happy Valley. Resolution adopted.
6721		P.W.A. Funds. Secondary state highway projects. Resolution authorizing Engineer to file applications for grants.
6722		Grants Pass. Chamber of Commerce invites Commission to meet with County Court and other organizations on August 8, 1936.
		Clackamas County Planning Board. Resolution opposing legislation affecting present allotment of state and county money until state-wide Planning Survey is completed.

Page	Date 1936	Subject
6722	August 4	Bureau of Public Roads. Conference with Dr. L. I. Hewes, Deputy Chief Engineer; and W. H. Lynch, District Engineer.
6723		Preservation of roadside beauty. Bureau of Public Roads suggests insertion of clause in Forest Highway agreements.
		Indian reservations. Availability of Federal money for improvements discussed.
		Soil erosion. Engineer authorized to select one project.
		Map. 1937 map to be printed, rather than lithographed, enlarged, et cetera.
		Acquisition of real property needed for highway improvements. Resolution adopted.
6726		Reedsport. Warren P. McWillis property acquired at tax sale. Resale of portion to Mr. McWillis approved.
		East Portland-Oregon City Highway. Mrs. Ilers requests certain improvements on her property at intersection of Woodward Street and Southeast Sixth Avenue.
		Oregon City. Options authorized on property in Tooze Subdivision, on which to deposit waste rock.
6727		Service Creek-Mitchell Secondary Highway. Engineer's report on cost to grade and surface;
		Donnelly Grade. Engineer authorized to investigate and render report on cost to improve.
		Rural house numbering. Engineer's report on proposition submitted by Mr. Grover Rebentisch of the National Bureau of Locations and Statistics. Commission will not sponsor.
		Berke Brothers. Complaint of Benton A. Boyce, Central Point, about alleged faulty equipment being used on State jobs.
6728		Union Avenue Overcrossing. Sale of buildings confirmed in connection with overcrossing construction.
		Montana Bituminous Conference. Commission authorizes representative to attend Second Annual meeting in September.
		Parks Engineer. S. H. Boardman authorized to attend National Conference of State Parks in San Francisco.
		State-Wide Planning Survey. Request to trade in old motion picture camera on new camera. Action deferred.
6729		Remington electric adding machine. Purchase authorized.
		Lincoln County. Oregon Coast Highway. Claim of E. H. Deery for damages denied.
		Columbia River Highway. Claim of Ross D. Jones, Spokane, for damaged windshield due to oiling work denied.
		Oiling trucks. Operators to be instructed to slow down when passing cars.
		Attorney instructed to investigate possibility of insuring trucks against damage claims caused by flying rocks etc.
		Plant collection. Permits authorized for Helen M. Gilkey of Oregon State College, and associates, to collect plants along state highway rights of way.
		Newberg. Townsend Club No. 1 requests permission to erect speakers stand on framework of highway bridge. Granted.

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6730	August 4	Siletz Secondary Highway. Siletz Rodeo Committee and Toledo Lions Club request oiling between Toledo and Siletz.
		Workmen's Compensation Act. G. I. Stebbins inquires if his rejection of act will affect his bidding on highway work.
		Lake County. Chamber of Commerce requests log haulers be permitted to truck logs during Saturday afternoons and Sundays.
		Log hauling. Saturday afternoon and Sunday hauling to be permitted.
		John D. Young, Marshfield, requests permission to truck logs in the vicinity of Coquille during Saturday afternoon and Sunday up to Sept. 20, 1936. Request denied.
		Request of Alfred Nordgren, Forest Grove, to truck logs on Saturday afternoons denied.
		O.W.R. & N. N. E. Halsey Street grade separation project. Damage claim arising out of death of Dave V. Wyllie.
		John Day Highway. Roy Galbraith, Prairie City, urges rebuilding and refurfacing. No action taken.
6731		Curry County. Gold Beach. R. W. Lengfield, Portland, Property Manager for Macleay Estate Company, protests dumping of garbage along highway right of way.
		"Franklin-Smithfield". Lane County Judge requests legal advice as to what procedure to follow.
		The Dalles-California Highway. Resolution abandoning portion of Terrebonne-Redmond Section.
6733		Columbia River Highway. The Dalles. Abandonment of section of old highway west of The Dalles. Resolution.
6735		Glenada. Oregon Coast Highway. Retention of section of highway between old ferry landing and Ash Street. Resolution.
6736		Extensions of time considered, as follows:
6737		Umpqua River Navigation Co., Winchester Bay-North Bend Sec.;
		Saxton & Looney and J. S. Risley, Mist-Pittsburg Section;
		McGeorge Gravel Company, furnishing maintenance materials for Bandon-Myrtle Point Section;
6738		Odom Construction Company, moving General Petroleum Service Station in Oregon City;
		Saxton & Looney and J. S. Risley, approaches to Alsea Bay Bridge;
6739		Tom Lillebo, Bridge over North Fork of John Day River;
		Contracts completed and accepted:
		La Grande Undercrossing, Hoffman Construction Co.;
		Prineville-Ochoco Dam Section, Charles H. Leonard;
		Bridge over Klamath River and Great Northern R. R. tracks, C. J. Montag & Sons;
		Chimney Creek-Juntura Section, McNutt Brothers;
		Brooks-Jordan Creek Section, bridges, Dolan Construction Co.;
		Eagle CreekBridge on Columbia River Hwy., Joplin & Eldon;
		Bridge over Spanish Hollow Creek and O.W.R. & N. Co. tracks, Joplin & Eldon;
6740		Junction City-Eugene Secondary, trestle and culvert construction, Mountain States Construction Co.;
		West Lake-Mohler Section, Saxton & Looney and J.S. Risley;

Page	Date 1936	Subject
6740	August 4	Contracts completed and accepted, (continued):
		20th Street-28th Street Unit of Astoria Section, Brookfield Company;
		Merrill-Hatfield County Road, bridges and culverts, Dunn & Baker;
		Dairy-Bonanza Section, Dunn and Baker;
		Redmond Rock Production Project, Babler Brothers;
		Alsea Bay Bridge approaches, Saxton & Looney and J. S. Risley;
		Biggs-Moro Section, H. C. Rogers;
		Stanfield-Pendleton Hill Section, James Crick.
6742		Agreements, et cetera, considered and signed:
		Southern Pacific Company, exchange of properties along bluff on Pacific Highway;
		City of Portland, rearrangement of water pipe lines necessitated by construction of 17th Ave.-Ross Island Bridge Section;
		Caufield and Savage covering moving of W. C. Werst and L. B. Cronin buildings in Pendleton;
		Deed conveying to Clatsop County Lot 18 of Block 45 in Astoria.
		Clatsop County. Resolution regarding reconveyance of Lot 18, of Block 45, in Astoria, to County.
6743		Agreements, et cetera, signed:
		Southern Pacific Company, authorizing State to install a water pipe line across tracks in Milwaukie;
		O.W.R. & N. Company, Union Pacific Company and M. M. Piper granting State right to store material on railroad property under lease to Mr. Piper.
		Truck Drivers' Strike. Effect on operations by highway contractors discussed. No action taken.
		Union Avenue Overcrossing. H. B. Van Duzer requests construction of skew bents to permit better access to property of Inman-Poulsen Lumber Company. Request denied.
6744	August 5	Bids, as follows, opened and read:
		Milwaukie Roadside Improvement;
		Forest Boundary-Long Creek Section, oil mat treatment;
		Ashland-Tolman Creek Section, paving;
6745		Mill Bridge-Jordan Creek Section, grading, surfacing and crushed rock;
		Middle Unit, Emigrant Hill Section, regrading, surfacing and crushed rock.
		Truck Drivers' Strike. E. A. Collier reports status of projects affected by strike.
		Wallowa County. Attorney's report on acquisition of Effie Tippett and Kelsey E. Berland properties.
		Salem. Twelfth Street. Mrs. John H. Scott inquires regarding possibility for future widening as Secondary Highway.
6746		Hearings in Junction City and Eugene set for September 15.
		Union Avenue Overcrossing. Phil Van Hoomissen property. Settlement authorized at $1250.

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6746	August 5	Union Avenue Overcrossing. Acquisition of right of way across Portland Sand & Gravel Company property discussed.
		Nehalem Secondary Highway. Treharne Section. Condemnation authorized across property of Otis R. Hyland. Resolution.
6748		Dictograph. Installation authorized for Salem office.
6749		Washington County. Scholls Secondary Highway. County Court confers in regard to settlement with a Mr. Hesse for damage he alleges were caused by highway construction.
		Awards announced on following:
		Milwaukie Roadside Improvement project;
		Forest Boundary-Long Creek Section, oil mat surface;
6750		Ashland-Tolman Creek Section, paving;
		Mills Bridge-Jordan Creek Section, grading, surfacing;
		Middle Unit of Emigrant Hill Section, regrading and surfacing.
		Merrill. Request oiling and widening of The Dalles-California Highway through business district. Request granted
6751		Rural house numbering. National Bureau of Locations and Statistics request Commission to endorse project.
		West Coast Power Company. Oregon Coast Highway. Commission authorizes construction of pole line across highway near West Lake, Lane County.
		Request for 186-ft. crossing span denied.
		Landscaping. Portland Rose Council requests planting of rosevine creeper in Portland. Request denied.
		American Association of State Highway Officials. Landscape Engineer reports on meeting of Joint Committee on Roadside Development.
		Planning Survey. Mechanical lettering set to be purchased.
		Brookings. Oregon Coast Highway. W. L. Crissey inquires of plans for improving alignment. Engineer to report later.
6752		Traffic Signals. Salem. Commission requests City to defer purchase of signals pending report of League of Oregon Cities in connection with adoption of standard policy.
		Wolf Creek and Wilson River Highways. Distribution of equipment discussed.
		L. G. Apperson cautioned about equal distribution of men and equipment.
6753		Marshall N. Dana inquires of plans for constructing Sylvan-Sunset Camp Section.
		Coos River Secondary Highway. Isthmus Slough Bridge. Western Battery Separator Co., Marshfield requests Commission to order Mountain States Power Company to move poles.
		Poole & McGonigle. Pacific Highway. Permission granted to transport steel girders from Portland to Salem.
		East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section. Acquisition of right of way from Southern Pacific Company
6754		Tillamook County. Brooks-Jordan Creek Section, Wilson River Highway. Agreement with Bureau of Public Roads pertaining to benefits to apply to regular plan projects.

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6754	Aug. 26	Champoeg Park Commission. Conference regarding landscaping work in Champoeg Park.
6757		Labor Union. Adoption of code relating to affiliation of Highway Department employes.
		W.P.A. Wilson River and Wolf Creek Highway projects. E. J. Griffith to be advised of Commission's stand.
6758		Wolf Creek Highway. Surfacing authorized on portion of newly graded section.
	Aug. 27	Bids opened and read:
		Tunnel Section, grading and two bridges;
6759		South approach to Coos Bay Bridge;
		Redmond-Bend Section, surfacing, bituminous macadam;
		Shady Point-Kelly Corner Section, grading and bridge;
6760		Storm Creek-Lamb Creek Section, grading;
		Bridge over Jordan Creek;
		West Unit, Stanfield-Pendleton Hill Section, grading;
6761		Sale of used equipment and scrap material at shops.
		Umatilla County. County Court requests improvements to Old Oregon Trail & Oregon-Washington Highway.
6762		Lane County. County Court requests Commission to oil and maintain short section of road at Lowell Bridge.
		Maintenance of road from Coast Fork bridge to Pleasant Hill.
		Willamette Highway. Additional grading requested.
6763		Resurfacing of section of McKenzie Highway requested.
		Route "F" connection with Territorial Secondary Highway.
		Maintenance of Greenleaf-Swisshome Section requested.
		Powder requested in connection with W.P.A. project on Route "F" between Turner Creek and Mapleton.
		Hood River County. Delegation requests elimination of "U" turn in Hood River Secondary Highway north of Dee.
6764		Wallowa County. County Court inquires as to plans for construction of Flora-Washington State Line Section; Commission authorizes contracting as state project.
		Request for Commission to take over Enterprise-Wallowa Lake Road.
6765		Molalla. Commercial Club requests oiling between pavement and curb lines. Investigation of cost authorized.
		Oiling. Engineer authorized to investigate cost to oil highway routes through small cities and towns.
		Clatsop County. Cannon Beach. W. V. Sheltus requests Commission to remedy drainage condition through Haystack Rock Park Addition.
		Douglas County. Delegation request survey of North Umpqua Highway up to Rock Creek.
		Designation of North Umpqua as secondary highway preferred.
6766		Surveys authorized West from Rock Creek to Pacific Highway and from Glide to Winchester.
		Siuslaw Highway. Bracher Timber Company requests permission to construct canal and bridge between Mapleton and Florence.
6767		Grant County. County Court, et al, confer in regard to several road matters.

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6767	Aug. 27	Grant County. John Day Highway. Additional work between Dayville and Prairie City requested.
		Designation of county road extending easterly from Monument to junction with Pendleton-John Day Highway, as secondary highway, requested.
6768		Improvement of county road from Austin to connection with Pendleton-John Day Highway requested.
		Labor Union. J. W. Reardon of Grand Lodge of International Association of Machinists, confers regarding shop employes.
		East Portland-Oregon City Highway. Rushlight property. Grover Samuels, Attorney, regarding additional compensation to Mrs. Rushlight.
6770		C. Farrand, Gresham, appeals for assistance in connection with his claim against Jacobsen-Jensen Company for under pay for labor.
6771		Woodburn. Mayor Hoefer requests oiling of shoulders on Young Street.
		Oregon Motor Stages. Salem. R. W. Lemen confers in regard to change in bus terminal.
		Award of contracts:
6772		Tunnel Section, grading and two bridges;
		South approach to Coos Bay Bridge;
		Redmond-Bend Section, surfacing and bituminous macadam;
		Shady Point-Kelly Corner Section, grading and bridge;
		Storm Creek-Lamb Creek Section, grading;
		Bridge over Jordan Creek;
		West Unit, Stanfield-Pendleton Hill Section, grading.
6773		Award of Crawfordsville-Holley Section authorized; also Treharne Section of Nehalem Secondary;
		Wall Creek-Siskiyou Section.
		Ross Island Bridge-Schiller Street project. Award authorized
		Milwaukie Avenue Undercrossing. Award authorized.
		Newport. Bridge Dedication Committee requests Commission to construct speaker's platform. Granted.
6774		Coos County. Empire-Marshfield county road. Designation as secondary state highway. Resolution adopted.
6775		Empire-Marshfield Secondary Highway. Route through Marshfield designated. Resolution.
6776		Washington County. Farmington Secondary Highway. Resolution adopted designating a through highway.
6777		Klamath Falls-Weed Highway. Date of dedication set for October 8, 1936.
		Klamath County Chamber of Commerce, et al, to join in celebration.
		Acquisition of real property needed for highway improvements, Resolution adopted.
6781		Wolf Creek Highway. Options for right of way west of junction with Barnes Road to lapse.
6782		Condemnation. Proceedings authorized for right of way for Union Avenue Overcrossing, Shady Point-Kelly Corner Section and Crawfordsville-Holley Section. Resolution adopted.
6784		Baker County. Burnt River Section of Old Oregon Trail. Acquisition of right of way across Hans C. Benson property.

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6784	Aug. 27	Clatsop County. Road from Wolf Creek Highway to Saddle Mountain State Park. Report on cost to construct.
		Wheeler County. Donnelly Grade section of Service Creek-Mitchell Secondary Highway. Surfacing and oiling authorized.
		Klamath County. Lost River Section of The Dalles-California Highway. Reconstruction considered.
6785		Elsie-Jewell road. Report on capacity of bridges.
		Advertising. Attorney's opinion regarding jurisdiction over city streets utilized as highway routes.
		North Bend. Request of City for installation of sign on Oregon Coast Highway at north city limits.
6786		Wheeler County. Fossil-Antelope Secondary Highway. County Judge confers in regard to Chichester Gulch Section.
		Multnomah County. Guy W. Talbot State Park. Payment of taxes authorized.
6787		Insurance. Attorney's report on additional coverage in connection with damage claims arising from flying rocks.
		Oregon Coast Highway. Engineer's report on proposed relocation between Newport and Siletz River.
		Gleneden Beach. Highway revision discussed.
		Fogarty Creek. General U. G. McAlexander, Newport, objects to proposed revision.
6788		Rocky Creek revision. Parks Engineer objects to proposed line.
		"Daylighting" curves south of Fogarty Creek discussed.
		Acquisition of right of way deferred until spring.
		Pea viners. Towing by tractors to be prohibited on state highways.
6789		Inman-Poulsen Lumber Company. H. B. Van Duzer objects to fire hazard created by highway operations on East Portland-Oregon City Highway.
		East Portland-Oregon City Highway. Inman-Poulsen Lumber Mill. Watchmen to be employed by Highway Department to supervise parking of vehicles in vicinity of mill.
		Neskowin. Survey for relocation of highway authorized; negotiations with property owners authorized.
6790		Columbia River Highway. Bridge of the Gods. Signs on private property contain erroneous information.
		William Hanley Memorial. Alkali Lake site chosen for oasis development.
		State Capitol Reconstruction Commission requests services of George H. Otten in connection with removal of trees and shrubs from capitol building site.
		Landscape Engineer authorized to attend annual meeting of Washington State Good Roads Association in Ellensburg.
6791		Harold B. Say authorized to attend Pacific Northwest Business Conference in Boise, Idaho.
		I. M. Schannep authorized to attend annual meeting of Oregon and Washington Title Association.
		Powell Valley W.P.A. drainage project. Application for W.P.A. funds authorized.

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6791	Aug. 27	Trucks. Purchase of three new trucks authorized for use on Powell Valley W.P.A. drainage project.
		Wolf Creek Highway. Elsie-Necanicum Junction Section. Landscape Engineer proposes W.P.A. project to control erosion.
		James Crick requests additional compensation in connection with East Unit, Stanfield-Pendleton Hill Section.
6792		Graders. Purchase of ten single-drive power graders and ten pull-type graders authorized.
		The Dalles-California Highway. Maintenance materials authorized for section between Bend and Willamette Hwy. junction.
		Clackamas County Court. Request for Department pictures for use at Oregon State Fair granted.
		Reaction time. Demonstration at State Fair in cooperation with Secretary of State.
6793		Postage Meter. Purchase authorized for Salem office.
		Waldport. Sale of building used by Alsea Bay Bridge engineers authorized to C. G. Stout at $42.50.
		Traffic surveys. Surveys authorized in Salem, Eugene, Klamath Falls and Pendleton.
		Log hauling. Joe Flora Logging Company request permit to haul 56 ft. logs over Elsie Jewell Road. Request denied.
6794		Agreements, as follows, considered and signed:
		Parker-Schram Company, regarding award of Ross Island Bridge-Schiller Street project;
		Clatsop County Court, maintenance of Elsie-Jewell road;
		City of Reedsport, transfer of ferry slip at Reedsport;
		Roosevelt Highway Ferry Co., amendatory agreement covering ferry service across Yaquina Bay;
		Inez V. Iler, filling in of Woodward Street, near Ross Island Bridge;
		Collins Radio Company, extending completion date for radio installation;
		C. J. Montag & Sons, shortage in man-hours of relief labor;
6795		Tom Lillebo, shortage in man-hours of relief labor;
		Fred H. Slate, shortage in man-hours of relief labor;
		Dunn & Baker, shortage in man-hours of relief labor;
		Jacobsen-Jensen Company, shortage in man-hours of relief
		Saxton & Looney and J. S. Risley and J. C. Compton, shortage in man-hours of relief;
		Mountain States Construction Company, shortage in man-hours of relief labor;
		Edwin C. Gerber, shortage in man-hours of relief labor;
		J. C. Compton, shortage in man-hours of relief labor;
		Harold Blake, shortage of man-hours of relief labor;
		R. O. Dail and Warren Bros., Inc., shortage of man-hours of relief labor;
		Southern Pacific Company, cultivation of railway property in Milwaukie
6796		Bargain and Sale deed conveying property in Reedsport to Pearle M. Burnett and Wilson S. Burnett;
		Satisfaction of mortgage covering property acquired from W. A. Hedges at Canemah.

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6796	Aug. 27	Date of next regular meeting set for Thursday, October 1.
	Sept. 15	Junction City. Hearing regarding rerouting of Pacific Highway between Junction City and Eugene.
		Lane County. Oakridge delegation confer regarding S. P. overcrossing on county road betwen Oakridge and Willamette Highway.
6799		Payment of $4,500 to County authorized to aid in construction of S. P. overcrossing on county road.
6800		Eugene. Public hearing regarding rerouting of Pacific Highway between Junction City and Eugene.
		"Smithfield-Franklin". B. F. Howard, Shedd, asks that Commission endeavor to eliminate name "Franklin".
6801		Marion County. Champoeg-Butteville road. State and County cooperation on W.P.A. project. Letter to E. J. Griffith.
6802		Columbia River Highway. Columbia Gorge snow control. Cooperation of O.W.R. & N. Company in W.P.A. project.
		Benton County. Tampico Road grading project. County Court requests State to surface.
		Mileage table of Secondary highways in county
		Polk County. Mileage table of Secondary highways in county.
6803		Oregon City. Resolution adopting "Water Street" as route of highway through city.
6806		Secondary Highway Program. Report on status of 1936 program.
		Federal Funds. Report on status for county roads.
6807		Curry County. Right of way for Port Orford road project. County to submit recommendation for transfer of funds.
		Wallowa County. Joseph-Wallowa Lake road. Report authorized on cost to improve as possible state highway.
		Old Oregon Trail. Mytinger Section, east of Pendleton; Engineer's report on cost to construct
6808		Columbia River Highway. Sign near Bridge of the Gods containing erroneous information.
		Signs. Attorney's opinion on authority of Commission to control erection of signs on highways.
		North Bend. Request of City to erect sign on right of way of Oregon Coast Highway reconsidered.
		Salaries. Attorney's opinion regarding application of Chapter 360, Oregon Laws 1935.
6809		Douglas, Klamath and Jackson Counties. Request that State take over county roads extending from Crater Lake Highway at Union Creek to connection with The Dalles-California Hwy.
		Gold Beach. Acceptance of offer of Chamber of Commerce in regard to dump site.
6810		Legal advice. Claim of Robert V. Chrisman and Ben S. Fisher for services rendered. Payment authorized.
		Biennial Report. Wallace Wharton, Budget Director, requests that employes names and salaries be listed.
		Award confirmed on following contracts:
		Milwaukie Avenue Undercrossing, Hoffman Construction Co.;
		Wall Creek-Siskiyou Section, McNutt Brothers;
		Ross Island Bridge-Schiller Street Section, Parker-Schram;
		Crawfordsville-Holley Section, Roy L. Houck;

Page	Date 1936	Subject
6811	Sept. 15	Awards confirmed (continued) Treharne Section, Mountain States Construction Co.; Shady Point-Kelly Corner Section, Berke Bros. Inc. Sheet piling. Sale of piling at North Bend to Portland Dredging Company confirmed. Bradley Park. Cancellation of contract of B. J. Lindeman authorized. Baker County. Burnt River Bridge. Deposit of Averill and Philpott, contractors, to be returned.
6812		Union County. County Court requests designation as secondary state highway of extension to Hilgard-Starkey Secondary; also removal from secondary highway system of 2-3/4 miles.
6813		Dunn & Baker. Request to take crushed rock from State quarry at Adams Point, Klamath County. Granted. Lincoln County. Devil's Punch Bowl State Park. Captain J. D. Mitchell requests permission to tap State's water pipe line. Request denied Malheur County. County Court unable to agree in regard to revision of County's secondary highway system.
6814		Vacations. Policy in regard to vacations and leaves of absence. National Guard employes attending annual encampments. Lane County. Rainrock-Greenleaf Creek widening authorized. Umpqua River Navigation Company. Surety on the bond furnished in connection with ferry service requests release from liability on date of opening of Umpqua River Bridge. Coast Bridges. F. R. Woodbury, Advertising Printer, requests use of pencil drawings of bridges. Request denied. Advertising. Oregon scenes to be printed on envelopes to be sent to out of state points. Log hauling. Request of Clay Dooley to haul long logs over Elsie-Jewell County Road denied. Arrest report. Melvin Edward Carner's violations reported. Recommendation to Public Utilities Commissioner to cancel.
6815		Klamath County. Chamber of Commerce and Shasta-Cascade Wonderland Association invite Commission to Klamath Falls-Weed Highway dedication October 5. Chiloquin Chamber of Commerce requests hearing. October 5 set as date for such hearing. Redwood Empire Association. Commission invited to 16th Annual Convention in Crescent City on October 10, 1936. P.W.A. Resolution authorizing Engineer to make application for grant funds. Program for grant funds for secondary highway projects.
6820		Clatsop County. Cannon Beach-Arch Cape road. Surfacing requested. Woodburn-Mt. Hood Loop Secondary Highway. Request that highway be named "Foothills Highway." Denied. Philomath. City Council requests oiling of shoulders adjacent to highway. To be considered in 1937 oiling program. Coos County. Coos River Grange, Marshfield, requests improvements to Coos River Secondary Highway. Denied.

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6820	Sept. 15	Mt. Hood Golf Club. Request for improvement of county road extending from Mt. Hood Highway to Golf Club. Denied. Cape Arago Secondary Highway. North Bend Chamber of Commerce requests additional construction.
6821		Seaside. Channel change of Necanicum River requested to safeguard City's water pipe line. Expenditure authorized. Jackson County. Talent Town Council request oiling of shoulders adjacent to highway through town. Waldport. Chamber of Commerce objects to sign which private interests propose to erect near Alsea Bay Bridge. Suttle Lake. N. W. Smith, Lebanon, suggests that "Settle Lake" be chosen in honor of John Settle. Road magnet. Mr. Marion T. Weatherford, Arlington, requests Commission to remove nails from his private premises. Wolf Creek Highway. L. M. Lepper, Director, East Side Commercial Club, requests additional construction between Elsie and Sunset Camp. Siletz Secondary Highway. James B. Briggs, Toledo, requests improvement between Toledo and Siletz.
6822		East Portland-Oregon City Highway. Milwaukie Parent-Teachers' Association request elimination of danger to school children. Portland. E. H. McDaniels, Portland, inquires of plans for improvement of No. East 39th Street. Division Office. Temporary office near Milwaukie authorized. Clatsop County. Walluski River Bridge on Nehalem Secondary Highway. Approval of War Department necessary.
6823		Acquisition of real property needed for various highway improvements. Resolution adopted.
6825		Oregon Electric Railway Company. Purchase of land adjoining highway south of Junction City requested. Columbia River Highway. Mrs. Richard W. Montague offers to sell property near Bonneville for state park. Oregon City. Sale of buildings authorized.
6826		Extensions of time granted as follows: Lindstrom & Feigenson, Parker & Banfield and T. H. Banfield, Alsea Bay Bridge;
6827		Haskin & Brooks, Bolon Island Section; Babler Brothers, Horse Ranch-Silver Lake Section; Edlefsen-Weygandt Company, 122nd Avenue Undercrossing; Edwin C. Gerber, Byerley Corner-Bethel Section;
6828		M. L. O'Neil & Son, Upper Tumalo Section; Arthur A. Hardesty, Elgin Rock Creek Section; Saxton & Looney and J. S. Risley, O. E. Undercrossing at Metzger;
6829		C. J. Montag & Sons, Owyhee River Bridge; J. F. Johnston, Chewaucan River Bridge; Jacobsen-Jensen Company, Glisan St.-Foster Road Section;
6830		Portland Gravel Company, Nehalem Boom Undercrossing; Oregon Contracting Co. and Theo. Arenz, Rainier Section;
6831		H. C. Rogers, Cold Springs Bridge-Holdman Section; Tom Lillebo, Bridge over Kahler Creek.

PART 2

OF

VOLUME XXl

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

JULY 9, 1936

THROUGH

NOVEMBER 5,1936

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OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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6655	July 17	Bids, as follows, opened and read: Purchase of buildings on Ross Island Bridge-Schiller Street Section, Portland.
6656		Douglas County. Umpqua Highway. Sons and Daughters of Oregon Pioneers request permission to erect monument in honor of pioneer stage drivers near east end of Paradise Creek Bridge.
6657		Award confirmed on following projects: Davies-Banks Section, grading and surfacing; Grub College-Amity Section, grading and surfacing. Award of Hermiston-Echo Junction rock production project to A. S. Wallace. Gold Beach. Chamber of Commerce protest Commission's action prohibiting dumping of garbage adjacent to Coast Highway.
6658		Award of sale of buildings on Ross Island Bridge-Schiller Street Section.
6659		Sale of buildings. Report of Attorney on status of buildings on Grand Avenue Section, Portland. Log hauling. Public Utilities Commissioner requests "blanket" recommendations for issuance of special carrier permits. Clatsop County log haulers request raising of speed limit south of Seaside. Clatsop County. Log haulers association requests increase in speed limit south of Seaside to 35 miles an hour. County Court resolution designating 80-acre tract adjacent to Wolf Creek Highway as "Douglas Fir Park." Wilson River and Wolf Creek Highways. L. G. Apperson reports that W.P.A. funds are nearly exhausted. Matter of furnishing additional equipment discussed.
6660		Fremont Highway. Reallocation of funds allotted to Valley Falls-White Rock Section to Paisley North Section. Surveys authorized on Paisley North Section. Florence. Resolution abandoning section of Oregon Coast Highway due to Siuslaw River Bridge.
6663		Toledo. Dr. Hellworth inquires about future sale of property in Block 9. West Coast Power Company. Claim for damages caused by Ferry Roosevelt breaking from moorings at Coos Bay. Agreements, as follows, signed: Hyman-Michaels Company providing for dismantling of railroad bridge between North Junction and Ainsworth;
6664		Oregon Contracting Company and Theodore Arenz disposing of claims in connection with Columbia County Line-Portland Section contract; Southern Pacific Company regarding right of way for Siuslaw Highway in Lane County. Berke Brothers. Letter from Mr. Benton A. Boyce to State Industrial Accident Commission alleging use of equipment by contractor which does not meet legal requirements.

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6664	July 17	Acquisition of real property needed for various highway improvements. Resolution adopted
6666		East Portland-Oregon City Highway. Ross Island Bridge-Schiller St. Project. Acquisition of right of way discussed. Removal of houses discussed.
		Scale house. Canemah scale house destroyed by fire. New building and scales authorized.
6667	July 21	Hood River. Conference in Court House with County Court and representatives of Hood River County Committee.
		Hood River County. Mt. Hood Highway. County Court requests improvement between Hood River and Parkdale.
6670		W. J. Hickey and wife confer with Commission in regard to alleged damages to their property at Brightwood.
6671		Signs. Engineer authorized to erect signs on state highways crossed by the 45° North Latitude.
		Salem-Dayton Secondary Highway. Delegation from Marion, Polk and Yamhill Counties confer in office of State Highway Engineer in regard to completion of road.
6673	July 23	Bids opened and read on following projects: Klaskanine Summit-Jewell Section, resurfacing and rock;
		Necanicum-Elsie Section, resurfacing and crushed rock;
		Treharne Section, surfacing, also trestle bridge;
		Wall Creek-Siskiyou Section, grading;
6674		Salt Creek-Gold Lake Trail Section, grading;
		Crawfordsville-Holley Section, grading, surfacing, rock;
		Undercrossing north of Hubbard on Butteville Road-Hubbard Secondary Highway;
		Independence Section, regrading, pavement widening and
6675		resurfacing.
		North Bend. Application for permission to erect neon sign across highway in city. Request denied.
		James C. Zancker, Vice Pres., Electrical Products Corp., confers in regard to erection of sign.
		Shell Oil Company. Newberg. Request to maintain sign on telephone pole in front of service station in Newberg.
		Hayden-Cartwright Funds. Allocation for fiscal year 1938-1939. Program considered.
		Allocations to each of the five division of the State.
		Mytinger Cut on Old Oregon Trail, east of Pendleton, to be included in program. Estimate of cost to be rendered.
6676		Umatilla County. Old Oregon Trail. Mytinger Cut to be included in program for Hayden-Cartwright Funds.
		P.W.A. Funds. Allocations to districts of the State on same basis as allocation of Hayden-Cartwright Funds.
6677		East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section. Property of Rev. Boudinot Seeley to be condemned.
		Settlement for N. E. Skeels' property authorized at $4,500.
		Attorney authorized to offer $2,000 for D. O. Calder property.
		Condemnation authorized on May Rushlight property.

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6677	July 23	East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section.
		Condemnation authorized across property of Juanita Investment Company;
		Condemnation authorized on Helen Rushlight property;
		Condemnation authorized on Langford property, Joseph Murphy property and Hoomissen property.
		Coast Bridges. Report of Lewis A. McArthur on names for bridges.
6678		Gleneden Beach. Secretary of Community Club confers in regard to route of highway.
6679		Lake and Klamath Counties. Delegation representing county courts, and others, confer in regard to Klamath Falls-Lakeview Highway. Request modernization.
		Klamath Falls-Lakeview Highway. Delegation from Lake and Klamath Counties request modernization.
		Lane County. Territorial Secondary Highway No. 200. Delegation from Douglas, Lane, and Benton Counties request extension southerly to Anlauf.
6680		Survey authorized to ascertain cost to construct extension.
6681		Pacific Highway. W. C. Harding, Secretary, Roseburg Chamber of Commerce, suggests securing appropriation of federal funds to finance reconstruction.
		Senator McNary to be consulted in regard thereto.
		Awards announced, as follows:
		Klaskanine Summit-Jewell Section, resurfacing and furnishing crushed rock;
		Necanicum-Elsie Section, resurfacing and furnishing rock;
		Treharne Section, grading and surfacing and trestle bridge;
6682		Wall Creek-Siskiyou Section, grading;
		Salt Creek-Gold Lake Trail Section, grading;
		Crawfordsville-Holley Section, grading, surfacing, and furnishing material in stock pile;
		S. P. Undercrossing on Butteville Road-Hubbard Secondary;
		Independence Section, grading and pavement widening.
		West Linn. Delegation request improvements to West Linn-Oswego Section of Pacific Highway.
6683		Coos County. Designation of county road from Marshfield to Empire as secondary state highway requested by County Court.
		County to cooperate on cost of resurfacing and oiling Empire-Marshfield Road.
		Englewood Road. County Judge requests oil surface constructed by Highway Department. County and District to pay cost of work.
6684		Coos River Secondary Highway. County Judge requests oiling.
		Waterford Lumber Company, Marshfield, deed Golden Falls to State.
		Powers Secondary Highway. County Court requests removal of 4.83-mile section from Secondary Highway System.
		Coos River Secondary Highway. County Court requests extension a distance of 5 miles.

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6684	July 23	Coos County. Powers Secondary Highway. Resolution adopted removing 4.83-mile section and extending Coos River Secondary a distance of five miles.
6686		Oregon City. Waterfront beautification requested by F. L. Charman.
		East Portland-Oregon City Highway. Overhead crossing requested between Milwaukie and Oregon City by Mrs. Katherine McRae.
		Ross Island Bridge-Schiller Street Section. Award of contracts for road and Milwaukie Undercrossing deferred.
		Award of contracts for Milwaukie Avenue Undercrossing and Ross Island-Bridge-Schiller Street projects deferred.
6687		Acquisition of real property needed for highway improvements. Resolution adopted.
6688		East Portland-Oregon City Highway. Abandonment of Woodward St. requested by Mr. Illers.
6689		P.W.A. Funds. Engineer authorized to file application for grant to finance construction of following projects: Bridge over Catching Slough, near Marshfield; Office building and storage shed near Milwaukie; Office building and storage shed at Klamath Falls.
6691		Jackson County. Talent. Engineer's report on rerouting of Pacific Highway.
		Talent. Resolution adopting route of Pacific Highway past town adopted.
6694		Next meeting scheduled for Thursday, July 30, 1936
6695	July 30	North Bend. Mayor L. A. Cutlip confers in regard to erection of neon sign at south end of Coos Bay Bridge.
6696		Log hauling. Booth-Kelly Lumber Company, Eugene, objects to provisions of permit issued to Ernest McCulloch covering hauling of logs over McKenzie Highway near Springfield.
		Clackamas County. County Court, County Planning Board, et al, urge construction of road from Estacada, through Lemiti Pass, to connection with highway near Bend.
6698		Lane County. West Coast Power Company requests permission to cross Oregon Coast Highway in vicinity of West Lake.
		State Fair. Director of Agriculture requests aid of Department in repairing roads at fairgrounds.
6699		Mt. Hood Highway. Brightwood. Mr. and Mrs. W. J. Hickey claim damages due to widening in front of their property. Commission approves settlement at $150.00.
		P.W.A. Funds. Program adopted for 1937.
6702		Tigard-Hubbard road. Additional construction to be given preference in next allocation of funds.
		Wheeler County. Chichester Section of Shaniko-Fossil Secondary Highway to be given preference in programming new funds.
		Surveys authorized on projects listed in program for 1937 P.W.A. Funds.
6703		Labor Union. Mr. Preble to be invited to discuss matter of shop employes affiliating with Union.
		Minutes of November 26, November 30, December 27 and 28, 1935; January 8, 9, 10 and 11, February 6, 7, 8, 19, March 12 and 13, 17 to 21, and March 31, 1936, approved by Commission

Page	Date 1936	Subject
6703	July 30	State Planning Board. Robert W. Sawyer, Chairman of Advisory Committee on Roadside Protection.
		George Otten to represent Commission on committee.
		Ross Island Bridge-Schiller Street Project. Southern Pacific Company requests that provision be made for its "K" line.
6704		Award of contract to be postponed.
		Milwaukie Undercrossing. Award of contract to be held pending settlement of "K" line controversy involving Southern Pacific Company.
		Truck Drivers' Strike. Contractors who may be delayed in completion of contracts due to strike to be granted extensions of time, without penalty.
		Clatsop County. County Court requests designation, as a Secondary Highway, of road extending from Wolf Creek Highway to Saddle Mountain State Park.
6705		Estimates of cost to construct and oil road authorized.
		Short Sand Beach. Road up to summit of Neahkahnie Mountain. Construction of road to be considered later by Commission.
6706		Lincoln County. Seal Rocks. Purchase of F. E. Geiser property considered. Attorney authorized to offer $5,000.
		Oregon Coast Highway. Options for right of way along revised alignment to be deferred pending further study.
		De Lake. Offer of H. A. Hostetler for ocean frontage considered. Action deferred.
		Emigrant Springs Park. Boy Scouts of Pendleton request use of former CCC building. Request granted.
		Battle Mountain State Park. Parks Engineer authorized to employ caretaker.
		Lincoln County. Devils Lake. Offer of Dr. Wm. F. Fiebig, Portland, to sell 33 acres to State for park purposes.
		Columbia County. Mr. H. W. Thayer, Rainier, offers to sell 15 acres to State for park purposes. Offer rejected.
6707		Silver Creek Falls. Acquisition of Fred Volz property considered. Option to be secured.
		Multnomah County. Deed conveying 1-acre tract adjacent to Columbia River Highway, near Troutdale, accepted.
		Acquisition of real property needed for various highway improvements. Resolution adopted.
6709		Yamhill County. Williamson Park adjacent to Salem-Dayton Highway. Attorney to prepare bill for Legislature to transfer jurisdiction of park to Highway Commission.
		Condemnation. Resolution authorizing Attorney to condemn property of L. D. Dollarhide needed for Wolf Creek-Siskiyou Section of Pacific Highway.
6711		Coos County. Coos Bay-Roseburg Highway. Encroachment of barn owned by Vern Magill on highway.
		Lane County. Glenada. Legal action authorized in connection with encroachment of gasoline pumps owned by Tillot Torgerson.
		Coos County. Oregon Coast Highway. A. E. Morris, Bandon, requests Commission to pay part of expense incurred if he has to move his house which encroaches on right of way.

Page	Date 1936	Subject
6711	July 30	Florence. Improvement of Hamlin Street for connection with Coast Highway approved.
6712		Roadside protection. Bureau of Public Roads suggests clause for insertion in cooperative agreements for forest highways.
		Federal Roads Funds. Report prepared by American Association of State Highway Officials on standing of states in obligating Federal funds.
		East Portland-Oregon City Highway. Engineer's report on cost to complete between Abernethy Creek Bridge and intersection of Fifth and Main Streets.
6713		John Day Highway. Engineer's report on cost to reconstruct John Day-Prairie City Section.
		Malheur County. Vale-West Secondary Highway. Engineer's report on proposed changes requested by County Judge.
		O.W.R. & N. Company file complaint in connection with drainage conditions in Burnt River Canyon, near Dixie. Commission authorizes expenditure of $700 to remedy situation.
6714		Dundee. City Recorder requests oiling of rock shoulders adjacent to West Side Pacific Highway. Request denied.
		17th Street-Ross Island Bridge Project. Dan J. Malarkey, President, Moreland Company, Portland, requests some material that will be excavated on project to fill in low land adjacent to East Portland-Oregon City Highway.
6715		Coos County. Marshfield-Englewood Road. Commission authorizes construction of oil surface to be paid for by Englewood District and County.
		Maps. Planning Survey requests additional $35,000 to prepare maps. Cost to be paid out of money budgeted for financial survey.
		Columbia River Highway. Oneonta Tunnel. Flashing traffic signal installed.
		Mitchell Point Tunnel and Mosier Tunnel. Commission authorizes installation of flashing signal.
		Transfer charges. Expense for moving household goods of Division Engineers Wm. E. Chandler and K. D. Lytle. Commission approves payment to Larmer Transfer Company of amount equal to estimated cost to move goods with state equipment.
6716		Umatilla County. Airport Secondary Highway No. 336 designated; Extension of Lexington-Echo Secondary Highway approved. Resolutions designating above roads as secondary highways.
6718		Harney County. County Court requests elimination of portion of Diamond Valley Secondary Highway and substitution therefor of county road through Happy Valley. Resolution adopted.
6721		P.W.A. Funds. Secondary state highway projects. Resolution authorizing Engineer to file applications for grants.
6722		Grants Pass. Chamber of Commerce invites Commission to meet with County Court and other organizations on August 8, 1936.
		Clackamas County Planning Board. Resolution opposing legislation affecting present allotment of state and county money until state-wide Planning Survey is completed.

Page	Date 1936	Subject
6722	August 4	Bureau of Public Roads. Conference with Dr. L. I. Hewes, Deputy Chief Engineer; and W. H. Lynch, District Engineer.
6723		Preservation of roadside beauty. Bureau of Public Roads suggests insertion of clause in Forest Highway agreements.
		Indian reservations. Availability of Federal money for improvements discussed.
		Soil erosion. Engineer authorized to select one project.
		Map. 1937 map to be printed, rather than lithographed, enlarged, et cetera.
		Acquisition of real property needed for highway improvements. Resolution adopted.
6726		Reedsport. Warren P. McWillis property acquired at tax sale. Resale of portion to Mr. McWillis approved.
		East Portland-Oregon City Highway. Mrs. Ilers requests certain improvements on her property at intersection of Woodward Street and Southeast Sixth Avenue.
		Oregon City. Options authorized on property in Tooze Subdivision, on which to deposit waste rock.
6727		Service Creek-Mitchell Secondary Highway. Engineer's report on cost to grade and surface;
		Donnelly Grade. Engineer authorized to investigate and render report on cost to improve.
		Rural house numbering. Engineer's report on proposition submitted by Mr. Grover Rebentisch of the National Bureau of Locations and Statistics. Commission will not sponsor.
		Berke Brothers. Complaint of Benton A. Boyce, Central Point, about alleged faulty equipment being used on State jobs.
6728		Union Avenue Overcrossing. Sale of buildings confirmed in connection with overcrossing construction.
		Montana Bituminous Conference. Commission authorizes representative to attend Second Annual meeting in September.
		Parks Engineer. S. H. Boardman authorized to attend National Conference of State Parks in San Francisco.
		State-Wide Planning Survey. Request to trade in old motion picture camera on new camera. Action deferred.
6729		Remington electric adding machine. Purchase authorized.
		Lincoln County. Oregon Coast Highway. Claim of E. H. Deery for damages denied.
		Columbia River Highway. Claim of Ross D. Jones, Spokane, for damaged windshield due to oiling work denied.
		Oiling trucks. Operators to be instructed to slow down when passing cars.
		Attorney instructed to investigate possibility of insuring trucks against damage claims caused by flying rocks etc.
		Plant collection. Permits authorized for Helen M. Gilkey of Oregon State College, and associates, to collect plants along state highway rights of way.
		Newberg. Townsend Club No. 1 requests permission to erect speakers stand on framework of highway bridge. Granted.

Page	Date 1936	Subject
6730	August 4	Siletz Secondary Highway. Siletz Rodeo Committee and Toledo Lions Club request oiling between Toledo and Siletz.
		Workmen's Compensation Act. G. I. Stebbins inquires if his rejection of act will affect his bidding on highway work.
		Lake County. Chamber of Commerce requests log haulers be permitted to truck logs during Saturday afternoons and Sundays.
		Log hauling. Saturday afternoon and Sunday hauling to be permitted.
		John D. Young, Marshfield, requests permission to truck logs in the vicinity of Coquille during Saturday afternoon and Sunday up to Sept. 20, 1936. Request denied.
		Request of Alfred Nordgren, Forest Grove, to truck logs on Saturday afternoons denied.
		O.W.R. & N. N. E. Halsey Street grade separation project. Damage claim arising out of death of Dave V. Wyllie.
		John Day Highway. Roy Galbraith, Prairie City, urges rebuilding and refurfacing. No action taken.
6731		Curry County. Gold Beach. R. W. Lengfield, Portland, Property Manager for Macleay Estate Company, protests dumping of garbage along highway right of way.
		"Franklin-Smithfield". Lane County Judge requests legal advice as to what procedure to follow.
		The Dalles-California Highway. Resolution abandoning portion of Terrebonne-Redmond Section.
6733		Columbia River Highway. The Dalles. Abandonment of section of old highway west of The Dalles. Resolution.
6735		Glenada. Oregon Coast Highway. Retention of section of highway between old ferry landing and Ash Street. Resolution.
6736		Extensions of time considered, as follows:
6737		Umpqua River Navigation Co., Winchester Bay-North Bend Sec.;
		Saxton & Looney and J. S. Risley, Mist-Pittsburg Section;
		McGeorge Gravel Company, furnishing maintenance materials for Bandon-Myrtle Point Section;
6738		Odom Construction Company, moving General Petroleum Service Station in Oregon City;
		Saxton & Looney and J. S. Risley, approaches to Alsea Bay Bridge;
6739		Tom Lillebo, Bridge over North Fork of John Day River;
		Contracts completed and accepted:
		La Grande Undercrossing, Hoffman Construction Co.;
		Prineville-Ochoco Dam Section, Charles H. Leonard;
		Bridge over Klamath River and Great Northern R. R. tracks, C. J. Montag & Sons;
		Chimney Creek-Juntura Section, McNutt Brothers;
		Brooks-Jordan Creek Section, bridges, Dolan Construction Co.;
		Eagle CreekBridge on Columbia River Hwy., Joplin & Eldon;
		Bridge over Spanish Hollow Creek and O.W.R. & N. Co. tracks, Joplin & Eldon;
6740		Junction City-Eugene Secondary, trestle and culvert construction, Mountain States Construction Co.;
		West Lake-Mohler Section, Saxton & Looney and J.S. Risley;

Page	Date 1936	Subject
6740	August 4	Contracts completed and accepted, (continued):
		20th Street-28th Street Unit of Astoria Section, Brookfield Company;
		Merrill-Hatfield County Road, bridges and culverts, Dunn & Baker;
		Dairy-Bonanza Section, Dunn and Baker;
		Redmond Rock Production Project, Babler Brothers;
		Alsea Bay Bridge approaches, Saxton & Looney and J. S. Risley;
		Biggs-Moro Section, H. C. Rogers;
		Stanfield-Pendleton Hill Section, James Crick.
6742		Agreements, et cetera, considered and signed:
		Southern Pacific Company, exchange of properties along bluff on Pacific Highway;
		City of Portland, rearrangement of water pipe lines necessitated by construction of 17th Ave.-Ross Island Bridge Section;
		Caufield and Savage covering moving of W. C. Werst and L. B. Cronin buildings in Pendleton;
		Deed conveying to Clatsop County Lot 18 of Block 45 in Astoria.
		Clatsop County. Resolution regarding reconveyance of Lot 18, of Block 45, in Astoria, to County.
6743		Agreements, et cetera, signed:
		Southern Pacific Company, authorizing State to install a water pipe line across tracks in Milwaukie;
		O.W.R. & N. Company, Union Pacific Company and M. M. Piper granting State right to store material on railroad property under lease to Mr. Piper.
		Truck Drivers' Strike. Effect on operations by highway contractors discussed. No action taken.
		Union Avenue Overcrossing. H. B. Van Duzer requests construction of skew bents to permit better access to property of Inman-Poulsen Lumber Company. Request denied.
6744	August 5	Bids, as follows, opened and read:
		Milwaukie Roadside Improvement;
		Forest Boundary-Long Creek Section, oil mat treatment;
		Ashland-Tolman Creek Section, paving;
6745		Mill Bridge-Jordan Creek Section, grading, surfacing and crushed rock;
		Middle Unit, Emigrant Hill Section, regrading, surfacing and crushed rock.
		Truck Drivers' Strike. E. A. Collier reports status of projects affected by strike.
		Wallowa County. Attorney's report on acquisition of Effie Tippett and Kelsey E. Berland properties.
		Salem. Twelfth Street. Mrs. John H. Scott inquires regarding possibility for future widening as Secondary Highway.
6746		Hearings in Junction City and Eugene set for September 15.
		Union Avenue Overcrossing. Phil Van Hoomissen property. Settlement authorized at $1250.

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6746	August 5	Union Avenue Overcrossing. Acquisition of right of way across Portland Sand & Gravel Company property discussed.
		Nehalem Secondary Highway. Treharne Section. Condemnation authorized across property of Otis R. Hyland. Resolution.
6748		Dictograph. Installation authorized for Salem office.
6749		Washington County. Scholls Secondary Highway. County Court confers in regard to settlement with a Mr. Hesse for damage he alleges were caused by highway construction.
		Awards announced on following:
		Milwaukie Roadside Improvement project;
		Forest Boundary-Long Creek Section, oil mat surface;
6750		Ashland-Tolman Creek Section, paving;
		Mills Bridge-Jordan Creek Section, grading, surfacing;
		Middle Unit of Emigrant Hill Section, regrading and surfacing.
		Merrill. Request oiling and widening of The Dalles-California Highway through business district. Request granted
6751		Rural house numbering. National Bureau of Locations and Statistics request Commission to endorse project.
		West Coast Power Company. Oregon Coast Highway. Commission authorizes construction of pole line across highway near West Lake, Lane County.
		Request for 186-ft. crossing span denied.
		Landscaping. Portland Rose Council requests planting of rosevine creeper in Portland. Request denied.
		American Association of State Highway Officials. Landscape Engineer reports on meeting of Joint Committee on Roadside Development.
		Planning Survey. Mechanical lettering set to be purchased.
		Brookings. Oregon Coast Highway. W. L. Crissey inquires of plans for improving alignment. Engineer to report later.
6752		Traffic Signals. Salem. Commission requests City to defer purchase of signals pending report of League of Oregon Cities in connection with adoption of standard policy.
		Wolf Creek and Wilson River Highways. Distribution of equipment discussed.
		L. G. Apperson cautioned about equal distribution of men and equipment.
6753		Marshall N. Dana inquires of plans for constructing Sylvan-Sunset Camp Section.
		Coos River Secondary Highway. Isthmus Slough Bridge. Western Battery Separator Co., Marshfield requests Commission to order Mountain States Power Company to move poles.
		Poole & McGonigle. Pacific Highway. Permission granted to transport steel girders from Portland to Salem.
		East Portland-Oregon City Highway. 17th Street-Ross Island Bridge Section. Acquisition of right of way from Southern Pacific Company
6754		Tillamook County. Brooks-Jordan Creek Section, Wilson River Highway. Agreement with Bureau of Public Roads pertaining to benefits to apply to regular plan projects.

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6754	Aug. 26	Champoeg Park Commission. Conference regarding landscaping work in Champoeg Park.
6757		Labor Union. Adoption of code relating to affiliation of Highway Department employes.
		W.P.A. Wilson River and Wolf Creek Highway projects. E. J. Griffith to be advised of Commission's stand.
6758		Wolf Creek Highway. Surfacing authorized on portion of newly graded section.
	Aug. 27	Bids opened and read:
		Tunnel Section, grading and two bridges;
6759		South approach to Coos Bay Bridge;
		Redmond-Bend Section, surfacing, bituminous macadam;
		Shady Point-Kelly Corner Section, grading and bridge;
6760		Storm Creek-Lamb Creek Section, grading;
		Bridge over Jordan Creek;
		West Unit, Stanfield-Pendleton Hill Section, grading;
6761		Sale of used equipment and scrap material at shops.
		Umatilla County. County Court requests improvements to Old Oregon Trail & Oregon-Washington Highway.
6762		Lane County. County Court requests Commission to oil and maintain short section of road at Lowell Bridge.
		Maintenance of road from Coast Fork bridge to Pleasant Hill.
		Willamette Highway. Additional grading requested.
6763		Resurfacing of section of McKenzie Highway requested.
		Route "F" connection with Territorial Secondary Highway.
		Maintenance of Greenleaf-Swisshome Section requested.
		Powder requested in connection with W.P.A. project on Route "F" between Turner Creek and Mapleton.
		Hood River County. Delegation requests elimination of "U" turn in Hood River Secondary Highway north of Dee.
6764		Wallowa County. County Court inquires as to plans for construction of Flora-Washington State Line Section; Commission authorizes contracting as state project.
		Request for Commission to take over Enterprise-Wallowa Lake Road.
6765		Molalla. Commercial Club requests oiling between pavement and curb lines. Investigation of cost authorized.
		Oiling. Engineer authorized to investigate cost to oil highway routes through small cities and towns.
		Clatsop County. Cannon Beach. W. V. Sheltus requests Commission to remedy drainage condition through Haystack Rock Park Addition.
		Douglas County. Delegation request survey of North Umpqua Highway up to Rock Creek.
		Designation of North Umpqua as secondary highway preferred.
6766		Surveys authorized West from Rock Creek to Pacific Highway and from Glide to Winchester.
		Siuslaw Highway. Bracher Timber Company requests permission to construct canal and bridge between Mapleton and Florence.
6767		Grant County. County Court, et al, confer in regard to several road matters.

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6767	Aug. 27	Grant County. John Day Highway. Additional work between Dayville and Prairie City requested.
		Designation of county road extending easterly from Monument to junction with Pendleton-John Day Highway, as secondary highway, requested.
6768		Improvement of county road from Austin to connection with Pendleton-John Day Highway requested.
		Labor Union. J. W. Reardon of Grand Lodge of International Association of Machinists, confers regarding shop employes.
		East Portland-Oregon City Highway. Rushlight property. Grover Samuels, Attorney, regarding additional compensation to Mrs. Rushlight.
6770		C. Farrand, Gresham, appeals for assistance in connection with his claim against Jacobsen-Jensen Company for under pay for labor.
6771		Woodburn. Mayor Hoefer requests oiling of shoulders on Young Street.
		Oregon Motor Stages. Salem. R. W. Lemen confers in regard to change in bus terminal.
		Award of contracts:
		Tunnel Section, grading and two bridges;
6772		South approach to Coos Bay Bridge;
		Redmond-Bend Section, surfacing and bituminous macadam;
		Shady Point-Kelly Corner Section, grading and bridge;
		Storm Creek-Lamb Creek Section, grading;
		Bridge over Jordan Creek;
		West Unit, Stanfield-Pendleton Hill Section, grading.
		Award of Crawfordsville-Holley Section authorized; also
6773		Treharne Section of Nehalem Secondary;
		Wall Creek-Siskiyou Section.
		Ross Island Bridge-Schiller Street project. Award authorized
		Milwaukie Avenue Undercrossing. Award authorized.
		Newport. Bridge Dedication Committee requests Commission to construct speaker's platform. Granted.
6774		Coos County. Empire-Marshfield county road. Designation as secondary state highway. Resolution adopted.
6775		Empire-Marshfield Secondary Highway. Route through Marshfield designated. Resolution.
6776		Washington County. Farmington Secondary Highway. Resolution adopted designating a through highway.
6777		Klamath Falls-Weed Highway. Date of dedication set for October 8, 1936.
		Klamath County Chamber of Commerce, et al, to join in celebration.
		Acquisition of real property needed for highway improvements, Resolution adopted.
6781		Wolf Creek Highway. Options for right of way west of junction with Barnes Road to lapse.
6782		Condemnation. Proceedings authorized for right of way for Union Avenue Overcrossing, Shady Point-Kelly Corner Section and Crawfordsville-Holley Section. Resolution adopted.
6784		Baker County. Burnt River Section of Old Oregon Trail. Acquisition of right of way across Hans C. Benson property.

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6784	Aug. 27	Clatsop County. Road from Wolf Creek Highway to Saddle Mountain State Park. Report on cost to construct.
		Wheeler County. Donnelly Grade section of Service Creek-Mitchell Secondary Highway. Surfacing and oiling authorized.
		Klamath County. Lost River Section of The Dalles-California Highway. Reconstruction considered.
6785		Elsie-Jewell road. Report on capacity of bridges.
		Advertising. Attorney's opinion regarding jurisdiction over city streets utilized as highway routes.
		North Bend. Request of City for installation of sign on Oregon Coast Highway at north city limits.
6786		Wheeler County. Fossil-Antelope Secondary Highway. County Judge confers in regard to Chichester Gulch Section.
		Multnomah County. Guy W. Talbot State Park. Payment of taxes authorized.
6787		Insurance. Attorney's report on additional coverage in connection with damage claims arising from flying rocks.
		Oregon Coast Highway. Engineer's report on proposed relocation between Newport and Siletz River.
		Gleneden Beach. Highway revision discussed.
		Fogarty Creek. General U. G. McAlexander, Newport, objects to proposed revision.
6788		Rocky Creek revision. Parks Engineer objects to proposed line.
		"Daylighting" curves south of Fogarty Creek discussed.
		Acquisition of right of way deferred until spring.
		Pea viners. Towing by tractors to be prohibited on state highways.
6789		Inman-Poulsen Lumber Company. H. B. Van Duzer objects to fire hazard created by highway operations on East Portland-Oregon City Highway.
		East Portland-Oregon City Highway. Inman-Poulsen Lumber Mill. Watchmen to be employed by Highway Department to supervise parking of vehicles in vicinity of mill.
		Neskowin. Survey for relocation of highway authorized; negotiations with property owners authorized.
6790		Columbia River Highway. Bridge of the Gods. Signs on private property contain erroneous information.
		William Hanley Memorial. Alkali Lake site chosen for oasis development.
		State Capitol Reconstruction Commission requests services of George H. Otten in connection with removal of trees and shrubs from capitol building site.
		Landscape Engineer authorized to attend annual meeting of Washington State Good Roads Association in Ellensburg.
6791		Harold B. Say authorized to attend Pacific Northwest Business Conference in Boise, Idaho.
		I. M. Schannep authorized to attend annual meeting of Oregon and Washington Title Association.
		Powell Valley W.P.A. drainage project. Application for W.P.A. funds authorized.

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6791	Aug. 27	Trucks. Purchase of three new trucks authorized for use on Powell Valley W.P.A. drainage project.
		Wolf Creek Highway. Elsie-Necanicum Junction Section. Landscape Engineer proposes W.P.A. project to control erosion.
		James Crick requests additional compensation in connection with East Unit, Stanfield-Pendleton Hill Section.
6792		Graders. Purchase of ten single-drive power graders and ten pull-type graders authorized.
		The Dalles-California Highway. Maintenance materials authorized for section between Bend and Willamette Hwy. junction.
		Clackamas County Court. Request for Department pictures for use at Oregon State Fair granted.
		Reaction time. Demonstration at State Fair in cooperation with Secretary of State.
6793		Postage Meter. Purchase authorized for Salem office.
		Waldport. Sale of building used by Alsea Bay Bridge engineers authorized to C. G. Stout at $42.50.
		Traffic surveys. Surveys authorized in Salem, Eugene, Klamath Falls and Pendleton.
		Log hauling. Joe Flora Logging Company request permit to haul 56 ft. logs over Elsie Jewell Road. Request denied.
6794		Agreements, as follows, considered and signed:
		Parker-Schram Company, regarding award of Ross Island Bridge-Schiller Street project;
		Clatsop County Court, maintenance of Elsie-Jewell road;
		City of Reedsport, transfer of ferry slip at Reedsport;
		Roosevelt Highway Ferry Co., amendatory agreement covering ferry service across Yaquina Bay;
		Inez V. Iler, filling in of Woodward Street, near Ross Island Bridge;
		Collins Radio Company, extending completion date for radio installation;
		C. J. Montag & Sons, shortage in man-hours of relief labor;
6795		Tom Lillebo, shortage in man-hours of relief labor;
		Fred H. Slate, shortage in man-hours of relief labor;
		Dunn & Baker, shortage in man-hours of relief labor;
		Jacobsen-Jensen Company, shortage in man-hours of relief
		Saxton & Looney and J. S. Risley and J. C. Compton, shortage in man-hours of relief;
		Mountain States Construction Company, shortage in man-hours of relief labor;
		Edwin C. Gerber, shortage in man-hours of relief labor;
		J. C. Compton, shortage in man-hours of relief labor;
		Harold Blake, shortage of man-hours of relief labor;
		R. O. Dail and Warren Bros., Inc., shortage of man-hours of relief labor;
		Southern Pacific Company, cultivation of railway property in Milwaukie
6796		Bargain and Sale deed conveying property in Reedsport to Pearle M. Burnett and Wilson S. Burnett;
		Satisfaction of mortgage covering property acquired from W. A. Hedges at Canemah.

Page	Date 1936	Subject
6796	Aug. 27	Date of next regular meeting set for Thursday, October 1.
	Sept. 15	Junction City. Hearing regarding rerouting of Pacific Highway between Junction City and Eugene.
		Lane County. Oakridge delegation confer regarding S. P. overcrossing on county road betwen Oakridge and Willamette Highway.
6799		Payment of $4,500 to County authorized to aid in construction of S. P. overcrossing on county road.
6800		Eugene. Public hearing regarding rerouting of Pacific Highway between Junction City and Eugene.
		"Smithfield-Franklin". B. F. Howard, Shedd, asks that Commission endeavor to eliminate name "Franklin".
6801		Marion County. Champoeg-Butteville road. State and County cooperation on W.P.A. project. Letter to E. J. Griffith.
6802		Columbia River Highway. Columbia Gorge snow control. Cooperation of O.W.R. & N. Company in W.P.A. project.
		Benton County. Tampico Road grading project. County Court requests State to surface.
		Mileage table of Secondary highways in county
		Polk County. Mileage table of Secondary highways in county.
6803		Oregon City. Resolution adopting "Water Street" as route of highway through city.
6806		Secondary Highway Program. Report on status of 1936 program.
		Federal Funds. Report on status for county roads.
6807		Curry County. Right of way for Port Orford road project. County to submit recommendation for transfer of funds.
		Wallowa County. Joseph-Wallowa Lake road. Report authorized on cost to improve as possible state highway.
		Old Oregon Trail. Mytinger Section, east of Pendleton; Engineer's report on cost to construct
6808		Columbia River Highway. Sign near Bridge of the Gods containing erroneous information.
		Signs. Attorney's opinion on authority of Commission to control erection of signs on highways.
		North Bend. Request of City to erect sign on right of way of Oregon Coast Highway reconsidered.
		Salaries. Attorney's opinion regarding application of Chapter 360, Oregon Laws 1935.
6809		Douglas, Klamath and Jackson Counties. Request that State take over county roads extending from Crater Lake Highway at Union Creek to connection with The Dalles-California Hwy.
		Gold Beach. Acceptance of offer of Chamber of Commerce in regard to dump site.
6810		Legal advice. Claim of Robert V. Chrisman and Ben S. Fisher for services rendered. Payment authorized.
		Biennial Report. Wallace Wharton, Budget Director, requests that employes names and salaries be listed.
		Award confirmed on following contracts:
		Milwaukie Avenue Undercrossing, Hoffman Construction Co.;
		Wall Creek-Siskiyou Section, McNutt Brothers;
		Ross Island Bridge-Schiller Street Section, Parker-Schram;
		Crawfordsville-Holley Section, Roy L. Houck;

Page	Date 1936	Subject
6811	Sept. 15	Awards confirmed (continued) Treharne Section, Mountain States Construction Co.; Shady Point-Kelly Corner Section, Berke Bros. Inc.
		Sheet piling. Sale of piling at North Bend to Portland Dredging Company confirmed.
		Bradley Park. Cancellation of contract of B. J. Lindeman authorized.
		Baker County. Burnt River Bridge. Deposit of Averill and Philpott, contractors, to be returned.
6812		Union County. County Court requests designation as secondary state highway of extension to Hilgard-Starkey Secondary; also removal from secondary highway system of 2-3/4 miles.
6813		Dunn & Baker. Request to take crushed rock from State quarry at Adams Point, Klamath County, Granted.
		Lincoln County. Devil's Punch Bowl State Park. Captain J. D. Mitchell requests permission to tap State's water pipe line. Request denied
		Malheur County. County Court unable to agree in regard to revision of County's secondary highway system.
6814		Vacations. Policy in regard to vacations and leaves of absence. National Guard employes attending annual encampments.
		Lane County. Rainrock-Greenleaf Creek widening authorized.
		Umpqua River Navigation Company. Surety on the bond furnished in connection with ferry service requests release from liability on date of opening of Umpqua River Bridge.
		Coast Bridges. F. R. Woodbury, Advertising Printer, requests use of pencil drawings of bridges. Request denied.
		Advertising. Oregon scenes to be printed on envelopes to be sent to out of state points.
		Log hauling. Request of Clay Dooley to haul long logs over Elsie-Jewell County Road denied.
		Arrest report. Melvin Edward Carner's violations reported. Recommendation to Public Utilities Commissioner to cancel.
6815		Klamath County. Chamber of Commerce and Shasta-Cascade Wonderland Association invite Commission to Klamath Falls-Weed Highway dedication October 5. Chiloquin Chamber of Commerce requests hearing. October 5 set as date for such hearing.
		Redwood Empire Association. Commission invited to 16th Annual Convention in Crescent City on October 10, 1936.
		P.W.A. Resolution authorizing Engineer to make application for grant funds. Program for grant funds for secondary highway projects.
6820		Clatsop County. Cannon Beach-Arch Cape road. Surfacing requested.
		Woodburn-Mt. Hood Loop Secondary Highway. Request that highway be named "Foothills Highway." Denied.
		Philomath. City Council requests oiling of shoulders adjacent to highway. To be considered in 1937 oiling program.
		Coos County. Coos River Grange, Marshfield, requests improvements to Coos River Secondary Highway. Denied.

Page	Date 1936	Subject
6820	Sept. 15	Mt. Hood Golf Club. Request for improvement of county road extending from Mt. Hood Highway to Golf Club. Denied.
		Cape Arago Secondary Highway. North Bend Chamber of Commerce requests additional construction.
6821		Seaside. Channel change of Necanicum River requested to safeguard City's water pipe line. Expenditure authorized.
		Jackson County. Talent Town Council request oiling of shoulders adjacent to highway through town.
		Waldport. Chamber of Commerce objects to sign which private interests propose to erect near Alsea Bay Bridge.
		Suttle Lake. N. W. Smith, Lebanon, suggests that "Settle Lake" be chosen in honor of John Settle.
		Road magnet. Mr. Marion T. Weatherford, Arlington, requests Commission to remove nails from his private premises.
		Wolf Creek Highway. L. M. Lepper, Director, East Side Commercial Club, requests additional construction between Elsie and Sunset Camp.
		Siletz Secondary Highway. James B. Briggs, Toledo, requests improvement between Toledo and Siletz.
6822		East Portland-Oregon City Highway. Milwaukie Parent-Teachers' Association request elimination of danger to school children.
		Portland. E. H. McDaniels, Portland, inquires of plans for improvement of No.East 39th Street.
		Division Office. Temporary office near Milwaukie authorized.
		Clatsop County. Walluski River Bridge on Nehalem Secondary Highway. Approval of War Department necessary.
6823		Acquisition of real property needed for various highway improvements. Resolution adopted.
6825		Oregon Electric Railway Company. Purchase of land adjoining highway south of Junction City requested.
		Columbia River Highway. Mrs. Richard W. Montague offers to sell property near Bonneville for state park.
		Oregon City. Sale of buildings authorized.
6826		Extensions of time granted as follows: Lindstrom & Feigenson, Parker & Banfield and T. H. Banfield, Alsea Bay Bridge;
6827		Haskin & Brooks, Bolon Island Section; Babler Brothers, Horse Ranch-Silver Lake Section; Edlefsen-Weygandt Company, 122nd Avenue Undercrossing; Edwin C. Gerber, Byerley Corner-Bethel Section;
6828		M. L. O'Neil & Son, Upper Tumalo Section; Arthur A. Hardesty, Elgin Rock Creek Section; Saxton & Looney and J. S. Risley, O. E. Undercrossing at Metzger;
6829		C. J. Montag & Sons, Owyhee River Bridge; J. F. Johnston, Chewaucan River Bridge; Jacobsen-Jensen Company, Glisan St.-Foster Road Section;
6830		Portland Gravel Company, Nehalem Boom Undercrossing; Oregon Contracting Co. and Theo. Arenz, Rainier Section;
6831		H. C. Rogers, Cold Springs Bridge-Holdman Section; Tom Lillebo, Bridge over Kahler Creek.

Page	Date 1936	Subject
6831	Sept. 15	Contracts completed and accepted: Units "A", "C", and "D" of Coos Bay Bridge, Northwest Roads Co.; Gold Lake Trail-Odell Lake Section, Dunn & Baker;
6832		Bolon Island Section, Haskin & Brooks; Milwaukie-Oregon City Section, Edlefsen-Weygandt Co.; Horse Ranch-Silver Lake Section, Babler Bros.; North Unit, Torrent Creek-Wall Creek Section, Berke Bros.; Junction City-Siuslaw Junction Section, E. H. Itschner and E. L. Rigdon; 122nd Avenue-Troutdale Section, Jacobsen-Jensen Co.; Clackamas County Road Oiling, Edwin C. Gerber; Metzger Undercrossing, Saxton & Looney and J. S. Risley; Chewaucan River Bridge, J. F. Johnston; Columbia Blvd.-Levee Road Section, Warren Northwest and Porter W. Yett; Manzanita-Wheeler Section, J. C. Compton; Kahler Creek Bridge, Tom Lillebo; 162nd Avenue-Gresham Road Section, Jacobsen-Jensen Co.;
6833		Moving of General Petroleum Service Station in Oregon City, Odom Construction Company; Wocus Marsh-Link River Section, Dunn & Baker; Cinder Butte-Silver Creek and Silver Creek-Sage Hen Hill Sections, Babler Bros.; Hermiston-Echo Junction Section, A. S. Wallace.
6835		Agreements, et cetera, as follows: City of Coquille, installation of radio system; Southern Pacific Company, easement for grade crossing at Reedsport; Memo between Forest Conservation Service, Department of Agriculture and State regarding erosion control; Joint letter to Southern Pacific Company from Commission and Lane County Court regarding previous agreement for right of way on Siuslaw Highway; Southern Pacific Company, construction of concrete ditch near New Era; Statement releasing Corvallis Lumber Company and Southern Pacific Company from claims for damage to Mary's River Bridge; Agreement with George J. Kelly, et ux, regarding acquisition of right of way for Schiller St.-Ross Island Bridge Section; Bargain and Sale Deed conveying land to Eino O. Lunden in Reedsport;
6836		Bargain and Sale Deed conveying land to Warren P. McWillis in Reedsport; Southern Pacific Company, easement for retaining wall near Wall Creek.
	Sept. 30	Umatilla County. Pendleton-Stanfield Section. Attorney's report on acquisition of right of way. Wolf Creek and Wilson River Highways. Jurisdiction of W.P.A. projects to be considered next spring.
6837	Sept. 30	Wolf Creek Highway. Surfacing on C.C.C. road northerly from West Timber to contractor's camp authorized.
6838		Wheeler County. Chichester Gulch Section of Shaniko-Fossil Secondary Highway. County Court requests additional work. County's indebtedness to State to be settled. Minutes of April 15, 16 & 17; April 24; May 20, 21 and 22; June 13 to 17 incl.; June 24 to 27, 1936, incl. approved. Benton County. Tampico Road. County requests State to surface.
6839		Bureau of Public Roads. Thomas A. MacDonald requests suggestions regarding secondary or feeder road improvements. Secondary roads. Suggestions submitted to Chief, Bureau of Public Roads, regarding Federal Secondary System. State Highway Fund. Statement of receipts and disbursements
6840		for August, 1936. Woodburn. State cooperation asked on improvements to the Hillsboro-Woodburn Secondary Highway in Woodburn. Grant County. Maintenance of county road from Monument to Long Creek. State to maintain. Lane County. Cottage Grove. Relocation of Pacific Highway through city. Public hearing to be held.
6841		Lane County. Resolution designation Junction City-Eugene Secondary Highway as a primary highway.
6844		Resolution designating portion of Pacific Highway, known as the River Road, as a secondary state highway.
6845		Resolution designating route of newly adopted secondary highway into Junction City and Eugene.
6847		Columbia River Highway. Relocation between Troutdale and The Dalles. Negotiations authorized for right of way between highway and river. Agreements, et cetera, considered and signed: O.W.R. & N. Company, installation of underground wiring in connection with radio station; City of Bend covering radio communication system; City of The Dalles covering radio communication system;
6848		F. G. Brown, snow removal on Klamath Lake Secondary Hwy.; Marion County Court, easement for shoofly track in connection with North Salem Undercrossing; Permit authorizing Department of Agriculture Soil Conservation Service to erect gauging station in Umatilla County; James Newlands and Christina Newlands, filling in and landscaping Woodward Street, Portland Nancy A. Nelson, tenancy in Silver Creek Falls Park; Lindstrom & Feigenson, Parker & Banfield and T. H. Banfield, final settlement on Alsea Bay Bridge; Bargain and Sale Deed conveying property in Toledo to Georgia Ray Hellworth; Bargain and Sale Deed conveying property in Deschutes County to Millie P. Struss.
6849	Oct. 1	Bids, as follows, opened and read: Haines-Baker Section, crushed gravel in stock pile

Page	Date 1936	Subject
6849	Oct. 1	Bids: (continued)
		Quartz Creek Section, grading;
		Ochoco Dam-Mill Creek Section, grading and surfacing;
6850		Arlington Rock Production Project;
		Stewart Bridge-Flat Creek Section, regrading and surfacing;
		Burns-Buchanan Section, grading and two bridges;
		Junction City-Siuslaw Junction and Arvard-Eugene Section; paving;
		Bridge over Calapooya River;
		Pringle Creek-Illahe School Section, paving;
6852		Castle Rock-Umatilla County Line Section, crushed gravel;
		Wilcox-Shaniko Section, crushed rock base, oil mat surface treatment;
6853		Rock Creek-Wallowa Section, regrading & surfacing;
		Shelton Ranch-Flora Junction Section, grading;
		Bridges over Rock Creek and Wallowa River;
		Sale of buildings on East Portland-Oregon City Highway.
		Oregon Coast Highway Association. Following improvements requested:
		State cooperation in rehabilitating Bandon;
		Completion of Neahkahnie Mountain Section;
		Reconstruction of Marshfield-Coquille Section;
		Widening between North Bend and Marshfield.
6854		Commission invited to annual banquet on October 19.
		Acquisition of right of way. Resolution adopted.
6858		Condemnation authorized for necessary right of way on following sections:
6859		Columbia County Line-Linnton Section;
		Arch Cape Tunnel Section;
		Burns-Buchanan Section;
		Middleton-Newberg Section;
		Shelton Ranch-Flora Junction Section;
		Illahe School-Miller Creek Section;
		North Roseburg Section;
6861		Elsie-Sunset Camp Section;
		North Fork-Nehalem River Bridge Section.
6862		Wheeler County. County Court, et al, regarding Chichester Gulch Section of Fossil-Antelope Secondary Highway.
6863		County's indebtedness to be paid out of Motor Vehicle Fund.
		Fossil-Antelope Road. County requests improvement near Fossil.
		The Dalles. Lewis and Clark monument. Delegation confers in regard to State cooperation.
6864		George Otten and architect to work out plan.
		Benton County. County Court asks designation as secondary highway of Tampico County Road.
6865		Tampico Road. Designation as secondary highway approved.
		Grading work authorized, to be done by contractor.
		Alsea-Deadwood Secondary Highway. Removal of short section from secondary highway system.
		State to maintain at County expense.
6866	Oct. 1	Union County. Charles H. Reynolds, Pres., Oregon Trail Association, requests extension of Hilgard-Starkey Secondary Highway.
		Island City-Cove Secondary Highway. Additional oiling requested.
		Weston-Elgin Secondary Highway. Completion of Union County's portion requested.
		Medical Springs-Union Secondary Highway. Improvement requested.
		Old Oregon Trail. Improvements requested by Charles H. Reynolds, Pres., Oregon Trail Association.
6867		North Santiam Highway. Salem delegation requests hearing.
		Salem-Dayton Secondary Highway. Polk and Yamhill County delegation request additional improvements.
		Petition of property owners of Dayton and vicinity filed.
6868		Linn County. Halsey-Sweet Home Secondary Highway. County Court asks survey to determine permanent line.
		Survey authorized.
		West Side Pacific Highway. Sherwood Commercial Club request rerouting between Middleton and Tualatin.
6869		Otter Rock. Captain J. D. Mitchell requests permission to connect water pipe line to State's line in Devil's Punch Bowl State Park.
6870		Crook County. Ochoco Dam-Rock Creek Section. County Judge asks that employment of local labor be specified in contract.
		Warm Springs Secondary Highway. Graveling of short section north of Prineville requested by County Judge.
		Removal of sharp turn on Crooked River Secondary between Riverside and Post requested.
		Fence construction on right of way of Crooked River Secondary requested by a Mr. Listers.
		Yamhill County. McMinnville-Tillamook Highway. Delegation protests realignment between McMinnville and Sheridan.
6871		Oregon City. H. Douthit requests restoration of stairway leading to moorage location on Water Street.
		Gleneden Beach. Oregon Coast Highway revision. W. F. Carey requests hearing for delegation.
		Speedometer. Ray Conway, Oregon State Motor Association, suggests 5-mile section be designated as testing area.
6872		Portland. Erection of speed limit signs suggested by Ray Conway.
		Highway marking. Ray Conway suggests traffic stripes to indicate safe passing.
		Highway illumination. Section of East Portland-Oregon City Highway between Portland and Milwaukie approved for trial lighting. Investigation ordered.
6873		County road signing. Ray Conway asks Commission to assume responsibility. Action deferred.

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6873	Oct. 1	Awards announced on following: Haines-Baker Section, furnishing crushed gravel; Quartz Creek Section, grading; Ochoco Dam-Mill Creek Section, grading and surfacing; Arlington Rock Production Project;
6874		Stewart Bridge-Flat Creek Section, regrading, surfacing; Burns-Buchanan Section, grading and two bridges; Junction City-Siuslaw Junction and Arvard-Eugene Sections, paving; Calapooya River Bridge; Pringle Creek-Illahe School Section, grading and paving;
6875		Wilcox-Shaniko Section, crushed rock base and surfacing; Rock Creek-Wallowa Section, regrading and surfacing; Shelton Ranch-Flora Junction Section, grading; Bridges over Rock Creek and Wallowa River; Sale of buildings in Oregon City;
6876		Sale of building at Aurora (no bids received). Tillamook County. County Court asks for hearing date to discuss 1937 road program. October 19 set. Wolf Creek and Wilson River Highways. A. M. Churchill inquires whether or not Commission is to assume responsibility for W.P.A. projects. Salmon River Highway. Parks Superintendent reports offer of Schroeder Timber Company for exchange of timber. Newport. Mr. H. Hire requests concession in Yaquina Bay State Park. Request denied. Bradley Park. B. J. Lindeman requests reconsideration of cancellation of contract.
6877		Eugene. Offer of S. C. Van Armitage to donate 13-acre tract on county road north of Eugene as site for state park. Wheeler County. County Relief Committee requests 40 cords of wood in Shelton Park for needy families. Granted. Waldport. W. F. Keady offers to donate land adjacent to Coast Highway for parking purposes. Offer accepted. Bandon. Mrs. Catherine Sickels offers to sell 4.53-acre tract for $2,150. Jackson County. "Casey's" recreational area adjacent to Crater Lake Highway. Purchase authorized. Otter Rock. Mrs. J. C. Evans, Salem, requests permission to pipe sewage pipe line across Devils Punch Bowl Park.
6878		Wolf Creek Highway. Pointer cemetery. Attorney's report on negotiations with West Hills Memorial Park Association. Benton County. Alsea-Deadwood Secondary Highway. Resolution adopted removing 5-mile section from secondary system.
6879		Tampico Market Road. Resolution adopted designating portion as secondary highway.
6880		Alsea-Deadwood Secondary Highway. Resolution accepting offer of Government for P.W.A. grant to aid in improvements.
6881		Marion County. Butteville-Champoeg county road. Letter to W. P. A. approved.
6882		Lane County. Agreement regarding grade separation project at Oak Ridge.

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6883	Oct. 4	Coquille. Conference with Coquille Chamber of Commerce in regard to route of Coast Highway between Marshfield and Bandon. Oregon Coast Highway. Coquille Chamber of Commerce urges retention of present route south of Marshfield.
6884		Lincoln County. Reconsideration of purchase of property at Fogarty Creek. Portland. City Planning Commission requests additional surveys for Foothills Boulevard. John Day Highway. Engineer's report on condition of timber bridges between Service Creek and Valades Ranch. Maintenance materials. Burns-Lakeview Highway. 30,000 cubic yards authorized, in stock piles. Burns-Lakeview Highway. Oiling to extent of $70,000 authorized.
6885		Forest Highway Funds. Conference with Bureau of Public Roads and Forest Service scheduled for October 16. Umpqua River Navigation Company. Surety on bond for ferry service across Umpqua River at Reedsport requests relief from further liability. Wallowa County. Joseph-Wallowa Lake Road. Engineer's report on cost to reconstruct. Tillamook County. Oregon Coast Highway. Engineer's report on cost to eliminate right-angle turn at south city limits of Tillamook.
6886		Ferry Service. Wilsonville. New contract authorized. Extension of old contract authorized pending new contract. Capitol Reconstruction Commission. Secretary's report on loan of services of Highway Commission's Landscape Engineer. Pendleton. Sale of buildings confirmed.
6887		East Portland-Oregon City Highway. Sale of buildings confirmed. Juanita Investment Company building held pending outcome of condemnation case.
6888		Lake County. Fremont Highway. Resolution abandoning section near "The Narrows" which has been reconstructed on new alignment.
6890		Union Pacific Railroad Company. Claim for damages due to derailment of train in Columbia Gorge denied. Radio. Claim of Ben S. Fisher for legal services in connection with radio installation approved. Automobiles. Purchase of five station wagons authorized. Vacations. Circular letter setting forth future policy in regard to vacations, leaves of absence, et cetera.
6892		Harney County. Burns-Buchanan Section, Central Oregon Highway. State Land Board demands 10¢ per cu. yd. royalty for material taken from quarry sites. Award of contract for Burns-Buchanan Section, Central Oregon Highway, authorized to M. L. O'Neil & Son. State Land Board. Quarry sites adjacent to Central Oregon Highway. Acquisition of gravel by State for Burns-Buchanan Section to be settled by conference in spring.

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6892	Oct. 4	Enterprise. National Youth Association requests use of State Highway building in connection with housing students.
6893		Bend. Construction of garage authorized for Division Office equipment.
		Advertising. Use of scenery envelopes authorized for all correspondence.
		Nehalem Secondary Highway. Mountain States Construction Company offers to purchase two buildings on Treharne Section.
		Traffic signals. Purchase of Eby "electric eye" authorized for experimental purposes.
6894		Jackson County. County Judge inquires regarding stock running at large on highways. Problem one for Legislature.
		Suttle Lake. Lewis A. McArthur's report on advisability of changing name of lake to "Settle Lake."
		Ontario. Hearing scheduled for November 17 in connection with rerouting of Ontario Spur Section of Old Oregon Trail.
6895		State Game Commission. Letter suggesting posting of signs along Oregon Coast Highway between Glenada and Gardiner to warn tourists of deer crossing highway.
		Gladstone. City requests designation of Arlington Street as connecting route between East Portland-Oregon City Highway and East 82nd Street Secondary Highway.
		Oregon-Washington Highway. Safety measures requested by Principal of school at Freewater to safeguard school children who walk along highway.
		Columbia County. County Council Associated American Workmen suggest employment of cripples and disabled veterans as watchmen, flagmen, et cetera.
		Portland. East Side Commercial Club suggests grade crossing elimination projects in City.
6896		Oregon Coast Highway. Devil's Lake Boosters Club urge widening through Oceanlake district
		Engineer authorized to make investigation for permanent location across Lincoln County.
		Extensions of time:
		Edlefsen-Weygandt Company, West Entrance to The Dalles;
		Newport Construction Company and Kern & Kibbe, Emigrant Hill-Emigrant Springs Section;
6897		M. L. O'Neil & Son, Upper Tumalo Section;
		Umpqua River Navigation Company, Winchester Bay-North Bend Rock Production Project
6898		Harold Blake, Canyon Road-Talbot Section and Garden Home Road-Shattuck Road Sections,
		Homer G. Johnson, Enterprise-Joseph Section;
		J. C. Compton, Yamhill County Oiling Project;
6899		Jacobsen-Jensen Company, 162nd Ave.-Gresham Road Section;
		Harold Blake, Vancouver Avenue Extension;
6900		Wm. C. Schmitt, Olalla Creek Bridge;
		J. C. Compton, Azalea-Wolf Creek Summit Section;
		Hart Construction Company, Threemile Creek-Eightmile Creek Section;
		United Contracting Company, Independence Section.

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6901	Oct. 4	Contracts completed and accepted:
		122nd Avenue (Buckley Road) Undercrossing, Edlefsen-Weygandt Co.;
		Agency Section, M. L. O'Neil & Son;
		Upper Tumalo Section, M. L. O'Neil & Son;
		South approach to Coos Bay Bridge, S. S. Montague;
		Glisan Street-Foster Road Section, Jacobsen-Jensen Co.;
		Enterprise-Joseph Section, bridge and culverts; Homer G. Johnson;
		Mist-Pittsburg Section, Babler Bros.;
		Threemile Creek-Eightmile Creek Section, Hart Construction Co.
6903	Oct. 5	Chiloquin. The Dalles-California Highway. Conference with Chamber of Commerce in regard to rerouting of highway through town.
6904		Reconnaissance survey authorized.
		Klamath County. County Court confers in regard to revision of Secondary Highway System in County.
6905		Earl C. Reynolds submits list of highway improvements desired.
		Klamath Falls. Rerouting of The Dalles-California Highway along 10th Street considered.
6906		Petition requesting vacation of portion of 1st Avenue in Altamont Acres.
		Date for next regular meeting set for November 5.
	Oct. 16	Forest Highway Funds. Bureau of Public Roads and U. S. Forest Service representatives regarding programming of Forest Highway Funds.
6907		1938, 1939, 1940, 1941 and 1942 Forest Highway Program.
6910		Minutes of July 7 and 8, July 17 to 21 and July 23, 1936 approved.
		Acquisition of real property required for highway improvements. Resolution adopted.
6915		Lower Columbia River Highway. City Motor Trucking Company settlement discussed.
		Aurora. Sale of building. Commission recommends sale to W. L. Snidow or Mrs. Henry J. Keil.
		Nehalem Secondary Highway. Sale of buildings located on Treharne Section to be made to Mountain States Construction Company.
		Wolf Creek Highway. W.P.A. project. Commission not to assume responsibility for construction. Statement in regard thereto.
6916		Pendleton. Bargain and Sale deed conveying to G. F. Hodges property in Reservation Addition to Pendleton.
6917	Oct. 17	Wallowa County. Joseph-Wallowa Lake Road. Designation as secondary highway discussed. No action taken.
		Multnomah County. Columbia River Highway. Offer of Mrs. Richard Montague to sell land near Bonneville, for state park purposes, reconsidered.
		John Day Highway. Claim of Joe Shelton for injuries received in automobile accident at Juniper Canyon Bridge.

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6917	Oct. 17	Oregon-Washington Highway. Sidewalk construction requested by Wilfred Nasshohn between Freewater and state line.
6918		Traffic signals. Adoption of policy in regard to control of signals in cities. Action deferred.
		Columbia River Highway. Erection of sign near Golf Club Bridge directing traffic to Sandy Boulevard to avoid construction on Base Line Road.
		The Dalles-California Highway. Installation of 18-inch siphon pipe across highway at Mile Post 261 approved.
		Marshfield. Coal Bank Slough. County Judge asks State to cooperate in construction of dredged fill. Survey authorized.
6919		Bandon. Topographic surveys for revision of Coast Highway.
		Award confirmed on following projects: Pringle Creek-Illahe School Section, Harold Blake; Burns-Buchanan Section, M. L. O'Neil & Son.
		Umatilla County. Soil erosion project on Old Oregon Trail. Federal highway beautification funds to be used.
		State-Wide Planning Survey. Four house-trailers for use of traffic recorders to be constructed.
6920		Pendleton. Engineer's report on proposed overpass on East Court Street. No action.
		Transcontinental Highway. Extension of U. S. Highway No. 14 to Pacific Ocean. Substitution for U. S. Highway No. 28 approved.
		Signs. Service clubs and organizations to be requested to remove signs along highways.
6921		Clatsop County. Astoria Chamber of Commerce, County Court and Pomona Grange request permission to erect signs at County Line to greet travelers. Request denied.
		Reflector buttons. Irwin-Hodson Company's bid accepted.
		American Association of State Highway Officials. Selection of representatives referred to Chairman Cabell for representation at annual meeting in San Francisco in December.
		Bonds. Schedule-type bond considered instead of individual bonds.
		Harney County. Frenchglen Secondary Highway. Extra maintenance authorized between Narrows and Frenchglen for benefit of C.C.C. operations.
6922		Yaquina Bay Bridge. Newport Chamber of Commerce requests speakers' stand which was used at Bridge Dedication.
		Forest Service. Assistant Regional Forester's letter outlining plans of Forest Service for road in Umatilla National Forest.
		East Portland-Oregon City Highway. John Karstetter, Works Progress Administration, requests overcrossings .
		Wolf Creek Highway. L. M. Lepper urges additional construction.
		Roseburg. A. E. Davidson, Oakland, requests Commission to defer Roseburg project indefinitely.
6923		"Franklin-Smithfield". L. M. McClellan, Junction City, suggests circulating of petitions to determine choice of name.

Page	Date 1936	Subject
6923	Oct. 17	Extensions of time: Saxton & Looney and J. S. Risley, Mist-Pittsburg Section; Harold Blake, Elgin-Rock Creek Section;
6924		Edward F. Webber, Unit No. 1, Chichester Gulch-Summit Section; R. O. Dail and Warren Bros., Inc., Rocky Point School-South Falls Section; Parker-Schram Company, Odell Junction-Dee Section.
		Contracts completed and accepted:
6925		Brooks-Jordan Creek Section, Chas. H. Leonard; Emigrant Hill-Emigrant Springs Section, Newport Construction Company and Kern and Kibbe; Service Creek-Spray Section, Edlefsen-Weygandt Company and E. Hefty; Branson Creek-Rock Creek Section, Edlefsen-Weygandt Company and E. Hefty; Silverton-Silver Creek Falls Section, R. O. Dail and Warren Bros.; 162nd Avenue Subway, Portland, Edlefsen-Weygandt Company; Island City-Grande Ronde River Section, Homer G. Johnson; John Day River Bridge, at Monument, Tom Lillebo; Merrill-California Line Section, and Malin-California Line Section; Dunn and Baker; Cold Springs Bridge-Holdman Section, H. C. Rogers; Canyon Road-Talbot Section, Humphrey Boulevard; and Garden Home-Shattuck Road Section, Harold Blake;
6926		Shady Overcrossing, Mountain States Construction Co.; Madras Overcrossing, McNutt Bros.; Mist-Pittsburg Section, Saxton & Looney and J. S. Risley; Elgin Rock Creek Section, Harold Blake; Unit No. 2, Chichester Gulch-Summit Section; Lexington-Sand Hollow Section, A. S. Wallace; Forest Boundary-Long Creek Section, Babler Bros.
6928		Cottage Grove. Hearing scheduled for December 1, 1936.
		Agreements, et cetera, considered and signed: Federal Government, covering grading and surfacing, Chandler Park-White Rock Section, Fremont Highway; Southern Pacific Company, grade crossing elimination in Willamina; Bargain and Sale deed conveying property in Newport to Gladys Jones; West Hills Memorial Park covering removal of bodies in Pointer family cemetery; Joint letter with Bureau of Public Roads and Forest Service revising Forest Highway System to conform to revised boundaries of Fremont National Forest;
6929		Benton County, surfacing of Tampico Road involving assignment of motor vehicle funds; Wheeler County, construction of additional section of Shaniko-Fossil Secondary Highway, involving assignment of of County's share of motor vehicle fund.

Page	Date 1936	Subject
6929	Nov. 5	Bids, as follows, opened and read: Alsea-South Fork Section, bridges, grading and surfacing; North Fork Nehalem River Section, grading, surfacing and bridges; Bend-Crescent Section, crushed rock in stock pile; Condon-Fossil Section, crushed rock in stock pile;
6931		John Day Rock Production Project; Burns Rock Production Project; Gap Ranch-Silver Creek Section, grading and surfacing; Eagle Point-Crater Lake Section, furnish crushed material; Tolman Creek-Siskiyou Section, gravel topping, surfacing;
6932		Pumping Plant Hill Section, grading and surfacing; Ferry service at Wilsonville.
		Portland Airport. U. S. Bureau of Aeronautics request clay tests. Request granted.
		Wolf Creek and Wilson River Highways. W.P.A. Engineers ask State to furnish trucks. Purchase outright on rental basis.
6933		Central Oregon Highway. Complaint of A. A. Bardwell and Archie McGowan on condition between Bend and Burns.
		Baker County. County Judge requests conference in Baker on November 17.
		Lower Columbia River Highway. Rocky Point Section. Offer of Porter Yett accepted. Detour privileges through quarry to be sought from Mr. Yett. Options for right of way for new location.
6934		Marshfield. Oregon Coast Highway dredge fill. Commission authorizes raising of trestle. Options for right of way on new highway location authorized.
		Union County. Charles H. Reynolds requests completion of Weston-Elgin Secondary Highway east of Elgin and extension of Hilgard-Starkey Section.
6935		Acquisition of right of way needed for various highway improvements. Resolution adopted.
6940		Roseburg. Pacific Highway. Attorney authorized to settle with the City for right of way for revision of highway. Disposition of houses located on right of way.
		East Portland-Oregon City Highway. Seeley property settlement discussed with Homer Angell, Attorney. Condemnation authorized for Boudinot Seeley property.
6941		Columbia County. Lower Columbia River Highway. Delegation urges relocation between Goble and Rainier. Lower Columbia Chambers of Commerce file resolution recommending relocation from Goble to Rainier.
		R. J. Strasser, Portland, requests permit to move building across 82nd Avenue, Portland.
6942		Award of following contracts: Alsea-South Fork Section, bridges and grading; North Fork Nehalem River Section, grading, surfacing; Bend-Crescent Section, crushed rock in stock pile; Condon-Fossil Section, crushed rock in stock pile; John Day Rock Production Project;

Page	Date 1936	Subject
6943	Nov. 5	Awards announced (continued): Burns Rock Production Project; Gap Ranch-Silver Creek Section, grading and surfacing; Eagle Point-Crater Lake Section, furnish crushed rock; Tolman Creek-Siskiyou Section, gravel topping and surfacing; Pumping Plant Hill Section, grading and surfacing; Ferry service at Wilsonville.
6944		Portland. East Portland-Oregon City Highway. Delegation from service clubs request one-way ramp to S. E. Milwaukie Avenue. Estimate of cost authorized.
		Pacific Highway. Shady Point-Kelly Corner Section. Ray L. Ward and attorney confer in regard to settlement for right of way to be acquired from Mr. Ward.
6945		Condemnation. Attorney authorized to institute proceedings to acquire right of way necessary on following: Gap Ranch-Lakeview Junction Section; Condon-Fossil Section.
6946		Lincoln County. Oregon Coast Highway widening at outlet of Devils Lake. Offer of H. A. Hostettler, Taft, for necessary right of way.
6947		Josephine County. Acquisition of 191-acre tract of land on Savage Creek, formerly owned by State Land Board, considered. Action deferred.
6948		Columbia River Highway. Offer of Mrs. Richard Montague to sell 1.57 acres near Bonneville.
		Clatsop County. Reimbursement to County for land donated for Columbia River Highway improvement.
		The Dalles-California Highway. Bend-Crescent Rock Production project. Acquisition of land on which to store maintenance material.
		Brookings. Engineer's report on realignment of Oregon Coast Highway.
		Award confirmed on following projects:
6949		Wilcox-Shaniko Section, A. Milne; Rock Creek-Wallowa Section, Consolidated Highway Company; Shelton Ranch-Flora Junction Section, Colonial Construction Company; Bridges over Rock Creek and Wallowa River, Tom Lillebo; Stewart Bridge-Flat Creek Section, Chas. H. Leonard.
		Aurora. Sale of building to W. L. Snidow, Oregon City.
		Snow plows. Purchase of ten additional plows authorized pending delivery of 15 plows being delayed by strike.
6950		Line-boring bar. Purchase authorized at estimated cost of $275.
		Floor jacks. Purchase of two authorized for La Grande Shops.
		Group insurance. Agreements to be renewed with National Hospital Association, Physicians and Surgeons Association and Multnomah Health Association.
		Columbia River Highway. W.P.A. project proposal for construction of rock wall near Oneonta Gorge.

Page	Date 1936	Subject
6950	Nov. 5	Port Orford Dock Road. Collier H. Buffington, Gold Beach, requests early improvement of road. Right of way to be provided by County.
6951		Oregon Cost Highway. Orris Knapp, Port Orford, inquires regarding relocation of Coast highway.
		Baker County. Baker-Halfway and Baker-Medical Springs Roads. Medical Springs Grange requests oiling Baker-Homestead Highway widening and oiling requested. Inspection by Commission enroute to Ontario on Nov. 17.
		Agreements, et cetera, as follows: Petition to U. S. Department of Interior requesting purchase of 80 acres adjacent to Crater Lake Highway; Southern Pacific Company, agreement terminating stockpile lease at Buxton, Washington County; Joint Letter with Bureau of Public Roads and Forest Service recommending Forest Highway Programs for 1938, 1939, 1940, 1941 and 1942; Agreement with estate of William Pollman terminating lease dated March 17, 1933, covering property in Baker;
6952		Clatsop County, use of land required in connection with radio installation at Astoria; Bargain and Sale Deed conveying to Miami Corporation, 160 acres in exchange for land along Salmon River Highway; Bargain and Sale Deed conveying to West Hills Memorial Park 1.57 acres in exchange for Valkyrie Memorial Park property; Bargain and Sale Deed conveying land in Riverside Homestead Addition to Portland to John Jordan and wife, in exchange for property needed for East Portland-Oregon City Highway.

Portland, Oregon, July 17, 1936

The State Highway Commission met in special session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building with Chairman Henry F. Cabell and Commissioner F. L. Tou Velle present. Commissioner E. B. Aldrich was excused. Also present were: R. H. Baldock, State Highway Engineer, J. M. Devers, Attorney, and H. B. Glaisyer, Secretary

Bids as follows for the purchase of buildings located on the newly acquired right of way for the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway, in Portland, were opened and read in conformance with previously published notice:

BUILDING "A" - 5005 S. E. 16th Avenue

Dolan Wrecking Company	$47.50
Sullivan Wrecking Company	50.57
Arthur Rossman (Alternate for "C")	100.00
George A. Nichols	52.00

BUILDING "B" - 4820 S. E. Milwaukie Avenue

Dolan Wrecking Company	$37.50
Sullivan Wrecking Company	36.71
George A. Nichols	52.00

BUILDING "C" - 4734 S. E. 13th Avenue

Dolan Wrecking Company	$51.50
Sullivan Wrecking Company	82.57
Will M. Fromme	40.00
Arthur Rossman	100.00
George A. Nichols	52.00

BUILDING "D" - 4718 S. E. 13th Avenue

Dolan Wrecking Company	$56.00
Sullivan Wrecking Company	76.13
George A. Nichols	52.00

BUILDING "E" - 4710 S. E. 13th Avenue

Dolan Wrecking Company	$ 46.00
Mrs. E. G. Sconce	105.00
W. R. Powers	210.00
Sullivan Wrecking Company	44.10
E. E. Feltz (Alternate for "F")	300.00
George A. Nichols	152.00

BUILDING "F" - 4453 S. E. 9th Avenue

Dolan Wrecking Company	$ 41.50
Harry F. Gannon	380.00
W. R. Powers	202.00
Sullivan Wrecking Company	26.70
E. E. Feltz	210.00
George A. Nichols	152.00

BUILDING "G" - 4425 S. E. 9th Avenue

Otis E. Perkins	$385.00
Dolan Wrecking Company	46.50
Sullivan Wrecking Company	26.39
D. Cancilla	300.00
George A. Nichols	152.00

BUILDING "H" - 3726 S. E. 7th Avenue

Dolan Wrecking Company	$46.50
Sullivan Wrecking Company	11.17

BUILDING "I" - 3718 S. E. 7th Avenue

Dolan Wrecking Company	$46.50
Sullivan Wrecking Company	26.53
George A. Nichols	52.00

BUILDING "J" - 3704 S. E. 7th Avenue

Dolan Wrecking Company	$31.50
Sullivan Wrecking Company	31.58
George A. Nichols	52.00
Arthur Rossman	50.00

BUILDING "K" - 612-614 S. E. Haig Street

Dolan Wrecking Company	$235.00
Sullivan Wrecking Company	179.97

Chairman Cabell announced that a statement in regard to the successful bidders would be made at 11:00 o'clock a. m. in the same room.

Mrs. Margaret Seiple, Portland, representing the Sons and Daughters of Oregon Pioneers, came before the Commission in regard to a monument that they propose to erect on the right of way of the Umpqua Highway near the east end of Paradise Creek Bridge in Douglas County, said monument to be dedicated to the Pioneer Stage Drivers of that district. She asked permission to erect this monument eight feet from the end of the bridge and eight feet from the traveled roadway. The Engineer objected to the placement of the monument at such location because in his estimation it would create a hazard to traffic.

Mrs. Seiple said it could not be placed at a greater distance away because that would place it below the highway grade. After considerable discussion the Commission approved the installation of the monument fifteen feet from the traveled roadway at a point eighteen feet from the end of the bridge and authorized the Engineer to do whatever grading work may be needed in connection therewith so that it will be on a level with the grade of the highway, said work to be done at once so that the monument can be dedicated on July 26.

The Engineer reported that on July 15, in accordance with authority previously given him by the Commission, he awarded to Charles H. Leonard, contracts for the following projects for which he submitted the low bid on June 26, 1936:

1. Grading and surfacing the Davies-Banks Section of the Nehalem Secondary Highway in Washington County; and

2. Grading and surfacing the Grub College-Amity Section of the Amity-Dayton Secondary Highway in Yamhill County,

the conditions of the awards having been satisfied. The Commission by unanimous vote confirmed the award of these contracts as reported by the Engineer.

The Attorney reported that all of the quarry sites needed in connection with the Hermiston-Echo Junction rock production project on the Hermiston Secondary Highway in Umatilla County have been satisfactorily arranged for and from that standpoint there is no reason why the contract for this project cannot be awarded. In view of the Attorney's report the Engineer recommended that this contract be now awarded to A. S. Wallace, Roseburg, who submitted the low bid for the same on June 26. The Commission by unanimous vote approved the Engineer's recommendation and awarded this contract to A. S. Wallace at his bid price of $8,417.00.

The Commission had under consideration a letter from the Gold Beach Chamber of Commerce in regard to the city's community dump which is located adjacent to the Oregon Coast Highway a short distance south of Gold Beach. It appears that this dumping ground lies very near the highway and that the city built an approach road from the highway and a chute at the end of this road to facilitate the dumping of garbage; also, that Highway Department employees recently tore up the plank on that portion of the roadway which is within the highway right of way and also constructed a fence across the roadway so the dumping ground could not be used, and erected a sign stating "No Dumping Allowed". The Gold Beach Chamber of Commerce now demands that the fence be taken down and the road repaired, or that the Highway Commission cooperate with them in securing another suitable site.

The Engineer recommended that the demands of the Chamber of Commerce be refused and that request be made to the State Police Department to arrest anyone found dumping garbage at this location or at any place along the highway. It was his thought that it is up to the city to furnish its own dumping ground.

The Attorney advised that the Commission has legal authority to stop the dumping of garbage at this location, in fact, the courts would uphold the Commission in such action if the matter were taken to court.

The Commission thereupon approved the Engineer's recommendation by unanimous vote and instructed him to inform the Chamber of Commerce accordingly, however, Chairman Cabell is to approve the Engineer's letter before it is mailed.

At 11:00 o'clock a. m. Chairman Cabell announced the following sale of houses for which offers were received by the Commission earlier in the session, the sales having been approved by the Commission previously by unanimous vote:

"Building "A" located at 5005 S. E. 16th Avenue. There were 4 offers received for this building. The Commission has sold it to Arthur Rossman who submitted the high bid therefor at $100.00.

"Building "B" located at 4820 S. E. Milwaukie Avenue. There were 3 offers received for this house. The Commission has accepted the high offer of George A. Nichols at $52.00.

"Building "C" located at 4734 S. E. 13th Avenue. The Commission received 5 offers for this building and has accepted the high one submitted by Sullivan Wrecking Company at $82.57.

"Building "D" located at 4718 S. E. 13th Avenue. This building has been sold by the Commission to Sullivan Wrecking Company whose bid at $76.13 was the high bid of 3 submitted.

"Building "G" located at 4425 S. E. 9th Avenue. The Commission received 5 offers for this house and has accepted the high one submitted by Otis E. Perkins at $385.00.

"The Commission received 6 offers for Building "E" located at 4710 S. E. 13th Avenue; 6 offers for Building "F" located at 4453 S. E. 9th Avenue; 2 offers for Building "H" located 3726 S. E. 7th Avenue; 3 offers for Building "I" located at 3718 S. E. 7th Avenue; 3 offers for Building "J" located at 3704 S. E. 7th Avenue; and 2 offers for Building "K" located at 612-614 S. E. Haig Street. The high offers were as follows: Building "E", E. E. Feltz, at $300.00; Building "F", Harry F. Gannon, at $380.00; Building "H", Dolan Wrecking Company, at $46.50; Building "I", George A. Nichols, at $52.00; Building "J", George A. Nichols, at $52.00; Building "K", Dolan Wrecking Company, at $235.00.

"The Commission has referred all of these offers to the Engineer with authority to sell the buildings to the high bidder in each instance when certain conditions have been satisfied."

The Attorney reported the status of the sale of buildings along the Grand Avenue Section of the East Portland-Oregon City project, for which bids were received by the Commission on June 27. He said that these sales have all been completed at the prices offered except in one instance it was necessary to reduce the sale price of $40.00, offered by Dolan Wrecking Company, to $10.00 because someone entered the building subsequent to the sale and removed all of the plumbing fixtures which the Company valued at $30.00. The Commission confirmed the sale of this building at the reduced figure.

The Secretary presented a letter from the Public Utilities Commissioner suggesting that "blanket" recommendations be given him in regard to the issuance of "special carrier" permits covering log hauling on state highways, rather than a separate recommendation for each individual application, so as to eliminate the voluminous correspondence that is required under the present system. The Engineer stated that he has no objections to granting "blanket" recommendations whereupon the Commission ordered that the matter be handled in that manner hereafter, at least until there appears to be need to go back to the old system.

A letter was presented from the Clatsop County Log Haulers Association requesting the raising of the speed limit for trucks operating on the Oregon Coast Highway south of Seaside from 25 miles an hour to 35 miles an hour so as to conform with the speed limit now in effect north of Seaside.

The Engineer stated that his main interest is that the logging operators do not overload their trucks and that he would offer no objections to raising the speed limit as requested by the Association.

Chairman Cabell stated that he is willing to raise the speed limit if it resulted in no unreasonable increase in hazard to the general traveling public.

After further discussion the Commission voted unanimously to permit a speed limit of 35 miles per hour for trucks along this section until it has been demonstrated that such speed is hazardous to other traffic or is damaging to the road surface. The Engineer was authorized to change the speed limit signs accordingly.

The Secretary presented a copy of a resolution adopted by the County Court of Clatsop County, designating as a public park and recreational area, to be known as "Douglas Fir Park", an 80-acre tract of land described as the West half of the Northwest quarter of Section 21, T. 5 N., R. 8 W., W.M., Clatsop County, which area lies adjacent to the Wolf Creek Highway. The Commission approved the resolution and ordered it filed in the department records.

The Engineer reported receipt of information from City Engineer L. G. Apperson, Portland, that W.P.A. funds to finance the Wilson River Highway and Wolf Creek Highway W.P.A. projects are about exhausted and unless additional funds are provided soon it will be necessary to close down the work on both jobs. He inquired as to the wishes of the Commission in regard to furnishing additional equipment for these jobs, the rental costs of which are being paid

by the State. He pointed out that only recently arrangements were made to furnish additional equipment but all of it has not yet been delivered. The Commission instructed the Engineer to discuss this matter with Mr. Apperson and in the meantime to order that no more equipment be delivered to either job until the matter of funds has been concluded satisfactorily.

The Engineer brought up for discussion the matter of improving the Fremont Highway. He advised that present plans call for the grading, surfacing and oiling of the Valley Falls-White Rock Section but he is now of the belief that the money heretofore set up for such work should be reallocated to another section, preferably one north of Paisley, in view of the fact that the Bureau of Public Roads, which originally intended to construct a four-mile section of this road has extended its project to include an eight-mile section and the State has already constructed an oil palliative on the remaining distance to Valley Falls. He recommended the reallocation of the funds to the Paisley-North Section.

The Commission appeared favorably inclined to the Engineer's recommendation but deferred a definite decision thereon until Commissioner Aldrich is present, however the Commission authorized the Engineer to proceed with necessary surveys of the section north of Paisley so full information will be available for use on short notice.

The Engineer brought up for discussion and recommended the abandonment as a state highway route, of a section of the Oregon Coast Highway in the town of Florence, Lane County, which is no longer used as a state highway route since the completion of the Siuslaw River Bridge at Florence. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Oregon Coast Highway lying in and north of the City of Florence, Lane County, Oregon; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used; and

WHEREAS, as a part of the Oregon Coast Highway between the City of Florence and Glenada the State has been operating a ferry in connection with which there was constructed and maintained a ferry slip on the Glenada side and a ferry slip on the Florence side; and

WHEREAS, by reason of the relocation of the highway in the vicinity of Florence and Glenada there was constructed a bridge across the Siuslaw River, thereby making unnecessary further maintenance or operation of said ferry; and

WHEREAS, by reason of the relocation of said highway and the discontinuance of the use and operation of said ferry, the ferry slip at Florence will serve no further purpose in connection with state highway traffic, but will serve some purpose locally, therefore it is desired by the City of Florence to take over and maintain under the supervision and control of the City of Florence the said ferry slip.

Now, therefore, the premises being in general as above stated, it hereby is resolved by this Commission, a majority of the members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Oregon Coast Highway in Lane County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and that part of said right of way so abandoned and which is outside of the boundaries of the City of Florence is left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Lane County for highway and/or other public purposes, and that portion of said right of way which is within the boundaries of the City of Florence is made subject to the control and supervision of the municipal authorities of said City of Florence for highway and/or other public purposes, and shall thereafter become a city street or city thoroughfare. The fragment or parcel of land affected by this resolution is defined and described as follows, to-wit:

All that portion of the old Oregon Coast Highway lying in and north of the City of Florence, Lane County, Oregon, from the intersection of the center line of said highway and the center line of Twelfth Street; thence in a southwesterly direction a distance of 5090 feet, more or less, to the ferry slip at the foot of Washington Street, except that portion lying within the 100 foot right of way of

the Siuslaw Highway. Also: All that portion of First Street in the City of Florence between the east line of Adams Street and the west line of Washington Street.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and E. A. Collier, Division Engineer, and bears date of June 25, 1936. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

3. The right of way, highway, and ferry slip on the Glenada side of the Siuslaw River shall be preserved and title to and possession thereof retained by the State for such public purposes as the Highway Commission may deem advisable or as such property may serve in connection with public highway or public park uses, but the Highway Engineer is instructed to permanently and effectively barricade entrance to said ferry slip so as to exclude all traffic therefrom.

4. In the event the City of Florence desires to keep, use and maintain the said ferry slip in the City of Florence, then such decision and action on the part of the authorities of the said City shall be evidenced by a resolution, or other proper municipal action, duly and regularly passed and adopted and made a part of the official acts of the said City, and a certified copy of said action shall be delivered to the State Highway Commission. In the event the City fails and neglects to take any such action, then said ferry slip shall be permanently and effectively barricaded by the State Highway Engineer so as to exclude all traffic therefrom, or shall be otherwise disposed of as the State Highway Commission may determine.

5. This resolution shall be entered in the minutes and records of the Commission and a certified copy thereof promptly

* Map filed in Right of Way Abandonment and Retention File - No.33

delivered to the County Court of Lane County, together with a copy of said exhibit or map, and a copy of said resolution, together with said map, shall be delivered to the Mayor of the City of Florence for such action as said County Court may desire to take with respect to said fragment of land and for such action as the City of Florence may desire to take with respect to said ferry slip and street, and should said abandoned portion of the right of way be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Lane County and/or the municipal authorities of the City of Florence and the same shall be beyond any responsibility or supervision by the State Highway Commission.

The Attorney reported an inquiry from a certain Dr. Hellworth, Toledo, Oregon, whether or not the Highway Commission will sell to him the state property located in lots 1, 2, 3 & 4 of Block 9, Toledo, which lies outside of the eighty foot right of way, or, if the State is unwilling to sell, will the Commission allow him to improve this property under the direction of its Landscape Engineer and assure him that the property will not be sold to others, inasmuch as he proposes to build an $8,000 home on the south part of these lots and does not want some one to put up a shack in front of the same.

The Commission referred this matter to the Engineer for investigation and report whether or not it would be advisable to retain this property for state purposes.

The Attorney reported on the claim of the West Coast Power Company for damages which the company alleges it sustained when the state ferryboat "Roosevelt" broke from its moorings at Coos Bay and damaged the company's power lines. He said that he has investigated the matter and found that the company's lines were attached to the land and were not used as aids to navigation, hence the matter does not come under maritime jurisdiction and none of the principles of the law applicable to maritime matters control this controversy which leaves the claim subject only to state law.

He further stated that the circumstances attending this accident seem to bring it clearly within the sphere of what is called an unavoidable accident or sometimes referred to as "Acts of God", therefore, in his opinion the State is not liable to respond in damages to the power company.

In view of the Attorney's report the Commission voted unanimously to deny the claim.

The Commission considered and signed an agreement with the Hyman-Michaels Company providing for the dismantling of a certain railroad bridge located at railroad mile post 42.32 on the Union Pacific Railroad Company's right of way between North Junction and Ainsworth, a portion of which railroad bridge crosses over Secondary Highway No. 290, and also crosses over a bridge known as Buck Hollow Bridge on said highway.

The Commission also considered and signed a revised agreement with the Oregon Contracting Company and Theodore Arens disposing of certain claims totaling $2,409.65 that have arisen in connection with the contract awarded this company for constructing the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County, being State Highway Contract No. 1852.

The Commission also considered and signed a revised agreement with the Southern Pacific Company relative to right of way required for the Siuslaw Highway in Lane County.

The Attorney reported receipt of a copy of a letter dated July 14, 1936, from a Mr. Benton A. Boyce, Central Point, Oregon, to the State Industrial Accident Commission in which it is alleged that Berke Bros., Contractors for the construction of a section of the Pacific Highway over the Siskiyou Mountains in Jackson County, are using equipment on this job that does not meet the legal requirements and are thus endangering the lives of their workmen.

The Commission referred the matter to the Engineer to investigate informally.

The Engineer requested authority to purchase certain parcels of real property that are needed for various highway improvements throughout the state. After a careful study of the list of properties that were presented and the amounts that it is proposed to pay for each parcel, the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other materials 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 property required, options have been obtained, which options have been 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 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
Agency Plains-Madras Section, Warm Springs Highway				
Conroy, John E.	R/W	0.19	$10.00 Lump Sum	McCallister
S. E. 17th St.-S. E. Union Ave. Section, East Portland-Oregon City Highway				
Colonial Heights Realty Co.	R/W	7800 Sq.Ft.	½ Interest Gratis	Campbell
Scherzinger, A. A.	"	445 " "	at 20¢ per Sq.Ft. plus $86.00	"
Newberg Section, West Side Pacific Highway				
Gilmore, Ella M. et al	R/W	1050 Sq.Ft.	at 10¢ per Sq.Ft. plus $95.00	Gardiner
12th St. Junction to Illahe School Section, Pacific Highway				
Porter, Glen W.	R/W	0.46	at $300.00 per A. plus $22.20	McCallister
Calaba, Anna	"	0.145	at $300.00 per A. plus $50.00	"
Ditto, Geo. H.	"	0.096	at $300.00 per A. plus $35.00	"
Davies-Banks Section, Nehalem Highway				
McGraw, Geo. W.	R/W	0.16	$3000.00 Lump Sum	Devers
Amity-Grubb College Sec., Dayton-Amity Highway				
Wortman, Jean	R/W	0.55	at $150.00 per A. plus $600.00	Gardiner
Wilhelm, Addie	"	3.58	at $150.00 per A. plus $1543.00	"
Phillips, Elmer et al	"	1.57	at $100.00 per A. plus $323.00	"
Yachats Section, Oregon Coast Highway				
Huffman, D. D.	Stock Pile	0.836	$500.00 Lump Sum	McCallister
Liberal-Marquam Sec., Cascade Highway				
Kyllo, George	Stock Pile	1.00	$100.00 Lump Sum for Land plus $5.00	Parker

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Oregon City Undercrossing, Pacific Highway				
General Petroleum Corp. of California	R/W	1731.82 Sq.Ft.	deeded and $500.00 in addition paid to the State plus moving Bldgs. deeding 2730 Sq.Ft. to General Petroleum-Parker	
Boyer-Otis Section, Salmon River Highway				
Labsch, A. J.	Quarry Site	8.10	at 3¢ per Cu.Yd. truck measure for all rock taken from quarry	McCallister
Union Avenue Overcrossing, East Portland-Oregon City Highway				
Wilson, C. A.	R/W	5000 Sq.Ft.	$1570.00 Lump Sum	Campbell
Marton, Anna	"	5198 " "	at 10½+ cents per Sq.Ft.	"
Keenan, Mary	"	11,450 " "	$2500.00 Lump Sum	Gardiner
S. E. 17th and S. E. Grand Avenue Sec., East Portland-Oregon City Highway				
Averill, Effie B.	R/W	281 Sq.Ft.	$84.00 Lump Sum	Bentley
Van Hauten, Ella E.	"	5247 " "	$4150.00 Lump Sum	"
Murphy, L. J.	"	4852 " "	$600.00 " "	Devers

The Commission discussed matters pertaining to the Ross Island Bridge-Schiller Street project on the East Portland-Oregon City Highway in Portland, and particularly right of way matters. The Attorney reported difficulties encountered in settling with some of the property owners whereupon the Commission authorized him to make formal offers at once for such properties and be prepared to file condemnation papers on July 23 if the Commission then so orders.

The Attorney brought up for discussion the matter of removing houses from the newly acquired right of way. He suggested that it might be advisable and economical for the Highway Department to buy some house moving equipment and do such work with state forces. The Commission referred the matter to the Engineer for investigation and report.

The Engineer reported that fire this morning destroyed the scale house and beam of the scale located on the Pacific Highway south of Canemah in Clackamas County. He requested authority to restore the scales and the building. The Commission granted the request by unanimous vote and instructed the Engineer to post and maintain hereafter "No Smoking" signs in all of the scale houses throughout the state.

There being no further business to come before the Commission at this time the meeting was adjourned at 12.15 o'clock p. m.

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Hood River, Oregon, July 21, 1936

The State Highway Commission met in special session at 1:30 o'clock p. m. in the Circuit Court Room of the Hood River County Court House for a conference with the Hood River County Court and a delegation representing the Hood River County Committee. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

Commissioner F. L. Tou Velle was absent.

Representing the County Court were H. L. Hasbrouck, County Judge, and County Commissioners J. D. Smullin and Forrest L. Moe. There were about thirty others present including R. J. McIsaac, Chairman of the delegation; H. O. Kressy, Mayor of Hood River; E. A. Bateman, General Manager, Hood River Applegrowers Association; John Lassen; John Mohr; E. O. Blanchar, President, First National Bank of Hood River; E. C. Smith, Attorney; Rory Collins, Master of Hood River Grange; F. E. Botten; C. M. Hurlburt, County Engineer; Mr. Sundcrist; and H. J. Blackman, County Clerk.

The delegation urged the Commission to improve the Mt. Hood Highway between Hood River and Parkdale by widening, straightening, resurfacing and oiling.

Mr. McIsaac presided and introduced the speakers. Speaking in behalf of this improvement were Mayor Kressy who urged the reconstruction of the entire section to modern standards; County Commissioner Smullin who pointed out that the road in its present condition is dangerous to travel and advised that numerous traffic accidents on the road can be attributed directly to bad road conditions; County Commissioner Moe who gave as his thought that

a check of traffic that uses this highway between Hood River and Parkdale will reveal that it carries a larger volume of traffic than any other road in the eastern part of Oregon. He gave as his understanding that the Mt. Hood Highway is not on the Federal Aid System, hence is not eligible to participate in highway funds as are roads that are on such system. He inquired as to the possibilities of making the road a Federal Aid Highway in order to secure the advantage of funds that are provided for such roads.

Chairman Cabell advised that it would not be possible to place this road on the Federal Aid System at the present time because it would have to be approved by the Federal Government which would be certain to disapprove due to the fact that there is not enough federal aid mileage available.

Mr. Bateman presented figures to show the actual tonnage of produce that is trucked over this road by the Applegrowers Association alone, the total being 9181 tons during the past season, not including the hauling of light commodities. He said that the tonnage is increasing rapidly each year, especially the tonnage of pears for which reason the highway should be fixed as soon as possible. He urged the elimination of the curves at Whiskey Creek and at "Fikes" corner and the enlargement of the roadway at two railroad undercrossings at such points where most of the serious accidents occur. He also asked for the improvement of the side road approach near the Whiskey Creek crossing and a more substantial pavement throughout the entire section from Hood River to Parkdale.

Mr. Lassen said that he is in the trucking business and is forced to charge his customers exorbitant prices for hauling because of the condition of this highway which during certain months of the year is posted by the Highway Commission for a reduced load limit. He alleged that the road never did have sufficient gravel on it and gave as his thought that the county is entitled to some improvement in the road because it bonded itself in an amount of $350,000 to help pay for the road in the first place. He read and presented to the Commission a resolution adopted by the Parkdale Grange in which the Commission is urged to do its utmost to put in the budget for next year enough money to straighten out the dangerous curves and resurface the road so that it will carry the traffic required of it.

Mr. Mohr asked for an improved road that nature will not destroy every winter. He also asked for the elimination of the bad curves and that the Commission at least make a start on the improvements that they are requesting which he believes will satisfy the people of Hood River County.

Mr. Blanchar spoke for the improvement from the tourist and scenic standpoint. He declared that this is a heavily traveled tourist highway with many attractions and should be widened in order to provide the greatest possible degree of safety for those who desire to use it. It was his thought that an improved road would be a good publicity feature. Service to the people of the county, he said, is of prime importance, but do not forget the tourists.

Mr. Smith also spoke from the tourist standpoint as well as from the standpoint of local interests. He declared that the improvement is of vital concern not only to Hood River County but to the whole state of Oregon. He endorsed the arguments presented by the other speakers as to the tonnage that is hauled over the road and the most needed improvements.

Mr. Collins also endorsed the arguments of the other speakers and incidentally thanked the Commission for the improvement that is now under way on the Hood River Secondary Highway in the vicinity of Dee.

Mr. Botten urged the elimination of the curves at Whiskey Creek and "Fikes" corner, especially the former. He also asked for the improvement of the road which extends from the Mt. Hood Highway to Odell.

Mr. Hurlburt also endorsed the remarks of the other speakers. He asked the Commission for betterments on a yearly program basis until fully modernized. It was his thought that the improvements should start at the Hood River end and that the curves at Whiskey Creek and at "Fikes" corner should be given first consideration.

Judge Hasbrouck said that the County Court has two objectives viz., to secure the resurfacing of the road and the realigning of the road. It was his thought that needed right of way can be acquired now much cheaper than later on. He advised that the county will be satisfied with whatever improvement the Highway Commission feels it can give them.

The State Highway Engineer explained the status of the Commission's finances; that about six years ago the Highway Commission planned to improve the Mt. Hood Highway but was forced to curtail work because of the depression. Then the Legislature took away about $3,000,000 of the Highway Commission's revenues leaving barely enough money to pay the costs of maintenance and the costs of surveys and rights of way that were needed in order to take advantage of the Federal Relief money which is given to Oregon by the Government in the nature of grant money. He further explained that the Commission's finances are increasing but the Federal Government has changed its policy in regard to the "free money" and now requires its funds to be matched with state money which will take practically all of the increased state revenues and means that the Highway Commission will have to curtail construction to the limit if the Legislature diverts any more highway revenues to the counties and cities.

The Engineer also explained the state-wide planning survey that is now being conducted in cooperation with the Federal Government to obtain information with which to provide an orderly program of highway construction according to traffic needs. It was his thought that the Commission should not commit the highway revenues too far in advance of the availability of this information. He emphasized the fact that the Highway Commission will have available for improvements of state highways of the Mt. Hood Highway class only about one quarter million dollars unless highway revenues increase considerably over past revenues.

Commissioner Aldrich explained that the Mt. Hood Highway between Hood River and Wapinitia Highway Junction is not on the Federal Aid System

and cannot be placed on that system for several years due to the fact that the Federal Aid Highway mileage has all been used and cannot be added to until the present system of Federal Aid roads is 90 per cent complete which will take several years when the Government will allow an increase of one per cent. He suggested that the Mt. Hood Highway be kept in mind when the next increase is made.

He further explained that the Commission understands that Oregon is to receive about $400,000 of funds under the new Federal law for secondary or farm to market roads but there is still some uncertainty about this because the rules and regulations that are to govern the expenditure of the new money have not yet been received.

He pointed out that the Commission has a very expensive project coming up in the reconstruction of the Columbia River Highway between Portland and The Dalles which will benefit Hood River County; also that it is the practice of the Commission to allocate its funds to the several divisions of the state in accordance with certain percentages and that the divisions have been increased to five recently with Hood River County being included in Division No. 1 with Portland which should provide additional money for Hood River County because the first division gets the largest share of the moneys available.

Chairman Cabell stated that the most important obligation of the Highway Commission is to see that the highway funds are apportioned fairly and for the best interests of all of the people of the State. He remarked that the planning survey that is now being conducted will be used by the Commission as a "yard stick" for determining the priority of proposed improvements.

He advised that the Commission also has two other important functions to perform viz., ascertain from the people what work they want done, and to actually view the projects on the ground so as to get first hand information for use when the time comes to allocate the money.

He concluded the conference by advising that the Commission hasn't very much unobligated money on hand so is not in a position to make any promises or commitments, in fact, cannot do as much for the Mt. Hood Highway or any other highway as it could if they were in the Federal Aid System.

The conference was concluded at 2:30 o'clock p. m. following which the Commission inspected the Mt. Hood Highway in company with members of the delegation.

At 5 o'clock p. m. the Commission conferred with W. J. Hickey and Virginia A. Hickey, his wife, in front of their property located at Brightwood, Oregon, in regard to the Hickey's claim for damages which they allege occurred to their property when highway department forces widened the highway to improve sight distance at a curve and to obtain materials for widening the roadbed at another location. The Assistant Attorney and the

Maintenance Engineer were also present at this conference.

Mr. and Mrs. Hickey reiterated arguments presented by them at the meeting of the Highway Commission held on November 26, 1935, and gave as their thought that the Commission should pay them $1,000 damages. After a lengthy discussion the Commission agreed to give them a definite answer in the near future after consulting with the Engineer who had charge of the widening work.

Following this conference the Commission proceeded to Salem.

Enroute the Commission authorized the Engineer to erect appropriate signs on each state highway where they are crossed by the 45° North Latitude, which is the midway point between the equator and the north pole.

At 8:00 o'clock p. m. the Highway Commission met in the office of the State Highway Engineer, 325 State Office Building, Salem, to hear a delegation from Marion, Polk and Yamhill Counties in regard to the Salem-Dayton Secondary Highway.

This delegation consisted of sixteen members and was headed by Oscar D. Olsen, President, Salem Chamber of Commerce. It included the following and others: Chas. E. Wilson, Secretary, Salem Chamber of Commerce, Paul B. Wallace, L. L. Thornton, all of Salem; G. B. Foster, Dayton, Chairman of the Salem-Dayton Committee; Perry Sherman, banker, Dayton, representing Dayton Chamber of Commerce; Clyde LaFollette, farmer, residing near Wheatland Ferry; County Commissioner W. S. Allan, Yamhill County; and George Westfall, proprietor Unionvale store.

Mr. Foster urged the completion of this road this year or as much of it as can be financed, and advised that they would be satisfied with construction similar to that which was recently completed between Stratton Ranch and the Polk-Yamhill County line. In support of his oral argument Mr. Foster presented a letter setting forth factual information to show the need of the improvement from a traffic and tonnage standpoint.

Mr. Sherman stated that this road is essentially a market road and is badly needed for the convenience of the farmers in transporting their produce to Salem, which is their principal market. He pointed out that the road serves a territory consisting of over 9,000 acres and that future prospects of the farmers of the district are very bright but they need a good road to enable them to market their produce.

Mr. LaFollette said that they have waited a long time for a hard surfaced road and want it now; furthermore they believe they are entitled to it and are justified in asking for it on account of the produce that the farmers must haul to market. He also asked for the improvement in order to alleviate the dust nuisance which, he said, is ruinous to berry crops adjacent to the highway. He urged the Commission to build as much of this road this year as funds will permit.

Mr. Allan pointed out that this road is one of the most direct routes from Portland to Salem and was seriously considered at one time as the route

of the main highway between these places. He also spoke for the improvement from the scenic standpoint stating that it is an important link in a loop route over Chehalem Mountain which contains much fine scenery. The road, he said, passes through the best farming section of Yamhill County and is important from that standpoint. He said that they would be satisfied with an ordinary farm to market road and urged the Commission to do some construction this year if at all possible.

Mr. Wallace endorsed the remarks of the other speakers.

Mr. Westfall also endorsed the remarks of the other speakers and added that the road now carries twice as much traffic as it did last year and should be improved to meet present day demands.

Chairman Cabell advised that the Commission realizes that this is an important road but there are other important secondary highways throughout the state and a large mileage on the secondary highway system which also must be considered in the allocation of funds. He advised that the Commission has only a comparatively small amount of funds available over and above that required to match the Federal Aid allotments and that this money must be distributed throughout the state on an equitable basis. He concluded the hearing at 8:30 o'clock p. m. by stating that the Commission would like to improve this road this year if it were possible to do so but is not in position to say tonight just what can be done.

D. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

E. B. Aldrich
Commissioner

JUL 21 1936

Portland, Oregon, July 23, 1936

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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

NEHALEM SECONDARY HIGHWAY
KLASKANINE SUMMIT-JEWELL SECTION
RESURFACING, ALSO CRUSHED ROCK

Saxton & Looney and J. S. Risley	$29,935.00
Schmeer, Williams & Gentemann	30,473.00
Dolan Construction Co.	32,620.00
Brookfield Co.	35,665.00

WOLF CREEK HIGHWAY
NECANICUM-ELSIE SECTION
RESURFACING, ALSO CRUSHED ROCK

Saxton & Looney and J. S. Risley	$29,585.00*
S. S. Montague	30,865.00
Brookfield Co.	33,225.00
A. C. Greenwood Co., Inc.	34,250.00
Schmeer, Williams & Gentemann	35,750.00
Dolan Construction Co.	41,180.00

*Bid reduced $500 if awarded both Clatsop County Jobs

NEHALEM SECONDARY HIGHWAY
TREHARNE SECTION
SURFACING, ALSO TRESTLE BRIDGE

Mountain States Construction Co.	$33,640.00
S. S. Montague	36,572.50

PACIFIC HIGHWAY
WALL CREEK-SISKIYOU SECTION
GRADING

McNutt Bros.	$92,790.00
Berke Bros., Inc.	93,578.00
E. L. Gates	97,927.00

Continued -

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Wall Creek-Siskiyou Section - continued

Kern & Kibbe	$101,832.50
F. J. Kernan	105,567.00
P. L. Crooks & Co., Inc.	113,081.00
Colonial Construction Co.	115,274.00
Malcom & Bell	115,755.00
Dunn & Baker	122,300.50

WILLAMETTE HIGHWAY
SALT CREEK-GOLD LAKE TRAIL SECTION
GRADING

Parker-Scram Co.	$102,235.00
Berke Bros., Inc.	103,810.00
Kern & Kibbe	108,220.00
Colonial Construction Co.	111,025.00
Dunn & Baker	113,695.00
F. J. Kernan	121,150.00
Malcom & Bell	123,877.50
P. L. Crooks & Co., Inc.	123,890.00

HALSEY-SWEET HOME SECONDARY HIGHWAY
CRAWFORDSVILLE-HOLLEY SECTION
GRADING, SURFACING, ALSO CRUSHED ROCK

Roy L. Houck	$57,430.00
S. S. Montague	59,675.50
Harold Blake	62,912.00
Chas. H. Hoyt & Slate Const. Co., Inc.	69,812.50
Homer G. Johnson	70,621.00
Consolidated Highway Co., Inc.	72,282.50
Saxton & Looney and J. S. Risley	78,554.50
F. J. Kernan	80,695.50
Giant Construction Co.	81,813.00
P. L. Crooks & Co., Inc.	91,945.00

BUTTEVILLE ROAD-HUBBARD SECONDARY HIGHWAY
UNDERCROSSING NORTH OF HUBBARD

Averill & Corbin	$48,439.50
Warren Northwest, Inc.	49,772.00
C. J. Montag & Sons	51,002.50
Hoffman Construction Co.	51,699.00
Shattuck & Neland	52,977.50
Tom Lillebo	53,440.00
Odom Construction Co.	53,532.00
Mountain States Construction Co.	54,186.00
Joplin & Eldon	54,355.00

Continued -

Undercrossing North of Hubbard - continued

Parker-Schram Co.	$56,910.00
Barham Bros.	57,544.00
O. R. Wayman	58,435.00
Malcom & Bell	58,755.00
Kern & Kibbe	60,850.00
The United Contracting Co.	66,032.50
The Gilpin Construction Co.	72,767.50
P. L. Crooks & Co., Inc.	72,970.00

INDEPENDENCE SECONDARY HIGHWAY
INDEPENDENCE SECTION
REGRADING, PAVEMENT WIDENING AND RESURFACING

The United Contracting Co.	$24,974.50
Consolidated Highway Co., Inc.	27,000.30

Chairman Cabell announced that the award of contracts would be made at 3:30 o'clock p. m. in the same room.

Mr. James C. Zancker, Vice President Electrical Products Corporation, Portland, came before the Commission in regard to the application of the City of North Bend for permission to erect and maintain a neon sign over and across the right of way of the Oregon Coast Highway between the south end of the Coos Bay Bridge and the north end of Sherman Avenue in North Bend. In this connection the Secretary presented a telegram from L. J. Simpson of North Bend requesting, in behalf of the North Bend City Council, permission to maintain such sign over the highway. After a considerable discussion of this matter, the Commission declined the request because it is contrary to its established general policy in regard to such matters, it being considered that such sign would create an undue hazard to the traveling public and is not in conformance with the Commission's idea of highway beautification. Furthermore, the Commission does not have legal authority to permit the construction of such sign over the state highway right of way.

The Commission had under consideration a letter from the Shell Oil Company requesting permission to maintain a 42-inch bracket sign on a telephone pole located in front of their service station at First and Main Streets in Newberg, which sign would project over the paved area between curb lines that is under the control and jurisdiction of the State Highway Commission. The Commission denied the request as a matter of policy.

The Commission adjourned at 10:45 o'clock a. m. until 2:00 o'clock p. m. and in the meantime conferred privately in room 459, New Heathman Hotel, when matters pertaining to the allocation and programming of the following 1936 Hayden-Cartwright funds authorized by Congress for the fiscal year 1938-1939, were discussed:

Class of Funds	Federal Funds	State Funds	Total
Regular Federal Aid	$2,045,000	$1,555,000	$3,600,000
Secondary Highways	400,000	300,000	700,000
Railroad Grade Separations	585,000	65,000	650,000
Federal Lands Funds	175,000	50,000	225,000
	$3,205,000	$1,970,000	$5,175,000

After a lengthy discussion the Commission voted unanimously to allocate such funds, exclusive of the Federal Lands Funds, to the 5 districts of the State on the following basis, it being understood that the Federal Lands Funds would be allocated separately to Divisions 4 and 5:

Division	Per Cent	Amount	
1 & 2	47	$2,326,500	
3	18	891,000	
4	14½)	1,957,500*	(* includes $225,000 Federal Lands Funds)
5	20½)		
	100	$5,175,000*	

The above allocation was made subject to slight modification as occasion may demand.

The Engineer presented a list of projects that are eligible for such funds. This list was studied by the Commission but definite selection of projects was deferred for a later meeting. It was decided however that in any event the Mytinger Cut on the Old Oregon Trail just east of Pendleton should be included in any program that the Commission arranges for the funds in question. In regard to this project the Engineer was instructed to render a report at the next meeting on what it would cost to construct this project.

The Commission also discussed the advisability of taking advantage of Public Works Administration funds which it has been advised are available for highway projects, and decided by unanimous vote to provide a $1,000,000 program for such funds, 45 per cent of which is to be paid with P.W.A. funds and 55 per cent with state money. The Commission also decided by unanimous vote that this money should be allocated to the several districts of the state on the same basis as the 1936 Hayden-Cartwright funds, viz: 47% for Divisions 1 & 2, 18% for Division 3, 14½% for Division 4 and 20½% for Division 5, it being understood that consideration would be given to the state funds allocated since the adoption of the $1,500,000 State Funds Program on February 8 and that appropriate credit would be given to the districts that have not been benefited by such extra state funds. Further discussion of the matter was deferred pending the submission of additional data by the Engineer as to the amount of state funds allocated since the $1,500,000 State Funds budget was prepared on February 8.

The State Highway Commission adjourned at 12:30 o'clock p. m. and reconvened at 2:00 o'clock p. m. in the Auditorium of the Public Service Building,

all members being present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Attorney conferred with the Commission in regard to right of way needed for the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland. He reported an offer of $4,000 made for the Rev. Boudinot Seeley property which is vacant land overlooking the Willamette River but it appears that the owner of the property demands $18,000 for the same. The Commission authorized the Attorney to condemn this property.

He reported that he has arrived at a settlement for the acquisition of the N. E. Skeels' property at $4,500. He said that this might appear to be a little more than the property is actually worth but it is his recommendation that the offer be accepted in view of the facts surrounding this particular purchase. The Commission approved the recommendation.

He also reported that D. O. Calder has asked the sum of $3,000 for right of way across his holdings which he believes is about $1,000 in excess of the real value of the property. The Commission authorized the Attorney to offer Mr. Calder $2,000 for his property and to condemn it in the event the offer is refused.

He reported that he offered Mrs. May Rushlight $1,800 for right of way across her property and agreed to move the Rushlight house which is a brick affair and will probably cost $2,200 to establish on a new site, but the offer has been declined. The Commission authorized the Attorney to condemn this property.

The Commission also authorized the Attorney to condemn the right of way needed across the Juanita Investment Company's property there being such a variation in the amounts of the appraisals made by the different appraisers.

The Commission authorized the Attorney to offer as much as $5,000 for the right of way across the Helen Rushlight property and if she will not accept such sum to acquire it by condemnation.

The Commission also authorized the Attorney to offer Louise V. and Donald H. Langford $2,000 for right of way across their property and to condemn it in the event they will not accept such offer.

The Attorney advised that he offered Mr. Joseph Murphy $2,500 for right of way across his land but Mr. Murphy wants the state to pay him $4,000 for the same. The Commission authorized the Attorney to increase the amount of his offer to $3,000 and if Mr. Murphy still refuses to accept, to condemn the property. Similarly the Commission authorized the Attorney to condemn the right of way across the Hoomissen property for which he offered the sum of $550 which offer was declined by Mr. Hoomissen who demands $2,500 for the same.

Mr. Lewis A. McArthur, Secretary of the Oregon Historical Society, came before the Commission at this time in regard to naming the five Oregon

Coast Highway Bridges concerning which matter the Commission had previously requested Mr. McArthur to make a recommendation. Mr. McArthur advised that he consulted Miss Nellie Pipes, Librarian of the Oregon Historical Society, and they both agree and recommend that the simplest and most effective names that could be given to these bridges are those of the bodies of water which they span; that the bridge at Newport should be named the "Yaquina Bay Bridge", that at Waldport should be named "Alsea Bay Bridge", the one at Florence should be named "Siuslaw River Bridge", that at Reedsport should be named "Umpqua River Bridge" and that the bridge that spans Coos Bay should be named "Coos Bay Bridge". He also advised that both he and Miss Pipes are of the opinion that it might be advisable at some future time to dedicate these bridges to some important explorers of the Pacific Coast of Oregon but that would not necessarily mean that the bridges be named for such persons. After some discussion the Commission approved and adopted the recommendation made by Mr. McArthur and Miss Pipes that the bridges should be named for the bodies of water which they span. The Secretary was instructed to make an appropriate entry in the minute book to this effect. The Commission thereupon thanked Mr. McArthur for the interest that he has displayed in this matter and similar matters and for his courtesy in consenting to make the recommendation.

Mr. Val E. Cary, Secretary of the Gleneden Beach Community Club, Gleneden Beach, Oregon, came before the Commission at this time in regard to the rerouting of the Oregon Coast Highway past Gleneden Beach. He gave as his understanding that the State Highway Department has made surveys for a new location for this highway which will by-pass this Beach to which the people of this community object, especially himself, because he donated right of way for the present road and also gave the state property for a state park at this location. He said that there are a number of people who wish to make investments at this place but will not do so until the matter of highway location has been definitely settled. He also said that he could not understand why the route has to be changed past Gleneden Beach as it appears to him that the proposed location is far inferior to the present one.

The Engineer advised that the survey that has been made past Gleneden Beach is part of a survey previously authorized by the Commission for a major improvement of the Oregon Coast Highway between Taft and Newport and it has been laid out along modern and permanent lines. He pointed out that there is very little development at Gleneden Beach and if the highway were changed at this time it would not hurt anyone very much and the right of way no doubt could be acquired at a considerably less cost now than later on.

Chairman Cabell stated that the Highway Commission believes when it starts to modernize roads it should be on a permanent basis so that future changes will be unnecessary, notwithstanding that it may not be to the best interests of some of the local people. He furthor stated that it is the policy of the Commission to locate roads to serve the general traveling public in the best possible manner and the roads are constructed on such locations unless local interests appear to be of greater importance. He advised that this policy will be followed in adopting the Oregon Coast Highway

past Gleneden Beach but the Commission will inspect the conditions on the ground before making a definite decision.

A delegation from Lake and Klamath Counties consisting of Carl W. Pendleton, County Clerk of Lake County, representing the Lake County Court; County Judge George D. Grizzle and County Commissioners Roy Taber and Wm. F. Chase, Klamath County; Earl C. Reynolds, Executive Secretary Klamath County Chamber of Commerce; and T. B. Walters, Chairman Roads and Highway Committee, came before the Commission in the interest of the Klamath Falls-Lakeview Highway. They asked for the regrading, resurfacing and oiling of the uncompleted portion of this road to bring it up to modern standards of improvement.

Chairman Cabell advised that the Commission would like to do what they ask but is not in a position to make any definite commitment of funds due to the present status of the Commission's finances. He pointed out that this road is not on the Federal Aid System and is not eligible for federal aid funds, neither is it eligible to be placed on such system at the present time hence it will be necessary to use state funds for the most part to finance this work. He advised that practically all of the state moneys will be needed to match federal aid funds in accordance with the Government requirements for which reason it appears that no state funds will be available for allocation to this project. He said that the Commission has in mind and is considering the securing of an allotment of P.W.A. funds to augment state moneys for highway improvements on non-federal aid roads and if it is possible to secure such funds the Commission will bear this project in mind in programming the same. He inquired what section of this road is most in need of improvement. Mr. Pendleton replied that the members of the delegation have talked this matter over and will be satisfied with any section that the Highway Commission selects. Mr. Walters mentioned that the Drews Valley Section is, in his estimation, most in need of improvement. Mr. Reynolds inquired as to the possibility of securing Forest Highway Funds to finance that portion of the road that lies within the forest boundaries. He advised that the Federal Government has extended the boundaries of the national forest which might work to an advantage in financing this road improvement. He also mentioned a special fund for the improvement of Indian reservation roads. He gave as his thought that probably some of these funds could be obtained for the improvement of the section between Beatty and Bly Mountain which lies within the Klamath Indian Reservation.

After further discussion of this matter Chairman Cabell advised that the Commission is not in a position to make any definite commitment or promise today but will bear the project in mind for future consideration and will investigate the possibility of securing forest highway funds, Indian reservation funds and P.W.A. funds to finance the improvement of the same.

A delegation from Douglas, Lane and Benton counties composed of about 35 members including the following: J. H. Moffett, President, and W. E. Elliott, Secretary, Monroe-Anlauf Highway Association, Lane County; W. F. Groves, Secretary of the West Side Pacific Association, Corvallis; C. E. Ingalls, Editor Corvallis Gazette Times, Corvallis; W. C. Harding, Secretary, Roseburg Chamber of Commerce, Roseburg; County Judge H. C. Herron and County

Commissioner W. H. Malone, Benton County; County Clerk Roy Agee, County Judge George K. Quine, and County Commissioner B. S. Nichols, Douglas County; A. Rennie, Legislator, Benton County; Mayor H. S. Stiles, C. C. Cochran, Secretary Chamber of Commerce, Paul Caulfield, Arthur Lowe and J. A. Gallagher of Corvallis; E. S. Addison, J. C. Skelton, B. C. Addison and Roy Foster of Lorane; Wm. Maddaugh of Veneta; H. L. Porter of Smithfield; Ellis Herbert and Chas. Miller of Elmira; Tom Wright, Crow; Tom Carpenter, R. E. McGee, Mayor, and Walter Hibbs of Monroe; W. C. DeLacy and D. B. Hunt of Anlauf; L. E. Johnson of Drain; W. I. Seals of Eugene; L. N. Traver, Corvallis; and Guy Nott, H. W. Newby and Archie Massey of Amity, came before the Commission and asked the Commission to extend Territorial Secondary Highway No. 200 in Lane County southerly from its present terminus at the Douglas-Lane County line, to a connection with the Pacific Highway at Anlauf in Douglas County, a distance of approximately five miles and to construct the same at the earliest possible time. County Commissioner Nichols of Douglas County was spokesman for the group. He advised that the County Court of Douglas County considers this a very important road and as such started to improve it as a county road project but had to discontinue operations because they ran short of funds. He said that Douglas County Court and the businessmen of Roseburg endorse this project as a most worthy enterprise. Speaking in behalf of this improvement were the following members of the delegation: Mr. J. H. Moffitt, President of the Monroe Anlauf Highway Association, Crow, Lane County; W. E. Elliott, Secretary Monroe Anlauf Highway Association, Veneta, Lane County; W. H. Malone, County Commissioner of Benton County; Charles Miller, Anlauf, Douglas County, and E. S. Addison, Lorane, Lane County.

During a discussion of this matter the Engineer advised that no survey has yet been made of this proposed extension. Chairman Cabell advised that the State Highway Commission has been reluctant to take on any more secondary highways because of shortage of funds to improve and maintain them. He pointed out that the Commission only has available about one half the amount of money it anticipated for secondary highway improvement due to legislative action so it has been found necessary to curtail making additions to the secondary system. The Commission has decided, he said, that if it takes on any more secondary highways all of the counties must be considered as a whole so that no favoritism will be shown to any of them. He mentioned that the Highway Department in conjunction with the Federal Government is conducting a planning survey which will disclose and make available much information that will be beneficial in adjusting or rearranging the secondary highway system.

He also mentioned that the Legislature meets this coming winter and may make changes in the financial set-up of the highway funds for which reason there is much uncertainty as to future highway revenues. He advised that the Highway Commission will give serious consideration to this proposed extension when it knows definitely what its financial status is to be and in the meantime the Commission will obtain additional information in regard to the project for use when this matter comes up again for discussion.

The Commission thereupon authorized and ordered the Engineer to conduct a survey immediately to ascertain what it will cost to construct this

proposed extension.

Mr. Elliott submitted petitions bearing the names of 595 citizens of Lane, Douglas, Benton and Jackson Counties in support of their oral request for this improvement. He also presented letters from the Douglas County Court, Benton County Court, West Side Pacific Highway Assn. and the Monroe Anlauf Association all urging the Commission to give favorable consideration to this project.

Mr. W. C. Harding, Secretary, Roseburg Chamber of Commerce, came before the Commission at this time and renewed his suggestion that the Highway Commission make some effort to secure an especial appropriation of federal funds to finance the reconstruction of the Pacific Highway, it being his understanding that it might be possible to secure such funds if proper application is made for the same. After some discussion the Commission decided to consult Senator Charles L. McNary in regard thereto.

At 3:30 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, such awards having previously been approved by the Commission by unanimous vote:

"Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway in Clatsop County. 12.35 miles of resurfacing and furnishing crushed rock in stock pile. The low bid submitted for this project is that received from Saxton & Looney and J. S. Risley, Portland, at $29,935.00. The next low bid is that received from Schmeer, Williams & Gentemann, Portland, at $30,473.00. There are two higher bidders. The Commission has awarded this contract to the low bidder, Saxton & Looney and J. S. Risley, at their bid price of $29,935.00.

"Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County. 10.2 miles of resurfacing and furnishing crushed rock in stock pile. The low bid is that submitted by Saxton & Looney and J. S. Risley, Portland, at $29.585.00 with a lump sum reduction of $500.00 if awarded also the Klaskanine Summit-Jewell Project. The next low bid is that of S. S. Montague, Portland, at $30,865.00. There are four higher bids, one of which, being that of Schmeer, Williams & Gentemann, Portland, is invalid because of the condition contained therein which alters the specifications. The Commission has awarded this contract to Saxton and Looney and J. S. Risley at their bid price of $29,585.00 less $500.00 for having also been awarded the other project.

"Treharne Section of the Nehalem Secondary Highway in Columbia County. 1.0 mile of grading and surfacing and construction of a trestle bridge. The low bid received was that of Mountain States Construction Co., Eugene, at $33,640.00. The only other bid submitted was that of S. S. Montague, Portland,

at $36,572.50. The Commission has referred these bids to the Engineer with power to award the contract to the low bidder as soon as certain conditions have been satisfied.

"Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County. 1.58 miles of grading. The low bid is that received from McNutt Bros., Eugene, at $92,790.00. The next low bid is that of Berke Bros., Inc., Portland, at $93,578.00. There are seven higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Salt Creek-Gold Lake Trail Section of the Willamette Highway in Lane County. 0.80 mile grading. The low bid is that received from Parker-Schram Co., Portland, at $102,235.00. The next low bid is that of Berke Bros., Inc., Portland, at $103,810.00. There are six higher bidders. The Commission has awarded this contract to the low bidder, Parker-Schram Co., at their bid of $102,235.00.

"Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway in Linn County. 3.95 miles of grading and surfacing and furnishing material in stock pile. The low bid is that received from Roy L. Houck, Salem, at $57,430.00. The next low bid is that of S. S. Montague, Portland, at $59,675.50. There are eight higher bidders. The Commission has referred all of these bids to the Engineer with power to award to the low bidder when certain conditions have been satisfied.

"Construction of an undercrossing for the Southern Pacific tracks on the Butteville Road-Hubbard Secondary Highway in Marion County. The low bid is that of Averill and Corbin, Portland, at $48,439.50. The next low bid is that of Warren Northwest, Inc., Portland, at $49,772.00. There are fifteen higher bidders. The Commission awards this contract to the low bidder, Averill & Corbin, at their bid price of $48,439.50.

"Independence Section of the Independence Secondary Highway in Polk County. 0.56 mile of regrading and pavement widening and resurfacing. The low bid is that submitted by The United Contracting Co., Portland, at $24,974.50. The only other bid received for this job is that of the Consolidated Highway Co., Inc., Portland, at $27,000.30. The Commission has awarded this contract to the low bidder, The United Contracting Co., at their bid of $24,974.50."

A delegation from West Linn and vicinity consisting of County Commissioner Arthur H. Borland; J. R. Dillow; L. L. Porter; J. L. Gary, Superintendent of Schools at Oswego and West Linn; and Clyde Hughes, came before the Commission and renewed their request for improvements to the West Linn-

Oswego Section of the Pacific Highway. They particularly requested the elimination of the curves in the Bolton district which they alleged are extremely bad and make it very unsafe for school children and other pedestrians. They alleged that the volume of traffic that uses this road warrants and justifies the improvement and urged the Commission to do at least a part of it if funds are not available to do all of the work. They said that they would be satisfied with whatever the Highway Commission would do so long as some improvement of the present conditions is undertaken. The Commission took this matter under advisement.

County Judge Hugh McLain of Coos County, County Engineer R. F. Robb and Mrs. James Osburn of Marshfield came before the Commission in regard to several road matters in Coos County. Judge McLain renewed the county's request for the designation and construction as a secondary state highway of the county road which extends westerly from Marshfield to the town of Empire. He said that this road needs reconditioning and oiling very badly but the county is without funds to finance the work and they are asking the state to take the road over as a secondary highway because, in their estimation, it is logically a state road. The State Highway Engineer advised that this is a meritorious project because it would make a good connection between the Oregon Coast Highway and the Cape Arago Secondary Highway. He did not think it would be possible to do the oiling work this year, even if the Commission took the road over and ordered the work done, because the season is getting late and it is not likely that any more than just surfacing work could be done before the rainy season sets in. He pointed out that the road is about 2.8 miles long and that it would cost approximately $13,800 to resurface and oil it. Judge McLain offered, in behalf of Coos County, to pay the cost of this work over and above the amount of $12,000. After further discussion the Commission indicated that it would accept this offer and asked Judge McLain to make the county's request by formal resolution so that the matter can be acted on by the Commission at its next regular meeting. The Attorney was instructed to prepare a form of resolution for the county to adopt and to prepare also a form of agreement covering the county's offer, said agreement to be in the form of an assignment whereby the county would assign a portion of its share of the motor vehicle funds to pay its portion of the cost of the improvement.

Judge McLain also asked the Commission to construct an oil surface on what is known as the Englewood Road which extends southerly from Marshfield into the Englewood district, a distance of 1.6 miles. He said that this is a county road but Coos County and the people of this district will pay the entire cost of the work if the Commission will do the work for them. Mrs. Osborn stated that their district has on hand $2,200 which the district is ready and willing to turn over to the Commission at once. Judge McLain said that Coos County will pay all costs over and above the amount that can be raised by the district but does not have cash on hand because it was not included in this year's budget. However the county will assign a portion of its share of the motor vehicle funds to pay this cost. The Engineer recommended the approval of this project provided the cost thereof is not excessive. The Commission indicated that it would adopt the Engineer's recommendation; however

deferred action pending a report from the Engineer at the next meeting as to how much money is involved.

Judge McLain also called to the Commission's attention the need for oiling the Coos River Secondary Highway between the Isthmus Slough Bridge and the town of Eastside which section he said is now in bad condition. The Commission referred the matter to the Engineer for investigation.

The Commission had under consideration at this time the matter of the acceptance of the deed given by the Waterford Lumber Company, Marshfield, to the State of Oregon conveying unto the State 110 acres of land situated in Section 18, T. 24 S., R. 10 W., W.M., in Coos County, containing what is known as Golden Falls. The Attorney advised that this deed is satisfactory in form and that he has examined title to the property which is free and clear of any and all incumbrances.

The Secretary reported receipt of a resolution from the Coos County Court requesting the removal of a 4.83 mile section from the south end of the Powers Secondary Highway and a resolution requesting the extension of the Coos River Secondary Highway a distance of five miles from its present terminus at Allegany. He also reported that the agreement between the county and the state covering this secondary highway matter and the acquisition of the Golden Falls Park by the state has been fully executed and a copy thereof has been filed with the Commission. It appeared to the Commission that all of its requirements in regard to this matter are now satisfied and that it would be proper to carry out its tentative arrangement with the County Court. In regard thereto the Commission adopted by unanimous vote the following resolutions, removing from the secondary highway system 4.83 miles of Powers Secondary Highway and extending the Coos River Secondary Highway a distance of five miles:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Coos County Court of the State of Oregon, has heretofore selected and regularly adopted, as provided by law, the Powers Secondary Highway No. 242, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Coos County Court of the State of Oregon, to eliminate from the system of secondary state highways, under the provisions of Chapter 196, Laws of 1935, a section of the Powers Secondary Highway No. 242 hereinafter described, and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the Coos County Court of the State of Oregon, that from and after the adoption of this resolution by the State Highway Commission, the hereinafter described section of the Powers Secondary Highway No. 242 shall, under the provisions of Chapter 196, Laws of 1935, become a county road or highway, and the construction, repair, maintenance, or improvement, and the jurisdiction thereof, shall be exclusively under the Coos County Court.

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 described section of the Powers Secondary Highway No. 242 is hereby eliminated from the secondary state highway system, to wit:

Beginning at a street intersection in Powers 0.15 mile south of the center of the bridge over the South Fork of the Coquille River at Powers; thence southerly to the Siskiyou National Forest Boundary, a distance of 4.83 miles.

2. That the said above described section shall be and is hereby declared to be eliminated from the secondary system of highways and from and after the adoption of this resolution shall become a county road or highway, and the construction, repair, maintenance, or improvement, and the jurisdiction thereof, shall be exclusively under the Coos County Court, as provided in Chapter 196, Oregon Laws 1935.

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WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Coos County Court of the State of Oregon, has selected the county road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said county road as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary 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 county road, route, or location, in Coos County be and the said county road location or 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:

A Section of the Coos River Secondary Highway No. 241

Beginning at the north end of the present Coos River Secondary Highway No. 241 at Allegany; thence northerly a distance of 5 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof.

The Engineer was authorized by the Commission to proceed with the improvement of the five-mile extension of the Coos River Secondary Highway in accordance with previous understanding as set forth in the agreement between the county and the state which is to the effect that the state shall expend the sum of $10,000 for improvement by widening and surfacing the worst portions of this road and by strengthening certain bridges so that the road can be used for the truck hauling of logs by the Waterford Lumber Company.

Mr. F. L. Charman, Oregon City, came before the Commission in regard to beautifying the water-front in Oregon City in connection with the highway improvement at that place. He asked the Commission to take particular pains to do a good job of disposing of rock so as to make it as attractive as possible. He also said that the Oregon City Planning Board is now making plans for beautification along the water-front and inquired whether or not the Highway Commission would consider these plans in its highway work. The Commission signified its desire to consider any plans that the City Planning Board may present.

Mrs. Katherine McRae, Superintendent of Clackamas County Schools, came before the Commission and renewed her request for the construction of a pedestrian overhead crossing over the East Portland-Oregon City Highway at some point between Milwaukie and Oregon City for the benefit of school children and other pedestrians who are required to cross this heavily traveled highway daily. It was the opinion of the members of the Highway Commission that this would not solve the problem and that the hazard would very likely increase if such overcrossing were constructed. Hence the request was denied.

The Commission had under consideration matters pertaining to the awards of contracts for the construction of the Ross Island Bridge-Schiller

Street Section of the East Portland-Oregon City Highway and for the construction of an undercrossing to carry Milwaukie Avenue over this highway, bids for which were taken by the Commission on June 26. In a discussion of this matter it appeared that some difficulty is being encountered with the Southern Pacific Company in regard to right of way involving an encroachment upon the Railroad Company's so called "K" line the right of way of which the Company has acquired for its own use in connection with a proposed rerouting of its track, the Company now being willing to relinquish only that portion of its property that is not needed for the "K" line because in the event that their plans materialize they wish to retain sufficient space for a double track roadbed. It also appears that in order to avoid encroaching upon the double track roadbed it will be necessary to revise the plans for the highway structure along Grand Avenue between Stations 546+50 and the Ross Island Bridge to require a 44-foot width roadway rather than a roadway with a width specified in the highway contract. The Engineer advised that the contractor is willing to abide by the decision of the Highway Commission in this matter and will accept compensation based on revised quantities but at the unit bid prices quoted in their proposal. There was a question in the minds of the Commission whether or not these contracts should be awarded at this time. After a general discussion it was decided to defer the awards until July 30 or August 5 and in the meantime to discuss this matter with W. H. Kirkbride, Chief Engineer of the Southern Pacific Company, who is in a position to take definite action in behalf of the Company.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the amounts that it is proposed to pay for each. After a careful consideration of each parcel mentioned in the list, the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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. E. 17th Ave.-S. E. Grand Ave. Sec., East Portland-Oregon City Hwy.				
2963- Gannon, H. F.	R/W	5142.30 Sq.Ft.	at 10¢ per Sq.Ft. plus $485.77	Campbell
2996- Peel, Addie L.	"	1081 Sq.Ft.	$550.00 Lump Sum	DeSouza
2967- Cavette, A. J.	"	2808 " "	at 20¢ per Sq.Ft. plus $538.40 plus other property	Campbell
3535- Skeels, N. A.	"	4941.5 " "	$4500 Lump Sum	Devers
2932- Schlechter, Peter	"	60 " "	In exchange for other property and Grantor to pay State $65.00	Bentley
2992- Harris, Percy T.	"	201 " "	at 30 ¢ per Sq.Ft. plus $399.70	"
2999- Raber, Hetty F.	"	80 " "	at 30¢ per Sq.Ft. plus $1726.00	"
Sunset Camp-Elsie Sec., Wolf Creek Highway				
2820- Sunset Logging Co.	Channel Change	0.92 A.	Gratis	Gardiner
Wall Creek-Siskiyou Sec., Pacific Highway				
3512- Robertson, Ralph	R/W	2.65 A.	at $25.00 per Ac. plus $53.75	McCallister
Hermiston-Echo Section, Hermiston Secondary Highway				
3526- Umatilla County	Gravel Pit	2.64 A.	Gratis	Benson
Holdman-Cold Springs Sec., Pendleton-Cold Springs Highway				
2951- Gabrielson, C. D. (Correction)	R/W	0.75 A.	Land Gratis plus $91.50 plus moving barn $450.	Benson

The Commission considered matters pertaining to the Ilers' property on Lot 5 of Block K of Kerns' Addition to the City of Portland. It appears that the original plan involving this property, which is located adjacent to the East Portland-Oregon City Highway, was to construct normal embankment slopes on Woodward Street and not to touch this property, which would eliminate

the necessity of paying the owner any damages whatsoever on account of the change that is to be made in the grade of the street. It also appears that the offer of the owner was that if the state would extend its fill on a gradual slope so as to intersect with the ground level on the yard on Lot 5, would waive all objections to the vacating of Woodward Street adjacent to this lot, would provide a walkway and a garage entrance on the new highway, and would pay to the owner the sum of $100, the owner would waive all claims for damages by the reason of the filling in of Woodward Street and would grant all necessary permits and easements for doing the work. It further appears that the Landscape Engineer has prepared a plan for beautification in this area and reports that the landscaping of this area is meritorious.

The Attorney suggested that, if it is the intention of the State Highway Commission to develop and landscape the area, no consent be given to the abandonment and reversion of Woodward Street to the adjoining owners. After discussion of this matter the Commission decided to take no definite or final action on the same pending a report from the Attorney on the legal status of Woodward Street if the work contemplated is done.

The Commission had under consideration the matter of securing P.W.A. funds to finance the following projects:

Construction of a bridge over Catching Slouth on the Coos River Secondary Highway near Marshfield in Coos County;

Construction of an office building and storage shed for division headquarters near Milwaukie in Clackamas County; and

Construction of an office building and storage shed for district maintenance superintendent headquarters near Klamath Falls in Klamath County.

After some discussion the Commission authorized the Engineer to file applications with the United States of America through the Federal Emergency Administration of Public Works for grants of funds to aid in financing these projects. The following resolutions in regard thereto were adopted by the Commission by unanimous vote:

A RESOLUTION authorizing R. H. Baldock, as State Highway Engineer, to file an application to the United States of America through the Federal Emergency Administration of Public Works for a grant to aid in financing the construction of a BRIDGE OVER CATCHING SLOUGH, near Marshfield, Coos County, Oregon, on the Coos River Secondary Highway, together with the grading and surfacing of approach roads thereto, and the purchase of right of way; also, the dismantling of the ferry approaches at the site of the abandoned Coos Bay Ferry near North Bend in Coos County, Oregon.

BE IT RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION:

1. That R. H. Baldock as State Highway Engineer, be and he is hereby authorized to execute and file an application on behalf of the Oregon State Highway Commission to the United States of America for a grant to aid in financing the construction of a bridge over Catching Slough, near Marshfield, Coos County, Oregon, on the Coos River Secondary Highway, together with the grading and surfacing of approach roads thereto, and the purchase of right of way; also, the dismantling of the ferry approaches at the site of the abandoned Coos Bay Ferry near North Bend in Coos County, Oregon.

2. That the said R. H. Baldock is hereby authorized and directed to furnish such information as the United States of America through the Federal Emergency Administration of Public Works may reasonably request in connection with the application which is herein authorized to be filed.

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A RESOLUTION authorizing R. H. Baldock, as State Highway Engineer to file an application to the United States of America, through the Federal Emergency Administration of Public Works for a grant to aid in financing the construction of an OFFICE BUILDING AND STORAGE SHED for a Division Headquarters near Milwaukie in Clackamas County, Oregon, together with the necessary grading, drainage, sewage disposal, landscaping and purchase of property.

BE IT RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION:

1. That R. H. Baldock as State Highway Engineer be and is hereby authorized to execute and file an application on behalf of the Oregon State Highway Commission to the United States of America for a grant to aid in financing the construction of an office building and storage shed for a division headquarters near Milwaukie in Clackamas County, Oregon, together with the necessary grading, drainage, sewage disposal, landscaping and purchase of property.

2. That said R. H. Baldock is hereby authorized and directed to furnish such information as the United States of America through the Federal Emergency Administration of Public Works may reasonably request in connection with the application which is herein authorized to be filed.

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A RESOLUTION authorizing R. H. Baldock, as State Highway Engineer to file an application to the United States of America, through the Federal Emergency Administration of Public Works, for a grant to aid in financing the construction of an OFFICE BUILDING AND STORAGE SHED for a headquarters building for district maintenance superintendent near Klamath Falls in Klamath County, Oregon,

together with necessary grading, drainage, sewage disposal, landscaping and purchase of property.

BE IT RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION:

1. That R. H. Baldock, as State Highway Engineer, be and is hereby authorized to execute and file an application on behalf of the Oregon State Highway Commission to the United States of America for a grant to aid in financing the construction of an office building and storage shed for a headquarters building for district maintenance superintendent near Klamath Falls in Klamath County, Oregon, together with necessary grading, drainage, sewage disposal, landscaping and purchase of property.

2. That said R. H. Baldock is hereby authorized and directed to furnish such information as the United States of America through the Federal Emergency Administration of Public Works may reasonably request in connection with the application which is herein authorized to be filed.

The Commission had under consideration the Engineer's report in regard to the rerouting of the Pacific Highway at the town of Talent in Jackson County in connection with which a public hearing was held in the town of Talent on June 24, at which time the people of this town expressed their preference for the retention of the present route through their town with a revision south of town to connect with the Engineer's proposed location north of Ashland. According to the Engineer's report the estimated cost to construct the line proposed by the people of Talent is practically identical with that to construct the line proposed by the Highway Department Engineers, but the estimated cost to acquire right of way along the route located by the Engineer is about $10,000 less than the cost to acquire needed right of way along the other route. The report also disclosed that in order to route the highway through the town of Talent it would be necessary to introduce three unnecessary curves in the highway alignment and it would increase the distance between common points several hundred feet and would further inconvenience traffic during the construction period. After due consideration of all the facts in the case, the Commission decided in favor of the route surveyed by the Engineers which bypasses the town of Talent about one-fourth mile.

The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion by Commissioner Tou Velle which was duly seconded by Commissioner Aldrich:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the City of Talent on the 24th day of June, 1936, for the purpose of conducting a hearing as provided for in said law with respect to the proposed change in the point or place of entrance of the Pacific

Highway into said City from the northerly boundary thereof, and the proposed change of a portion of the route in and through said City; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway and the proposed change in the point of entrance of said highway into said City from the northerly boundary thereof, and the Chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, during the discussion of said proposed change there was offered to the Commission for consideration a proposed alignment which would involve the course of the present route for a limited distance into or through the City and then a divergence from the existing route to a connection with a portion of the Highway Commission's proposed new route, which route proposed by the local interests the Highway Commission agreed to investigate, and give due consideration to the same along with all other matters; and

WHEREAS, after all who evidenced a desire to be heard entered their names in the records and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matter would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters and of the arguments and declarations made for and against the said proposed change at said public hearing, both with respect to the point of entrance of said highway into the said City and with respect to the change of route in said City, and after due consideration of the alternate route proposed by the local interests and the Commission being now fully advised with respect to all of said matters, it is the opinion and judgment of this Commission that the interests of the State at large will be best served by the adoption of the Commission's proposed change of the route of said highway in said City, and a change of the point of entrance into said City from the northerly boundary thereof, all of which changes will, in the judgment of the Commission, make possible a better alignment and a more serviceable and convenient thoroughfare into and through said City, and it is therefore the opinion of the Commission that the route and alignment of said highway should be altered and modified and the point of entrance into said City from the northerly boundary thereof, and the route in and through said City,

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should be changed and both of the same fixed and determined as in said notice announced and at said hearing heard and discussed.

NOW, THEREFORE, be it and it hereby is resolved by this Commission, a majority thereof being present and affirmatively voting, as follows:

1. That the route and location of the Pacific Highway as the same enters the City of Talent from the northerly boundary thereof and the route in and through said City shall be and the same hereby is located along a route and/or street defined and described as follows:

> Beginning at the equation station 234+22.8 of the center line of the constructed Pacific Highway which equals Station 220+68.5 of the relocated center line of said highway, said point also being 2120 feet north and 3530 feet west of the southeast corner of Section 23, Township 38 South, Range 1 West, W.M.; thence on a spiral curve left, (the long chord of which spiral bears South 38° 35' East) a distance of 400 feet to Station 216+68.5 P. C. S.; thence on a 2865 foot radius curve left (the long chord of which curve bears South 45° 00' 30" East) a distance of 375.8 feet to Station 212+92.7 P. S. C.; thence on a spiral curve left, (the long chord of which spiral bears South 51° 26' East) a distance of 400 feet to Station 208+92.7 P. S.; thence South 52° 46' East a distance of 12,663.7 feet to Station 82+29, said station being the westerly end of the new bridge over Bear Creek.

2. That the said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

3. That the Engineer be and he is hereby instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the street or streets over which said highway is routed and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with plans and specifications by this Commission approved.

4. That this Resolution be entered in the records and minutes of the Highway Commission, and a duly certified copy thereof, mailed to the Mayor of the City of Talent and a like copy to the County Court of Jackson County.

JUL 23 1936

The Secretary was instructed by the Commission to inform the City Council of the Town of Talent and the Talent Chamber of Commerce of the action taken.

The Commission set Thursday, July 30, as the date for its next regular meeting to be held in July and instructed the Secretary to arrange to hold this meeting in the Benson Hotel, Portland.

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

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

E. B. Aldrich
Commissioner

F. L. Tou Velle
Commissioner

Portland, Oregon, July 30, 1936

The State Highway Commission met in special session at 9:00 o'clock a. m. in the Rose Room of the Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Mayor L. A. Cutlip, North Bend, and Mr. James C. Zancker, Portland, came before the Commission in regard to a neon sign which the City of North Bend wishes to place on the right of way on the Oregon Coast Highway near the south end of the Coos Bay Bridge. Mr. Cutlip stated that they have changed the plans in regard to this sign and no longer desire to place it across the highway but would like permission to install a vertical neon sign on a certain fir tree which is located on the highway right of way. He said they proposed to install an attractive sign which would not in any way mar the beauties of the highway. He gave as his thought that they should be allowed this privilege because the city donated to the State what is known as "Simpson Park" located adjacent to the highway at this point. He exhibited an artist's sketch to enable the Commission to more clearly visualize how the sign would look in this setting and he gave as his thought that the granting of the request would not establish a precedent in regard to the maintenance of signs at city entrances.

The Attorney advised that the State Highway Commission is without authority to grant this privilege because the law specifically prohibits the erection of advertising signs on highway rights of way except the direction and mileage signs erected by the State Highway Department. He admitted that there is some question as to the Commission's authority to control signs within city limits but gave as his thought that the Commission does have such authority.

The Engineer advised that the Highway Department now maintains appropriate signs at the city limits of North Bend. It was his thought that if the Commission granted this request it would invite considerable adverse criticism and would establish a precedent that would be difficult to avoid in disposing of similar requests. He pointed out that it is the policy of the Commission to preserve roadside beauty and that the Commission is now spending a lot of money at this particular location for such purposes, in fact has spent quite a sum to preserve the fir tree on which the city proposes to install the sign. He also said that the installation of the sign on this tree would not fit in with the Commission's plans for highway beautification.

Chairman Cabell advised that, in view of the law, the Highway Commission has no alternative but to deny the request insofar as it pertains to the erection of the sign on the highway outside of the city limits. If the sign is erected within the city limits, he said, that is another matter but the

Highway Commission, insofar as it has the power, will prevent the erection of the sign even in that location. Commissioners Aldrich and Tou Velle concurred in the views of Chairman Cabell. The Attorney was instructed to unofficially secure from the Attorney General his opinion as to the Highway Commission's authority to control signs on state highway routes within the corporate limits of cities and towns. He is to report this information to the Commission at its next meeting at which time the Commission will give consideration to the adoption of a policy in regard to such matters.

Mr. Charles G. Briggs, President, Booth-Kelly Lumber Company, Eugene, came before the Commission and offered objections to a permit issued to one Ernest McCulloch for hauling logs over the McKenzie Highway from Hendricks Bridge to the Company's mill at Springfield. His objections to the permit were as follows: (1) Objection to 30-day time limit specification thereto, (2) Objection to the 12-mile per hour speed limit, (3) Objection to furnishing flagmen to stop and warn traffic where the logging trucks enter and leave the highway and at cross road intersections.

Chairman Cabell explained that there is a question as to the authority of the Commission to authorize movements of this kind at all in view of the reading of the law which limits the Commission to issue permits of an emergency nature; therefore absolutely no change can be made in the permit in that regard. The Commission considers that it is justified in issuing a permit for 30 days as an emergency proposition but not for a longer period, he said. He assured Mr. Briggs that as long as no undue hazard is created by his hauling the permit will be renewed after 30 days upon request and upon satisfying the Commission's requirements. In regard to speed limit the Commission authorized the raising of the limit from 12 miles per hour up to the limit specified in the statutes except where the loads are hauled over Hendricks Bridge and around the curve immediately west thereof where the 12 miles per hour speed limit shall continue in effect.

As to flagmen, the Commission modified its requirement in that regard by eliminating the requirement that flagmen shall be posted at main county road crossings or intersections but insisted that a flagman shall be maintained on the highway at the point where the logging trucks enter the highway and where they leave the highway to stop and warn other traffic of the logging operations. It was explained that these flagmen need not be located at the points permanently but they should be on duty whenever a log truck is about to enter or leave the highway. The Secretary was authorized to issue a permit on the basis of the Commission's action.

A delegation consisting of members of the Clackamas County Planning Board, County Court of Clackamas County, and the East Side Commercial Club of Portland was present in regard to a proposed road extending southeasterly from the town of Estacada in Clackamas County through what is known as Lemiti Pass to a connection with the State Highway in the vicinity of Bend. L. M. Lepper, Director of the East Side Commercial Club of Portland, headed this group. Others in the delegation were: Bernard Schoenburg, County Commissioner

of Clackamas County and Chairman of the Clackamas County Planning Board; L. C. Stoll, Secretary of the Clackamas County Planning Board; F. T. Humphrey, Member; John I. Inskeep, Member of the Clackamas County Planning Board; and Carl G. Green, representing the Clackamas County Civic Council. They alleged that this road would shorten the distance from Bend to Portland more than 60 miles, that it would open up a wonderful country rich with timber and mineral resources, and would make available to the public numerous hot springs and scenic territory that is now inaccessible because of lack of road facilities. They pointed out that the proposed road is practically all within the national forest and construction could be financed with federal forest moneys. They urged the Commission to conduct surveys of the same or to get the Bureau of Public Roads to do this and to construct it at the earliest possible time. They particularly urged the survey.

It was explained to the delegation that the possibility of having this proposed road designated as a forest road is remote due to the fact that there is such a large amount of forest mileage uncompleted on the present forest highway system and it is contrary to the policy of the Bureau of Public Roads to add more mileage until the construction of the present system is farther along.

Mr. Schoenburg pointed out that the Portland Electric Power Company has abandoned 24 miles of its railroad roadbed east of Estacada and that this would be available for highway purposes if the Commission so desired; in fact, he said that the company did not own the property but was using it under some kind of special dispensation from the Federal Government and the right of way will revert to the Government unless it is taken over for highway purposes. He urged consideration of this project from the tourist standpoint as well as from a commercial one. Mr. Stoll suggested that it might be possible to secure forest development funds to finance construction of a temporary road.

The Engineer advised Mr. Stoll that the Forest Service is limited to $5,000 per mile for the construction of forest development roads which is entirely inadequate to construct a road for primary highway traffic such as, no doubt, this road will carry. He doubted that there would be a saving in distance of 60 miles between Bend and Portland over this proposed road and pointed out that the road closely parallels the Warm Springs and Wapinitia Highways between these points. He further advised that abandoned railroad grades are of little value for highway purposes inasmuch as they have to be reconstructed to conform with standards that are ample to provide for modern highway traffic. He also pointed out that the proposed road will extend for quite a distance along the summit of the Cascade Range and for this reason snow conditions would be very bad during the winter months, which condition will not obtain on either the North Santiam or South Santiam Highways. He advised that this route really means another road across the Cascade Mountains from the Willamette Valley to Central Oregon and that it is contrary to the policy of the Commission to build any more roads across these mountains at the present time, in fact, the Commission has already been criticized for having so many roads across the Cascades.

Chairman Cabell stated that in order to make this proposed road a good serviceable highway it would be necessary to designate it as a forest highway of the first class which he thought the Bureau of Public Roads would not approve at this time.

Mr. Aldrich suggested that the delegation contact the United States Forest Service relative to the possibility of securing forest development funds to finance the proposition.

Mr. Lepper reiterated previous remarks and urged the Commission to ask the United States Forest Service to make the survey.

Chairman Cabell replied that the Highway Department has nothing whatsoever to do or say about forest development roads and it is quite likely that the Forest Service would resent the Commission stepping in and making suggestions in regard thereto. Furthermore the Highway Commission is not prepared now to make any recommendations and does not feel justified to ask the Forest Service to do anything.

Mr. Lepper filed with the Commission a map showing the approximate location of this proposed road and a letter from the Clackamas Civic Council urging a consideration of this project which letter bears the endorsement of the Clackamas County Court and the Clackamas County Planning Board.

Mr. Craig Elliott, Manager, West Coast Power Company, Portland, came before the Commission at this time in regard to pole line matters at West Lake in Lane County. He advised that according to the permit that was issued to his company by the State Highway Commission in 1931 they were to construct their pole line on the easterly side of the highway at this point. However they have encountered difficulties because the line would interfere with a recreational area which is being developed by the United States Forest Service which requires that no pole line shall be constructed within 200 feet of the highway in front of such areas. He said that he has discussed this matter thoroughly with the Forest Supervisor and a solution has been arrived at which involves building the line across the highway at two points so as to avoid the recreational area. He asked the Commission to approve these crossings and a third crossing about one-fourth mile south of the Lane-Douglas County line inasmuch as they propose to construct their line along the ocean beach south of this crossing and avoid the highway altogether. After considerable discussion the Commission referred the matter to the Landscape Engineer for investigation and report at the next meeting of the Commission on August 5.

The Commission had under consideration a letter from S. T. White, State Director of Agriculture, requesting the help of the State Highway Department in repairing the roads at the State Fair Grounds, including grading, patching and surfacing work.

The Engineer advised that the State Fair Board now owes the State Highway Department a certain amount for repair work done in the past on the roads at the Fair Grounds and he has been unable to collect the same, notwithstanding repeated requests for payment. He inquired whether or not, under

the circumstances, he should do anything for the Fair Board at the present time and whether or not, if the Commission authorizes the work, he should require the Fair Board to make an advance deposit in the amount of the estimated cost of the work, as county courts and city officials are required to do.

After some discussion, the Commission decided to deny the request until the Department of Agriculture has paid its old account and has deposited with the State Highway Engineer its check in an amount equal to the estimated cost of the new work. The Engineer was authorized to inform Mr. White, the Director of the Department of Agriculture, accordingly.

Division Engineer F. D. Eason was present in regard to a claim of Mr. and Mrs. W. J. Hickey, Brightwood, who have asked the Commission to pay them for land which they allege the Highway Department took for widening the Mt. Hood Highway in front of their property at Brightwood.

According to previous statements of Mr. and Mrs. Hickey they were informed by Mr. O. C. Yocum, who had charge of the widening work for the Highway Department, that the State would reimburse them for land taken and for damage to their property. The Commission discussed this matter with Mr. and Mrs. Hickey on July 21 at which time the above statement was made in regard to Mr. Yocum, wherefore the Commission deferred action at that time pending verification of such statement by Mr. Yocum.

Division Engineer Eason advised that he contacted Mr. Yocum in regard to this matter and Mr. Yocum denied making such statement and that he never made any promises to the Hickeys in regard to building an approach road from the highway onto their property. Furthermore, if he spoke to them about the approach road at all, it was simply to inform them that such approach road would have to take off the highway where the side slope meets the highway grade some distance east of their property. Mr. Eason also stated that the Highway Department's activities at this point consisted simply of widening the roadway a little in order to improve the sight distance and by so doing it was necessary to encroach a little ways onto the Hickey property.

The Attorney advised that the area taken from the Hickey land amounted to only 0.137 acre. After some discussion of this matter the State Highway Engineer recommended payment to the Hickeys in the amount of $150 to cover trespass on the Hickey property. In his estimation the value of the land is infinitesimal.

The Commission approved the Engineer's recommendation and authorized the Attorney to settle with the Hickeys on that basis and to make it clear to them that the offer must be accepted without prejudice and if they do not accept the offer they will have to sue the Commission because $150 is absolutely the most the Commission will pay.

The Commission at this time gave consideration to the formulation of a program for P.W.A. funds in accordance with its decision of July 23. In this connection the Engineer presented a statement as follows showing the overruns and under-runs that have accrued in each division of the State under the

$1,500,000 State Fund Program adopted on February 8 and also showing how the P.W.A. funds should be allocated to each division in order to balance the total allocations of these two programs to fit the percentages agreed upon by the Commission at its meeting on July 23:

ALLOCATION OF FUNDS - STATE PROJECTS AND P. W. A. PROJECTS

1. SUMMARY FOR STATE PROJECTS, SHOWING OVERRUNS AND UNDERRUNS

Division No.	Amount Allocated	Per Cent Allocated	Desired Per Cent	Desired Allotment	Overrun	Underrun
1 & 2	$1,125,659	52.2	47.0	$1,013,720	$111,939	$ - -
3	357,156	16.6	18.0	388,233	- -	31,077
4	366,693	17.0	14.5	312,743	53,950	- -
5	307,344	14.2	20.5	442,156	- -	134,812
	$2,156,852	100.0	100.0	$2,156,852	$165,889	$165,889

II. P. W. A. ALLOCATIONS REQUIRED TO BALANCE TOTAL ALLOCATIONS

Division No.	State Program	P. W. A. Program	Total	Per Cent
1 & 2	$1,125,659	$ 358,061	$1,483,720	47.0
3	357,156	211,077	568,233	18.0
4	366,693	91,051	457,744	14.5
5	307,344	339,811	647,155	20.5
	$2,156,852	$1,000,000	$3,156,852	100.0

After a discussion, the Commission approved the statement by unanimous vote.

The Engineer then submitted a list of eligible projects from which the Commission, after careful consideration, selected the following for its 1937 P. W. A. program:

DIVISION No. 1

HIGHWAY	Section	Length	Type of Work	Amount
TIGARD-HUBBARD	Barbur Blvd.-South	2.0 miles	G	$90,000.00
		TOTAL - Division No.1		$90,000.00

DIVISION No. II

HIGHWAY	Section	Length	Type of Work	Amount
NEHALEM	Nehalem River near Vernonia	Br. $25,000 Gr. 29,000	Br.G-S	$ 54,000.00
ALBANY-LYONS	Thomas Creek	Br. $20,000 G-S 25,000		45,000.00
NEHALEM	Walluski River	Br. $35,000 G 30,000	G-S	65,000.00
ALSEA-DEADWOOD	Alsea - S. Fork	Br. $35,000 G-S 25,000		60,000.00
SALEM-DAYTON	Spaulding Corner-Unionvale	2.0 miles	G-S-O	44,061.00
		TOTAL - Divisions 1 & 2 -		$ 358,061.00

DIVISION No. III

COOS RIVER	Catching Slough		Bridge & Approaches	90,000.00
WILLIAMS	Powers Ranch-Powell Cr.	2.5 miles	G-S-O	54,000.00
LITTLE BUTTE	Unit #4 McCallister Sec.	2.0 "	G	40,000.00
TERRITORIAL	Monroe-Cheshire		G-S-O	27,000.00
		TOTAL - Division No. 3 -		$ 211,000.00

DIVISION IV

KLAMATH FALLS-LAKEVIEW	Lakeview-West		Reg.-S-O	$ 91,051.00
		TOTAL - Division No. 4 -		$ 91,051.00

DIVISION V.

SUNNYSIDE-UMAPINE	Sunnyside-Umapine	5.3 miles	G-S-O	$38,000.00
HERMISTON	Umatilla River		Bridge	20,000.00

Continued -

DIVISION V (continued)

HIGHWAY Section	Length	Type of Work	Amount
MEDICAL SPRINGS			
Powder River-Miles Br.		Bridge	$ 20,000.00
WESTON-ELGIN			
Elgin-Forest Boundary		G-S-O	60,000.00
LEXINGTON-ECHO			
Sand Hollow-County Line	10.0 miles	O	25,000.00
WASCO-HEPPNER			
Rock Creek-Morrow Co. Line	3.9 miles	G	57,000.00
FLORA-WASH. STATE LINE			
Buford Canyon-Flora	4.0 miles	G	90,000.00
I. O. N.			
Hooker Creek-Jordan Valley	5.5 miles	G-T	29,811.00
	TOTAL - Division No. 5 -		$ 339,811.00
	GRAND TOTAL - - -		$ 999,923.00

In a discussion of this matter it was brought out that additional construction is badly needed on the Tigard-Hubbard road beyond the limits of the project included in this P.W.A. program. The Commission decided unanimously to give such project preference over others in the allocation of the next funds that become available.

It was also decided unanimously to give preference to additional work on the Chichester Section of the Shaniko-Fossil Secondary Highway in Wheeler County in programming the next new funds.

The Commission agreed to allocate funds sparingly for additional emergency jobs and to consider in future allocations the appropriations made for such jobs if they are in large amounts but to pay no attention to them in future allocations if the amounts do not exceed $4,000 or $5,000.

After further discussion the Commission by unanimous vote authorized the Engineer to proceed with the making of surveys and assembling all of the data that may be necessary in connection with the projects listed in the above program. He was also authorized by the Commission to adjust the amount in this program slightly if that appears to be necessary in order to fit the adopted percentage distribution of funds to each division of the state.

The Commission discussed the "Preble" matter and decided that the best way to handle this is to invite Mr. Preble to come before the Commission to discuss it in person, if he so desires. The matter was referred to the Attorney for handling.

The Commission adjourned at 1:30 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 Rose Room of the Benson Hotel with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Commission by unanimous vote approved the minutes of the meetings held on November 26, November 30, December 27 and 28, 1935; January 8, 9, 10 and 11, February 6, 7, 8, February 19, March 12 and 13, March 17 to 21 inclusive, and March 31, 1936.

The Commission had under consideration a letter from Robert W. Sawyer, Bend, Chairman of the Advisory Committee on Roadside Protection for the State Planning Board, in which he advises that he has agreed to act as chairman of this special committee, the function of which will be to outline a thorough program of study, assemble and analyze all available information and data and to submit recommendations to the State Planning Board for proposed legislative and administrative measures necessary to safeguard Oregon's roadsides. Also, in which he asks the chairman of the State Highway Commission or a representative of the Commission to serve on this committee. Chairman Cabell stated that he would not be able to serve on the committee, notwithstanding that he may be in sympathy with its functions.

After some discussion it was decided that the Commission should be represented on the committee and accordingly the Landscape Engineer, George Otten, was selected as such representative.

The Commission at this time discussed matters pertaining to the Schiller Street-Ross Island Bridge project, particularly the attitude of the Southern Pacific Company in regard to its railroad right of way. The Engineer said that the Railroad Company paid about $1,000,000 a number of years ago for the right of way for its so called "K" line with the intention of some time relocating its tracks on this right of way. However, when the State Highway Department contacted the Company for right of way for its Union Avenue Project, certain officials of the company advised that there was a question whether or not the Company would relocate its tracks as planned and gave the Highway Department a letter to the effect that the Company would permit the highway to encroach upon the railroad property, and the highway plans were prepared accordingly.

It now appears, he said, that the Railroad Company has changed its attitude and they now intend to rebuild their tracks using the "K" line parallel to the tracks of the Portland Electric Power Company which necessitates revision in the plans for the highway and will require considerably more expense on the part of the State for building a certain wall which was not contemplated in the original plans. He also said that he has refused to compromise

with the Railroad Company because he did not think the Highway Department was getting a square deal.

The Engineer inquired as to the pleasure of the Highway Commission in the matter and suggested that the Railroad Company be told that the State expects to proceed under the original agreement and will construct the highway in such a manner as to give full consideration to the Railroad Company's "K" line and for their facilities, and will reimburse the company for extra expense incident to the rebuilding of its tracks on this line, provided such expense can be attributed to the highway construction, and does not exceed the amount which the State would have paid under the original plan.

After discussion of this matter the Commission approved the Engineer's suggestion by unanimous vote and authorized him to present the proposition to the Railroad Company in accordance therewith. He was also instructed to withhold the awarding of the contracts for the Ross Island Bridge-Schiller Street project and for the Milwaukie Undercrossing project pending settlement of this matter, and reject all bids received therefor and to readvertise them if the low bidders on these jobs will not then accept under the new condition.

The Engineer reported that, because of the truck drivers' strike in Portland, a number of highway contractors are unable to proceed with their construction operations and may have to close down their work entirely if some sort of arrangement can not be made to supply them with materials for making concrete. He advised that one particular contractor made his own arrangements to be supplied with such materials, but there are a number of other contractors who want the Highway Commission to intercede in their behalf and to ask the truck drivers union to let union truck drivers furnish materials for their projects.

It was the Engineer's thought that the State Highway Department should not enter into this controversy and suggested that, if these contractors are not able to secure materials because of the strike and as a result are delayed in completing their projects within the time limits specified, then the Commission might grant them an extension of time, without penalty, equal to the number of days lost by such strike.

Mr. Tom Davis, Highway Engineer, representing the Bureau of Public Roads, who was present, advised that a labor strike is a legitimate reason for granting an extension of time without penalty.

The members of the Commission concurred with the views of the Engineer in this matter and instructed him to advise the contractors that they would have to work out their own problem because the Commission feels it can not enter into this controversy.

Parks Engineer, S. H. Boardman, was present in regard to several park matters, including a request from the County Court of Clatsop County for the designation and improvement, as a secondary state highway, of a road which extends from the Wolf Creek Highway to Saddle Mountain State Park in Clatsop County. In regard to this matter he advised that he has a CCC camp established

in Saddle Mountain Park and would like to use these men to construct this road, but can not do so unless the Commission takes the road over as a state highway and will acquire the right of way. He advised that the road would be about seven miles long and that the State eventually will have to construct this road to provide access to the park. It was his thought that the Commission might be interested in it at this time so as to avoid using state money to construct the road at some future time. He said that he proposes to build a standard roadway 20 feet wide with very few curves, including a bridge over the Lewis and Clark River; and in this connection he exhibited a blue print map showing the proposed road location. He also said that when he has completed the development work in the park it will be one of the noted scenic areas of the northwest.

He pointed out that the distance to the Park from Astoria is 27 miles and the distance from the Nehalem Highway to the park is 11 miles. He declared that the Wolf Creek Highway entrance, which is only 7 miles long, is in his estimation the best one. He advised that the present road from the Wolf Creek Highway to the Park is simply a logging road controlled by logging interests who will not allow the general public to use it.

He urged the Commission to give favorable consideration to this matter and to acquire not only a right of way for the highway but to include the full 40-acre tracts through which the road extends so as to preserve the entire area for state park purposes.

The Commission appeared favorably inclined to the Parks Engineer's request but deferred definite action thereon. The Parks Engineer was authorized and instructed by the Commission to secure an estimate of the cost of the right of way and the 40-acre tracts mentioned by him and to secure a 90-day option to purchase such property. The Engineer was authorized and instructed to prepare an estimate of cost to construct this road and to oil the same and to ascertain whether or not the road will fit in as a permanent highway connection between Wolf Creek and Nehalem Highways.

In this connection, the Secretary presented a copy of the resolution from the Clatsop County Court requesting the designation of this road as a secondary state highway. The Commission ordered this filed for future reference.

Chairman Cabell inquired concerning a road which he understands is to be constructed up to the summit of Neahkahnie Mountain near Short Sand Beach.

It appears that someone has complained to the Chairman that a road has been surveyed and laid out, and that this party objects to the same because she is of the opinion that it is possible for tourists to obtain just as good a view up and down the coast from the highway as they can from the summit.

The Parks Engineer advised that this road is being laid out under his supervision; however, there is no possible chance that it will be constructed within the next two years. He was instructed to bring the matter to the attention of the Commission before starting construction operations.

The Attorney reported results of his contact with F. E. Geiser for the acquisition of certain property that Mr. Geiser owns between the Oregon Coast Highway and the Pacific Ocean at Seal Rocks in Lincoln County. He said that Mr. Geiser values this property which contains 6.75 acres at $7,000 but there is a possibility that he will consider $1,000 an acre for the same. He requested instructions from the Commission whether or not to close the deal with Mr. Geiser if he can secure the land at the latter figure. The Parks Engineer advised that this is a very valuable piece of property and urged the Commission to acquire it even if they have to pay $1,000 an acre for it. After considerable discussion of the matter, the Commission authorized the Attorney to offer Mr. Geiser a maximum of $5,000 for this tract.

The Engineer brought up for discussion the matter of acquiring options for right of way along the revised alignment of the Oregon Coast Highway north of Newport. The Commission deferred action on this matter pending a study of the survey data. The Engineer was instructed to render a report in regard thereto at the next meeting.

The Parks Engineer reported that he contacted Mr. H. A. Hostetler of DeLake, Oregon, who owns a 2-acre ocean frontage parking area at the mouth of DeLake Creek, as previously ordered by the Commission, and ascertained from Mr. Hostetler that he is willing to dispose of this property to the State for the sum of $2,500. He advised the Commission that this property is not as valuable as the property located at Seal Rock. After some discussion the Commission instructed him to defer negotiations for this property for the time being.

The Parks Engineer also reported a request from the boy scouts of Pendleton for use of one of the CCC buildings located in Emigrant Springs Park, which buildings are now being torn down because of the completion of the CCC work in this area. He inquired whether or not the Commission wishes to leave this particular building for the use of the boy scouts, and recommended the granting of the request. The Commission approved the Parks Engineer's recommendation by unanimous vote subject to the condition that the boy scouts shall be advised that this is a public building and that its use can not be restricted to the Pendleton boy scouts only; further that the building will be placed under the supervision of the caretaker of the park who will have charge of the assigning of the building to the various organizations.

In this connection the question arose whether or not a caretaker should be employed at Battle Mountain State Park to care for the state property at that place. The Parks Engineer was authorized to employ such caretaker at the customary salary during the months that it will be absolutely necessary.

The Parks Engineer reported an offer from Dr. Wm. F. Fiebig, Portland, to sell to the State for the sum of $15,000, for park purposes, 33 acres of land located on the west side of Devils Lake in Lincoln County being directly east of the town of DeLake. The Commission declined the offer.

The Parks Engineer also reported receipt of an offer from Mr. H. W. Thayer, Rainier, to sell to the Commission for park purposes, for the sum of

$1,000, 15 acres located two miles east of the town of Rainier in Columbia County and lying between the Columbia River Highway and the Columbia River. He recommended that the offer be declined in view of the fact that it would mean providing for a local park; furthermore the area does not meet the state park requirements. The Commission approved the recommendation unanimously.

The Parks Engineer reported the necessity for enlarging the state park area at the south falls in Silver Creek Falls State Park in Marion County, and requested authority to enter into negotiations with Mr. Fred Volz for the purchase of a tract of 57 acres which he owns at this location, said property adjoining the present state park and is now being used as a private camping ground. He said that the owner wants $5,800 for this property and that he has absolutely refused to accept $3,000 for the same. After some discussion the Commission authorized the Attorney to secure an option from Mr. Volz. The Commission decided to view this tract in person at the first opportunity to ascertain how it lies in relation to the present park.

The Secretary presented a deed from Multnomah County conveying unto the State, for park purposes, a one-acre tract of land lying adjacent to the Columbia River Highway near Troutdale. The Parks Engineer recommended the acceptance of the deed. The Commission approved the Engineer's recommendation by unanimous vote subject to examination and approval of the title by the Attorney.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such property together with prices that he recommends be paid for each parcel mentioned therein. After a careful study of this list, the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

> WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and
>
> WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Nye Junction, Oregon-Washington Highway				
Stanton, Jas. B. 3528	Stock Pile	0.34	$25.00 Lump Sum, 1 Yr. Lease	Benson
White Rock-Valley Falls Sec., Fremont Highway				
3352-Fisk, Marie Louise	R/W	0.65	at $100.00 per A. plus $26.25	Gardiner
3354- " " "	"	2.84	at $100.00 per A. plus $30.00	"
3334- " " "	"	0.20	Gratis	"
3346- " " "	"	2.05	at $100.00 per A. plus $394.25	"
3361-Dicks, S. P. Est.	"	4.58	at $100.00 per A. plus $232.50	"
3262-Reynolds, Fred	"	4.60	at $100.00 per A. plus $276.00	"
3360- " "	"	2.62	at $100.00 per A. plus $116.25	"
Wall Creek-Siskiyou Sec., Pacific Highway				
1706-Koble, Ernest F.	R/W	6.26	at $100.00 per A. plus $574.00 and landscape & plant slopes, lay water pipe, box springs and excavate for garage	McCallister
3514-Russel, Nellie	Quarry	2.02	$325.00 Lump Sum	"
3517-Scotti, Martin R.	R/W	2.73	at $25.00 per A. plus $50.00	"
3511-Rose, Joseph	"	1.82	at $25.00 per A. plus $30.00	"
3513-Walker, Frank H.	"	7.52	at $25.00 per A.	"
3516-Brown, Effie	"	1.71	at $25.00 per A. plus $36.00	"
3515-Brown, Jay K.	"	3.54	at $25.00 per A. plus $62.50	"
3510-Tilley, Ross	"	10.30	at $75.00 per A. plus $141.25 plus boxing two springs	"
North Roseburg Sec., Pacific Highway				
3496-Kelly, John R.	R/W	8000 Sq.Ft.	$300.00 Lump Sum plus $1700.00	Parker

continued -

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
North Roseburg Sec., Pacific Highway - continued				
3495-Mathews, Mary F.	R/W	12,000 Sq.Ft.	at 3¢ per Sq.Ft. plus $1240.00	Parker
3499-Cummings, Ward	"	48,000 " "	at 2 ½ per Sq.Ft. plus $790.00	"
3501-Rodgers, E. J.	"	1,937 " "	Land Gratis plus cost of moving service station, etc."	
3492-Eggert, Florence	"	2 Lots	at $150.00 per Lot plus $425.00	"
3498-Vedder, Bertha	"	24,000 " "	at 2¢ per Sq.Ft. plus $1120.00	"
S. E. 17th Street-Union Avenue Sec., East Portland-Oregon City Highway				
2971-Langford, Louise V.	R/W	3241 Sq.Ft.	$2000.00 Lump Sum	DeSouza
2856-Kelly, Geo. J.	"	2123 " "	at 30¢ per Sq.Ft. plus $1363.10 plus moving buildings, etc.	Bentley

The Assistant Attorney brought up for discussion the matter of control of the Williamson Park located adjacent to the Salem-Dayton Secondary Highway in Yamhill County, which park was bequeathed to the State of Oregon by a Mrs. Maude Williamson and accordingly is under the jurisdiction of the State Board of Control. He explained that the Board of Control does not particularly desire to assume jurisdiction of the park and has signified its willingness to transfer such jurisdiction to the State Highway Commission but this will have to be done by Legislative action. He advised that there is a question as to who should sponsor a bill for presentation to the next Legislative Assembly to affect such transfer. After some discussion the Commission decided unanimously to assume such responsibility and authorized the Attorney to prepare a bill in accordance therewith.

The Attorney reported difficulties encountered in acquiring right of way for the Wolf Creek-Siskiyou Section of the Pacific Highway in Jackson County across the property of one L. D. Dollarhide. He requested authority to condemn this right of way if further negotiations indicate that that course of procedure is necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:

Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County

land and property owned by or in possession of the following parties and/or persons, to-wit:

L. D. Dollarhide and Florence A. Dollarhide

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety,

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General

and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Attorney reported the status of the controversy pending between the County Court of Coos County, the Highway Commission and one Vern Magill relative to the encroachment of a barn belonging to Mr. Magill upon the Coos Bay-Roseburg Highway. He said that Mr. Magill has not yet removed this barn from the right of way, notwithstanding that he has been requested and urged to do so numerous times. He suggested that, if something is not done soon by either Mr. Magill or the County Court in regard to this matter, it might be well for the Highway Commission to take action and institute and prosecute a suit to declare the barn a nuisance and ask for a court order for its removal. The Commission approved the Attorney's suggestions and authorized him to proceed in accordance therewith.

The Commission also authorized the Attorney to take whatever legal action may be necessary to cause one Tillot C. Torgerson to remove his gasoline pumps that now encroach on the right of way of the Oregon Coast Highway at the town of Glenada in Lane County.

The Commission had under consideration a letter from Mr. A. E. Morris, Bandon, Oregon, relative to the moving of his house which encroaches on the right of way of the Oregon Coast Highway near Lampa Creek about 10 miles south of Coquille in Coos County. Mr. Morris states that his house encroaches on the highway right of way and that he will remove it if the Highway Commission will contribute $100 to help defray expenses thereof. The Commission deferred action on this matter pending an examination by the Attorney of the title to Mr. Morris' property insofar as right of way questions are affected. In the event that such examination reveals that Mr. Morris' house is now located on the highway right of way without proper authority, he is to be ordered to remove the same from the highway at his own cost and expense.

In accordance with previous instructions, the Engineer rendered a report on the cost to improve the Hamlin Street connection to the Oregon Coast

Highway in the town of Florence. He said that this connection is approximately 500 feet long and that it would cost about $1,075 for regrading, surfacing, and oiling with an O-11 specification. He recommended this expenditure in view of the fact that the newly constructed connection from the north end of the Siuslaw River Bridge to the business district of Florence is a traffic hazard in its present condition, and any traffic that can be directed over some other street in this town would make the highway safer for through traffic. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to perform such work as a minor betterment project.

The Engineer reported receipt of a letter dated July 2, 1936, from W. H. Lynch, District Engineer of the Bureau of Public Roads, in regard to a suggested clause to be inserted in cooperative agreements for forest highways relative to the protection of roadside values, in which Mr. Lynch advises that other State Highway Departments have suggested revisions in the clause which may meet with the objections of the Oregon Highway Department; also in which he quotes three of the suggestions.

The Engineer read the letter and suggested that the first one of the clauses quoted therein would be satisfactory if modified by deleting the words "and endeavor to prevent the unnecessary" and "without the consent of the Secretary"; also that the second clause would be acceptable if modified by deleting the words "for any purpose whatsoever, without the consent of the Secretary" and substituting therefor the following: "except when absolutely necessary for road construction purposes". He indicated his preference for the second clause with the suggested modification, and advised that in his opinion the Highway Commission should not consent to the inclusion of any clause that would require the Highway Department to obtain the consent of the Secretary of Agriculture for any purpose whatsoever.

The Commission approved the Engineer's recommendation by unanimous vote and instructed him to so advise Mr. Lynch after first consulting with the Attorney in regard thereto.

The Engineer presented a statement as to the status of the Federal Roads Funds under date of July 3 as prepared by the American Association of Highway Officials which reveals that Oregon stands fifth among the states in obligating 1936 Federal Aid funds, sixth in obligating W. P. grade crossing funds and fifteenth in the obligation of W.P. highway funds. The Commission ordered the statement filed.

The Engineer submitted a report on the cost to complete the East Portland-Oregon City Highway in Oregon City between Abernethy Creek Bridge and the intersection of 5th and Main Streets. The report was divided in two units; Unit No. 1 consisting of grading and paving between Highway Engineer's Station 10+97.5 and Station 35+77, .47 mile in length; and Unit No. 2 extending from Station 35+77 to Station 56+66.3, .4 mile in length. He estimated that it would cost $108,900 to construct Unit No. 1 exclusive of right of way and that it would cost about $109,600 to construct Unit No. 2 exclusive of right of way.

The Commission ordered the report filed and indicated that it would be advisable to consider this project in the preparation of the next Federal Aid program.

The Engineer also reported on the cost to reconstruct the John Day-Prairie City Section of the John Day Highway in Grant County. This report was also divided in two units, one of which extends from John Day to Hardy Ranch, a distance of 5.67 miles. The other extends from Hardy Ranch to Prairie City, a distance of 7.69 miles.

He estimated that it would cost approximately $128,722 to grade and construct a gravel topping on Unit No. 1 and $133,888 to grade and construct a gravel topping on Unit No. 2.

The Commission ordered the report filed and indicated that it would be advisable to consider this project in the preparation of the next Federal Aid program.

The Engineer also submitted a report on the proposed changes in the Vale-West Secondary Highway in Malheur County as requested by County Judge David F. Graham. He said that Judge Graham was not entirely satisfied with the revision that has been suggested by the State Highway Department which leaves the present secondary highway about one-half mile west of Bully Creek and extends southerly across Section 30, T. 18 S., R. 44 E., W.M., to a connection with the present secondary highway near the center of Section 31, and has suggested two alternates, one of which is an extension of the present secondary highway along the north, west, and south sides of Section 25, T. 18 S., R. 43 W., W.M., to a connection with the present secondary highway at the southeast corner of said Section 25; and the other involves an extension of the present secondary highway along the north side of Section 25 to the northwest corner thereof, thence following along the main irrigation canal to a connection with the Central Oregon Highway. He further stated that the first of the above mentioned alternates is 4.2 miles long which is about 3 miles longer than the present route and the second of said alternates is about 7 miles longer. He estimated that alternate No. 1 would cost about $30,000 and alternate No. 2 about $60,000.

He pointed out that alternate No. 2 passes through the section that comes under the new irrigation project and, if the Commission has any idea of considering such route, it might be well to investigate right of way which probably could be acquired at this time much cheaper than later on.

After some discussion the Commission deferred action pending an additional report from Division Engineer W. C. Williams and ordered that Judge Graham be advised that the Commission is not in a position to commence this improvement at the present time, but in the meantime, will cause some investigation to be made of the right of way.

The Engineer reported that a complaint has been filed by the O.-W.R.& N. Co. in regard to drainage conditions in the Burnt River Canyon at railroad mile post 379.80 near Dixie on the Old Oregon Trail, the Railroad

Company alleging that it suffered considerable damage because of a channel change in Burnt River which was constructed in connection with highway work. The Engineer advised that he had this matter investigated and it was found that the conditions at this place are substantially as reported by the Railroad Company. He estimated that it would cost about $700 to correct the situation and recommended an expenditure for such purpose. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from Wahnona C. Parrett, City Recorder, Dundee, Oregon, in which the Commission was requested to oil the rock shoulders adjacent to the West Side Pacific Highway through their town in order to alleviate the dust nuisance that obtains under present conditions.

The Engineer advised that this oiling work would cost approximately $300 if it could be done when the oiling crew is in that vicinity. However the crew has completed all of its work near this place and it would now cost considerably more money because the crew would have to retrace its steps to Dundee. He further stated the investigation reveals that the rock shoulders are not in a condition to receive oil treatment and that the proper way to do this job would be to widen the pavement but this would cost considerably more money which is not available at this time. He recommended that the request be denied and that a permanent resurfacing job be undertaken when funds become available.

The Commission approved the Engineer's recommendation and ordered that the City of Dundee be informed of the action taken and the reason for same.

A letter was presented from Mr. Dan J. Malarkey, President of the Moreland Company, Portland, in which he gave as his understanding that there will be several thousand yards of waste materials resulting from the excavation work in connection with the 17th Street-Ross Island Bridge project in Portland and offered the suggestion that his company would be glad to secure this material to fill in 20 acres of low, marshy land that his company owns about a mile south of this project, adjacent to the super highway; also, in which he states that his company is willing to pay for this material whatever amount is considered reasonable, over and above the legal free-haul charge that is covered in the contract.

The Engineer advised that some of this material will probably be needed for filling-in purposes on the Highway Department's site for division headquarters on the East side of this highway just outside of the city limits of Portland and about a half mile south of the Moreland Company's holdings. He gave as his thought that it would be satisfactory to let the Moreland Company have this material if it is not needed by the State, provided the Company will make its own arrangements with the contractor for hauling the material to its site.

After some discussion the Commission approved the Engineer's suggestion and authorized him to inform Mr. Malarkey that the Commission would offer no objections to his company arranging with the contractor for the

material that is not needed by the State, after the contract for the highway project has been awarded.

The Engineer reported the cost to construct an oil surface on the county road between Marshfield and Englewood, a distance of 1.6 miles in Coos County, as requested by County Judge Hugh McLain of Coos County at a previous meeting. He estimated that it would cost a total of $3,620 to do this work. The Commission approved the Engineer's report and authorized him to proceed with the improvement, upon receipt of the $2,200 which the people of Englewood district have on hand to pay their share of the cost of such work and upon execution of an agreement with the Coos County Court providing for the payment of the balance of such expense by assigning a sufficient amount of the county's share of the motor vehicle fund. He was instructed to stop the improvement as soon as the $2,200 has been used up unless he has received the assignment covering the county's share of the cost of such work.

The Engineer reported that the making of maps in connection with the inventory of the Planning Survey has developed into quite a complicated procedure and it now appears that the maps are going to cost approximately $35,000 which was not provided for in the original budget for this survey. He advised that it would be possible to finance such work with some of the 1938-1939 regular Federal Aid funds and with grade crossing money, but such money is not immediately available, wherefore he requested authority to advance $35,000 of state funds to pay the cost of the work, same to be reimbursed with Federal money later on.

After some discussion Chairman Cabell suggested that it might be advisable to pay for these maps out of the amount already budgeted for the financial survey in connection with this project since it will not be needed for the financial survey for some time which would eliminate the necessity of advancing additional state money. The Commission approved the suggestion by unanimous vote and so ordered.

The Engineer reported that, in accordance with previous authority from the Commission, a flashing traffic signal has been installed in Oneonta Tunnel on the upper Columbia River Highway and that this signal is working very satisfactorily, in fact has exceeded expectations. He requested authority to purchase and install similar signals in Mitchell Point Tunnel and in Mosier Tunnel on this same highway.

After some discussion the Commission granted the Engineer's request by unanimous vote and authorized him to proceed with such installations.

The Commission had under consideration invoices from Larmer Transfer Company, Salem, in the amounts of $75.41 and $79.30 for the cost of moving the furniture of Division Engineers Wm. E. Chandler and K. D. Lytle which was necessitated by the rearrangement of highway divisions.

The Engineer explained that, when the Commission approved the rearrangement of divisions, it also approved moving the furnishings of the Division Engineers with state trucks at state expense. However Division Engineers

Chandler and Lytle objected to the use of state trucks because no provision was made for insurance against damage so they arranged with the Larmer Transfer Company, an insured carrier, to move their household goods. He further advised that it would have cost the State $64.44 to have moved Mr. Chandler's goods from Salem to Bend compared with $75.41 charged by the Larmer Transfer Company, and that it would have cost the State $63.70 to have moved Mr. Lytle's goods from Bend to Roseburg, compared with $79.30 charged by the Transfer Company. He inquired whether or not the Commission wished to assume the payment of the Transfer Company's claim in full or require the Division Engineers to pay the cost over and above the estimated cost of moving the goods with state equipment.

After some discussion the Commission decided to limit its payment to the estimated amounts that it would have cost to do this moving with state equipment and to require Division Engineers Chandler and Lytle to assume the payment of the extra cost.

The Secretary presented resolutions from the Umatilla County Court requesting that the following county roads be designated as Secondary State Highways:

1. Pendleton Airport County Road, described as follows: beginning at a point on the relocated and reconstructed Old Oregon Trail Highway approximately 1,000 feet northwesterly from the north city limits of Pendleton, thence in a northerly direction to the Pendleton Airport, a distance of approximately 1 mile.

2. Extension of the Lexington-Echo Secondary Highway #320 described as follows: beginning at a point on the Old Oregon Trail as now constructed in the Town of Echo and extending in an easterly direction to a connection with the relocation of the Old Oregon Trail Highway, a distance of approximately 3.6 miles.

It appeared to the Commission that these resolutions are in conformance with previous understanding with the County Court of Umatilla County and accordingly the following resolutions designating these roads as Secondary State Highways were adopted by the Commission by unanimous vote upon motion by Commissioner Aldrich which was duly seconded by Commissioner Tou Velle:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Umatilla County Court of the State of Oregon, has selected the highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or 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 highway, route, or location of a highway in Umatilla County be and the said highway, location or 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:

Airport Secondary Highway No. 336, described as follows:

Beginning at a point on the relocated and reconstructed Old Oregon Trail Highway approximately 1,000 feet northwesterly from the north city limits of Pendleton; thence in a northerly direction to the Pendleton Airport, a distance of approximately 1.0 mile.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Umatilla County Court of the State of Oregon, has selected the highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or 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 highway, route, or location of a highway in Umatilla County be and the said highway, location or 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:

An extension of the Lexington-Echo Secondary Highway No. 320, described as follows:

> Beginning at a point on the Old Oregon Trail Highway as now constructed in the town of Echo; thence extending in an easterly direction to a connection with the relocation of the Old Oregon Trail Highway, a distance of approximately 3.6 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

The Secretary also presented resolutions from the County Court of Harney County requesting the elimination of the following described section of the Diamond-Valley Secondary State Highway No. 441 from the Secondary Highway System:

> Beginning at mile point 21.8 at the junction of the Diamond Valley Secondary Highway No. 441 with the road to Happy Valley, then following the heretofore designated Diamond Valley Secondary Highway No. 441 to Diamond Valley and westerly to the junction of the Diamond Valley Secondary Highway with the Frenchglen Secondary Highway, a distance of approximately 17.8 miles;

and the substitution therefor of the following described county road:

> Beginning at mile point 21.8 at the junction of Diamond Valley Secondary Highway No. 441 with the road to Happy Valley, then via Happy Valley and Kiger Valley to a point at or near the present post office at Diamond in Diamond Valley a distance of approximately 12.5 miles.

It appearing to the Commission that these resolutions are in conformity with previous understanding with the County Court of Harney County, the following resolutions in regard thereto were adopted by the Commission by unanimous vote upon motion of Commissioner Aldrich which was duly seconded by Commissioner Tou Velle:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Harney County Court of the State of Oregon, has heretofore selected and regularly adopted as provided by law, the Diamond Valley Secondary Highway No. 441, and

WHEREAS, it is now the intention of the State Highway Commission, by mutual agreement with the Harney County Court of the State of Oregon to eliminate and remove from the system of secondary state highways, under the provisions of Chapter 196, Oregon Laws 1935, the hereinafter described section of the Diamond Valley Secondary Highway No. 441, and

WHEREAS, it is mutually understood and agreed by the State Highway Commission and the Harney County Court of the State of Oregon, that from and after the adoption of this resolution by the State Highway Commission, the hereinafter described section of the Diamond Valley Secondary Highway No. 441 shall, under the provisions of Chapter 196, Oregon Laws of 1935, become a county road or highway, and the construction, repair, maintenance or improvement, and the jurisdiction thereof, shall be exclusively under the Harney County Court.

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 described section of the Diamond Valley Secondary Highway No. 441 is hereby eliminated from the secondary state highway system, to wit:

A section of the Diamond Valley Secondary Highway No. 441, described as follows:

> Beginning at Mile Point 21.8 at the junction of the Diamond Valley Secondary Highway No. 441 with the road to Happy Valley; thence following the heretofore designated Diamond Valley Secondary Highway No. 441 to Diamond Valley and westerly to the junction of the Diamond Valley Secondary Highway with the Frenchglen Secondary Highway, a distance of approximately 17.8 miles.

2. That the said above described section shall be and is hereby declared to be eliminated from the secondary system of highways, and from and after the adoption of this resolution shall become a county road or highway, and the construction, repair, maintenance or improvement, and the jurisdiction thereof shall be exclusively under the Harney County Court, as provided in Chapter 196, Oregon Laws of 1935.

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Harney County Court of the State of Oregon, has selected the highway hereinafter described, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with the other highways heretofore adopted and 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 highway, route, or location of a highway in Harney County be, and the said highway, location or 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:

An Extension or Addition to a Section of the Diamond Valley Secondary Highway No. 441

Beginning at Mile Point 21.8 at the junction of the Diamond Valley Secondary Highway No. 441 with the road to Happy Valley; thence via Happy Valley and Kiger Valley to a point at or near the present post office at Diamond in Diamond Valley, a distance of approximately 12.5 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws of 1931, and Chapter 196, Oregon Laws of 1935, and amendments thereof.

The Commission had under consideration the matter of filing of applications for the securing of P.W.A. funds to assist in financing the projects included in its P.W.A. Secondary Highway program which was adopted at this meeting. After due consideration of this matter the Commission authorized the Engineer to file applications with the United States of America through the Federal Emergency Administration of Public Works for grants to aid in financing those projects which were not authorized previously excepting therefrom the Flora-Washington State Line project in Wallowa County which is still in doubt. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

A RESOLUTION authorizing R. H. Baldock, as State Highway Engineer, to file applications with the United States of America through the Federal Emergency Administration of Public Works for grants to aid in financing the construction of certain Secondary State Highway projects; and, the purchase of right of way necessary to such construction.

BE IT RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION:

1. That R. H. Baldock as State Highway Engineer, be and he is hereby authorized to execute and file applications on behalf of the Oregon State Highway Commission with the United States of America for grants to aid in financing the construction of the following Secondary State Highway projects.

County	Highway	Section	Type of Work
Washington	Tigard-Hubbard	Barbur Blvd. South	Grading
Columbia	Nehalem	Nehalem River	Bridge & Grading
Linn	Albany-Lyons	Fleming Ranch-Schindler Bridge	Bridge & Grading
Clatsop	Nehalem	Walluski River	Bridge & Grading
Yamhill	Salem-Dayton	Spaulding Corner-Unionvale	Grading, Surfacing and Oiling
Josephine	Williams	Powers Ranch-Powell Creek	Grading, Surfacing and Oiling
Jackson	Little Butte	Unit 4-McCallister	Grading
Lane	Territorial	Monroe-Cheshire	Grading, Surfacing and Oiling
Lake	Klamath Falls-Lakeview		Regrading, Surfacing & Oiling
Umatilla	Sunnyside-Umapine	Sunnyside-Umapine	Grading-Surfacing and Oiling
Umatilla	Hermiston	Umatilla River	Bridge & Grading
Baker	Medical Springs	Miles Bridge	Bridge & Grading
Union	Weston-Elgin	Elgin-Forest Boundary	Grading, Surfacing and Oiling
Morrow	Lexington-Echo	Sand Hollow-County Line	Grading
Gilliam	Wasco-Heppner	Rock Cr.-Morrow County Line	Grading
Malheur	I.O.N.	Hooker Creek-Jordan Valley	Grading

2. That the said R. H. Baldock is hereby authorized and directed to furnish such information as the United States of America through the Federal Emergency Administration of Public Works may reasonably request in connection with the applications which are herein authorized to be filed.

The Secretary presented an invitation from the Grants Pass Chamber of Commerce for the Commission to meet with members of the California State Highway Commission, Redwood Empire Association, County Court of Josephine County and the Grants Pass Chamber of Commerce at Oregon Caves on the night of Saturday, August 8, 1936. The members of the Commission expressed regret that they could not attend this meeting on account of other engagements and instructed the Secretary to so inform the Grants Pass Chamber of Commerce.

The Commission considered a resolution adopted by the Clackamas County Planning Board in which the Board went on record as opposed to the Clackamas County Legislators instigating any legislation that would affect the present division of allotment of state money and county money until the factual data which is now being obtained by the State Highway Commission by means of a state-wide planning survey has been completed and analyzed. The Commission expressed its appreciation for this resolution which Chairman Cabell stated he would acknowledge personally.

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

State Highway Engineer

Secretary

Henry F. Cabell
Chairman

Commissioner

Commissioner

Portland, Oregon, August 4, 1936

The State Highway Commission met in special session at 2:00 o'clock p. m. in room 204 Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

The Commission conferred with Dr. L. I. Hewes, San Francisco, Deputy Chief Engineer, Bureau of Public Roads, and W. H. Lynch, Portland, District Engineer, Bureau of Public Roads, in regard to a number of highway matters of mutual concern.

Mr. Lynch asked the Commission for a decision in regard to a certain clause which the Bureau of Public Roads desires inserted in cooperative agreements for forest highways, having to do with the preservation of roadside values. He particularly referred to his letter of July 2, 1936, on this subject in which he quoted several clauses which had been suggested by several other state highway departments. He was informed by Chairman Cabell that the Commission wants to be the judge of such matters and does not want to have to hold up a project by having to wait for the approval of the Secretary of Agriculture as would be required if the Commission accepted the clause suggested by the Bureau of Public Roads. After some discussion Mr. Lynch was advised that this matter would be given immediate attention and that he would be advised definitely in regard thereto some time next week.

The availability of Federal money appropriated for road improvements on Indian reservations was also discussed in an informal manner, as was also the matter of funds for the prevention of soil erosion. Dr. Hewes was uncertain as to whether or not the Bureau of Public Roads would have any jurisdiction over the expenditure of Indian land money for road construction. In regard to the soil erosion work, the Commission authorized the Engineer to select one project for such program.

The Commission discussed the highway road map and considered a number of suggested alterations for the improvement of same. Present and entering into the discussion of this matter were Mr. E. C. Hobbs, State Printer; Ray Conway, Manager, Oregon Motor Association; S. H. Probert, Office Engineer; and Harold Say, Manager of the Travel and Information Department. After full consideration of all the suggestions offered, the Commission decided unanimously to make the following changes in this map: (1) increase the size of the map by extending the border about one-half inch to include connecting highways in adjoining states; (2) print the Pacific Ocean, lakes and rivers, insofar as is practicable, a light blue color; (3) enlarge the figures denoting distances between towns and eliminate fractional mileage as is shown on the present map; (4) the map is to be printed on white paper to the same scale as heretofore; (5) the shields denoting United States Highway routes are to be shown as they appear on the 1936 map.

The decision of the Commission in regard to printing of the maps was based on the recommendation of Mr. Conway and Mr. Say who said that a printed map is better for travel purposes than a lithographed map.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with the price that he recommends be paid for each. After a careful study of the list and prices, the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Crawfordsville-Holley Sec., Halsey-Sweet Home Highway				
3554-Walton, W. H.	R/W	0.001	$5.00 Lump Sum	McCallister
3546-Koch, R. B.	"	0.21	at $100.00 per ac. plus moving fence	"
3565-Anderson, C. H.	"	1.19	at $200.00 per ac. plus $145.00 and box spring	"
3570-Rufli, Chas. R.	"	0.165	at $100.00 per ac. plus $45.00	"
3571-Cooper, Chas. A.	"	871 Sq.Ft.	at 2¢ per Sq.Ft. plus $6.00	"
3573-Murphy, Frances	"	1525 " "	at 2¢ per Sq.Ft.plus $19.50	"
3574-Hull, F. N.	"	0.174 ac	at $100.00 per ac. plus $35.20	"
3572-Cooper, Chas. A.	"	871 Sq. Ft.	at 2¢ per Sq.Ft. plus $6.00	"
Independence Section-Brunks Corner, Independence Highway				
3582-Locke, Jessie B.	R/W Slope Easement	13006 Sq.Ft.	$20.00 Lump Sum	Parker
3583-Wells, W. L.	R/W Slope Easement	924 " "	$1.00 Lump Sum	"
3584-Newton, W. W.	R/W Slope Easement	0.193 ac.	Land Gratis plus $10.	"
3585-Powers, W. L.	R/W Slope Easement	300 Sq.Ft.	Land Gratis plus $8.00	"

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
S. E. Grand Ave.-S. E. 17th Ave. Sec., East Portland-Oregon City Highway				
2865-1-Southern Pacific Co.	R/W	2221 Sq.Ft.	at 16¢ per Sq.Ft.	Bentley
2865-2 " "	" "	9580 " "	at 16¢ per Sq.Ft.	
		9581 " "	at 12¢ " " " plus $475.00	"
2865-3 " "	" "	3143 " "	at 10¢ per Sq.Ft. plus $1725.00	"
2865-4 " "	" "	7300 " "	at 15¢ per Sq.Ft. plus $25.00	
		6045 " "	at 12¢ per Sq.Ft.	
		7867 " "	at 20¢ per Sq.Ft. plus $1510.00 plus $300.00	"
2865-5 " "	" "	29715 " "	at 17½¢ per Sq.Ft.plus $700.00	"
2865-6 " "	" "	14132 " "	at 16¢ per Sq.Ft. plus $4845.00	"
2865-7 " "	" "	5913 " "	at 16¢ per Sq.Ft.	"
2865-8 " "	" "	10072 " "	at 14¢ per Sq.Ft.	"
2865-9 " "	" "	61898 " "	at 14¢ per Sq.Ft. plus $2160.00	"
2865-10 " "	" "	8901 " "	at 15¢ per Sq.Ft.	"
2865-11 " "	" "	" "	at 13½¢ per Sq.Ft.	"
2865-12 " "	" "	" "	at 13½¢ " " "	"
2865-13 " "	" "	" "	at 13½¢ " " "	"
" "	" Shoo-fly Easement		One Yr. Lease $128.00 Lump Sum	"
2958-Jordan, John	R/W	4285 " "	Land $642.75 plus exchange of other property plus $1200.00	Campbell
Pendleton-Stanfield Sec., Old Oregon Trail Highway				
3618-Hale, Roy C.	Gravel Site plus hauling Road Easement	4.21 ac.	at $50.00 per ac.	Benson
Hermiston-Echo Jct., Hermiston Highway				
3619-Umatilla County	Stock Pile	1.21	Gratis	Benson
Davies-Banks Sec., Nehalem Highway				
3409-Schulmerich, J. C. Est.	R/W	0.08	at $150.00 Lump Sum plus $875.00	Benson

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Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Whiterock-Valley Falls Sec., Fremont Highway				
3359-O'Sullivan, Jerry	R/W	0.48	at $100.00 per ac. plus $17.60	Gardiner
3368-O'Sullivan, Jerry	"	2.96	at $100.00 per ac. plus $347.12	"

The Assistant Attorney reported that, in connection with the tax resale proceedings covering right of way acquired in Reedsport, he bid in Lot 10, Block 3, Rainbow Addition, belonging to one Warren P. McWillis who now wants to buy from the Commission that portion of the lot which is not needed for right of way, and has offered the sum of $100.00 for same and he has also offered to pay $35 for the portion of Lot 9 of Block 3 which lies outside of the standard right of way limits. He explained that Lot 10 was bid in on tax resale proceedings with the understanding that the State would keep the property that is needed for right of way and would negotiate with the record owners for the area outside of the right of way. He recommended, in view of the circumstances, the acceptance of Mr. McWillis' offer. The Commission approved the Attorney's recommendation by unanimous vote.

The Assistant Attorney reported, as previously ordered by the Commission, on the request of Mrs. Ilers, who owns Lot 5 in Kerns' Addition, Portland, adjacent to the East Portland-Oregon City Highway, at the intersection of Woodward Street and Southeast Sixth Avenue, for the following improvements to her property in connection with the highway construction work that is planned at this location: (a) the filling up of Woodward Street and the south portion of her lot to a level with the upper portion of her yard; (b) consent to the vacation of a portion of Woodward Street that will be covered by the highway embankment; (c) pay to her a consideration of $100 for easement rights and waiver of damages.

He pointed out that a favorable report in regard to these improvements was submitted by George Otten, Landscape Engineer, who investigated the matter from the standpoint of landscaping the area, and he requested instructions from the Commission as to what to tell Mrs. Ilers.

After consideration the Commission authorized the Attorney to settle with Mrs. Ilers on the following basis: that the Commission agrees to the filling in of Woodward Street and Mrs. Ilers' yard in accordance with plans submitted by the Landscape Engineer, and will pay her the sum of $100 for a release of all claims for damages and the easement right in connection with the embankment and for the relinquishment of claims to the revision of Woodward Street, it being considered that the release in waiver of claims for damages and a waiver of Mrs. Ilers' claims, if any, to the vacation of Woodward Street, should be secured for the reason that, if the area is landscaped, it should remain under the control of the State.

The Engineer requested authority to purchase Block 12, Tooze Subdivision, Oregon City, for the disposal of heavy rock from the Oregon City

Undercrossing project. He explained that the rock would be used as riprap along the waterfront on the Water Street route and, whereas considerable riprap has already been placed along this section, the height of the same can not be increased without encroaching upon this particular block which is in private ownership.

After some discussion the Commission authorized the taking of options on this property for consideration at the next meeting.

The Engineer rendered a report on the cost to improve the Service Creek-Mitchell Secondary State Highway as requested by State Senator W. H. Steiwer. He estimated that it would cost $109,000 to grade a 16-foot roadway and to construct a light surfacing on this section which is 25 miles in length, and to oil the same would cost an additional $150,000, or a total of $259,000. He particularly mentioned what is known as the Donnelly grade which is 4.2 miles in length and extends southerly from the John Day River. He advised that this grade has never had any surface and is slippery in wet weather. Furthermore it is quite narrow and probably should be improved for safer travel.

The Commission after some discussion decided not to improve this entire 25-mile section, however the Engineer was instructed to investigate the Donnelly grade and render a report on what it would cost to give this particular section a light surface of rock and to construct occasional turn-outs for the convenience and safety of traffic in passing.

The Commission had under consideration a report from the Engineer in regard to the proposition submitted by Mr. Grover A. Rebentisch of the National Bureau of Locations and Statistics at a previous meeting of the Commission to provide a system of numbering rural locations under the sponsorship of the State Highway Department.

It was the thought of the Engineer that some system of numbering rural locations would be advantageous but that a project of that kind should be handled by a governmental agency rather than by a private company. He gave as his opinion that it would be inadvisable for the Highway Commission to sponsor the proposition. The Commission voted unanimously not to sponsor this project.

In a discussion of this matter the question arose whether or not the Commission should permit the company to maintain its signs on state highway rights of way. The final decision was that the company should not be permitted to maintain its signs on the highways because that would be a technical violation of the law. However, if it is necessary to maintain them at such locations in order to fit in with a county-wide numbering system and if the request should come from the county court for such privilege, then the Commission would consider granting permission to place the signs in such locations as a matter of public necessity and convenience.

A report was rendered by the Engineer on his investigation of the allegations made by Mr. Benton A. Boyce, Central Point, to the State Industrial Accident Commission, that Berke Bros., who have a contract with the State

Highway Commission on the Siskiyou Mountain Section of the Pacific Highway in Jackson County, are operating trucks on this job with faulty brakes. He said that such investigation reveals that Berke Bros. have very good equipment and keep it in good working condition; also, that they had one truck on the job that had brakes that did not work very good when the truck was backing up but were satisfactory when the truck was moving forward. This truck he said was taken off the job just as soon as the contractor became aware of the condition and there is no longer any cause for complaint in that respect. He also stated that the contractor has stated his willingness to have his equipment tested by a qualified brake tester or mechanic at any time.

The Commission approved the report and ordered that a copy thereof be sent to the State Industrial Accident Commission.

The Engineer reported the following sale of buildings located on the right of way on the Grand Avenue project in Portland, bids for which were received on June 27:

1. Building "B" sold to Dolan Wrecking Company for $40.
2. " "C" " " Dolan Wrecking Company for $40.
3. " "D" " " Rosalie Nichols for $367.
4. " "E" " " Philip Sunseri for $251.
5. " "F" " " Philip Sunseri for $275.50.

He said that he investigated the bids received for these buildings and satisfied himself that they were satisfactory and, in accordance with previous instructions from the Commission, sold them to the high bidder in each instance. The Commission approved the sale of these buildings as reported.

The Engineer requested authority to send a representative of the State Highway Department to the Second Annual Montana Bituminous Conference which is to be held in Glacier National Park, Montana, on September 8, 9 and 10. The Commission approved the request by unanimous vote, the expenses thereof to be paid from state funds subject to the approval of the Governor.

The Commission also by unanimous vote authorized Parks Engineer S. H. Boardman, to attend, at State expense, the National Conference of State Parks which is to be held in San Francisco from August 31 to September 1 inclusive, such authority being subject to approval by the Governor.

The Engineer reported a request from the Traffic Engineer for authority to trade in the Department's old 35 mm motion picture camera as part purchase price on a new 16 mm camera costing $125, for use in connection with the State Wide Planning Survey. He said that the Company handling the camera will allow $20 for the old machine and will give a discount of $25 to the State on the new one which will make a net cash outlay of $80 to complete this transaction. He also advised that the cost of operating the 16 mm camera is about 40 per cent less than the old one and that the old machine is of an obsolete type and it is difficult to find 35 mm projectors for the same.

The Commission deferred definite action on this matter pending further investigation by the Engineer.

The Engineer requested authority to purchase a ten key Remington Electric adding machine for use in connection with the State Wide Planning Survey. He estimated that such machine could be bought for $117.50 considering available discounts. The Commission granted the request by unanimous vote.

The Commission considered and denied a claim submitted by E. H. Deery, Portland, in the amount of $200, for repairs to his car which he alleges was damaged in an accident on the Oregon Coast Highway near Lincoln Beach, Lincoln County, when it was driven onto an unmarked soft shoulder, it being Mr. Deery's contention that the State Highway Department was responsible for the condition of the shoulder.

The Commission also considered and denied the claim of Ross D. Jones, Spokane, Washington, in the amount of $14.00, for replacement of the windshield of his car which he alleges was broken by a rock thrown by a highway department truck that was being operated in connection with oiling work on the Columbia River Highway near the town of Boardman, it being Mr. Jones' contention that the truck was being driven at an excessive rate of speed past a number of cars that were being convoyed through the oiling work.

In this connection the Engineer advised that all highway department trucks are equipped with governors which are set for a maximum speed of 35 miles per hour so it would not be possible for them to be driven at an excessive rate of speed; also that if they are cut down to speed much below 35 miles per hour it would increase the cost of the oiling work by a considerable amount. After some discussion the Commission ordered that the workmen be instructed to slow down their trucks to a reasonable speed when passing a convoy of cars so that the possibility of damaging the cars will be reduced to a minimum.

The Attorney was instructed to ascertain whether or not it would be possible to insure highway department trucks against damage claims of this kind and to secure such insurance if it can be obtained.

The Commission had under consideration a letter from Helen M. Gilkey, Associate Professor of Botany and Curator of the Herbarium at Oregon State College, in regard to the securing of permits authorizing the collection of plants along state highway rights of way, in which she suggests that such permits be issued for an indefinite length of time or for at least a year; also in which she requests permits for herself, Mrs. Daisy Overlander, Waldport, Oregon, and Garland Powell of the Oregon State College Herbarium.

After some discussion the Commission authorized the issuance of permits to these three individuals on an annual basis and subject to the condition that only a limited number of plants of the same variety is taken and that an insignia be placed on the car of the one doing the collecting so that the general public will know that such person is an official and has authority to collect plants on the highway.

Consideration was given by the Commission to a request from Newberg Townsend Club No. 1 for permission to erect a speakers stand on the framework

beneath the highway bridge at Newberg for use in connection with a picnic that the club is sponsoring at this place. The Engineer stated that he would offer no objections to the use of the bridge for such purpose provided proper precautions were taken to insure against fires which might damage the bridge, and that the stand is removed and the right of way cleaned up as soon as the picnic is over. The Commission thereupon authorized the Secretary to issue such permit in accordance with the Engineer's suggestion.

Letters from the Siletz Rodeo Committee and the Toledo Lions Club, requesting the oiling of the Siletz Secondary Highway between Toledo and Siletz, had the attention of the Commission, The Commission instructed the Secretary to reply that no funds are available to finance such work now but the project will be kept in mind for future funds.

A letter was presented from Contractor G. I. Stebbins, Klamath Falls, inquiring whether or not, if he rejects the Oregon Workmen's Compensation Act, his bidding on Oregon Highway work will be affected. The Engineer advised that the specifications for all state highway work include a requirement that the successful bidder shall accept the Oregon Workmen's Compensation Act. It was his thought that all contractors should be required to adhere strictly to such provision. After due consideration the Secretary was instructed to inform Mr. Stebbins that when he bids on Oregon Highway work it must be with the understanding that he will accept and comply with all of the provisions of the contract, including the clause that relates to Workmen's Compensation.

The Commission considered and approved a request from Forrest E. Cooper, Secretary, Lake County Chamber of Commerce, that log haulers in the vicinity of Lakeview be permitted to truck logs over state highways during Saturday afternoons and Sundays.

The Commission denied the request of John D. Young, Marshfield, for permission to truck logs over state highways in the vicinity of Coquille during Saturday afternoons and Sundays up to September 20, 1936, it being the opinion of the Commission that the hauling of logs over these highways during weekends will create an undue hazard to other traffic that uses these roads.

For similar reasons the Commission denied the request of Alfred Nordgren, Forest Grove, for permission to truck logs over state highways in the vicinity of Forest Grove during Saturday afternoons.

The Commission considered and approved the Attorney's letter dated July 31, 1936, to the O.W.R.& N. Co. and the Union Pacific Railroad Company relative to the death of Dave V. Wyllie while employed in work in connection with a state highway contract for the construction of the N. E. Halsey Street railroad grade separation project, wherein the Attorney gives as his opinion that the State Highway Commission is without authority to obligate the State, or make it responsible to respond in damages for this accident.

A letter was presented from Roy Galbraith, Prairie City, Oregon, urging immediate action by the Commission to rebuild and resurface the John

Day Highway. The Secretary was instructed to inform Mr. Galbraith that the Commission knows the importance of this road and is aware that it needs improvement but is handicapped by lack of funds to do what he asks, however, the Commission will bear the project in mind for consideration when new highway construction programs are arranged; also that it is contrary to the policy of the Commission to obligate or commit funds that are not yet available.

The Secretary presented a letter from R. W. Lengfield, Portland, Property Manager for the Macleay Estate Company in Curry County, requesting the assistance of the State Highway Commission in preventing the people of Gold Beach from dumping garbage along the right of way of the Oregon Coast Highway. He was instructed to inform Mr. Lengfield that the Commission has already taken action to terminate this nuisance and explain to him what has been done in regard thereto.

The Secretary also presented a letter from County Judge Fred Fisk, Lane County, requesting legal advice from the Commission's Attorney in regard to the settlement of the "Franklin-Smithfield" controversy and particularly inquiring as to what method of procedure should be followed and the statutory law relative to such procedure. The Commission referred the letter to the Attorney with instructions to give Judge Fisk the information he desires.

The Commission had under consideration the matter of abandoning,as a part of the State Highway System, a three-mile section of The Dalles-California Highway just north of the town of Redmond in Deschutes County, and a short section of the Columbia River Highway at the west entrance into The Dalles,which sections are no longer of value for state highway purposes inasmuch as these highways have been reconstructed on new alignment at said locations. The Engineer recommended the abandonment of the sections under discussion. After some discussion the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolutions in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County; and

WHEREAS, by reason of said relocation and reconstrudtion of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore

included within the area of the right of way of the highway as formerly located, improved, and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Terrebonne-Redmond Section of The Dalles-California Highway in Deschutes County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Deschutes County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

Beginning on "A" Street in the City of Redmond where said street intersects the easterly line of Sixth Street, thence East on "A" Street for one-fourth mile; thence North for three miles; thence in a Northwesterly direction for 0.4 mile to a point on the easterly right of way line of the present The Dalles-California Highway, opposite engineer's center line Station 175+90, which point is further located as being 1035 feet east and 1390 feet north of the south one-quarter corner of Section 28, Township 14 South, Range 13 East, W.M., Deschutes County, Oregon.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and K. D. Lytle, Division Engineer, and bears date of July 1, 1936.*

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway

* Map filed in Right of Way Abandonment and Retention File - No. 34

Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Deschutes County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said The Dalles-California Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Deschutes County and beyond any responsibility or supervision by the State Highway Commission.

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WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Commission found it necessary to relocate a portion of the Columbia River Highway lying in and west of the City of The Dalles, Wasco County, Oregon; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved and used; and

WHEREAS, in connection with the relocation of said highway there was accomplished a change in the point of entrance of the highway into the City of The Dalles from the west end and there was likewise accomplished the rerouting of state highway traffic over other and different streets than those over which traffic using the old location was routed.

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, a majority of members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter described, a portion of which fragment of land was formerly

within the limits of the right of way of the Columbia River Highway immediately west of the City of The Dalles but which is now without the limits of said right of way as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and that part of said right of way so abandoned and which is outside of the corporate limits of the City of The Dalles is left to revert to the adjoining or abutting property owners or to the control or supervision of the County Court of Wasco County for highway and/or other public purposes, and those streets of the City of The Dalles over which highway traffic was formerly routed before said highway was relocated are hereby abandoned as streets over which state highway traffic is directed by the State Highway Commission to move and said streets hereby are relieved of any burden imposed thereon by the State Highway Commission and are left to revert to the exclusive control and jurisdiction of the municipal authorities of the City of The Dalles.

2. The fragment of land or right of way hereby abandoned and eliminated from the state highway system and the streets over which state highway traffic formerly was routed are described as follows, to wit:

> Beginning on Lincoln Street in the City of The Dalles where said street intersects the southerly line of Second Street; thence southerly on Lincoln Street to Third Street; thence northwesterly on Third Street and a continuation thereof to Sixth Street; thence northwesterly on Sixth Street and a continuation thereof to a point 2320 feet west of the west city limits of The Dalles; said point being opposite Engineer's center line station 881+20 of the relocated center line of the Columbia River Highway, which point is further located 1570 feet east and 260 feet south of the west one-quarter corner of Section 33, Township 2 North, Range 13 East, W.M., Wasco County, Oregon.

In addition to the foregoing description of said abandoned right of way there is attached hereto a blueprint or map, marked "Exhibit 'A'", and by this reference made a part hereof, upon which map there is shown shaded in red the abandoned section of said highway, which exhibit for identification purposes bears the signatures of R. H. Baldock, State Highway Engineer, H. G. Smith, Construction Engineer, and K. D. Lytle, Division Engineer, and bears date of July 1, 1936. *

3. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury

* Map filed in Right of Way Abandonment and Retention File - No. 35

of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of said state highway.

4. This resolution shall be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Wasco County, together with a copy of said exhibit or map, and a copy of said resolution, together with said map, shall be delivered to the Mayor of the City of The Dalles for such action as said County Court may desire to take with respect to said fragment of land and for such action as the City of The Dalles may desire to take with respect to said city streets, and should said abandoned portion of the highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Wasco County and/or the municipal authorities of the City of The Dalles, and the same shall be beyond any responsibility or supervision by the State Highway Commission.

The Commission also had under consideration the matter of retaining for general public use a short section of the Oregon Coast Highway between the old ferry landing and Ash Street in the town of Glenada in Lane County, which said section is no longer of use as a part of the main traveled portion of this highway since the completion of the bridge over the Siuslaw River. The Engineer recommended the retention of the old road for storage purposes, parking area, et cetera. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

> WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public the Highway Commission found it necessary to relocate a portion of the Old Oregon Coast Highway in Lane County; and
>
> WHEREAS, by reason of said relocation and reconstruction of said section of said highway there has been eliminated from the main traveled portion of said highway a section or fragment of land, which said section or fragment of land is more specifically defined and described hereinafter in this resolution and is reflected on a blueprint or map, marked "Exhibit 'A'", a copy of which is attached hereto and made a part hereof; and
>
> WHEREAS, while said section hereinafter described is not required for use as a part of the main or traveled section of the highway, nevertheless the same is required, can be used, and is essential for other public purposes, to-wit: storage purposes, parking area and other public uses in connection with said highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of the Commission its purpose and plan to preserve for public use in connection with said highway the fragment or parcel of land hereinafter described;

NOW, THEREFORE, the premises being in general as above stated, it is hereby resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment or parcel of land which heretofore was within the right of way proper of the Oregon Coast Highway in Lane County, but which by reason of a relocation or realignment of said highway is now without the area improved and used by the traveling public, but is adjacent to and abuts upon the said right of way, shall be preserved by the Highway Commission for such other public use as said land may serve in connection with the construction, improvement, and maintenance of said highway or the use of the same, which said parcel or fragment of land is described as follows, to-wit:

> All that portion of the old Oregon Coast Highway, beginning at the east line of the alley running north and south through Block 1 of Glenada; thence in a northwesterly direction for 750 feet to the ferry slip at the foot of Chittim Street of Glenada.

In addition to the foregoing description of said fragment or parcel of land there is attached hereto a blueprint or map, marked "Exhibit 'A'", which by this reference is made a part hereof, and upon which map or exhibit there is shown shaded in red the parcel of land formerly within the old right of way, but which is now by this official act preserved for public purposes. The said exhibit or map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, E. A. Collier, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of June 30, 1936. *

2. The Engineer hereby is instructed to properly and completely mark on the ground the boundaries of said fragment of land by erecting and maintaining thereon proper monuments or posts upon which shall be inscribed the words "State Property".

3. This resolution shall be entered in the minutes and records of the Highway Commission and a duly certified copy thereof mailed to the County Court of Lane County.

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

* Map filed in Right of Way Abandonment and Retention File - No. 36

Umpqua River Navigation Company, Contract No. 1831, for furnishing maintenance materials for the Winchester Bay-North Bend Section of the Oregon Coast Highway and the Wilson Ranch Section of the Umpqua Highway, requested an extension of time of 60 days from June 30 to August 31, 1936, in which to complete this job giving as their reason for such request that they are handicapped by lack of barges to transport gravel from the source of supply at Brandy Bar to Reedsport. The Engineer advised that the Company has delivered sufficient material in stock pile so that the state oiling crew and paving plant operations will not be delayed this summer. He further advised that the traveling public will not be inconvenienced by the delay neither will the State incur a great amount of extra expense for engineering supervision because the engineering crew and the inspector are supervising other jobs in addition to this one. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Saxton & Looney and J. S. Risley, Portland, Contract No.1855, for the surfacing of the Mist-Pittsburg Section of the Nehalem Secondary Highway in Columbia County, requested an extension of time of 30 days from July 15 to August 15, 1936, in which to complete this project, giving as their reason that they could not secure Columbia County's rock quarry and the use of the County's crushing plant, which were specified for this project, until June 1 because they were in use by the County Court up to that time. The Engineer advised that this contract provided for the use of Columbia County's rock quarry on the Mist-Clatskanie Secondary Highway and that the reasons given by the contractor for the necessity for extension of time are correct. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

McGeorge Gravel Company, Contract No. 1861, for furnishing maintenance materials in stock pile for the Bandon-Myrtle Point Section of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County, requested an extension of time of 90 days, from June 30 to September 30, 1936, in which to complete this project, giving as their reason that they suffered considerable delay in starting the project and also encountered difficulties with their crusher which they found was not suitable for producing the type of material required. They also stated that they ordered a new type of finishing crusher which is now ready for use but in the meantime they continued to operate the old crusher so as not to delay the state's oiling operations in the vicinity of Coquille. They predicted that their contract would be completed within the 90 day extension requested, provided they encountered no difficulties in securing trackage for unloading materials from railroad cars, such facilities being very limited at this point. The Engineer advised that the contractor's delay was caused by inadequate crushing and screening equipment, also that the contract calls for the production of

sufficient quantities of material to last 4 or 5 years, of which the contractor has furnished a sufficient supply for this year's oiling and paving plant requirements. He further advised that the traveling public has not been inconvenienced by the delay, neither has the State incurred any extra expense for engineering costs because the engineering crew has been employed on other work. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Odom Construction Company, Contract No. 1870, for moving and reestablishing the General Petroleum Service Station at Fifth and Main Streets in Oregon City, requested an extension of time of 10 days, from July 15 to July 25, 1936, in which to complete this project, giving as their reason that they could not start the job until after June 8 when the contracts were signed and that their work was delayed to some extent by interference caused by other contractors who were doing work for the General Petroleum Company. The Engineer advised that bids for this project were received by the Commission on May 22 but due to the fact that two alternates were provided in the contract and that the choice between these alternates was to be made by the General Petroleum Company, the contract was not signed until June 8, which accounts for the contractor's delay. He recommended, in view of the circumstances, that the extension be granted without penalty. The Commission approved the recommendation by unanimous vote.

Saxton & Looney and J. S. Risley, Contract No. 1839, for grading and surfacing approaches to the Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County, requested an extension of time of 15 days, from June 30 to July 15, 1936, in which to complete this project giving as their reason for such request that their operations were closed down for about a week because of activities in connection with the dedication of the bridge; also, because adverse weather conditions during the latter part of May interfered with the progress of their work. The Engineer advised that,when this contract was awarded, it was expected that the Alsea Bay Bridge would be completed by April 30 and the contract provided for the transporting of both fill materials and surfacing materials across the bridge. However the contractor was not permitted to haul over the bridge until May 5 when he made every effort to and did complete the work up to a point which would not interfere with the bridge dedication celebration as per sehedule on May 8, 9 and 10, but was compelled to discontinue his operations during the celebration period. He further advised that in his estimation these delays for which the contractor was in no way responsible justifies the granting of the extension of time requested without penalty, and so recommended. He presented a letter from the Bureau of Public Roads concurring in this recommendation. The Commission approved the Engineer's recommendation by unanimous vote.

Tom Lillebo, Contract No. 1799, for the construction of the bridge over the North Fork of the John Day River on the Long Creek-Monument County road at Monument in Grant County, requested an extension of time of 30 days from August 31 to September 30, 1936, in which to complete this project, giving as his reason that the contract was not awarded until December 30, 1935, which was 30 days after bids for the same were taken and that he was not permitted to start work until notified of the award. The Engineer advised that bids were taken for this project on November 30, 1935, and, as said by Mr. Lillebo, the contract was not awarded until December 30, 1935, due to right of way difficulties. He recommended,in view of the circumstances, that the extension requested be granted without penalty. He presented a letter from the Bureau of Public Roads concurring in this recommendation. The Commission approved the Engineer's recommendation by unanimous vote.

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

Contract No. 1744 with Hoffman Construction Company for the construction of the LaGrande Undercrossing project on the Wallowa Lake Highway in LaGrande, Union County. Completed August 1, 1936.

Contract No. 1747 with Charles H. Leonard for the construction of the Prineville-Ochoco Dam Section of the Ochoco Highway in Crook County. Completed June 27, 1936.

Contract No. 1750 with C. J. Montag & Sons for the construction of a bridge over the Klamath River and the Great Northern Railroad tracks on the Klamath Falls-Weed Highway in Klamath County. Completed July 31, 1936.

Contract No. 1752 with McNutt Brothers for grading the Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County. Completed July 28, 1936.

Contract No. 1760 with Dolan Construction Company for the construction of culverts on the Brooks-Jordan Creek Section of the Wilson River Highway in Tillamook County. Completed July 31, 1936.

Contract No. 1768 with Joplin & Eldon for the construction of a bridge over Eagle Creek on the Columbia River Highway near Bonneville in Multnomah County. Completed June 30, 1936.

Contract No. 1780 with Joplin & Eldon for the construction of a bridge over Spanish Hollow Creek and the O.W.R.& N. Co. tracks on the Columbia River Highway in Sherman County. Completed June 30, 1936.

Contract No. 1798 with Mountain States Construction Company for trestle and culvert construction on the Junction City-Eugene Secondary Highway in Lane County. Completed June 20, 1936.

Contract No. 1802 with Saxton & Looney and J. S. Risley for furnishing crushed rock in stock pile for the West Lake-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. Completed June 30, 1936.

Contract No. 1816 with Brookfield Company for paving 20th--28th Street Unit of the Astoria Section of the Columbia River Highway in Clatsop County. Completed July 31, 1936.

Contract No. 1823 with Dunn & Baker for the construction of bridges and culverts on the Merrill-Hatfield County road in Klamath County. Completed July 30, 1936.

Contract No. 1827 with Dunn and Baker for regrading and resurfacing the Dairy-Bonanza Section of the Dairy-Bonanza Highway in Klamath County. Completed June 26, 1936.

Contract No. 1836 with Babler Bros. for furnishing crushed gravel in stock pile for the Redmond Rock Production Project on the McKenzie, The Dalles-California, and Ochoco Highways in Crook and Deschutes Counties. Completed June 12, 1936.

Contract No. 1839 with Saxton & Looney and J. S. Risley for grading and surfacing the approaches to the Alsea Bay Bridge on the Oregon Coast Highway in Lincoln County. Completed July 11, 1936.

Contract No. 1842 with H. C. Rogers for furnishing crushed rock in stock pile for the Biggs-Moro Section of the Sherman Highway in Sherman County. Completed June 20, 1936.

Contract No. 1862 with James Crick for grading the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County. Completed July 11, 1936.

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. 1744 with Hoffman Construction Company for the construction of the LaGrande Undercrossing project on the Wallowa Lake Highway in LaGrande, Union County. Completed August 1, 1936.

Contract No. 1747 with Charles H. Leonard for the construction of the Prineville-Ochoco Dam Section of the Ochoco Highway in Crook County. Completed June 27, 1936.

Contract No. 1750 with C. J. Montag & Sons for the construction of a bridge over the Klamath River and the Great Northern Railroad tracks on the Klamath Falls-Weed Highway in Klamath County. Completed July 31, 1936.

Contract No. 1752 with McNutt Brothers for grading the Chimney Creek-Juntura Section of the Central Oregon Highway in Malheur County. Completed July 28, 1936.

Contract No. 1760 with Dolan Construction Company for the construction of culverts on the Brooks-Jordan Creek Section of the Wilson River Highway in Tillamook County. Completed July 31, 1936.

Contract No. 1768 with Joplin & Eldon for the construction of a bridge over Eagle Creek on the Columbia River Highway near Bonneville in Multnomah County. Completed June 30, 1936.

Contract No. 1780 with Joplin & Eldon for the construction of a bridge over Spanish Hollow Creek and the O.W.R.& N. Company tracks on the Columbia River Highway in Sherman County. Completed June 30, 1936.

Contract No. 1798 with Mountain States Construction Company for trestle and culvert construction on the Junction City-Eugene Secondary Highway in Lane County. Completed June 20, 1936.

Contract No. 1802 with Saxton & Looney and J. S. Risley for furnishing crushed rock in stock pile for the West Lake-Mohler Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. Completed June 30, 1936.

Contract No. 1816 with Brookfield Company for paving 20th--28th Street Unit of the Astoria Section of the Columbia River Highway in Clatsop County. Completed July 31, 1936.

Contract No. 1823 with Dunn & Baker for the construction of bridges and culverts on the Merrill-Hatfield County road in Klamath County. Completed July 30, 1936.

Contract No. 1827 with Dunn & Baker for regrading and resurfacing the Dairy-Bonanza Section of the Dairy-Bonanza Highway in Klamath County. Completed June 26, 1936.

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Contract No. 1842 with H. C. Rogers for furnishing crushed rock in stock pile for the Biggs-Moro Section of the Sherman Highway in Sherman County. Completed June 20, 1936.

Contract No. 1862 with James Crick for grading the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail in Umatilla County. Completed July 11, 1936.

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 in connection with each is hereby authorized.

The Commission considered and signed agreements,et cetera, as follows:

(1)Agreement with the Southern Pacific Company pertaining to an exchange of properties along the bluff on the Pacific Highway south of Canemah, in Clackamas County.

(2)Agreement with the City of Portland covering the alteration and rearrangement of certain city water pipe lines necessitated by the construction of the 17th Avenue-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland.

(3)Two agreements with Caufield and Savage covering the moving of the W. C. Werst and L. B. Cronin buildings from the new right of way of the Old Oregon Trail in the eastern part of Pendleton to the highway department maintenance headquarters site at that place

(4)Quitclaim deed conveying unto Clatsop County, Lot 18, Block 45, Taylor's Astoria, which lot it appears was heretofore deeded by the County to the State by mistake. The following resolution in regard to this conveyance was adopted by the Commission by unanimous vote:

WHEREAS, Clatsop County heretofore deeded to the State of Oregon certain property which included Lot 18, Block 45, Taylor's Astoria; and

WHEREAS, it appears that by error said Lot 18 of said Block 45, Taylor's Astoria, was included in said conveyance when as a matter of fact it was not intended by said County to convey to the State the said Lot 18, nor was it the purpose of the State to acquire the said lot; and

WHEREAS, Clatsop County has now by resolution requested the State to reconvey to Clatsop County the said lot erroneously and by mistake heretofore conveyed to the State; and

WHEREAS, it is the judgment of the Commission that since the property conveyed at that time by Clatsop County was conveyed to the State free of charge and the State has no immediate need or use for said Lot 18 that the same should be reconveyed to Clatsop County.

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

1. The Commission does hereby order that the Commission execute a quitclaim deed, quitclaiming to Clatsop County all the right, title and interest which the State of Oregon may have in and to Lot 18, Block 45, Taylor's Astoria, Clatsop County, Oregon, and that said conveyance and transfer of title be made without charge to Clatsop County.

2. That the Attorney has prepared and submitted to the Commission a proper form of quitclaim deed which this Commission does hereby execute, and the Commission hereby authorizes the delivery of the same to the County Court of Clatsop County.

(5)Agreement with the Southern Pacific Company whereby the Company authorizes the State to install a one-half inch water pipe line under and across its tracks in the town of Milwaukie for use in connection with a landscaping project at that place.

(6)Revised agreement with the O.W.R.& N. Company, the Union Pacific Company and M. M. Piper whereby the State is granted the right to store road building materials on railroad property that is under lease to Mr. Piper.

The Commission discussed informally matters pertaining to the truck drivers' strike in Portland which, it appears, will seriously handicap construction operations by highway contractors if it is not settled in the immediate future. The Commission took no definite action on this matter.

The Engineer reported a request from Mr. H. B. Van Duzer, President, Inman-Poulsen Lumber Company, Portland, for a change in the plans for the Union Avenue railroad grade separation structure, involving the construction of skew bents so as to permit better use of their property. He said that the State has already spent about $3500 in connection with the construction of bents in accordance with the original plans for this structure and if a change is made now it would mean that this expenditure would be lost; furthermore, to construct new bents in accordance with Mr. Van Duzer's request would cost more money than under the present plan. He expressed his regrets that he could not recommend the approval of Mr. Van Duzer's request because the

contractor has advanced too far with his work. The Commission took the same view of the matter as the Engineer and instructed him to advise Mr. Van Duser accordingly.

The Commission adjourned at 6:00 o'clock p. m. to reconvene at 9:00 o'clock on the following morning in the Auditorium of the Public Service Building.

Portland, Oregon, August 5, 1936

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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

EAST PORTLAND-OREGON CITY HIGHWAY
MILWAUKIE ROADSIDE IMPROVEMENT PROJECT

The United Contracting Company	$10,226.05

PENDLETON-JOHN DAY HIGHWAY
FOREST BOUNDARY-LONG CREEK SECTION
OIL MAT SURFACE TREATMENT

Babler Bros.	$24,843.00
F. J. Kernan	26,251.00
J. C. Compton	26,438.00
Warren Northwest, Inc..	26,846.00
Dunn & Baker	29,466.00

PACIFIC HIGHWAY
ASHLAND-TOLMAN CREEK SECTION - PAVING

Mountain States Construction Co.	$63,490.00
Medford Concrete Construction Co.	65,766.00
Harold Blake	67,552.00
Jacobsen-Jensen Co.	68,418.00
C. J. Montag & Sons	69,989.00
The United Contracting Co.	74,679.00

WILSON RIVER HIGHWAY
MILLS BRIDGE-JORDAN CREEK SECTION
GRADING, SURFACING, ALSO CRUSHED ROCK

S. S. Montague	$ 88,117.75
Jacobsen-Jensen Co.	100,470.00
Fisher Bros.	103,642.00
F. J. Kernan	111,566.00
Dolan Construction Co.	113,855.00
A. Milne	113,886.00
Giant Construction Co.	114,440.00
Homer G. Johnson	123,047.00
Babler Bros.	124,147.00
Consolidated Highway Co., Inc.	127,675.00
A. C. Greenwood Co., Inc.	138,087.00

OLD OREGON TRAIL
MIDDLE UNIT OF EMIGRANT HILL SECTION
REGRADING, SURFACING, ALSO CRUSHED ROCK

Newport Construction Co. & Kern & Kibbe	$155,499.15
Homer G. Johnson	160,445.00
J. C. Compton	163,162.00
Warren Northwest, Inc.	164,886.00

Chairman Cabell announced that the award of contracts would be made at 1:30 o'clock p. m. in the same room.

E. A. Collier, Division Engineer, was present and reported to the Commission the status of projects under his supervision that are affected by the truck drivers' strike in Portland. After some discussion Chairman Cabell was authorized by the Commission to make further investigation into the condition of these jobs and to take action as may be necessary to expedite them. A special meeting of the Commission is to be called to discuss the matter if the Chairman deems that advisable.

The Attorney reported the status of two properties that are under condemnation in Wallowa County, one of which is the Effie Tippett property and the other being property owned by Kelsey E. Berland. He said that Mrs. Tippett originally demanded $1500 for her property for which he offered her $250 but has now signified her willingness to accept the sum of $500 as settlement in full for the same. He also said that Mr. Berland originally demanded the sum of $1500 for his property which was appraised at from $300 to $500 and for which he made an offer of $200, but is now willing to settle for the sum of $400 if the State will build a certain fence for him. He recommended, in order to avoid the expense of litigation, the payment of $500 to Mrs. Tippett and $400 to Mr. Berland without the fence construction. The Commission approved the recommendation by unanimous vote.

The Attorney reported an inquiry from Mrs. John H. Scott, Salem, as to what plans, if any, the Commission has for widening 12th Street north

of Court Street in Salem as a Secondary State Highway route which would require the taking of some of her property. In the discussion of this matter it was brought out that 12th Street is the logical route for a secondary highway connection but the Commission is not ready now to make any commitments in regard thereto. The Attorney was instructed to inform Mrs. Scott that the Commission regrets its inability to give her any encouragement at the present time but has authorized the Engineer to obtain factual information with respect to the project for future consideration. The Engineer was authorized to secure such factual information.

The Commission discussed the advisability of holding hearings in Junction City and Eugene as required by law relative to the rerouting of the Pacific Highway between these cities, and it was decided to conduct such hearings on Tuesday, September 15, 1936, the one in Junction City to be held at 10:00 o'clock a. m. and that in Eugene at 2:00 o'clock p. m. The Secretary was instructed to send formal notification of such hearings to the city council in each of these towns.

Edward E. Bentley, right of way buyer, reported the status of acquisition of right of way needed in connection with the Southern Pacific grade deparation project on Union Avenue, Portland. It appears that a Mr. Phil Van Hoomissen is part owner of Lot 5, Block 43, Stephens Addition to Portland, which is located at the Northwest corner of the intersection of Union Avenue and S. E. Mill Street, and that a portion of said lot is needed for the highway improvement; further that the State offered $550 for the same which was refused by the owner hence it was necessary to file condemnation proceedings. It also appears that because of peculiar circumstances and conditions involved in this deal that the right of way buyer is now of the opinion that the State could well afford to pay Mr. Van Hoomissen as much as $1250 for his property. After a full discussion of this matter the Commission approved settlement with Mr. Van Hoomissen for the sum of $1250 with the understanding that this payment would discharge in full all obligations of the state with respect to the property.

The Commission also discussed with Mr. Bentley and the Attorney the matter of acquiring right of way for the Union Avenue project in Portland, across property either owned or under lease by the Portland Sand & Gravel Company. It appears that this matter involves the moving of some railroad tracks belonging to the company and the construction of a retaining wall about one hundred feet long, and that the company demands payment of $15,000 for its interests. A question arose whether the company owns this property or simply has a lease hold on the same, and, if only a lease hold, whether or not the terms of the lease including the duration of the same are sufficient to justify the Commission in dealing with the company on the basis of its being the owner of the property. The Commission indicated that it would approve settlement with the company for $15,000 provided an investigation of the lease is favorable. The Attorney was instructed to make such investigation and report his findings.

The Attorney reported difficulties encountered in securing title to right of way needed in connection with the construction of the Treharne Section

of the Nehalem Secondary Highway across property owned by Otis R. Hyland and Marie Hyland in Columbia County and requested authority to condemn this property in the event further negotiations deem that advisable. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

> WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;
>
> NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:
>
> 1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to-wit:
>
> Treharne Section of the Nehalem Secondary State Highway No. 102
>
> land and property owned by or in possession of the following parties and/or persons, to-wit:
>
> Otis R. Hyland and Marie Hyland, husband and wife, et al.
>
> as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.
>
> 2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Engineer brought up for discussion the purchase of the dictograph installation that has been in use in the Salem office of the Highway Department for several months on a trial basis. He said that this installation is valued by the Converse Company, Seattle, which installed it, at $4,000 but through negotiations the Company has reduced its price to $2400 for one master station and eight staff stations and has also agreed to make certain changes in the system so that it will be strictly modern in all respects. He explained that the system will be of considerable advantage in taking care of departmental matters in that it will relieve the telephone switch board to a great extent, and will obviate the necessity of employing an additional switch board operator which indications are would probably have to be put on in the near future. He also said that it would be advantageous to install an additional staff station in the bridge department making a total of nine such stations and gave as his thought that such additional station would cost not to exceed $300, making a total cost of $2700. After some discussion of this matter the Commission approved the purchase of this dictograph system, including the extra station in the bridge department at a cost of not to exceed $2700.

The Commission adjourned at 10:45 o'clock a. m. to reconvene at 1:30 o'clock p. m. in the same room.

Following adjournment Chairman Cabell and the Engineer conferred with County Judge Donald T. Templeton and County Engineer J. W. Barney of Washington County in regard to the claim of Mr. Hesse, Scholls, Oregon, who alleges that his farm has been damaged by reason of highway construction work and wants the County and the State to construct some sort of river bank protection so as to prevent the Tualatin River from washing away any more of his land or to pay him $2000 cash in lieu thereof.

In the discussion of this matter the Engineer advised that investigation reveals that up to the present time very little damage has occured to Mr. Hesse's property and the idea of bank protection was simply to prevent future wash which might break through the river bank and cause more serious damage. He estimated that such work would cost about $2000 and pointed out that the County had previously agreed to pay one half of such expense.

Judge Templeton admitted that the County is more or less responsible for existing conditions inasmuch as the highway work was completed before the road was turned over to the State Highway Commission as a Secondary State Highway.

After further discussion it was agreed that a cash settlement with Mr. Hesse should be refused and that the matter should be taken care of by constructing bank protection work as originally planned, the County to do the work with County forces and equipment and the State to reimburse the County for eighty per cent of the cost thereof.

The State Highway Commission reconvened at 1:30 o'clock p. m. in the Auditorium of the Public Service Building with Chairman Henry F. Cabell and Commissioner F. L. Tou Velle present and participating. Commissioner E. B. Aldrich was excused from attending this session. Also present were the State Highway Engineer, the Attorney and the Secretary.

Chairman Cabell announced the following awards of contracts for which bids were received at the morning session, the awards having been approved previously by the Commission by unanimous vote:

" Milwaukie Roadside Improvement project on the East Portland-Oregon City Highway in Clackamas County. 0.34 mile roadside improvement. The only bid received for this project is that submitted by The United Contracting Company, Portland, at $10,226.05. The Commission has rejected this bid and has ordered the work to be done with State forces.

"Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County. 17.13 miles oil mat surface treatment. The low bid was that received from Babler Bros., Portland, at $24,843.00. The next low bid was that of F.. J. Kernan, Portland, at $26,251.00. There were 3 higher bidders. The Commission has awarded this contract to the low bidder, Babler Bros., at their bid price of $24,843.00.

"Ashland-Tolman Creek Section of the Pacific Highway in Jackson County. 1.86 miles of paving. The low bid is that received from Mountain States Construction Co., Eugene, at $63,490.00. The next low bid is that received from Medford Concrete Construction Co., Medford, at $65,766.00. There were 4 higher bidders. The Commission has awarded this contract to the low bidder, Mountain States Construction Co., at its bid price of $63,490.00.

"Mills Bridge-Jordan Creek Section of the Wilson River Highway in Tillamook County. 0.73 mile grading, 12.41 miles surfacing and furnishing crushed material in stock pile. The low bid is that submitted by S. S. Montague, Portland, at $88,117.75. The next low bid is that received from Jacobsen-Jensen Co., Portland, at $100,470.00. There were 9 higher bidders. The Commission has awarded this contract to the low bidder, S. S. Montague, at his bid price of $88,117.75.

"Middle Unit of Emigrant Hill Section of the Old Oregon Trail in Umatilla County. 4.76 miles regrading and surfacing, 7.99 miles bituminous macadam wearing surface and furnish crushed rock in stock pile. The Commission received 4 bids for this project, the low one being that of Newport Construction Co. & Kern & Kibbe, Portland, at $155,499.15. The next low bid was that submitted by Homer G. Johnson, Portland, at $160,445.00. The Commission has awarded this contract to the low bidder, Newport Construction Co. & Kern & Kibbe, at their bid price of $155,499.15."

Mr. Tom Laird, Merrill, Oregon, came before the Commission in behalf of the Service Club of the town of Merrill and asked for the widening and oiling of The Dalles-California Highway, including construction of curbs, for a distance of one block through their business district. He said that the city is prepared to pay one dollar per sq. yd. as cooperation if the state will pay the balance and suggested that the work could be done by Contractors Dunn & Baker who have a contract under way south of Merrill.

The Attorney advised that the Dunn & Baker contract could not be extended legally to include this work because it is too far distant, however, if the Commission so desired, it could enter into a special arrangement to do the work in Merrill provided the state's share of the total expense would not exceed the sum of $2,000 which is the legal limit to which the Commission can go for contractual work without calling for bids.

The Engineer estimated that the job would cost about $2,000 of which the state's share would be about $1,000 which is within the contractual limit.

After some discussion the Commission authorized the improvement subject to the condition that a satisfactory arrangement can be made with Dunn & Baker to do the work and that the city of Merrill will pay its share of the cost of the work in advance.

Mr. Grover A. Rebentisch, representing the National Bureau of Locations and Statistics, reappeared before the Commission in regard to the proposition of his company for the numbering of rural homes for identification purposes. He asked the Commission to endorse their project and to permit the erection of their signs on state highway rights of way. The Commission refused to endorse the project in any way in its present state, it being a private undertaking, but indicated its willingness to reconsider the matter if it was presented by a recognized public body such as the Federal Government, or a County Court. In regard to the maintenance of the company's signs on highway rights of way Mr. Rebentisch was informed that the Commission believes that the placing of the signs on private property would serve the purpose equally as well as if they were erected on the highway where they would interfere with highway maintenance operations; furthermore the Commission could not permit them to be placed on the highway without technically violating the law which prohibits all signs from the highway except those placed by the State Highway Department showing mileage and direction.

George H. Otten, Landscape Engineer, reported the results of his investigation of the request of the West Coast Power Company for permission to construct its power pole line across the right of way of the Oregon Coast Highway at three points near West Lake in Lane County, as previously ordered by the Commission. He recommended the approval of the company's request in the interests of public safety. The Commission approved the recommendation by unanimous vote and authorized the Secretary to issue a permit in conformance therewith, such crossings to be made at approximately Highway Engineer's Stations 306+98, 329+14 and 1220+00. Mr. C. P. Elliott, Manager of the West Coast Power Company was present during the discussion of this matter. He thanked the Commission for its decision and then asked the Commission to authorize a crossing span of one hundred eighty six feet where their lines cross the highway at Engineer's Station 306+98, which is thirty six feet longer than the standard crossing span. The Commission denied the request.

The Landscape Engineer asked the Commission to adopt a policy in regard to the planting of a certain yellow-flowered single-petalled rose-vine creeper in connection with landscaping projects as has been requested by the Portland Rose Council and numerous others. He said that such plant is rather pretty at certain times of the year but would soon become a nuisance and would be costly to maintain in proper condition. He recommended against the use of such plant in connection with highway landscaping. The Commission approved the Engineer's recommendation.

The Landscape Engineer then reported briefly on his trip to St. Louis, Missouri, in attendance at the meeting of the Joint Committee on Roadside Development sponsored by the American Association of State Highway Officials and the Highway Research Board.

The Engineer requested authority to purchase a mechanical lettering set for use of the Planning Survey Department at an estimated cost of $60.00. The Commission authorized the purchase by unanimous vote.

Chairman Cabell presented a letter from W. L. Crissey, Brookings, Oregon, inquiring as to the plans of the Commission in regard to bettering

the alignment of the Oregon Coast Highway through that town.

The Engineer advised that engineering data pertaining to this revision has already been secured but the notes have not been prepared in final form. He was instructed to render a complete report on the matter at the next meeting and to advise Mr. Crissey what has been done.

The Commission had under consideration the adoption of a policy in regard to the installation of traffic signals on state highway routes through cities and towns, and particularly through Salem, where, the Commission has been informed, it is the intention of the City Council to purchase second-hand signals of an obsolete type from a certain California city and install the same at street intersections in Salem.

In the discussion of this matter it was brought out that the League of Oregon Cities now has this matter under consideration with the view of standardizing on the type of signals to be used. In veiw of this information the Commission deferred the adoption of a general policy to be followed in regard to such matters and instructed the Engineer to request the Salem City Council not to close its deal for the purchase of signals until the League of Oregon Cities has made its decision.

The Engineer discussed with the Commission matters pertaining to the Wolf Creek and Wilson River Highway W.P.A. projects, particularly the progress that is being made on each and the amount of equipment that has been assigned to each by the City of Portland which is sponsoring the projects.

Present and reporting on this matter were Messrs. F. W. Farrar, Engineer in charge of the Wilson River Project, L. Johnson, Engineer in charge of the Wolf Creek Project, and Ed. H. Clymer, Cost Analyst.

It appeared from the reports that the available equipment has not been distributed to the projects on an equitable basis and that favoritism has been shown the Wilson River project; also that the Wolf Creek Highway work has already been closed down from lack of funds to finance the work and that the Wilson River Highway work will be closed down within a week if additional funds are not provided in the meantime. L. G. Apperson, City Engineer, Portland, under whose general supervision these two jobs are being carried on, was called into conference. He was informed of the Commission's concern regarding the work on both projects which indicates that there is an apparent preference being shown in favor of the Wilson River project and was asked what he intended to do about it. Mr. Apperson advised that he has charge of the assignment of men and equipment to both jobs and that he is endeavoring to distribute them fairly but is handicapped by lack of funds, in fact, he has a requisition on his desk at the present time for three additional power shovels for the Wolf Creek project which will be approved as soon as additional funds are made available; furthermore he has plenty of men to assign to the Wolf Creek job when such money is provided. He also advised that both projects will have to be closed down within a week if the W.P.A. does not furnish the new money within that time.

The State Highway Engineer cautioned Mr. Apperson that he would have to recommend to the Commission the removal of the equipment that the State is furnishing to these jobs unless they are given equal consideration in the distribution of men and equipment from all sources.

In this connection the Engineer presented a letter from Marshall N. Dana, Associate Editor, The Journal, Portland, inquiring as to what plans the Commission has for constructing the Sylvan-Sunset Camp section of the Wolf Creek Highway. He was instructed to inform Mr. Dana the status of the Wolf Creek and Wilson River highway projects as has been disclosed at this meeting and to advise him that the Commission does not care to consider the Sylvan-Sunset Camp project until the section between Sunset Camp and Elsie is completed.

The Commission had under consideration a letter from the Western Battery Separator Co., Marshfield, in which the Commission was requested to order the Mountain States Power Company to move two of its poles from the Coos River Secondary Highway at Isthmus Slough Bridge so as to facilitate the construction of the pile trestle roadway which they are building at this location under permit from the Commission. They advise that the Power Company will not move the poles without charge which is estimated at $200 unless ordered so to do by the State, which is their reason for asking the State to order them moved. The Commission took the view that the Power Company is as much of a public utility as is the highway whereas the Battery Company is a private enterprise wherefore, if the poles are required to be moved, the cost thereof should be paid by those benefiting thereby. The Secretary was instructed to inform the Western Battery Separator Co. that the Commission refuses to intercede in its behalf and if they want the poles moved they will have to make their own arrangement with the Power Company to move them.

Mr. Charles McGonigle, representing Poole & McGonigle, Steel Fabricators, Portland, came before the Commission and requested permission to transport a load of steel girders over the Pacific Highway from Portland to Salem, the combined weight of girders and hauling equipment being in excess of the legal weight limit. After some discussion the Commission approved the request with the understanding that the girders will be transported on a type of hauling equipment so that the combined weight on no axle will exceed 17,000 pounds and the total gross weight on either truck or trailer shall not exceed 44,000 pounds. It was also understood that the load should be weighed before leaving Portland so as to make certain that the Commission's requirements as to weights will not be exceeded.

Mr. Fred Feikert, Division Engineer, and Mr. Alfred A. Hampson, Attorney, representing the Southern Pacific Company, came before the Commission in regard to right of way needed from the Company for the 17th Street-Ross Island Bridge Section of the East Portland-Oregon City Highway in Portland. It appeared from the discussion that the controversy now existing will be satisfactorily concluded but there is a question how soon a definite decision will be given by the company. After some discussion the Commission

instructed the Engineer to direct a telegram to Mr. E. L. King, Superintendent for the Company in Portland, advising him that the Commission has already taken bids for the construction of this section and that the right of way for the same has all been acquired except that needed from the Company and two or three other parcels which will be condemned immediately; also urging definite action by the railroad company within the next ten days on account of necessity for early contracting of the work and to satisfy demands from the Federal Government which is financing the project.

The Commission considered and signed an alternate plan agreement with the Bureau of Public Roads providing that the benefits of such alternate plan may apply to Regular Plan project No. W P H 191-C, more particularly described as State Highway Contract No. 1754 with Contractor Chas. H. Leonard, for the construction of the Brooks-Jordan Creek Section of the Wilson River Highway in Tillamook County.

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

State Highway Engineer

Secretary

Henry F. Cabell
Chairman

Commissioner

Commissioner

Portland, Oregon, August 26, 1936.

The State Highway Commission met in special session at 8:00 o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

Commissioner F. L. Tou Velle was absent.

The Commission conferred with the following members of the Champoeg Park Commission in regard to proposed landscaping work that is to be done in Champoeg State Park as a W.P.A. project under the supervision of the State

Highway Commission's Landscape Engineer: Milton Miller, President of the Park Commission; Mrs. Isaac Lee Patterson; Mrs. Mary Drain Albro; Mr. C. P. Bishop; and Mr. George W. Caldwell, Attorney for the Park Commission.

Chairman Cabell called the meeting to order and explained its purpose. He said that the Highway Commission sponsored the Champoeg Park Improvements at the request of the Champoeg Park Commission and has been carrying on work in the park in an endeavor to beautify it and to make it a finer memorial to Oregon statehood; but apparently some misunderstandings have developed. Hence, the conference this evening to ascertain just where the Highway Commission stands in regard to the improvement and to make sure that in the future there will be no differences between the two commissions. He advised that the Commission has two objects in mind, one of which is to develop the park as has been requested by the Park Commission, and the other is to construct a road to the park in order to provide a better means of access thereto. He asked Mr. Miller for a statement from the Champoeg Park Commission.

Mr. Miller thanked the Commission for the improvements already made in this park and expressed his desire to see the development work continue to a successful culmination. He pointed out that it was through the courtesy of the State Highway Commission that it was possible to secure funds for this project totalling $35,000, of which $25,000 represents W.P.A. funds and the balance state money; and it was also through the courtesy of the Highway Commission that its landscaping engineer was loaned to lay out the plans and supervise the work. He mentioned that he has been informed by Senator McNary that there is a bill now pending in Congress, providing for an appropriation of $250,000 to construct a memorial building in the park and that it is Senator McNary's thought that the bill will pass at the next session of Congress. He also mentioned that a federal park commission has recently been created by Congress, the duties of which Commission it will be to oversee and be responsible for improvements financed by federal funds in parks with historical backgrounds. He gave as his thought that the improvement and development of Champoeg Park is not a personal or local proposition but is state-wide in character. He concluded his remarks by stating that the Champoeg Park Commission has a meeting scheduled for the following day, at which time the matter of improvements in the park will be decided and the Highway Commission will be advised of the same.

At the request of Chairman Cabell the State Highway Engineer explained the Commission's plans for the Champoeg Park development and the road leading thereto. He prefaced his remarks by complimenting the members of the Park Commission for their efforts to commemorate the historical event in May 1842 when the State of Oregon was born. He said that the Highway Commission, upon the solicitation of the Champoeg Park Commission, authorized him to prepare plans for the development of the park and that he accordingly assigned the Landscape Engineer, Mr. George Otten, to such work. He exhibited the map showing the park area and the proposed road development and the proposed location of buildings, including the memorial building, to finance the construction of which the Park Commission hopes to receive funds from the Federal Government. He pointed out that a great portion of Champoeg Park is below the

high water line of the Willamette River, which makes it hard to plan the landscaping of the same.

He also explained that the Highway Commission is sponsoring a road project extending from Butteville to the Park, which is estimated to cost about $90,000, and that this project will be contracted just as soon as there is sufficient relief labor available to carry on the work, which he anticipated would be in about a month. He suggested that both the Highway Commission and the Park Commission view the plans for the road and for the park development and give their approval of the same so that the work can proceed without delay as soon as labor is available. He explained that the plans for the park development and the plans for the road are now ready and that construction can proceed as soon as both commissions have approved the plans, and the relief labor is available.

Chairman Cabell stated that it is obvious that both commissions have the same objective but there is an apparent disagreement as to some of the details, which must be ironed out before construction can proceed. It is the feeling of the Highway Commission, he said, that the work should be started just as soon as relief labor can be obtained. However, the thing of first importance is for the Park Commission to approve the plans.

There followed a general discussion of matters pertaining to the plans for the park development and the entrance road, during which Mrs. Patterson expressed her desire for the retention of the area between the present road and the river in its natural pioneer stage. She said that she would offer no objections to the proposed location of the new road nor to the modernization of the balance of the park, but wanted "this dear little park left as it was originally when the pioneers were there".

The Engineer gave as his understanding from the discussion that there are three major points at issue; namely, the location of the park road, concerning which apparently the two commissions now are in agreement; the artificial landscaping work, which the Park Commission approves, provided the area between the road and the river is not disturbed; and the drainage of the sump south of the road. Mrs. Patterson confirmed this understanding and added, "the sump certainly should be drained".

Mr. Caldwell gave as his thought that there should be an approved program for the park development. He suggested that it would be advisable for the Park Commission to view the Highway Commission's plans at its meeting on the following day, and to make a final decision in regard thereto, the plans then to be returned to the Highway Commission with comments or approval as the case may be, for approval by that commission. He also suggested that each commission should keep a complete record of its actions in regard to the matter, for future reference.

Mr. Caldwell's suggestions were approved by both commissions, whereupon Construction Engineer H. G. Smith and Landscape Engineer George

Otten were instructed to present the plans to the Park Commission at said meeting and answer questions that might arise in connection therewith.

Marshall Dana, Associate Editor of The Journal, Portland, was present and stated that in his estimation the plans for the road leading to the Park cannot be dismissed from the plans for the development of the Park. He mentioned a similar road leading to Mt. Vernon, which he said was laid out with easy grades and affording the best views, and gave as his thought that such things should be considered in laying out the road to Champoeg Park.

The conference was concluded at 10:00 o'clock p. m., following which the Commission considered departmental matters.

The Engineer brought up for discussion the letter of Mr. James Preble, Salem, in regard to the Highway Department Shop employes at Salem affiliating themselves with the labor union. After a lengthy discussion of this matter the Commission adopted the following code in regard thereto:

1. The Highway Commission does not give consideration in the employment, retention or dismissal of its employes to their membership in political parties, fraternal orders, their religious affiliations or labor union membership.

2. The Highway Commission will not discriminate among its employes because of their membership or non-membership in labor unions. The Highway Commission, as in the past, will hire and fire on the basis of merit and without dictation from any group.

3. No consideration or recognition will be given union organizations by the Oregon State Highway Commission in dealing with state employes.

4. Membership in union labor organizations must not involve participation in union activities if such activities be deemed by the Oregon State Highway Commission to be inimical to the interest of the Oregon State Highway Department.

The Engineer advised that Mr. Preble has asked that a clause relating to the employment of union labor be inserted in future highway contracts. The Assistant Attorney explained the law that was enacted by the 1933 Legislature concerning the rights of laborers and employers, and gave as his opinion that such law does not apply to the state, inasmuch as the state is not mentioned therein. He added that there is nothing in the law that requires a union labor clause to be inserted in contracts of the State of Oregon. After discussion the Commission decided not to include such clause in its contracts.

The Commission discussed matters pertaining to the Wilson River Highway and Wolf Creek Highway W.P.A. projects that are being constructed by

the city of Portland. It was decided that the Commission's stand in regard to these projects should be made clear to Mr. E. J. Griffith, W.P.A. Administrator for Oregon, so that there will be no future misunderstandings relative to the same and to avoid any possibility of embarrassment. The Engineer was instructed to formulate a letter to Mr. Griffith in accordance with such decision, for approval of the Commission at its next meeting.

In this connection the Engineer advised that in order to carry on clearing operations on the Wolf Creek project this winter it will be necessary to surface a portion of the newly graded section for truck traffic in the transportation of men and supplies. He estimated that such surfacing work would cost about $4000 and requested authority to do this work with state forces and equipment and at state expense if W.P.A. funds cannot be obtained to finance it. Due to the fact that there is a question whether or not W.P.A. funds can be secured for such purpose and that an emergency apparently exists, the Commission granted the Engineer's request by unanimous vote.

The Commission adjourned at 11:00 o'clock p. m. to reconvene at 9:00 o'clock a. m. on the following day in the Auditorium of the Public Service Building.

Portland, Oregon, August 27, 1936.

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

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

OLD OREGON TRAIL

TUNNEL SECTION - GRADING AND TWO BRIDGES

Berke Bros., Inc.	$125,681.50
E. L. Gates	132,005.50
McNutt Bros.	135,407.00
F. J. Kernan	135,640.00
Clifton & Applegate and G. D. Lyon & Company	144,177.50
Morrison-Knudsen Company	144,840.00
Myers & Goulter	146,085.00
White's Trucking Company	147,993.00
Dunn & Baker	148,280.00

(To be continued)

(Tunnel Section of the Old Oregon Trail, continued)

Colonial Construction Company	$148,522.00
Triangle Construction Company	148,657.00
Jacobsen-Jensen Company	150,862.00
James Crick	152,207.50
Tony Marrazzo	156,557.50
P. L. Crooks & Company, Inc.	157,485.00
Guthrie-McDougall Company	157,933.50
Consolidated Highway Company, Inc.	160,355.20
Max J. Kuney Company	161,740.00
Kern & Kibbe	162,251.00
Fred H. Slate	163,235.00
Kuckenberg-Wittman Company	164,334.00
A. C. Greenwood Company, Inc.	181,110.00

OREGON COAST HIGHWAY
SOUTH APPROACH TO COOS BAY BRIDGE

Coos Bay Dredging Company	$ 4,749.50

THE DALLES-CALIFORNIA HIGHWAY
REDMOND-BEND SECTION
SURFACING, BITUMINOUS MACADAM, CRUSHED ROCK IN STOCK PILE

Babler Bros.	168,922.00
Homer G. Johnson	172,550.00
E. C. Hall	174,841.50
Dunn & Baker	177,158.00
Saxton & Looney and J. S. Risley and J. C. Compton	179,928.60
Fisher Bros.	182,036.00
E. H. Itschner and E. L. Rigdon	186,349.50
Edwin C. Gerber	187,122.00
Warren Northwest, Inc.	189,730.00
McNutt Bros.	193,606.00
Fred G. Redmon	197,130.10
A. Milne	200,621.00
F. J. Kernan	203,123.20
A. C. Greenwood Company, Inc.	208,270.00
Parker-Schram Company	215,913.50

PACIFIC HIGHWAY
SHADY POINT-KELLY CORNER SECTION
GRADING AND TRESTLE BRIDGE

Berke Bros., Inc.	$ 80,627.00
E. L. Gates	86,402.25
Medford Concrete Construction Company	86,551.00
Jacobsen-Jensen Company	90,687.00
F. C. Dillard	91,174.25
E. C. Hall	93,877.00
Consolidated Highway Company, Inc.	95,729.15

(To be continued)

(Shady Point-Kelly Corner Section, continued)

Malcolm & Bell	$ 96,540.50
Mountain States Construction Company	101,978.50
P. L. Crooks and Company	108,610.00
Parker-Schram Company	112,528.00
Kern & Kibbe	115,140.00

SANTIAM HIGHWAY
STORM CREEK-LAMB CREEK SECTION - GRADING

Berke Bros., Inc.	$ 84,260.00
E. L. Gates	85,253.00
Consolidated Highway Company, Inc.	94,805.00
Myers & Goulter	98,907,50
F. C. Dillard	105,687.00
F. J. Kernan	114,462.50
P. L. Crooks & Company	117,740.00
Giant Construction Company	118,052.50
A. C. Greenwood Company, Inc.	121,963.00

WILSON RIVER HIGHWAY
BRIDGE OVER JORDAN CREEK

Odom & Skeels	$ 13,889.50
Tom Lillebo	13,925.50
Sig Ash	14,125.00
Barham Bros.	15,060.00
Curtis Gardner	15,995.00
E. F. & W. F.Philpott	16,065.00
O. N. Pierce and Frank L. Connor	16,520.00
Dolan Construction Company	16,775.00
Shattuck & Neland	17,038.00
Warren Northwest, Inc.	18,185.00

OLD OREGON TRAIL
WEST UNIT, STANFIELD - PENDLETON HILL SECTION - GRADING

James Crick	$100,332.00
R. L. Houck	105,548.00
Harold Blake	107,297.50
Morrison-Knudsen Company	107,333.00
E. L. Gates	109,404.50
M. L. O'Neil & Son	109,687.00
Consolidated Highway Company, Inc.	114,394.00
McNutt Bros.	114,514.50
C. E. Oneal Company, Inc.	116,103.00
White's Trucking Company	116,216.00
Jacobsen-Jensen Company	119,068.00
Clifton & Applegate	119,707.00

(To be continued)

(West Unit, Stanfield-Pendleton Hill Section, continued)

F. C. Dillard	$124,072.00
Fred H. Slate	125,700.00
P. L. Crooks & Company, Inc.	127,818.00
Myers & Goulter	128,968.00
Fisher Bros.	129,657.00
Dunn & Baker	133,508.00
F. J. Kernan	135,270.50
Coos Bay Construction Company	137,169.00
Triangle Construction Company	138,815.00
Tony Marrazzo	148,224.50
General Construction Company	157,868.96

The Commission also received bids for the purchase of used equipment and an accumulation of scrap materials stored at the Highway Department Shops at Salem, Coquille, Klamath Falls, and La Grande. These bids were all referred by the Commission to the Engineer with power to sell the various items to the high bidder in each instance if the bids compare favorably with the appraised value of the items. Announcement to that effect was made by Chairman Cabell.

Chairman Cabell also announced that the awards of contracts for highway construction projects would be made at 4:30 o'clock p. m. in the same room.

The County Court of Umatilla County, consisting of County Judge D. F. Hodges and Commissioners J. O. Hales and William Meiners, accompanied by Mr. E. P. Dodd, Hermiston, representing the Hermiston Commercial Club, came before the Commission in regard to several highway matters in Umatilla County.

Judge Hodges asked the Commission to improve the Oregon-Washington Highway between Weston and the Washington State line and also to improve the Umapine Secondary Highway. He explained that there is a large cannery located in the town of Milton-Freewater, which has gone quite extensively into the canning of peas, which are grown rather profusely in this district, and is encouraging farmers to grow peas as much as possible. He also said that during the harvesting and marketing of the pea crop the highways in the vicinity of Milton-Freewater are badly congested, which condition, together with the general increase of traffic on these roads, makes it imperative that they be improved. Chairman Cabell advised that the Commission appreciates the necessity for the improvement of these roads but is not in position at the present time to make any commitments thereto. However, the matter will be taken under advisement for future consideration.

Judge Hodges also requested the improvement of a one-mile section of the Old Oregon Trail just east of Pendleton, where this road passes through several heavy cuts and over high fills and where the curvature is not up to modern standards for this class of road. He was informed that the Commission

has this project in mind for construction when funds become available.

Mr. Dodd asked the Commission to reconstruct the Old Oregon Trail from Hermiston to a connection with the Columbia River Highway near the town of Umatilla, along the proposed route east of the O.W.R.& N.Co. railroad tracks. He advised that the U. S. Army Engineers have plans for the development of a deep channel in the Columbia River at Umatilla and that the towns in this vicinity are considering the development of port facilities at that place and if these plans materialize indications are that the town of Umatilla will be quite an important shipping point for produce arising from points as far east as Idaho, which produce will be trucked to Umatilla and will be loaded onto barges and boats at that place. He urged the Commission to construct this road for the accommodation and benefit of the increased traffic that the road will carry when the port facilities have been constructed. He pointed out that the proposed improvement will eliminate a number of right-angle turns in the present highway route through the town of Hermiston and will also eliminate a bad railroad grade crossing on the Old Oregon Trail in Hermiston. He also stated that while it is possible that at some future time the Old Oregon Trail will be built on the proposed location from Stanfield to Messner, bypassing the town of Umatilla, nevertheless the road between Hermiston and Umatilla is highly desirable from the standpoint of traffic that is bound to go to or through Umatilla. The Commission took the matter under advisement for future consideration.

County Commissioners Cal Young and Walter J. Holland, of Lane County, and County Engineer P. M. Morse, came before the Commission in regard to several road matters in Lane County. Mr. Morse was spokesman for the group.

Mr. Morse explained that under previous arrangements between the County Court and the Highway Commission, Lane County has re-oiled the Willamette Highway between Goshen and the Coast Fork bridge and has also constructed a new oiled surface on the existing road from the Coast Fork bridge to Pleasant Hill. However, the county was unable to reconstruct the road in the vicinity of Lowell bridge, consisting of a section about one mile in length, as was contemplated, due to the fact that the county could not secure a W.P.A. appropriation to finance the same. He said that the county would like to have the Commission take over and maintain the newly oiled sections, and oil and maintain the said one-mile section at Lowell bridge, inasmuch as the improvements are on the state highway route which is now carrying Willamette Highway traffic, and the county feels that the Highway Commission should assume the maintenance of the road. The Commission instructed the Engineer to make an investigation of the work performed by the county and advised the delegation that, if the work is found to be satisfactory and in the opinion of the engineers the state should take over the maintenance of the same, including the one-mile section at Lowell bridge, an order to that effect will be issued.

Mr. Morse also asked the Commission for additional grading work on the Willamette Highway and advised that the Lane County Court is particularly anxious for the early completion of this road because it is of such great importance to Eugene and Lane County. The Commission took no action on this request.

Mr. Morse informed the Commission that the County Court has received many complaints during the past summer concerning the condition and roughness of the McKenzie Highway between the end of the oiled section near Lost Creek Ranch to the end of the oiled section west of Sisters. He said that the County Court would like to have this road resurfaced and an oiled top placed thereon. The County Court believes, he said, that a relocation of the road is unnecessary at this time and that the resurfacing and oiling of the present road will satisfy traffic demands for a number of years.

Mr. Morse inquired as to the plans of the Commission in regard to extending West Eleventh Street, Eugene, from Oak Hill overcrossing to a connection with the Territorial Secondary Highway near Veneta, along what is known as "Route F". He said that the completion of this section will provide a much shorter way for all traffic to Eugene from Elmira, Veneta, and points in western Lane County and will relieve the wear and tear on other county roads extending from the Territorial Secondary Highway to Eugene, which roads have been improved somewhat by Lane County but are not adequate to carry the traffic that now uses them. Chairman Cabell advised that the Commission has not yet received rules and regulations that are to govern the expenditure of the federal appropriations for the following two years, hence the Commission is not in a position at the present time to make any definite statements regarding construction on this proposed road.

Commissioner Young brought up the matter of maintenance of the Greenleaf-Swisshome Section of the Siuslaw Highway. He gave as his understanding that the Commission recently awarded a contract for the resurfacing and oiling of this section, which, in his estimation, probably accounts for the fact that no maintenance is now being done thereon by state forces, apparently because the maintenance crews think that such work is the responsibility of the contractor. He said that the road is becoming very rough and asked the Commission to take action as may be necessary to improve the riding qualities thereof. The Commission referred this matter to the Engineer for investigation and instructed him to have state maintenance forces maintain that portion of the road that has not yet been taken over by the contractor.

Commissioner Young also asked the Commission to furnish powder for use in connection with a county W.P.A. project that is now under way on the so-called "Route F" road between Turner Creek and Mapleton. He was informed that this particular section is not on the state highway system but is still in the status of a county road, hence the Commission has no legal authority to spend state funds in connection therewith.

Mr. Morse presented a letter from the Lane County Court requesting in writing a list of the projects discussed at this meeting.

A delegation from Hood River County, representing the Hood River County Committee and consisting of R. A. Collins, E. O. Blanchar and R. J. McIsaac was present and asked the Commission to eliminate the "U" turn in the Hood River Secondary Highway about two miles north of the town of Dee. They pointed out that the state now has a contract under way at this point which includes the resurfacing and oiling of this curve and gave as their thought that it would be advisable to apply the money that it will take to surface and

oil this curve, to the elimination of the curve entirely. They declared that the improvement will be of great benefit and will have to be done eventually in order to fit in with the permanent location of this road and suggested that it could be done much cheaper now under the present contract than later on. They said the improvement is about one-quarter mile long and involves about 3,800 cubic yards of embankment construction.

The Engineer questioned the advisability of doing this work now because it will not only increase the amount of the present contract but will require a major change in the special provisions thereof. He suggested an investigation to ascertain the size of the job and how much it will cost to construct it. He also suggested, if it is found impossible to include this work in the present contract, that it would be advisable to modify the contract to require only a light surfacing of rock around this curve, which would serve the purpose until the Commission undertakes additional work on this road, when provision could be made for the complete elimination of the curve, as requested by the delegation.

Chairman Cabell inquired if this improvement has the endorsement of the Hood River County Court. Mr. Blanchar replied in the affirmative, stating that they consulted County Commissioner J. D. Smullin in regard thereto before coming before the Highway Commission, and secured his approval. After further discussion the Commission instructed the Engineer to make an immediate investigation of this revision, to determine what it will cost to construct the same.

The Commission adjourned at 12:20 o'clock p. m. and reconvened at 1:30 o'clock p. m. in the same room with all members present and participating.

County Judge Edgar Marvin, Wallowa County, came before the Commission and inquired as to the plans of the Commission for the construction of the Flora-Washington State Line Section of the Enterprise-Flora Highway. It was explained to Judge Marvin that the Commission originally proposed to finance this project with state funds, and budgeted $90,000 of such money for that purpose, but changed the setup when information was received that there was a possibility of securing federal P.W.A. funds to assist in financing the work. It was also explained that subsequent developments indicate there is a question whether or not P.W.A. funds can be secured, so the Commission has decided, if necessary, to finance the project with state funds as originally contemplated in order to keep faith with Wallowa County.

The Engineer advised that the surveys for the project have been completed and that the plans probably will be ready so the job can be advertised for bids to be received at the next meeting of the Commission. In any event, bids can be taken in November, at the latest. He recommended, in view of the circumstances, that no further consideration be given to the securing of P.W.A. funds for this job and that it be advertised for bids as a strictly state project. After some discussion the Commission approved the Engineer's recommendation and authorized him to proceed in accordance therewith.

Judge Marvin reported that the road between Enterprise and Wallowa Lake is in very bad condition and is much worse than it was last spring,

notwithstanding the fact that the county has spent more than $3000 to maintain it this summer. He intimated that the state should take over and maintain this road. The Commission took no action in the matter.

Mayor W. J. Avison, Molalla, and Mr. Ralph L. Holman, President of the Molalla Commercial Club, came before the Commission and requested the oiling of the unoiled strips between the pavement and the curb lines along the Woodburn-Mt. Hood Loop Secondary State Highway, through the town of Molalla, a distance of about one mile. They pointed out that the city paid for the existing concrete pavement on this route, which is still in good repair, but is not in position financially to improve the space between the pavement and the curb.

The Engineer suggested that he be given authority to investigate conditions in the town of Molalla, to ascertain what it would cost to oil the strips, including such drainage and surfacing work as may be required for proper oil treatment. The Commission approved the Engineer's suggestion by unanimous vote, such information to be used by the Commission in consideration of its next year's oiling program. The Engineer was also authorized to make similar investigations in other small cities and towns throughout the state, so that the information will be available when needed.

W. V. Sheltus, Portland, and his attorney, Robert Mears, came before the Commission in regard to a drainage proposition adjacent to the Oregon Coast Highway through Haystack Rock Park Addition to Cannon Beach, Clatsop County. He said that the Highway Commission installed a culvert across the highway at this point in such a manner as to drain water onto private property and that there is now an accumulation of water so deep that it is impossible for the owners of some fourteen cottages to approach their property with automobiles. Furthermore, these properties have been damaged in many other respects. He declared that this is a very important matter and asked the Commission to take action as may be necessary to remedy the situation at the earliest possible time. In support of his request, Mr. Sheltus filed a petition signed by eight property owners whose properties are affected by this condition. The Commission ordered the Engineer to investigate the matter and to do what is necessary to correct the condition if the investigation reveals that the state is responsible for the same. It was arranged that Maintenance Engineer Bishop should contact Mr. Sheltus at the earliest possible time and with him make a joint inspection of the premises. A report on the matter is to be rendered at the next meeting.

County Commissioner B. S. Nichols of Douglas County, W. C. Harding, Secretary, Roseburg Chamber of Commerce, and A. C. Marsters, Roseburg, were present and requested a survey of the North Umpqua Highway from the end of the present improved section about six miles out of Roseburg, up to Rock Creek, in any event as far as Glide. They said that this is an important road to Douglas County and it is in need of reconstruction but the county can not go ahead with improvements until the survey is made; also, that they want the state to make the survey on a standard basis and at state expense because the county has not the money to pay for it.

The Engineer explained that this road is not on the state highway system, hence the Commission is without legal authority to spend state funds

for the survey; in fact, cannot spend state money for any survey unless it is for state highway investigations. He advised that it would hardly be possible to conduct the survey soon even if the Commission authorized it because all of the engineering crews are busily engaged on other work and it would not be possible to spare them for this job without handicapping the work on which they are now engaged.

Chairman Cabell advised that the Commission feels that its first obligation is to the roads upon which work is now going on, or to those on which it is contemplated to do work within a reasonable length of time; and, such being the case, is not justified in going to the expense of surveying roads that are not on the state system.

Mr. Nichols said that this road now carries an enormous amount of traffic, which is increasing each year, so that it is getting beyond the control of the county to maintain it. He suggested that the state should take the road over as a secondary state highway and maintain it as such, which would relieve the county of such expense. It was his thought that the North Umpqua Highway Improvement District would vote money to help defray construction expense if the state will make the survey.

Chairman Cabell inquired which road the County Court would prefer to have designated as a secondary state highway if the Commission decided to increase the mileage of secondary highways in Douglas County. Mr. Nichols replied that they are unanimously in favor of the North Umpqua road.

After further discussion the Commission authorized the Engineer to conduct a reconnaissance survey of the road between the two closest control points on the section west from Rock Creek to the Pacific Highway, including an alternate route down the North Umpqua River from Glide to Winchester, and to render a report thereon as to feasibility and costs at the next meeting of the Commission. The Engineer assigned Construction Engineer H. G. Smith and Locating Engineer Hollis W. Libby to make such survey.

Mr. George M. Bracher, Secretary, Bracher Timber Company, Portland, came before the Commission in behalf of T. W. Rosborough, a lumberman from Arkansas, in regard to the construction of a canal and a bridge on the Siuslaw Highway between Mapleton and Florence, to facilitate certain logging operations that Mr. Rosborough contemplates carrying on in this vicinity.

The Engineer explained that Mr. Rosborough plans to cut certain timber located south of the highway and to transport the logs to a mill pond which he intends to construct north of the highway where they will be loaded onto railroad cars, which necessitates the moving of the logs across the highway right of way; also, that in order to avoid crossing the highway at grade and the expense of an overhead crossing, Mr. Rosborough has requested permission to dig a canal across the road in which to float the logs to the pond and to build a suitable bridge over the canal for highway traffic. He exhibited a map showing the proposed location of the canal and bridge and the location of the railroad in relation thereto, the said location being at approximately highway engineer's station No. 410 + 00. He inquired whether or not he should allow Mr. Rosborough to build the canal and bridge, and recommended approval

of the same subject to the following conditions: that the mill pond shall be located entirely off the highway right of way; that Mr. Rosborough will construct a canal and bridge in conformance with plans approved by the State Highway Department; that he will remove the bridge and fill up the canal when his logging operations are completed, if required to do so by the State Highway Commission; that Mr. Rosborough will let the state handle the contracting and construction of the canal and bridge and will advance the payment of the full cost of such construction work. In regard to the maintenance of the bridge he recommended that Mr. Rosborough be required to assume such responsibility and expense in the event that he builds a bridge that cannot be considered as a permanent structure; and that the state pay such costs if he constructs a bridge of a permanent type.

After some discussion the Commission approved the granting of a permit to Mr. Rosborough in conformity with the Engineer's recommendation, and authorized the Engineer to conduct a survey and prepare plans and estimates of cost to do the work, which information is to be used as the basis of an agreement between the Commission and Mr. Rosborough covering the proposition.

Mr. Bracher requested a letter outlining briefly the action taken by the Commission at this meeting, so he can pass the information along to Mr. Rosborough. The Engineer was instructed to write such letter.

A delegation from Grant County, consisting of County Judge P. A. Retrum, County Commissioner John Porter, County Engineer L. E. Lucas; Felix Johnson, stockman; and M. L. Merritt, Forest Supervisor, came before the Commission in regard to three road matters in Grant County. Judge Retrum inquired as to what the Commission plans for the improvement of the John Day Highway, between the towns of Dayville and John Day. He was informed that the Commission has $47,000 budgeted for this road and that it is expected that the plans will be ready to advertise in the not far distant future.

Judge Retrum then asked the Commission for additional work on this road and said that they would be satisfied with anything that the Commission did between Dayville and Prairie City, although in their estimation any improving that is done should join with existing improvements so as to make them continuous. Chairman Cabell advised that the Commission could make no other commitments at the present time, due to uncertainty of funds, but consideration will be given this matter in the promulgation of a construction program next spring.

The delegation then asked the Commission to designate and maintain as a secondary state highway the county road which extends easterly from the present terminus of the Monument Secondary Highway at the town of Monument to a junction with the Pendleton-John Day Highway at Long Creek. Chairman Cabell advised that the Commission has an established policy which prohibits the placing of any more roads on the secondary highway system until a general revision of secondary highways throughout the state is undertaken, and that such revision will not be considered until after the Legislature meets and it is known what, if any change is made in the Highway Department's financial set-up. County Engineer Lucas inquired whether or not the Commission is willing to maintain this road if the county will reimburse the state for expenditures

made for such purpose. He explained that the county does not have sufficient equipment available to do this work on its own account. The Commission indicated its approval of this proposition but deferred definite action thereon until the next meeting. The Engineer was instructed to render a report at that time as to whether or not there is state equipment available to assign to this work.

The delegation then asked the Commission for state aid in improving the county road which extends down the Middle Fork of the John Day River, from Austin to a connection with the Pendleton-John Day Highway north of Long Creek, especially the lower end of this road, about 8 miles in length, outside of the national forest boundary. They stated that this is quite an important road to the county and carries a considerable amount of traffic, but the county is unable to finance its improvement and forest highway funds can not be secured for the same because it is outside of the national forest area. They asked the Commission to allocate to this road federal funds that are required to be expended for county road construction in the event that the Commission will not make it a secondary state highway.

Chairman Cabell advised that no commitment of federal funds can be made at this time because the Commission has not yet received rules and regulations that are to govern the expenditure of such funds. However, the Commission realizes the necessity for this road and will keep it in mind when arranging future construction programs. If the Commission receives moneys that it can use for such purpose, he added, the county court will be advised and will be invited into further conference.

Mr. J. W. Reardon, Portland, representative of the Grand Lodge of International Association of Machinists, came before the Commission at this time in regard to unionizing the men employed at the State Highway Department Shops in Salem, as has been proposed by Mr. James Preble, Salem, Secretary of the Organization Committee of the Salem Trades and Labor Council. He explained that he was appearing before the Commission on behalf of Mr. Preble, who is ill and unable to attend.

Chairman Cabell outlined the views of the Highway Commission in regard to this matter and read to Mr. Reardon the Labor Code which was adopted by the Commission on the previous evening. Mr. Reardon stated that, so far as he knew, the contents of the code are satisfactory. He mentioned that if the Highway Department employes organize and affiliate themselves with the Union, they probably will hold out for collective bargaining. Chairman Cabell stated that the Highway Commission will not consider bargaining with its employes on a collective basis but each case must be considered separately. The Highway Commission, he said, reserves judgment in cases of hiring and firing of its employes. The Commission ordered that the labor code adopted on the previous evening be posted in the Highway Department Shops and that a copy thereof be sent to Mr. Preble for his information.

Mrs. Mary Rushlight, Portland, and her attorney, Grover A. Samuels, came before the Commission in regard to right of way that the state requires for the East Portland-Oregon City Highway across the front of Mrs. Rushlight's property located at 3364 S.E. Grand Avenue, Portland.

It appears that the state is taking about 400 square feet of Mrs. Rushlight's front yard, which places her residence quite close to the highway right of way line, and that the state has offered her alternate amounts for her property based on whether or not her house is moved back from its present location, one of the offers being in the amount of $1800, with the understanding that the house would not be moved, and the other $3000, based on moving the house back about ten feet. It also appears that these offers have been refused and that Mrs. Rushlight seeks additional compensation in the amount of $2500, it being her contention that if the state takes ten feet from her lot there will not be sufficient ground left to retain identity as a home.

Mr. Samuels recited the state's offer and gave figures to show how much of an investment Mrs. Rushlight has in her home. He declared that the state's offer is unfair.

The Engineer summarized the state's offer as follows:

OFFER NO. 1 - Based on leaving the house in its present location:

Value of land	$ 240.00
Cost to move garage and build walk	760.00
Damage adjustment	800.00
Total	$1800.00

OFFER NO. 2 - Based on moving house back ten feet:

Value of land	$ 240.00
Cost to move garage and build walk	760.00
Cost to move house	1540.00
Damage adjustment	200.00
Total	$2740.00

Mr. Samuels reiterated that the state's offers are too low because the cutting off of ten feet from the front of the property would render it valueless for resale as either residential or business property. He demanded damages in the amount of $2500 and the restoration of Mrs. Rushlight's property without moving her house, making a total payment of about $3500.00.

Chairman Cabell stated that he could not see that the damages, after the garage and walks have been replaced, could amount to more than $1000 and on that basis the state's final offer is $2000 if the house is not moved and $3000 if the house is moved.

Mr. Samuels complained that the Commission's agents did not make a complete investigation of the premises and are not in possession of all of the facts of the case and therefore are not in position to make a fair recommendation. It was his thought that this case warrants a personal investigation by the members of the Commission. He severely criticized the right of way buyers who, he declared, have evaded the issue and have not tried to make a fair or complete inspection of the premises.

The Chairman asked Assistant Attorney J. W. DeSouza if in his estimation the Commission is justified in raising the amounts of its offers. Mr. DeSouza replied that he could not conscientiously recommend the payment of any higher amounts.

After listening to further criticism by Mr. Samuels and reconsidering the offers heretofore made, the Commission withdrew its alternate offer of $5000, based on moving the house, and informed Mr. Samuels that it would stand on the $2000 offer which includes the moving of Mrs. Rushlight's garage and the reconstruction of her steps and walk and allows her a reasonable amount for land and damages to her property.

Mr. Samuels asked the Commission to consider the matter further before taking definite action. Chairman Cabell replied that the state has already taken bids for the construction of the project for which this right of way is needed but the contractor cannot enter upon the property until it has been acquired or until condemnation has been started, and condemnation proceedings cannot be commenced until an offer has been made, so it is necessary to make such offer now in order to expedite matters. He asked for an immediate answer thereto.

Mr. Samuels stated that so far as he is concerned the $2000 offer is rejected. Mrs. Rushlight requested a little time to think the matter over. The Commission gave her until the following afternoon to arrive at her decision. She requested the Commission's offer in writing. The Commission assured Mrs. Rushlight that the verbal offer made this date would be binding; nevertheless, instructed the Assistant Attorney to present the same by letter.

Mr. Samuels inquired how much time has been given the contractor to complete this job. The Engineer advised that September 30, 1937, was originally set as the date of completion but that does not necessarily mean that the work will not be completed in front of Mrs. Rushlight's property until that time because the work at that particular point will probably be finished considerably before then.

Mr. Samuels then said that it is necessary that he have some idea as to when this job will be completed and he asked that the record be written to show that he requested such information and that it has not been given to him. Chairman Cabell replied: "The answer of the Commission is that the impossible question was asked".

This concluded the conference.

Mr. C. Farrand, Gresham, came before the Commission in regard to his claim against Contractor Jacobsen-Jensen Company, who are doing contract work for the State Highway Commission in East Portland. Mr. Farrand alleges that he was hired by the contractor as a night plant foreman at $100 per month with assurance of higher pay later on, but when he reported for duty they made him a fireman and required him to work twelve hours a day at the rate of 33 1/3¢ per hour, whereas men employed in a like capacity have been receiving 75¢ per hour for six hours' work. He also said that he complained to the contractor about this matter and as a consequence lost his job. He

asked the Commission to intercede in his behalf and to define for him the duties of "foreman".

Chairman Cabell advised that the Commission is not in a position to form an opinion in regard to this matter and suggested that Mr. Farrand take it up with the Commission's Attorney. He also stated that he would speak to the Attorney about it, if that met with the approval of the other commissioners. Commissioners Aldrich and Tou Velle agreed to this method of procedure.

Mr. S. A. Hoefer, Mayor, Woodburn, came before the Commission and requested the oiling of the shoulders adjacent to the pavement on Young Street, Woodburn, the route of the Woodburn-Hillsboro Secondary State Highway, between Woodburn and the junction with the Pacific Highway, a distance of about eight blocks. He explained that the city contemplates construction of concrete curbs along this street as a W.P.A. project but hesitates to proceed with the improvement unless the Highway Commission will agree to oil the strips between the present pavement and the curb line. He also stated that the city would like to have this secondary state highway rerouted through their town on Garfield Street from the westerly end of Young Street to Settlemeier Street, thence on Settlemeier Street to a connection with the present secondary highway route on Harrison Street. After discussion the Commission referred this matter to the Engineer for investigation and report at the next meeting.

Mr. R. W. Lemen, President, Oregon Motor Stages, came before the Commission in regard to a proposed change in the city bus terminal in Salem. He said that they have it in mind to make such change from State and Commercial Streets to private property on the east side of Liberty Street, between Court and Chemeketa Streets, and that an ordinance effecting the same is now before the Salem City Council. However, there is some opposition to it by business interests in the vicinity of State and Commercial Streets who are fearful that they will lose business if the terminal is not continued at that point. He also stated that the city of Salem proposes to install a system of traffic lights, one of which is to be located at the intersection of State and Commercial Streets, and if these are installed it will interfere greatly with service of his company and will create a serious traffic hazard unless they are allowed to change their bus terminal as they propose. He asked the Commission to intercede in the company's behalf. The Commission referred the matter to the Engineer for recommendation in his special traffic survey report of the city of Salem.

At 4:30 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Tunnel Section, Old Oregon Trail, in Baker County. 1.16 miles grading and construction of two bridges. The low bid is that received from Berke Bros., Inc., Portland, at $125,681.50. The next low bid is that submitted by E. L. Gates, Detroit, at $132,005.50. There were twenty higher bidders. The Commission has awarded this

contract to the low bidder, Berke Bros., Inc., at their bid price of $125,681.50.

"South approach to Coos Bay Bridge on the Oregon Coast Highway, in Coos County. 0.44 mile grading and surfacing on the state park development road; The only bid submitted for this project is that of Coos Bay Dredging Company, Marshfield, at $4,749.50. This bid is satisfactory to the Commission and the contract is awarded to this company at its bid price.

"Redmond-Bend Section of The Dalles-California Highway, in Deschutes County. 14.96 miles surfacing and bituminous macadam and furnish crushed rock in stock pile. The low bid is that submitted by Babler Bros., Portland, at $168,922.00. The next low bid is that submitted by Homer G. Johnson, Portland, at $172,550.00. There are thirteen higher bidders. The Commission awards the contract to the low bidder, Babler Bros., at their bid price of $168,922.00.

"Shady Point-Kelly Corner Section of the Pacific Highway, in Douglas County. 2.26 miles grading and construction of a pile trestle bridge. The low bid is that submitted by Berke Bros., Inc., Portland, at $80,627.00. The next low bid is that submitted by E. L. Gates, Detroit, at $86,402.25. There are ten higher bidders. The Commission has referred all bids received for this project to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Storm Creek-Lamb Creek Section of the Santiam Highway, in Linn County. 1.08 miles grading. The low bid is that submitted by Berke Bros., Inc., Portland, at $84,260.00. The next low bid is that of E. L. Gates, Detroit, at $85,253.00. There are seven higher bidders. The Commission has awarded this contract to the low bidder, Berke Bros., Inc., at their bid price of $84,260.00.

"Construction of a bridge over Jordan Creek on the Wilson River Highway, in Tillamook County, about 18 miles east from Tillamook. The low bid is that submitted by Odom and Skeels, Oregon City, at $13,889.50. The next low bid is that of Tom Lillebo, Reedsport, at $13,925.50. There are eight higher bidders. The Commission awards this contract to the low bidder, Odom and Skeels, at their bid price of $13,889.50.

West Unit, Stanfield-Pendleton Hill Section, Old Oregon Trail, Umatilla County. 8.86 miles grading. The low bid is that submitted by James Crick, Spokane, Washington, at $100,332.00. The next low bid is that of R. L. Houck, Salem, at $105,548.00. There are twenty-one higher bidders. The Commission awards this contract to the low bidder, James Crick, at his bid price of $100,322.00."

The Commission had under consideration the award of the contract for the grading and surfacing of the Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway, in Linn County, for which bids were taken

on July 23 but the award of the contract was held pending satisfactory completion of right of way negotiations. The Engineer advised that all of the right of way has now been acquired with the exception of three small parcels, for which negotiations are now pending with non-resident property owners. He recommended that the contract be awarded if the contractor is willing to waive his rights to enter upon such properties for a period of 60 days. The Commission approved the Engineer's recommendation and referred the bids to him with power to award the contract to the low bidder if he will accept the same on such basis. Similar action was taken by the Commission in regard to the award of contracts for the construction of the Treharne Section of the Nehalem Secondary Highway, in Columbia County, and the Wall Creek-Siskiyou Section of the Pacific Highway, in Jackson County, for which bids were taken on July 23, 1936.

The Commission also discussed the matter of the award of the contracts for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway and for the construction of the Milwaukie Avenue undercrossing on the said highway, in Portland, bids for which were taken by the Commission on June 26. The Engineer advised that he received a letter from the Southern Pacific Company consenting to the encroachment of the highway upon its property, and that he has also received oral authority from the Portland Electric Power Company to proceed with the highway construction work on its property. He suggested that it would now be satisfactory to award these contracts if the low bidders in each instance will accept the awards pending a definite outcome of all right of way negotiations. The Commission approved the Engineer's suggestion by unanimous vote, subject to the condition that the Portland Electric Power Company's consent shall be given in writing.

Messrs. C. L. Marsters, Newport, and E. L. Gray, Salem, representing the Bridge Dedication Committee of the Newport Chamber of Commerce, came before the Commission in regard to details of the Yaquina Bay Bridge dedication ceremonies. Mr. Marsters stated that they have tentatively set Saturday, September 19, as the date for their bridge dedication, subject to definite information as to whether or not President Roosevelt will be able to attend, and he inquired whether or not the bridge will be completed by that time. The Engineer advised that all work in connection with the bridge will be completed before that date. Mr. Marsters then asked the Highway Commission to construct a speaker's platform for use in connection with the dedication ceremonies, as was done at the Coos Bay Bridge dedication. The Commission approved the request by unanimous vote and ordered that the stand be constructed under the supervision of Landscape Engineer George Otten, who is to work with the committee in regard to the selection of a site and other details. Mr. Marsters then asked the Commission if it would have any objection to the erection of a flagpole on the highway at the site of the dedication ceremonies, and requested authority to maintain the flagpole in such location only during the period that the ceremonies are under way. The Commission granted the request by unanimous vote, subject to the condition that the flagpole shall be removed immediately following the dedication.

Mr. Gray presented for the Commission's approval a tentative souvenir booklet which, he said, the Chamber of Commerce proposes to distribute free

of cost at the bridge ceremonies. He asked for suggestions and information in regard thereto. He explained that they are desirous of preparing the booklet in keeping with the Highway Commission's ideas. The Commissioners expressed their approval of the booklet if it is put out as a local proposition. However, they made it clear that the Highway Commission could not sponsor the booklet or have anything to do with it or with the solicitations that would have to be made to raise funds to pay the cost of the same. It was also explained that the Highway Commission could not legally contribute any funds toward the cost of the preparation of the booklet.

The Secretary presented an agreement with Coos County providing for the improvement of the Empire-Marshfield county road as a secondary state highway, wherein the county court agrees to contribute to the cost of the improvement of this road the sum of $2000 and the state assumes the payment of the balance of such expense. It appearing to the Commission that this agreement is in conformity with previous understanding with the county court and that all members of the county court have signed the agreement, and that all the conditions of the designation of this road as a secondary state highway have been fulfilled, the Commission decided to place this road on the secondary highway system. The following resolution in regard thereto was adopted by the Commission by unanimous vote upon motion of Commissioner Tou Velle, which was duly seconded by Commissioner Aldrich:

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Coos County Court of the State of Oregon, has selected the county road hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said county road as a highway to constitute, together with other highways heretofore adopted and/or which may hereafter from time to time be added, the system of secondary highways under the provisions of said acts;

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 county road, route, or location in Coos County be and the said county road, location, or 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:

Empire-Marshfield Secondary Highway No. 243

Beginning at the junction of the Empire-Marshfield County Road with the Cape Arago Secondary Highway No. 240 near the east city limits of Empire; thence in an easterly direction to the City of Marshfield, a distance of approximately 3.6 miles.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931 and amendments thereof.

The Commission also considered a route for this secondary highway within the city limits of Marshfield and by unanimous vote adopted the following resolution designating such route, upon motion of Commissioner Tou Velle, which was duly seconded by Commissioner Aldrich:

WHEREAS, pursuant to the provisions of Section 44-2705, Oregon Code 1930, the State Highway Commission is authorized and directed "Whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed, and said State Highway Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the said Commission may select"; and

WHEREAS, in response to the demands, provisions, and authority of said statute it is the purpose and plan of the State Highway Commission to designate and select streets of the several cities of the state over which temporarily to route the several and respective state and secondary state highways passing through said cities and thus contribute to the convenience and accommodation of the traveling public; and

WHEREAS, the Commission does not now have, nor is there at this time available, sufficient data, facts or information upon which to base a permanent designation or selection of the street or streets of the City of Marshfield over which to route the Empire-Marshfield Secondary Highway No. 243 entering said city; and

WHEREAS, for the sole purpose of contributing to the immediate convenience and accommodation of traffic and for the purpose of directing traffic into the corporate limits of the City of Marshfield the street or streets hereinafter named shall be deemed to be only temporarily designated;

NOW, THEREFORE, all members being present and affirmatively participating, the Highway Commission does hereby resolve and

order as follows:

1. The route of the Empire-Marshfield Secondary Highway No. 243 into the City of Marshfield shall be as follows:

> Beginning at the west city limits of Marshfield where the same is intersected by the Empire-Marshfield County Road; thence in a southeasterly direction along the Empire-Marshfield County Road to the intersection of 14th Street and Highland Avenue; thence southerly along 14th Street to the intersection of 14th Street and Central Avenue; thence easterly along Central Avenue to the intersection of North Broadway and Central Avenue.

Fourteenth Street and an extension of Fourteenth Street to the west city limits of Marshfield and Central Avenue hereby are temporarily selected and designated as the streets of the City of Marshfield over which to route the said secondary highway, but said designation is subject to change, modification or elimination as in the judgment of the Highway Commission may from time to time be deemed for the best interests of the traveling public.

The Commission thereupon signed the above-mentioned agreement with the County Court of Coos County providing for the improvement of the newly designated secondary highway.

The Engineer reported the desirability and necessity for designating the Farmington Secondary Highway in Washington County a through highway so as to require all traffic to stop before entering the same. He asked the Commission to so designate this road and to authorize him to erect stop signs where other roads intersect the same. The Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

> WHEREAS, that certain highway beginning at Beaverton and extending in a southwesterly direction to an intersection with the Hillsboro Scholls-Newberg Road, which is Secondary Highway No. 140, has been duly and regularly adopted as a secondary state highway and is known as the Farmington Secondary Highway No. 142; and
>
> WHEREAS, said highway carries a large volume of traffic and in the judgment of the Highway Commission said highway should be designated as a main or through highway and all roads entering or intersecting said highway should have erected at the entrance signs or markers notifying drivers of vehicles to stop before entering or crossing the said secondary highway;
>
> NOW, THEREFORE, be it resolved by the State Highway Commission, all members being present and participating, as follows:

1. That the Farmington Secondary Highway No. 142 in Washington County be and the same hereby is designated as a main or through highway.

2. That the State Highway Engineer be and he hereby is authorized and directed to erect and maintain at all places where highways enter said secondary highway appropriate signs or markers notifying drivers of vehicles to stop before entering or crossing the said secondary highway.

3. That this resolution be entered in the minutes of the Commission as of the 27th day of August, 1936.

The Commission adjourned at 5:30 o'clock p. m. and reconvened at 8:00 o'clock p. m. in the Benson Hotel, with the following persons present:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. W. DeSouza, Assistant Attorney
H. B. Glaisyer, Secretary

Commissioner Tou Velle was unable to attend this session because of other urgent matters.

The Engineer discussed with the Commission a letter from Earl C. Reynolds, Executive Secretary, Klamath County Chamber of Commerce, relative to the dedication of the Klamath Falls-Weed Highway, which has recently been completed. Mr. Reynolds advises that considerable interest is being shown in Klamath Falls in the completion of this highway and asks the Commission to set a date on which the civic organizations and the municipality of Klamath Falls may join with the State Highway Commission in dedicating the same. After some discussion the Commission set Thursday, October 8, 1936, as the date when it could be present at such dedication. The Engineer was instructed to so inform Mr. Reynolds.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties together with prices that he recommended be paid for each. After careful study of each parcel mentioned in the list the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Union Section - Old Oregon Trail Highway				
Brandt, Ida	Maintenance Site	0.1	1-yr.Lease $120-Lump Sum	Benson
Douglas County - Coos Bay-Roseburg Highway				
U. S. Government	Park	160.00	1-yr.Lease $127.50 Lump Sum	Boardman
Douglas County - Umpqua Highway				
U. S. Government	Park	51.51	1-yr.Lease $6.44 Lump Sum	Boardman
Jackson County - Crater Lake Highway				
U. S. Government	Park	80.00	1-yr.Lease $13.75 Lump Sum	Boardman
Klamath County - Klamath Falls-Lakeview Highway				
U. S. Government	Park	80.00	1-yr.Lease $10.00 Lump Sum	Boardman
Lane County - Siuslaw Highway				
U. S. Government	Park	120.00	1-yr.Lease $55.00 Lump Sum	Boardman
East Pendleton Overcrossing - Old Oregon Trail Highway				
2679-Northwest Cities Gas. Co.	R/W	1361 sq.ft.	Gratis	Benson
Amity-Grubb College - Dayton-Amity Highway				
3566 Phillips, Elmer et al	R/W	1.57	$100 per a.plus $323	Gardiner

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Odell Junction-Dee Section - Hood River Highway #281				
3462 Oregon Lumber Company	Quarry Site	3.83	$75 per a.	Benson
Columbia River Highway - Hood River County Section.				
3545-Jones, J. O.	Stock Pile	0.55	1-yr.Lease $16.66 Lump Sum	Gardiner
3543-Todd, Catherine	" "	1.00	6-mo.Lease Lump Sum - $12.50	
Oak Hill-Doty Ranch Section - Eugene-Veneta Hwy.				
3679 Nielsen, Kenneth	Filler Pit	0.37	6-mo.Lease $24.00 Lump Sum	Lytle
Burton Canyon-Spray Section - John Day Highway				
3320-Snable, John R.	R/W	6.80	$11.03 per a. plus $110.00 (plus fencing)	Benson
Treharne Section-Nehalem Secondary Highway #102				
3441-Harris, W. A.	Borrow Pit	2.20	2-yr.Lease $100 Lump	Benson
3442-Clark, Weaver W.	R/W	0.54	$50.00 Lump Sum	"
3445-Wilson, H. A.	"	0.15	$100 per a. plus $50	"
3443-Kelley, Elbert F.	"	3.28	3.00 a. at $100.00 0.28 a. at $35.00 plus $113.00	"
Crawfordsville-Holley Section - Halsey-Sweet Home Hwy.				
3680-McClun, J. E.	R/W	1320 sq.ft.	Land Gratis plus Moving Buildings	McCallister
3550-Rapp, Hattie	"	0.56	Land Gratis plus $100	"
3685-Hildreth, Roy R.	"	0.25	$100 per a. plus $80	"
3566-Fox, James E.	"	3.74	$100 per a. plus $190 plus construct'n of fence	"
3559-McCoy, J. F.	"	12.00	$100 per. a. plus $88	"
3622-Fruit, Charlotte P.	"	12,800 sq.ft.	1¢ per sq.ft.plus $20 plus moving bldgs. and fence	McCallister
3553-Morse, Eleanor Barr	"	5.52	2.61 a. at $100 plus 2.91 a. at $50 plus construction of fence + $100	"
3549-Smith, Emma Hawker	"	0.08	Land $10 Lump, plus construction of fence	"
3568-Pettit, Wm. J.	"	0.07	$100 per a. plus $66	
3560-Bear, Frank M.	"	0.11	$100 per a. plus $140	"
3563-Yates, W. E.	"	0.92	$100 per a. plus $197	"
3557-Robnett, Ralph R.	"	1.94	$100 per a. plus $108	"
3569-Springer Carroll	"	0.17	$100 per a.plus $50.50	"
3623-Burkholder, Daniel C.	"	3405 sq.ft.	Land $30 Lump Sum plus Moving Fence & Wrecking Bldg.	"

Section, Hwy., & Owner	Purpose	Acres	Approximate Amounts	Agent
Crawfordsville-Holley Section - Halsey-Sweet Home Highway (continued)				
3558-Robnett, William	R/W	0.20	$75 per a. plus $62	McCallister
3552-Fisher, J. L.	"	0.10	$100 per a. plus $46	"
3564-Foust, Lillie J.	"	0.006	$5 Lump Sum	"
3556-Krall, Wm.	"	0.02	$100 per a. plus $6	"
3561-Van Epps, E. E.	"	0.20	$100 per a. plus $115	"
3547-Cross, Mary E.	"	0.53	$75 per a. plus $63	"
3551-Merritt, Frank	"	0.08	$100 per a. plus $27	"
3555-Lowe, John	"	0.14	$100 per a. plus $60	"
3624-Christian Church	"	2600 sq.ft.	1¢ per sq.ft.plus $24	"
Wocus Marsh-Link River Section - Klamath Lake Highway				
3330-Geary, E. A.	Cinder Pit	1.75	$50 Lump Sum-5 yr. Lease	DeSouza
Wallowa Section - Wallowa Lake Highway				
2276-Brownlee, F. H.	R/W	0.18	$450 Lump Sum	Devers
Washington County - Nehalem Secondary Highway				
3446-Sell, Lester	R/W	5.0	$1350 Lump Sum	Devers
Shady Point-Kelly Corner Section - Pacific Highway				
3089-Piper, George F.	R/W	0.11	$100 per a. plus $45	Benson
3677-McNary, E. W.	Borrow Pit	0.29	$50 per a.	"
3677-McNary, E. W.	Easement for Hauling Road	0.07	$5 Lump Sum-2 yr.Lease	"
3090-Fisher, Norman R.	R/W	0.10	$100 per a. plus $340 plus moving Bldgs.	"
3097-Rice, Alton E.	"	2.71	$500 Lump Sum	"
Treharne Section - Nehalem Secondary Highway #102				
3440-Hyland, F. R. Est.	R/W	1.18	$100 per a. plus $190	Benson
3444-State Bank Dept.	"	3.46	$50 per a. plus $208.75 plus moving Bldgs.	"
Yach Bridge-Dolph Section - Little Nestucca Highway				
3452-(Correction) Nutter,Earl D.	R/W	2.17	Land $200 plus $600	DeSouza
Cottage Farm-Aumsville Section - Silver Creek Falls Secondary #163				
3425-(Correction) Albert Est.,Inc.	Stock Pile	1.741	$245 Lump Sum plus construction of fence	Benson

Section, Hwy., & Owner	Purpose	Acres	Approximate Amounts	Agent
Enterprise-Joseph Section - Wallowa Lake Highway				
2634-Berland, Hazel	R/W	14,458 sq.ft.	$400 Lump Sum	Devers
2642-Tippett, Effie	"	11,280 sq.ft.	$500 Lump Sum	"
S.E. 17th Avenue-Schiller-Union Avenue Sec.- East Portland-Oregon City Hwy.				
3014-Ross Island Sand & Gravel Co.	R/W	Reconstruction of Plant	$15,400 plus $1850	Bentley
2865-Southern Pacific Co.	"	For vacating premises and loss of gardens	$50	"
3283-Van Hommissen, Philip	"	557 sq.ft.	$1 per sq.ft.plus $713	"
3581-Ilers, Inez	"	Waiver of Reversion	$100	DeSouza
2785-Southern Pacific Co.	"	961 sq.ft.	30¢ per sq.ft. plus moving 2 houses $890	
		6000 sq.ft.	30¢ per sq.ft.	
		1500 sq.ft.	35¢ per sq.ft.	
		520 sq.ft.	30¢ per sq.ft.	
		799 sq.ft.	15¢ per sq.ft. plus ½ cost moving Bldgs, $147.50	Gardiner
Mill City-Little North Santiam Section - North Santiam Highway				
2582-(Correction) Smith,J.P.	R/W	2.44	$40 per a.plus $256.60	Bentley
Newport-Waldport Section - Oregon Coast Highway				
3422-Geiser,Frank E.	Park	6.75	$4500 Lump Sum	Devers
Polk County Line-Lewisburg Section - West Side Pacific Highway				
3238-Johnson, E.L. Trustee	R/W	0.982	$100 per a. plus $423	DeSouza
Davies-Banks Section - Nehalem Secondary Highway #102				
3402-Creps, Emma M. (Correction)	R/W	3.51	$150 per a. plus $553.50 plus $645 for moving Bldgs.	Benson
E. 17th & Schiller-Union Ave. Section - East Portland-Oregon City Hwy.				
3733-DeBauw, A.F. et al	R/W	5000 sq.ft.	$2090 Lump Sum	Bentley
3734-Realty Associates of Portland	"	6049 sq.ft.	$800 Lump Sum	"

The Assistant Attorney reported that in accordance with instructions previously given him by the Commission he has secured options from various

property owners for right of way for the Wolf Creek Highway west of its junction with Barnes Road, in Washington County. He advised that a number of these options will expire in the near future and inquired whether or not he should close them. The Commission decided to allow the options to lapse because of the unusually large expenditures made for rights of way this year and the improbability that this particular right of way will be needed for several years to come.

The Assistant Attorney reported the necessity to condemn right of way needed for several highway projects for which bids have already been received by the Commission. He requested authority from the Commission to start these proceedings at once. The Commission granted the request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, The State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

Union Avenue Overcrossing Section of the East Portland Oregon City Highway
Shady Point-Kelly Corner Section of the Pacific Highway
Crawfordsville-Holley Section of Halsey-Sweet Home Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Union Avenue Overcrossing Section of the East Portland-Oregon City Highway - F. H. Humphrey
Shady Point-Kelly Corner Section of the Pacific Highway
Etta A. Ward
C. M. Stierwalt and
Lucy Stierwalt
Crawfordsville-Holley Section of Halsey-Sweet Home Highway
Edgar Wardell
J. H. Hamilton

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Assistant Attorney brought up for discussion the matter of acquiring from Mr. Hans C. Benson property needed for right of way for the relocated Burnt River Section of the Old Oregon Trail, in Baker County. The Commission deferred action pending a full report thereon from Attorney Devers who has been handling this matter personally.

The Engineer reported the cost to construct a road extending from the Wolf Creek Highway to Saddle Mountain State Park in Clatsop County, which report was previously ordered by the Commission at the request of Parks Engineer S. H. Boardman. He said that the investigation reveals that this road would be about 7.33 miles in length and that the cost to grade the same for a 26-foot roadbed, provide a rock surface 21 feet wide, and to construct an O-9 oil macadam thereon, would amount to approximately $91,000. He said that the present road is so located as to adequately display the scenery of the vicinity and can easily be widened and converted into a two-lane highway by C.C.C. forces, as has been proposed by the Parks Engineer. After some discussion the Commission decided to defer action on the matter pending a report from the Parks Engineer as to what the right of way will cost, including the 40-acre tract adjacent to the road, which he desires to include in the park area.

The Engineer reported on the cost to improve the Donnelly Grade Section of the Service Creek-Mitchell Secondary Highway in Wheeler County, as previously ordered by the Commission. He said that this grade, which is 4.3 miles in length, extends from the summit to the John Day River bridge, and is at the extreme north end of this secondary highway and that a two-way road without regard to alignment could be constructed for approximately $20,000.00. He gave as his thought, however, that it would not be necessary to make such an improvement because traffic on this road is exceedingly light and that the greatest need is for a light surface to cure the slippery condition when the road is wet. He estimated that such work, including a small amount of widening and the construction of a number of turnouts, could be done at a cost of approximately $2,500.00, and recommended an expenditure for such purpose. The Commission approved the Engineer's recommendation by unanimous vote and authorized him to include this project in next year's program. He was also instructed to notify Senator W. H. Steiwer of the action taken.

The Engineer reported on the cost to reconstruct the Lost River Section of The Dalles-California Highway in Klamath County. He said that this work involves the construction of .91 mile of highway, including a 120-foot trestle bridge. He estimated that the entire improvement would cost about $41,000.00, exclusive of engineering and contingencies. He explained that accidents frequently occur along this section, particularly near the site of the bridge; and, whereas, in his estimation, the most recent accident, which resulted in the death of one individual, was not caused by the condition of the highway, nevertheless a condition exists at this point which should be remedied when funds can be spared for the purpose. He advised that the coroner's jury which passed on the above-mentioned accident, laid the blame for the same on the State Highway Department for not eliminating the curves at the approach to the bridge, and inquired whether or not he should reply to this allegation. After some discussion the Commission decided to ignore the coroner's

jury's verdict. Action on the matter of reconstruction of the highway and the Lost River bridge was deferred by the Commission for future consideration, when its finances improve.

The Engineer reported that an investigation has been made of the capacity of the bridges on the Elsie-Jewell county road which the Commission has recently taken over as a temporary primary highway route pending the completion of the Wolf Creek Highway. Such investigation, he said, reveals that all of the bridges are safe for H - 15 loading, which includes everything up to the legal weight limits. The Commission ordered the report filed.

The Commission had under consideration the written opinion of the Attorney, dated August 21, 1936, with respect to the Commission's authority to regulate or prohibit the placing of advertising signs on streets or roads of incorporated cities and towns where such streets or roads have been designated by the Highway Commission as the streets or roads of the city or town over which to route traffic entering such city or town over a primary or secondary state highway. It was the Attorney's opinion that the Commission has authority to establish a rule or regulation governing the placing of advertising signs upon such streets, which rule or regulation may go so far as to prohibit the placing of any such advertising. He also advised that any such ruling or regulation must be reasonable and must be based upon some reasonable, as opposed to some fanciful, ground. The opinion was based on several statutory provisions, one of which was the law passed by the 1935 legislature, which authorizes and empowers the Highway Commission to construct and pave, and directs the Commission to repair and maintain, streets and roads through incorporated cities and towns having a population of less than 100,000, where such roads or streets form a link in any secondary or primary system or constitutes a link between two such highways, and where such streets or roads have been designated by the Highway Commission as streets or roads over which to route state highway traffic. He pointed out that this law vests in the Highway Commission jurisdiction and control over such streets, from curb to curb, and if there be no regularly established curb, then over such portion of the right of way as may be utilized by the Highway Commission for highway purposes, the responsibility for and jurisdiction over the remainder of such streets having been reserved for the city, which is also given the exclusive right to grant franchises over, beneath, and upon any such street or road, and to control and limit the same and the utilization thereof; said law being Chapter 422, Oregon Laws 1935. It was his thought that the reservation of power retained for the city with respect to the granting of franchises does not reach or include permission to install or maintain advertising signs, but such authority remains with the Highway Commission.

In view of the Attorney's opinion, the Commission decided to adhere to its previous decision in regard to the request of the City of North Bend to maintain a sign on the Oregon Coast Highway near the north city limits of that town, which was to the effect that it would not permit the installation of such sign on the highway right of way outside of the city limits of North Bend nor on that portion of the highway route within the city limits over which it has control and jurisdiction. The Secretary was instructed to so

advise Mayor L. A. Cutlip of North Bend, and to inform him that the Commission will offer no objection to the installation of their sign within the city limits of North Bend and outside of the area for which the Commission is responsible, notwithstanding the fact that the maintenance of such sign in such location does not fit in with the Commission's ideas with respect to roadside beautification.

The Commission had under consideration a letter from County Judge S. J. Howard, Wheeler County, in regard to the improvement of the Chichester Gulch Section of the Fossil-Antelope Secondary Highway. Judge Howard advises that the Commission's contract for the improvement of this section is not in conformity with the County Court's understanding, inasmuch as the contract does not include the construction of the Chichester grade. He said that the county turned its money over to the Commission with the express understanding that this grade would be included in the contract and they now feel that inasmuch as it is not to be graveled in the present contract, the county is no better off than it was before the project was started. Wherefore, they will expect the state to continue the improvement to include the graveling of this grade.

The Engineer read a letter dated August 24 from Division Engineer W. C. Williams on this subject, in which he outlines his understnading of the controversy. Mr. Williams advises that Wheeler County originally requested the construction of a section which extends westward from the end of the 0.6-mile section that the county had previously graded, to a connection with the existing county road, in order to make usable the section that the county built and at the same time to eliminate a steep grade on the old road, which is impassable during the winter season. However, the county later on decided that it would be desirable to continue the improvement westward to Chichester Gulch, which would increase the length of the improvement 0.9 mile; and a survey was accordingly made for the same to Chichester Gulch, which revealed that the cost to grade it and place a roadbed topping thereon would amount to about $25,000, exclusive of the estimated cost of $4000 to complete the grading and surfacing of the 1935 extensions that were constructed by the county, which amount was far in excess of the money that the Commission had available for the job, so it was decided to grade and gravel only between Stations 55 and 68, to provide a connection for the existing county road and to complete the grading and graveling of the county-constructed portion. He pointed out that this work is now in process of construction and will be of much value to the county in that it will eliminate the steep grade on the old road. It was his understanding that the arrangement between the county and the state did not include construction to Chichester Gulch and that such construction is an entirely separate and distinct proposition. The Commission accepted and approved this report as its understanding of the matter and instructed the Engineer to so inform Judge Howard and to ask him to come before the Commission for discussion if his understanding does not coincide therewith.

The Commission had under consideration the matter of the payment of delinquent taxes on the Guy W. Talbot State Park, located adjacent to the Columbia River Highway in Multnomah County, which taxes, according to the

Attorney, amount to $108.14. The Secretary presented a letter from the Attorney on this subject, in which he quotes the law governing such matters and recommends payment of the taxes. After some discussion the Commission approved the Attorney's recommendation by unanimous vote.

The Assistant Attorney rendered a report in regard to the necessity for additional insurance coverage to protect the Commission against damage claims that might arise from the throwing of rocks by State Highway Department equipment, as requested by the Commission at the previous meeting. He said that he took the matter up with Dooly & Company, Portland, which company wrote the existing policy insuring State Highway Department equipment, and it was their opinion, if the State Highway Department was ever held liable for such occurrences, the matter would be fully covered under the present policy as written, and no additional premium would be required and no additional coverage is necessary to take care of this feature. He submitted a written report on this subject, dated August 17, 1936, attached to which was a copy of said letter from Dooly & Company, which the Commission approved and ordered filed in the department records.

The Engineer rendered an oral report on the proposed relocation of the Oregon Coast Highway between Newport and Siletz River, which he inspected on August 20, 1936, in company with Chairman Henry F. Cabell, Construction Engineer H. G. Smith, and Landscape Engineer George Otten. For the most part the discussion of this matter was general; however, particular attention was given to the contemplated revisions at Gleneden Beach, Fogarty Creek, and Rocky Creek.

Concerning the proposed revision past Gleneden Beach, the Engineer advised that the inspection revealed that no particular damage would result to adjacent property or beach interests by reason of the change because this is a new district that has not yet been developed to any great extent. He said that the route as laid out is proper from an engineering standpoint and any change would increase construction costs and would provide an inferior line.

Landscape Engineer Otten expressed himself as heartily in favor of the location as laid out by the Engineer from a landscape and scenic standpoint. Both he and the Engineer recommended the adoption of the revision as planned.

The Commission indicated that it favored the location recommended by the Engineer but deferred definite action thereon pending a conference with Mr. W. F. Carey of Gleneden Beach, who came before the Commission at its meeting on July 23 and offered objections thereto. The Secretary was instructed to inform Mr. Carey that the Commission contemplates definitely deciding this matter at its next meeting and will be glad to discuss it with him at that time if he will be present.

In the discussion of the proposed revision at Fogarty Creek, it developed that objections have been filed against such change, one in particular being that of General U. G. McAlexander, Newport, because it is feared that

the sand beach at the mouth of this creek will be destroyed if the highway is constructed on the proposed alignment.

The Engineer advised that the line could not be shifted without increasing construction costs about $45,000. He suggested that it might be advisable for the state to acquire and develop as a state park the land on each side of the creek crossing, containing approximately 40 acres, to insure the preservation of this scenic area and the beach for general public use. It was his thought that $45,000 could be spent to far greater advantage in developing this area and other park areas throughout the state than in shifting the line of the highway, which would not secure any better alignment than is now proposed.

The Landscape Engineer advised that from a scenic standpoint the highway should be located as near as possible to sea level at this point. He approved the new line as laid out by the Engineer.

After further discussion the Commission decided to defer definite action until its next regular meeting and in the meantime to ascertain from the owners of the property adjacent to the creek how much they want for their holdings. The Attorney was instructed to obtain such information. The Secretary was instructed to inform General McAlexander of the Commission's action and to invite him to be present at the next meeting for a discussion of the matter, and if he cannot be present, to give the Commission the benefit of his views by letter.

In regard to the proposed revision at Rocky Creek, it was brought out that the Parks Engineer objects to the proposed new line because, he alleges, it will interfere with the state park at this place, inasmuch as the new line necessitates the construction of a new bridge over Rocky Creek, which will not fit in with his plans. The Engineer gave as his thought that two bridges would have a beneficial effect. He suggested that the matter might be satisfactorily disposed of by the state's retaining control over the old road and bridge as a park road. The Landscape Engineer concurred in the views of the Engineer, subject to the condition that the new bridge be of the arch type. The Commission took no action on this matter.

The need for "daylighting" curves on the present highway about one mile south of Fogarty Creek was also discussed. The Engineer was authorized by the Commission to improve sight distance along the highway at this point.

The Commission also considered the advisability of acquiring right of way for the entire proposed improvement. No definite decision was arrived at in regard thereto. However, it was indicated that a start would be made to acquire the same next spring, before May.

The Commission had under consideration a letter from Division Engineer W. C. Williams in regard to the movement of pea viners over state highways in Umatilla County. It appears that these pea viners are being transported over oiled highways and that they are being towed by tractors equipped with lugs which are causing serious damage to the oiled surface. The Engineer

recommended that this practice be prohibited because, in the first place, it is contrary to law and, secondly, it is contrary to the Commission's established policy with respect to the granting of permits. The Commission approved the Engineer's recommendation and instructed him to inform the operators of such pea viners that the Commission hereafter will not permit them to be moved over state highways in this manner and that they will have to make other arrangements to transport them next season.

The Commission considered complaints made by Mr. Van Duzer, of the Inman-Poulsen Lumber Company, Portland, relative to the fire hazard at the company's property during the construction of the East Portland-Oregon City Highway in the vicinity of their plant. It is Mr. Van Duzer's contention that the streets in this vicinity are being torn up on both sides of the company's property, leaving access over only a portion of the width of the streets and he is fearful that in case of fire the streets will be blocked and fire-fighting apparatus will not be able to get through. It was his contention that if a fire should get started on the mill property, a delay of even a few minutes in the arrival of the fire-fighting apparatus might mean the difference between saving and losing the entire plant. The Acting Bridge Engineer advised that he has been in consultation with the Portland Police Department and the Portland Fire Department and has worked out a plan whereby watchmen or patrolmen might be employed at state expense and be deputized by police officials so that they would have authority to regulate parking of vehicles in this area. He also reported that "No Parking" signs had been placed along the streets in this vicinity. After consideration of this matter the Commission approved the Acting Bridge Engineer's solution of the problem and authorized the employment of watchmen or patrolmen for full 24-hour service, the duties of whom it shall be to control the parking of vehicles and to keep the streets open for fire-fighting apparatus. The Commission ordered that these men be carried on the State Highway Department payrolls and be paid direct, as other Highway Department employes are paid, upon advice from the Assistant Attorney that the Commission has legal authority to spend state highway funds for such purpose.

The Engineer requested authority to make a survey for the relocation of the Oregon Coast Highway through Neskowin in order to eliminate the sharp curve near the Neskowin Hotel. He said that Mr. Wm. S. Walton, who owns most of the Neskowin resort, is very desirous of improving the highway along this section and has stated his willingness to give up as much of the right of way as may be needed for such purpose on a fair and reasonable basis, even though it would necessitate taking some very valuable property that he owns. In fact, he is willing to exchange his property, area for area, for unimproved lands situate between his golf course and the Neskowin store, in order to secure the improvement. He further advised that this line change is not proposed for immediate construction because there are no funds available to finance the same; however, it would be his plan to make the survey between certain control points a short distance north and south of Neskowin so as to provide for the elimination of the turn at the hotel. The cost to construct such section, he estimated, would be a comparatively small sum. After due consideration of this matter the Commission authorized the Engineer to make such location survey between the control points mentioned by him. He was

also authorized to negotiate with the owners of the property which lies between the Neskowin store and the golf course, which Mr. Walton is willing to take in exchange for his valuable property and to ascertain how much the owner wants for the same.

The Engineer brought up for discussion the matter of two signs that are being maintained on private property adjacent to the Columbia River Highway, at the approach to the Bridge of the Gods at Cascade Locks, which signs give misleading information as to the distances to Portland and Seattle. It was his thought that the Company which owns the signs should be required to remove them or at least should be required to correct the information contained thereon. The Assistant Attorney gave as his opinion that the Commission has authority to cause the signs to be removed if it so desires. The suggestion was made that a letter be directed to the owners of the signs, quoting the law on the subject, and asking them to remove the signs, copy of said letter to be given to the Department of State Police. The Commission deferred action on this matter until its next meeting and instructed the Attorney to review the law in the matter and render a complete opinion thereon at such meeting.

The Commission considered the matter of the selection of a site for the proposed William Hanley memorial oasis. The Secretary presented a letter from the Landscape Engineer on this subject, together with letters from individual members of the committee which is sponsoring the memorial, recommending the selection of the Alkali Lake site, adjacent to the Lakeview-Burns Highway, in Lake County. It appeared to the Commission that the members of this committee are all in favor of the Alkali Lake site, whereupon the Commission approved such site by unanimous vote. The Engineer was authorized to determine definite boundaries for the same and to prepare plans for the area's development, which are to include a residence building for the Highway Department's section man located there, and a building to house Highway Department maintenance equipment. The Secretary was instructed to notify members of the committee of the Commission's decision.

The Secretary presented a letter from the State Capitol Reconstruction Commission requesting the loan of the services of Landscape Engineer George Otten in the removal and transplanting of trees and shrubs from the site of the new capitol building in Salem. The Commission approved the request by unanimous vote upon the condition that Mr. Otten's services will be required by the State Capitol Reconstruction Commission for only a short period of time and that his work with the State Highway Commission will not be handicapped thereby. If it develops that Mr. Otten is required to spend too much time on work for the Capitol Commission, then he is to be withdrawn from such service and the State Capitol Reconstruction Commission is to be advised of the circumstances and is to be requested to make other arrangements. The Secretary was instructed to so inform the State Capitol Reconstruction Commission.

The Engineer requested authority for the Landscape Engineer to attend, at state expense, and address, the annual meeting of the Washington State Good Roads Association, in Ellensburg, Washington, on October 1 and 2.

The Commission approved the request by unanimous vote, subject to further approval by Governor Martin.

The Engineer also requested authority for Harold B. Say, Director of the Travel and Information Department, to attend, at state expense, a meeting of the Pacific Northwest Business Conference in Boise, Idaho, on September 8 and 9, the Boise Chamber of Commerce having requested Mr. Say's presence at this meeting to present a paper on recreational features. The Commission approved the request by unanimous vote, subject to further approval by Governor Martin.

The Assistant Attorney requested authority for I. M. Schannep, of the legal staff, to attend the annual meeting of the Oregon and Washington Title Association, which is to be held in Walla Walla, Washington, on September 8, 9, and 10. The Commission approved the request by unanimous vote, subject to the condition that Mr. Schannep make his headquarters in Pendleton during this period, which would eliminate the necessity of requiring an out-of-state travel authorization, and that he will not engage in the discussion of any controversial questions which may arise or make any declarations of any nature whatsoever as to the policies of the State Highway Commission; in other words, Mr.Schannep is to act in the capacity of an observer only, watching developments and securing such information as may be of benefit to the State Highway Department in real property transactions.

The Engineer requested instructions in regard to the proposed Powell Valley W.P.A. drainage project on the Powell Valley Section of the Mt. Hood Highway, between East 82d and East 92d Avenues, Portland, involving the construction of standard drainage sumps to take care of excess water along this section of highway. He said that this project is estimated to cost $16,930, of which amount the state, as sponsor, will be required to contribute $2,549, which includes $1,018 for rental of trucks. It was his thought that the truck rental is exorbitant and that it would be to the advantage of the state to purchase new trucks for this job rather than to rent them, because they can be bought for $1800, which is only a little more than the state would have to pay in rental costs, and they could be used by the state on other projects when this one is complete. He advised that the Highway Department needs the extra trucks in any event. After some discussion the Commission approved the project as outlined by the Engineer on the basis of the use of state-owned equipment. The Engineer was authorized to purchase three trucks for this purpose through the State Purchasing Agent in the usual manner. He was also authorized to sign an application for W.P.A. funds for this job.

In this connection the Landscape Engineer proposed a W.P.A. project on the Wolf Creek Highway between Elsie and Necanicum Junction, to control erosion and heal up excavation scars along this section. He estimated that the project would cost $173,000, of which amount the state would be required to contribute 10%, or $17,300. The Commission deferred action on this matter pending further study and report by the Engineer.

The Engineer brought up for discussion the claim of contractor James Crick for additional compensation for handling topping materials in connection

with his contract with the Commission for the construction of the East Unit of the Stanfield-Pendleton Hill Section of the Old Oregon Trail, in Umatilla County, State Highway Contract No. 1862. The claim is to cover a portion of the cost of breaking up rock encountered in roadbed excavation work, to render tha material suitable for use in roadbed topping, and amounts to a total of $1183.89. The Engineer advised that a total of 23,678 cubic yards of road bed excavation material was used as topping material and it was necessary for the contractor to break large stones with sledge hammers after they were placed on the roadway. He pointed out that if this material had not been used for topping purposes, it would have been necessary to secure gravel from other sources, which would have cost the state $5,601 more than the material that was actually used. In other words, the state saved $5,601 by allowing the contractor to use the rock material excavated from the roadbed. He recommended, therefore, in view of the circumstances, that the contractor's claim be allowed. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported the need for additional power and pull-type road graders. He requested authority to purchase ten single-drive dual pneumatic power graders at an estimated total cost of $30,000 and ten pull-type graders of the 8-foot type equipped with 10-foot moldboard and pneumatic tires, at an estimated total cost of $10,000, and to trade in as part purchase price on this equipment several old graders of an obsolete type which are of no further value for State Highway Department purposes and for which he can receive a credit of $2000 on the purchase of the new equipment, thus reducing the total cash outlay to $38,000. The Commission approved the request by unanimous vote.

He also requested authority to advertise for bids for furnishing 12,000 cubic yards of maintenance materials for The Dalles-California Highway between Bend and the Willamette Highway junction, at an estimated total cost of $25,000. The Commission approved the request by unanimous vote.

The Engineer reported that some time ago he loaned some pictures to the Clackamas County Court for use at the Clackamas County Fair and that the County Court has requested the use of these pictures in connection with its exhibit at the Oregon State Fair. He requested instructions as to whether or not to grant this request, in view of the fact that there is a possibility that the pictures could be used to advantage by the state in its exhibit at the state fair. He explained that the county court wishes to transfer its county fair exhibit intact and it would be necessary for the county to have these pictures if it carried out this plan. The Commission instructed the Engineer to let the county court have the use of these pictures if they want them.

The Engineer requested instructions whether or not to cooperate with the Secretary of State in demonstrating at the state fair equipment for determining human reaction time. He said that this equipment is owned by one of the insurance companies and it has been proposed by the Secretary of State to obtain the loan of the same in connection with the state fair exhibit; also that the Secretary of State has requested the Highway Department's cooperation

in connection therewith and has stated his willingness to furnish the men to operate the same. He questioned the advisability of borrowing this equipment in view of the fact that it is owned by an insurance company and it might be considered wrong by some people for the state to join in the exhibition of the same. The Commission decided that no harm would come from the demonstration and thereupon authorized the Engineer to cooperate with the Secretary of State.

The Engineer requested authority to purchase a postage meter and mailing machine for use in the Highway Department offices in Salem. He explained that the quantity of material that is mailed from the Salem offices has increased greatly within the last few months, particularly by reason of the creation of the Travel and Information Department, and that a postage meter would greatly facilitate the mailing of this material. He also said that a hand-operated meter can be purchased for $140 and that the company has agreed to credit the department the full amount of the purchase price on an electrically operated machine if such electric machine is purchased within one year. The Commission by unanimous vote authorized the purchase of the hand-operated machine at this time.

The Engineer reported that in conformance with authority previously given him by the Commission, he advertised for sale the frame building located at the south approach to the Alsea Bay bridge, in Waldport, which was formerly used by the engineers during the construction of this bridge, and on August 12 received two offers for this building, the high one being that of C. G. Stout, Waldport, at $42.50, the other being that of Mrs. A. E. Hensley, Waldport, at $10. He said that he accepted the bid of Mr. Stout at $42.50, and asked the Commission to confirm the same. The Commission by unanimous vote approved the sale of this building to Mr. Stout at his bid price of $42.50.

The Secretary presented a letter from the city of Salem advising that the city has definitely decided to install a traffic signal system, and requesting a recommendation from the State Highway Commission regarding this installation, and a traffic survey of the city to ascertain the necessity and requirements for the installation of such traffic signal system. He also presented letters from the city of Eugene, the city of Klamath Falls, and the city of Pendleton, requesting similar traffic surveys to ascertain the need for the installation of traffic signals in their respective cities. After some discussion the Commission authorized the Engineer to proceed at once with the traffic survey in the city of Salem. He was also authorized to make similar traffic surveys in Eugene, Klamath Falls, and Pendleton at his convenience. The Secretary was instructed to inform the city officials of Eugene, Klamath Falls, and Pendleton that the Commission has ordered the traffic survey in the city of Salem and will make similar surveys in their respective cities in due course of time.

The Secretary presented a letter from the Joe Flora Logging Company, Elsie, Oregon, acknowledging receipt of the Commission's letter of August 15, stating that after September first no loads of logs exceeding the overall length specified by law will be permitted to be trucked over the Elsie-

Jewell county road, and advising that they intend to comply strictly with the Commission's ruling in that regard, but would like special permission to truck out about 200 logs 56 feet long, which they have already felled and bucked in the woods. The Engineer recommended that the request be denied inasmuch as the various logging companies have had sufficient notice of the Commission's requirements and should have made arrangements to remove the overlength logs before the rulings went into effect, and for the further reason that the granting of this special privilege at this time would establish a precedent which would be difficult to avoid in passing on similar requests in the future. The Commission approved the Engineer's recommendation by unanimous vote and instructed the Secretary to so inform the company.

The Commission considered and signed agreements, etc., as follows:

1. Agreement with Parker-Schram Company covering the matter of the award of the contract for the construction of the Ross Island Bridge-Schiller Street Section of the East Portland-Oregon City Highway, in Portland, for which project this company submitted the low bid on June 26, 1936.

2. Agreement with the County Court of Clatsop County, covering the matter of maintenance of the Elsie-Jewell County Road as a temporary primary highway detour pending completion of the Wolf Creek Highway.

3. Agreement with the city of Reedsport whereby the Commission relinquishes and releases all of its interest in the old Coast Highway ferry slip at Reedsport, and the city of Reedsport assumes full responsibility for the same.

4. Amendatory agreement with the Roosevelt Highway Ferry Co. covering the subject of ferry service across Yaquina Bay.

5. Agreement with Ines V. Iler providing for the filling in of Woodward Street to the upper ground level of property owned by Mrs. Iler, located in Lot 5, Block K, of Kerns Addition to Portland, being situate adjacent to the East Portland-Oregon City Highway, near the Ross Island bridge.

6. Amendatory agreement with Collins Radio Company, extending the completion date of the company's contract with the Commission for the construction of a radio-telephone network, being contract No. 1889.

7. Agreements with the following contractors, covering reimbursement for shortage in man-hours of relief labor furnished in connection with state highway contracts:

a. C. J. Montag & Sons, Contract No. 1813, for the construction of a bridge over the Owyhee River on the I.O.N. Secondary State Highway, Malheur County.

b. Tom Lillebo, Contract No. 1799, construction of a bridge over the North Fork of the John Day River at Monument, in Grant County.

c. Fred H. Slate, Contract No. 1756, grading Nehalem River-Rock Creek Section of the Wolf Creek Highway, in Clatsop County.

d. Dunn & Baker, Contract No. 1822, oiling the Merrill-California Line and Malin-California Line Sections of county roads, in Klamath County.

e. Jacobsen-Jensen Company, Contract No. 1824, for paving Glisan Street-Foster Road Section of 82d Street, Portland.

f. Saxton & Looney and J. S. Risley and J. C. Compton, Contract No. 1863, for grading and surfacing and oiling the Balm Grove-Forest Grove Section of Gales Creek County Road, in Washington County.

g. Mountain States Construction Company, Contract No. 1814, for the construction of a bridge over the Clackamas River on the Woodburn-Mt. Hood Loop Secondary State Highway, at Estacada, in Clackamas County.

h. Edwin C. Gerber, Contract No. 1809, for oiling eight sections of county road in Clackamas County.

i. Edwin C. Gerber, Contract No. 1791, for oiling the Byerly Corner-Bethel and Corvallis Junction-Peoria Section, Lincoln-Balston County Road and Corvallis-Harrisburg County Road, in Polk and Benton Counties.

j. J. C. Compton, Contract No. 1838, for the construction of four sections of county road in Yamhill County.

k. Harold Blake, Contract No. 1833, for the construction of bituminous macadam on Humphrey Boulevard, 45th Avenue, and Cameron Road Section of County Road, in Multnomah County.

l. R. O. Dail and Warren Bros., Inc., Contract No. 1793, for oiling the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway, in Marion County.

8. Lease agreement with the Southern Pacific Company for the cultivation by the state of certain railway property in Milwaukie, Clackamas County.

9. Bargain and sale deed conveying unto Pearle M. Burnett and Wilson S. Burnett, wife and husband, Lot 8, Block 4, Rainbow Addition to the city of Reedsport, Douglas County, for which, as consideration, the Burnetts are deeding to the state Lot 4, Block 4, Rainbow Addition to Reedsport, for highway right of way purposes.

10. Satisfaction of mortgage held by the State Highway Commission covering a portion of certain property which the state acquired from W. A. Hedges, at Canemah, Clackamas County, and which property was conveyed to Fred N. Mallory and O. L. Smith.

The Commission set Thuraday, October 1, 1936, as the date for its next regular meeting for the receiving of bids for highway construction purposes.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:15 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

E B Aldrich
Commissioner

Secretary

F L Tou Velle
Commissioner

Junction City, Oregon, September 15, 1936

The State Highway Commission met in the City Council Chambers in the City Hall at 10:00 o'clock a. m. in accordance with formal notice given to the City Council on August 11, 1936, to secure expressions from local citizens in regard to the Commission's plans to reroute the Pacific Highway between Junction City and Eugene. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

There were also present fifteen local citizens including H. C. Hanson, Claude Washburne, Anton Lednicky and Angus Gibson, City Councilmen; Carl Blirup, City Recorder; J. H. Eccleston and Morris Koon, farmers.

Chairman Cabell called the meeting to order and explained its purpose and the law which requires the Commission to conduct a public hearing in any city or town before changing the route of a state highway into or through such city or town. He pointed out that there are now two state highways between Junction City and Eugene one of which is the Pacific Highway, locally known as the "River Road", and the other the Junction City-Eugene Secondary Highway, locally known as the "Prairie Road", and advised that the Commission has it in mind to route Pacific Highway traffic over the latter road when it has been reconstructed throughout, which necessitates changing the status of this road from a secondary highway to a primary highway and alters the point of entrance of this highway into both Junction City and Eugene. It is the belief of the Commission, he said, that this change will react to the best interests of the general public and the hearings today are being held to ascertain the attitude of the people affected in regard thereto. He added that it is the intention of the Commission to continue maintenance of the present Pacific Highway as a secondary state highway so that there will still be two state highways between these cities. He asked the Engineer to explain the plans from an engineering standpoint.

The Engineer exhibited a map showing the present route of the Pacific Highway and the proposed rerouting of the same. He explained the proposed route is somewhat shorter than the present one and that it will be much straighter and will avoid five railroad grade crossings. He also explained that the proposed route is located on higher ground than the present route and will not be flooded during periods of high water as is the present route which condition seriously interferes with traffic flow and is the cause of much inconvenience to the traveling public during such periods.

Chairman Cabell then invited those present to express themselves in regard to the proposed change.

Mr. Gibson inquired if the proposed route will be any shorter than the present route. The Engineer replied that it would be a little shorter.

Mr. Koon stated that he lives on the present route about 2½ miles from Junction City. He inquired why it is necessary to make this change. The Engineer replied that the Commission proposes to make the change because it believes that it will be to the best interests of the general traveling public which interests appear to outweigh those of local people.

Mr. Koon then declared it a mistake to reroute this road and gave as his thought that the general traveling public will not be benefited by such change. He opposed the change from the standpoint of loss in property values, and suggested, if the Commission wants to shorten the distance between Junction City and Eugene, that that could be done by constructing a short section of new road bypassing Junction City to the east which, in his estimation,

would eliminate the necessity of changing the present highway routes. He thought that the Commission should continue to route Pacific Highway traffic along the present highway because, he said, it passes through a much better district from the advertising standpoint than the proposed route.

Mr. Eccleston gave as his thought that the State Highway Commission is perfectly able to decide this question and suggested that the Commission be given a free hand in the matter. He pointed out that the present road will still be maintained as a state highway and will be available for use by anyone desiring it.

There being no others present desirous of speaking on this subject Chairman Cabell concluded the hearing at 10:45 o'clock a. m. by stating that the Commission will consider the statements made at this meeting and will announce its decision later.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Eugene, Oregon, September 15, 1936

The State Highway Commission met in special session at 1:45 o'clock p. m. in the Directors' Room of the Eugene Chamber of Commerce with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

A delegation from Oakridge headed by County Judge Fred Fisk came before the Commission and requested state aid in connection with the financing of a railroad grade separation structure over the tracks of the Southern Pacific Company on the county road which connects the town of Oakridge with the Willamette Highway. The delegation included the following: J. E. Paddock, Mayor; Dr. G. J. Gray; C. C. Croner; H. Woods; County Commissioners W. J. Holland and C. M. Young; and County Engineer P. M. Morse.

Judge Fisk was spokesman for the group. He pointed out that Oakridge is a town with about 500 population and is situated about one-quarter mile off the Willamette Highway; that the road between the town and the highway carries a large volume of traffic and passes over seven railroad tracks which creates a serious traffic hazard; furthermore, in order for the people to reach the highway, which is only one-fourth mile away, it is necessary for them to travel at least one and one-half miles. He said that the County and the City have tried for several years to arrange for the elimination of this hazard but have not met with very much success until this year when it was approved by the

Federal Government as a P.W.A. project, the Government agreeing to pay 45 per cent of the cost thereof or $11,564.00. The County, he said, has $10,000 to put into the project but still lacks about $4,500 which they are asking the State to assume.

He recited briefly the history of Lane County's road bond issue of 1920, which carried, he asserted, by a very close margin and could have been defeated by the people of Oakridge if they had not voted almost unanimously in favor of it, and declared that they would have voted against the issue if they had had any idea that the highway was not to be routed through their town. By building the highway in its present location, he added, the State destroyed the town's existing road connection and they believe it only fair that the State should now at least help them to restore such connecting road by contributing funds for this project.

After a discussion Chairman Cabell stated that the Commission has considered this matter and is favorable to it but does not know if it can legally spend state money for the same. Ethically and morally, he said, the State should cooperate but there is a question whether or not it has legal authority to do so.

Commissioner Aldrich gave as his thought that if the State was responsible for upsetting the road system of Oakridge the Commission might be justified in using state money to remedy the situation.

Attorney Devers was asked for his opinion on the subject and whether or not the Commission can legally spend $4,500 of state money to aid in financing this job. He advised that considering the matter from all angles, including the fact that the highway was not built through Oakridge as was originally contemplated and as the people thought that it would be; and considering also that the road facilities of Oakridge were either destroyed or badly impaired and that the people of Oakridge would have voted down the county's bond issue if they had known that the highway was to be built in its present location, in his opinion the Commission is justified and has legal authority to spend state money for corrections.

The Commission accepted and approved the Attorney's opinion and after further discussion authorized the payment of $4,500 to Lane County, the same to be paid by the Secretary of State out of the County's share of the motor vehicle revenues, all of which the County has heretofore assigned to the State Highway Commission to pay off certain cooperative road indebtedness.

The Attorney was instructed to prepare an appropriate form of agreement covering the matter for approval of the County Court and the Highway Commission, a copy of which agreement when fully executed shall be filed with the Secretary of State for his information and guidance.

This concluded the meeting, following which the Commission adjourned to the Assembly Room of the Eugene Chamber of Commerce to conduct a public hearing on the rerouting of the Pacific Highway between Junction City and Eugene.

Eugene, Oregon, September 15, 1936

The State Highway Commission reconvened in regular session at 2:00 o'clock p. m. in the Assembly Room of the Eugene Chamber of Commerce in accordance with formal notice given to the City Council on August 11, 1936, to obtain expressions from the people of Eugene in regard to the Commission's plans for rerouting the Pacific Highway between Junction City and Eugene. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were twelve local citizens including former State Highway Commissioner Carl G. Washburne.

Chairman Cabell called the meeting to order and explained its purpose and the law which requires the Commission to conduct a public hearing in an incorporated city or town before it undertakes to alter or change the route of a state highway into or through such city or town.

He advised that the Commission has it in mind to route Pacific Highway travel over the Junction City-Eugene Secondary Highway which necessitates the designation of this road as a primary highway in order to finance construction with Federal Aid funds. He also advised that, if this change is made, the present Pacific Highway will be maintained by the State as a secondary state highway.

The Engineer exhibited a map showing the proposed change and explained the engineering features involved. He advised that it is not the intention of the Commission to change the existing Pacific Highway signs on the present route between Eugene and Junction City until the new route has been constructed throughout but it is necessary to designate the new primary highway route now in order to take advantage of government moneys to finance construction.

Chairman Cabell then invited those present to express themselves in regard to the proposed change.

There being no one present desiring to be heard on the subject, Chairman Cabell concluded the hearing at 2:15 o'clock p. m. with a statement that the Commission will make its final decision regarding the matter in the near future.

Mr. B. F. Howard, Shedd, Oregon, came before the Commission regarding the "Smithfield-Franklin" controversy, which involves the naming of a community adjacent to the Territorial Secondary Highway a short distance southwest

of Junction City, in Lane County.

He presented numerous arguments in favor of the name "Smithfield" He declared that a man by the name of Smithfield donated the land for this townsite in 1847 and that it was plotted and named Smithfield at that time and has been known as "Smithfield" ever since then, notwithstanding that some people have tried to change the name to "Franklin". Franklin, he said, is simply an addition to Smithfield, according to information that he has obtained from able attorneys. He also said that there are numerous places within a radius of five miles of this center that could be called "Franklin" and the question is which one of these places really is Franklin. He exhibited a petition which he declared contained the names of 700 Lane County people who favor the name Smithfield for this particular community. Chairman Cabell advised that the State Highway Commission is not interested in this controversy of names except from the standpoint of directing travel along this road. He further advised that the Commission volunteered a suggestion at one time to aid in the solution of the problem but it appears that nothing came of it so now has it in mind to erect two sets of signs, one set bearing the name Smithfield and the other the name Franklin. He concluded the discussion by stating that the signs erected by the State Highway Department are for the guidance of traffic and are not to please certain people.

The Engineer brought up for discussion matters pertaining to the Champoeg-Butteville W.P.A. road project. It appears that under the present setup the State Highway Commission is sponsoring this project and, according to local W.P.A. officials, the project proposal will have to be sent to Washington, D. C., for final approval although such procedure can be avoided if Marion County will assume sponsorship under the conditions of its blanket agreement with the W.P.A. for county road improvements, which means that either the county or the state would have to contribute funds for equipment and materials as a part of the revised setup. It also appears that the Engineer informed the W.P.A. officials that state money could not be expended on this project because the road is not on the state highway system, and that the Marion County Court feels that the County went the limit of its ability to contribute when it spent $15,000 for right of way; also, that the Engineer told the W.P.A. officials that the Commission has budgeted for this project a certain amount of Federal county road construction money which it intends to spend for surfacing when the grading and landscaping work is completed, and inquired whether or not such expenditure would satisfy the W.P.A. requirements.

The Engineer advised that he has received information from Mr. E. J. Griffith, W.P.A. Administrator, to the effect that, if Marion County will assume sponsorship of this project and will send him a letter stating the amount that the County has already spend for right of way, and if the State Highway Commission will send him a letter stating that the Commission intends to spend a certain amount of Federal funds to surface the road, it is his belief that the project can proceed inasmuch as this would be a showing that the state and County were contributing to the project. He inquired whether or not the Commission cares to send such letter to the W.P.A. After due consideration the Commission decided that it would hasten the completion of this

project if such letter were sent to Mr. Griffith and accordingly authorized the Engineer to send it.

The Engineer also brought up for discussion the proposed W.P.A. project involving the construction of walls for the control of "tapioca" snow along the Columbia River Highway in the Columbia Gorge. He said that the W.P.A. officials have prepared a project proposal for this work amounting to $72,000, and that it has asked the State to sponsor the project and contribute about $10,500 toward the cost thereof. He also said that the O. W. R & N. Railway Company is interested in the matter as is evidenced by a letter of inquiry from S. Murray, Chief Engineer of the Company in Portland. It was his thought that it might be advisable to contact Mr. Murray and ascertain whether or not the Railway Company is sufficiently interested to cooperate in the cost of the project, before definitely deciding the matter of sponsorship and contribution by the State. After a discussion the Commission concurred in the Engineer's viewpoint and instructed him to take the matter up with the railroad officials and ascertain their attitude in regard to the proposition.

The Commission discussed the Salt Creek-Polk County line grading project on the "Tampico" Road, in Benton County. The Engineer advised that this contract provided for grading work only, which has been done, but the County Court is objecting to the same because they allege that the road has been left in such condition that it will be impassable this winter unless it is covered with a rock surface of some kind, and they are now asking the State to do such surfacing work and to allocate Federal county road construction money to finance the work. He said that that could not be done because it would cost about $21,000 and there remains a balance of only $3,000 in this class of funds with several projects in the approved program that have not yet been contracted. He added that, if the Commission wants to help the County out in this matter it might do so by putting this road on the secondary highway system and financing the work with State money, however, in that event it would be necessary to increase the state secondary highway budget because indications are there will be no balance in the present one when all of the jobs contemplated in the secondary highway program have been completed. He requested instructions as to what to do about the matter.

After a discussion the Commission instructed the Engineer to study the matter further and ascertain from the County Court whether or not it has any money that can be used to pay for the surfacing, at least a sufficient amount of surfacing to maintain the road in a passable condition through the coming winter. He was also instructed to make inquiry as to whether or not it would be possible to secure W. P. A. funds to finance the work.

In this connection the Engineer presented the following statement with respect to "Mileages of Secondary Highways and Maintenance Costs on Secondary Highways in Benton and Polk Counties" in which the Tampico road is located:

Benton County Present Mileage	31.3
Tampico Road	5.6
	36.9

continued -

Polk County Present Mileage	57.9
Tampico Road	4.0
	61.9
Benton County Allotment Yearly	$ 7,000.00
Expenditures for Yearly Maintenance	10,000.00
Overrun	$ 3,000.00
Polk County Allotment Yearly	$ 8,000.00
Expenditures for Yearly Maintenance	35,000.00
Overrun	$27,000.00

The Commission had under consideration the matter of the adoption of a permanent route for the East Portland-Oregon City Highway through the town of Oregon City with respect to which matter a public hearing was held in the City Hall in Oregon City on September 26, 1935. After discussion the Commission selected the so-called "Water Street" route and by unanimous vote adopted the following resolution in regard thereto upon motion of Commissioner Tou Velle which was duly seconded by Commissioner Aldrich:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall in Oregon City on the 26th day of September, 1935, for the purpose of conducting a hearing as provided for in said law with respect to the proposed change in the point or place of entrance of the East Portland-Oregon City Highway into and through the said City; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the location, route and alignment of said highway and the proposed change in the point of entrance of said highway into said City from the northerly boundary thereof, and the Chairman then invited a discussion with respect to said matters, and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the records and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matter would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matters, and the Commission being fully advised with respect to the proposed change of the point of entrance of said highway into the City of Oregon City from the northerly limits, and of the proposed change

of the route of said highway in said City, it is the judgment and opinion of the Commission that the interests of the State at large will be best served by the adoption of the proposed change in the route of said highway into and through said City and the change in the point of entrance of said highway into said City from the northerly direction, which said change will in the judgement of the Commission make possible a better alignment and a more serviceable and convenient thoroughfare into, in and through the said City; and, therefore, it is the judgment of the Commission that the route and alignment of said highway as now existing should be altered and modified and the point of entrance into said City from the northerly direction thereof and the route in and through the said City should be fixed and determined, all as in said notice announced and as at said hearing heard and discussed.

NOW, THEREFORE, BE IT RESOLVED by this Commission, all members being present and affirmatively voting, as follows:

1. That the route and location of the East Portland-Oregon City Highway into and through the said City, which highway is otherwise designated as State Highway No. 46, as the same enters the City of Oregon City from the northerly direction, and the route of said highway in and through said City shall be and the same hereby is located along a route and over streets defined and described as follows, to wit:

Beginning at a point in the center of the present East Portland-Oregon City Highway north of Oregon City, which point is approximately 340 feet northerly from the north end of the concrete bridge over Abernethy Creek; thence in a southerly and southwesterly direction crossing 16th Street at approximately the easterly line of Water Street; and continuing thence southwesterly crossing through the westerly sides of Blocks 14, 13, 12, 11 and 10 and across 15th, 14th, 13th, 12th and 11th Streets in Tooze Subdivision of Oregon City; thence more southwesterly to a point which is 24 feet distant easterly from the west property line of Water Street, said point being approximately 160 feet northerly from the northerly line of 10th Street; thence continuing southwesterly along Water Street parallel to the said west boundary of Water Street to a point at the intersection of Water and 6th Streets; thence turning to the left on a 30 degree curve crossing over private property on the westerly side of Water Street and crossing Water Street into the southwesterly corner of Block 4, to a point of intersection with the present Pacific Highway at the canter of 5th and Main Streets, Oregon City.

2. That that portion of the East Portland-Oregon City Highway lying between the beginning point in the above described route and extending to the southerly terminus of the East Portland-Oregon City Highway hereby is abandoned as a portion or part of said East Portland-Oregon City Highway and said section of said highway is left to the jurisdiction of the County Court of Clackamas County and/or to the jurisdiction of the municipal authorities of Oregon City.

3. The said above described route, location and alignment be and the same hereby is adopted as the route and location of said highway between the termini thereof.

4. That the Engineer be and he hereby is instructed to definitely locate and establish said highway by proper monuments and markers and make proper record thereof in the records of the Highway Commission, and erect proper signs on the street or streets over which said highway is routed and proceed with the permanent improvement and maintenance of said highway along the route herein defined and in harmony with the plans and specifications by this Commission approved.

5. That this resolution be entered in the records and minutes of the Highway Commission and a duly certified copy thereof mailed to the Mayor of the City of Oregon City, and a like copy to the County Clerk of Clackamas County.

The meeting was adjourned at 2:45 o'clock p. m. following which the Commission returned to Portland for discussion of other highway department matters.

State Highway Engineer

Secretary

Henry F Cabell
Chairman

Commissioner

Commissioner

Portland, Oregon, September 15, 1936

The State Highway Commission met in special session at 8:00 o'clock p. m. in room 203, Benson Hotel, to dispose of numerous routine matters which have accumulated since the last regular meeting. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Engineer reported as follows the status of the State Secondary Highway Program for 1936:

Allocation to Secondary Highway Projects	$ 912,296.00
Under Contract to September 15	821,421.00
Not Contracted	$ 90,875.00
Projects Not Contracted - Estimated Cost	$ 105,000.00
Overrun	$ 14,125.00

The Commission approved the report and ordered it filed.

The Engineer also reported as follows the status of Federal funds for county roads as the same appears in the records as of September 15, 1936:

	Allotment of Federal Funds for County Roads	Total Estimated Cost, Work Contracted to September 15
Divisions 1 and 2	$ 585,700.00	$ 465,896.00
Division 3	41,629.00	31,629.00
Division 4	134,400.00	134,404.00
Division 5	152,000.00	152,757.00
Total	$ 913,729.00	$ 784,686.00
Planning Project	12,000.00	12,000.00
	$ 925,729.00	$ 796,686.00
	922,686.00	126,000.00
Balance Not Obligated	$ 3,043.00	$ 922,686.00

Projects Not Under Contract
Sept. 15 - Allotments as Follows:

Division 1 and 2

Columbia County Oiling	$26,000
Champoeg-Butteville, Surfacing	45,000
Champoeg-Butteville, Bridges	40,000
Garden Home Overcrossing	5,000
	$116,000

Division 3

Port Orford Road $10,000

The Commission approved the report and ordered it filed.

The Commission discussed the Port Orford road project which is included in the above report and for which the Commission has set aside the sum of $10,000. The Engineer requested instructions from the Commission whether or not to retain this project in the construction program in view of the fact that no definite information has yet been received from the Curry County Court regarding right of way nor from the Port Orford Dock Commission that it intends to reconstruct the dock to which this road leads. He said that he has received information to the effect that the County Court will not acquire the right of way unless the dock is made available for general public use, and that the people that are financing the dock construction are opposed to such use of their dock without compensation.

The Engineer was instructed to secure a definite statement from the County Court of Curry County as to its intentions in regard to securing the right of way and to inform the County Court that, if the right of way can not be provided within a reasonably short length of time, the Commission will be obliged to withdraw the project from the construction program and to reallocate the funds to other work. He was also instructed to ask the County Court to recommend one or more other county projects which might be undertaken in the event the Port Orford Dock road has to be abandoned.

Commissioner Aldrich brought up for discussion the matter of improving the county road which extends from the end of the Wallowa Lake Highway at the town of Joseph to the head of Wallowa Lake. He said that this road carries a large volume of traffic which is increasing yearly and there is a big demand for the road's improvement which, indications are, the County can not finance. He suggested that it might be advisable for the State to assume this responsibility if finances will permit.

The Engineer pointed out that this road is not on the State Highway System hence is not eligible for State money.

After some discussion the Commission ordered the Engineer to investigate conditions and render a report on the cost to improve the same to proper standards with the thought in mind that it might designate this road as a state highway if it will not cost too much to reconstruct and maintain the same.

The Engineer rendered a report on the cost to construct what is known as the Mytinger Section of the Old Oregon Trail just east of Pendleton. He said that this project is 1.06 miles in length and the cost to grade, surface and construct bituminous macadam thereon will amount to approximately $67,000. He also said that he intended at one time to recommend this project to the Commission in lieu of the Rock Creek-Wallowa project on the Wallowa Lake Highway which has been held up because of right of way difficulties, but can not do so now inasmuch as the right of way matter has been satisfactorily disposed of and this job can now proceed, which probably is what the Commission would prefer. He suggested that very likely additional Federal funds will be available next spring and, in that event, it would be possible to

allocate some of it to finance the Mytinger Section. The Commission took no definite action on this matter; however approved the report and ordered it filed.

The Commission had under consideration a letter from the Attorney dated September 8 in which he renders an opinion with respect to the Commission's authority to regulate and/or prohibit the erection of signs along public highways, in which he advises that the Legislature has paramount control of the public highways of the State and may delegate such control but can not surrender it. Also, in which he gives as his opinion that such Legislative control reaches not only to the use of the highways but extends to the placing of directional signs thereon, and when the Legislature once speaks and provides for the use, improvement, location, designation or the placing of directional signs on such highways, no private or other agency can challenge or defeat the Legislative declaration. The opinion mentions particularly two signs that are being maintained on private property adjacent to the Columbia River Highway near the Bridge of the Gods at Cascade Locks in Hood River County which signs contain erroneous information as to the distances to Portland and Seattle. It was the Attorney's recommendation that the attention of the owners and operators of the bridge be called to the evil effects which result from this misleading information and that they be required to maintain signs that meet with the approval of the State Highway Commission, and, if they refuse or fail to respond to the Commission's request, that the Commission, under its express authority, erect a large sign disclosing correct information with respect to distances to Portland and such other information as, in the Commission's judgment, will serve the traveling public. After some discussion the Commission decided that it would be advisable for the Legislature to pass on the matter and issue instructions for the Commission's guidance in disposing of matters of this kind.

In this connection, the Commission reconsidered the request of the City of North Bend to place a sign on the right of way of the Oregon Coast Highway near the south end of the Coos Bay Bridge. The Attorney pointed out that he rendered an opinion on this matter in which he advised the Commission that it has authority to control signs both outside of the city limits and within the city limits between curbs; however it might be well for the Commission to secure a court decision confirming his opinion. He mentioned that he has received information to the effect that the City of North Bend contemplates taking the matter to court. The Commission decided, in view of the fact that it has already denied the request of the City of North Bend to maintain its sign on the highway right of way, to do nothing further about it until the City starts the erection of its sign.

The Commission also had under consideration a letter from the Attorney dated September 1, 1936, giving his opinion as to the application of Chapter 360, Oregon Laws 1935, relative to monthly incomes of less than $101. It was the Attorney's opinion that this act does not apply in any manner to salaries of less than $101 a month although there is a question in his mind as to whether or not the act applies at all to employees employed upon a regular wage scale basis inasmuch as many of the courts make a distinction

between the words "salary" and "wages". He gave as his understanding, notwithstanding the view of the statutes, that the Board of Control and the Budget Commission have taken jurisdiction over payments to employees regardless of whether or not the same would be classified as "salary" or "wages" and regardless of whether or not the monthly income of the employee is more or less than $101. He suggested, therefore, that an interpretation of the statutes be secured from the Attorney General before the Commission takes any steps or makes any official statements involving an interpretation of the statutes. The Commission ordered the opinion filed without action, for future consideration.

The Engineer reported on the request of the County Courts of Douglas, Klamath and Jackson Counties that the State take over and maintain as a State Highway the county roads which extend from the Crater Lake Highway at Union Creek in Jackson County, northwesterly to Diamond Lake in Douglas County, thence easterly to a connection with The Dalles-California Highway in Klamath County, which roads, the County Courts allege, are, strictly speaking, State Highways inasmuch as they carry primarily state traffic and are not of much value as county roads from the local traffic standpoint, furthermore, they are awkward and expensive for the Counties to maintain. The Engineer advised that inspection reveals that these roads are very important inasmuch as they carry a large volume of traffic to Diamond Lake and Crater Lake; that they are well constructed with an oil surface and are in very good condition, but are far removed from other county roads and it would be difficult for the Counties to maintain them. He further stated that the total length is about 45 miles and that the annual maintenance cost of the same would be about $800 per mile or a total of about $36,000. He also reported that in the vicinity of Union Creek there are a number of buildings located on the highway right of way, apparently under permit from the United States Forest Service. It was his thought that, if the Commission took these roads over as a state highway, it should be with the understanding that the buildings be moved back at least 100 feet from the highway so that they would not be damaged by snow removal operations. He recommended that the roads be placed on the State Highway System if the Counties will provide a full width right of way free and clear of incumbrances of any kind, including buildings, and that maintenance of the roads be assumed by the State. After a full discussion of this matter the Commission approved the Engineer's recommendation by unanimous vote and instructed him to so inform the County Courts of the three counties concerned.

The Commission considered a report from the Engineer in regard to the Gold Beach garbage dump site which is located immediately adjacent to the Oregon Coast Highway a short distance south of the town of Gold Beach. The report discloses that the Gold Beach Chamber of Commerce purchased this site for $85, money for the same having been raised by public subscription and donation, and that the Chamber of Commerce spent an additional $25 for a timber platform leading to the dump. It also discloses that this particular area overlooks the ocean and is valuable to the State as a view point and should be owned and controlled by the State as such. It appears that the Chamber of Commerce is willing to purchase another site for its dump that will

be entirely removed from the highway and will not be obnoxious, if the State will give them $100 for the present site. The Engineer recommended the acceptance of the offer and requested authority from the Commission to close the deal on that basis. The Commission approved the Engineer's recommendation and request by unanimous vote.

The Commission had under consideration the claims of Robert V. Chrisman and Ben S. Fisher for services rendered the State Highway Department in legal capacities. It appears that Mr. Chrisman rendered the Commission valuable service in connection with the condemnation suit against the Bowman Hicks Lumber Company for which he submitted a bill in the amount of $150. The Engineer recommended the payment of the claim. The Commission approved the recommendation by unanimous vote.

It also appears that Mr. Fisher, who is an attorney in Washington, D. C., did some work for the Commission in connection with its proposed radio installation and that he has been more or less responsible for the satisfactory conclusion of the legal matters pertaining thereto insofar as they pertain to matters that had to be taken up with the radio officials in Washington. Mr. Fisher's claim is in the amount of $500. It was the thought of the Commission that the claim is exorbitant; wherefore it was referred to the Attorney to get it reduced to $150 if possible.

In this connection the Engineer requested instructions in regard to the publishing of the names of all of the employees of the State Highway Department in the Commission's Biennial Report together with the salaries and expense accounts as has been requested by Mr. Wallace Wharton, State Budget Director, who bases his request on the statutes. He said that to comply with this request would mean printing the names of about 9000 employees in the report, including all of those employed on temporary basis for a short period of time which is not indicative in any way of the State Highway Department's average payroll. Furthermore, the printing of the names, in his opinion, would have no particular value and it would be a large task to prepare the information. In any event he did not agree with Mr. Wharton that such complete information is required by the said statutes. After some discussion the Commission instructed the Engineer to secure an opinion from the Attorney in regard thereto and to be guided thereby.

The Engineer reported that under authority previously granted him by the Commission he has awarded the following contracts for construction projects, the conditions of the awards having been satisfied.

Milwaukie Avenue Undercrossing project on the East Portland-Oregon City Highway in the city of Portland. Awarded on Sept. 1 to Hoffman Construction Company which submitted the low bid therefor on June 26.

Grading Wall Creek-Siskiyou Section of the Pacific Highway in Jackson County. Awarded Sept. 1 to McNutt Bros. who submitted the low bid therefor on July 23.

Ross Island Bridge-Schiller Street section of the East Portland-Oregon City Highway,, Multnomah County. Awarded Sept. 1 to Parker-Schram Company which submitted the low bid therefor on June 26.

Crawfordsville-Holley Section of the Halsey-Sweet Home Secondary Highway, Linn County. Awarded August 31 to Roy L. Houck who submitted the low bid therefor on July 23.

Treharne Section of the Nehalem Secondary Highway, Columbia County. Awarded August 31 to Mountain States Construction Company which submitted the low bid therefor on July 23.

Shady Point-Kelly Corner Section of the Pacific Highway, Douglas County. Awarded September 9 to Berke Bros. Inc., which submitted the low bid therefor on August 27.

The Commission confirmed the awards by unanimous vote.

The Engineer also reported that in conformance with authority previously granted him by the Commission he advertised in several newspapers the sale of a quantity of steel sheet piling stored at North Bend which piling was left over from the Coos Bay Bridge construction. He said that bids for the purchase of this piling were received on September 11, there being three submitted, as follows: Ocean Dock Terminal and Supply Company, Marshfield, at $105 lump sum; Portland Dredging Company, Portland, at $12 per ton or a total of $1644; United Commercial Company, Inc., San Francisco, at $10 per ton or a total of $1369.06. He said that he accepted the bid of the Portland Dredging Company at $12 per ton in view of the fact that it was in excess of the value of $10 per ton that was set on the material by the Board of Survey. He asked the Commission to confirm the sale. The Commission approved the sale of this material to the Portland Dredging Company at its bid price of $12 per ton.

The Engineer requested instructions whether or not to cancel the contract of B. J. Lindeman for the concession at Bradley Park. He advised that Mr. Lindeman is six months behind in the payment of rental for the concession and that he does not keep the park facilities, especially the latrines, in clean condition notwithstanding that he has been requested repeatedly to do so. He recommended the termination of this contract and that hereafter the park facilities be taken care of by a caretaker employed on salary by the State. The Attorney advised that if Mr. Lindeman has not lived up to the provisions of his contract then the Commission is strictly within its rights in terminating the same and would incur no liability thereby. After some discussion the Commission, by unanimous vote, authorized the Engineer to inform Mr. Lindeman that his contract is cancelled and that his services as caretaker in this park are no longer desired, in view of the fact that he does not keep up his monthly payments and does not maintain the park facilities in clean condition.

The Commission had under consideration the question whether or not to return to Averill and Philpott, Contractor for the construction of the

bridge over Burnt River on the Baker-Unity Highway in Baker County near Unity, Contract No. 1666, their certified check in the amount of $250 which they deposited with the Commission to guarantee certain maintenance work on the deck of the bridge structure. It appears that this bridge was completed to the satisfaction of the Commission excepting the deck portion which there was some question about and, in order to guarantee that the contractor did complete the work to the satisfaction of the Commission, they were required to deposit the sum of $250 before receiving final payment for the job. It also appears that the contractor was not required to complete the deck work immediately because the United States Reclamation Service contemplated the construction of a dam across Burnt River which would inundate this bridge and it was felt that the contractor should not be required to complete the work until a definite decision had been made in regard to the dam construction. It now appears that the Reclamation Service has completed its plans and intends going ahead with the construction of the dam; therefore it would be a waste of funds to require the contractor to do any more work on the bridge.

The Engineer, in view of the circumstances, requested instructions from the Commission whether or not to return the contractor's $250 check. He recommended it be returned. The Commission approved the recommendation by unanimous vote.

The Secretary presented a letter from the County Court of Union County in which the Commission was requested to designate as a Secondary State Highway the proposed extension to the Hilgard-Starkey Secondary Highway in Union County along the route of the State Highway Engineer's Reconnaissance Survey, from a point where the said survey leaves the present Secondary Highway in T. 4 S., R. 35 E., W.M., southwesterly to a point where said survey crosses the Umatilla National Forest boundary, a distance of about 4½ miles. Also in which was requested the removal from the Secondary Highway System of that portion of the Hilgard-Starkey Secondary Highway between the above mentioned junction point and the town of Starkey, a distance of 2-3/4 miles although they want the State to continue maintenance of this particular section until the new section has been constructed.

The County Court advised that the United States Forest Service is now constructing a road from Ukiah up Camas Creek to Lehman Springs, and proposes to continue such construction in an easterly direction to the eastern boundary of the forest, at some future time, to a connection with the state's reconnaissance survey.

The Engineer advised that until the Forest Service has constructed its road to the east forest boundary it would be out of order and useless in his estimation for either the State or the County to construct a road to such connection, inasmuch as it will lead to no place in particular. He suggested that consideration of the matter be deferred until the State-Wide Planning Survey, which is now under way, is completed, and in the meantime that information be secured from the United States Forest Survey as to its plans for the construction of the road within the forest boundary so that full information will be available when the matter again comes up for discussion at the

completion of the Planning Survey. The Commission approved the Engineer's suggestion by unanimous vote and instructed him to so inform the County Court and to ascertain from the United States Forest Survey its plans for this road.

A letter was presented from Contractors Dunn & Baker in which request was made for permission to take about 400 cubic yards of crushed rock materials from the State Highway Department quarry located at Adams Point in Klamath County, for use in connection with their contract with the State of California which begins at Hatfield at the state line and extends southerly through Tule Lake. The Engineer recommended that this request be approved provided it is not illegal. The Commission approved the Engineer's recommendation by unanimous vote.

The Commission had under consideration a request from Captain J. D. Mitchell, Portland, through his attorney, Mr. Austin F. Flegel, for permission to tap the Highway Department's two-inch water pipe line, which supplies Devils Punch Bowl State Park at Otter Rock, to secure water for domestic use in his cottage located at this place.

The Commission also had under consideration a written statement from Mr. Benton D. Jones, who owns the water right jointly with the State Highway Commission, wherein Mr. Jones states his willingness for Captain Mitchell to obtain water from this source.

The Attorney advised that he knows of no legal restrictions that would prohibit the Commission from granting this request if it cares to do so; furthermore, in his estimation, the Commission will not encounter any adverse criticism by so doing unless perchance someone might claim that by granting this request the Commission is permitting private parties to use public property, the pipe line in this instance being public property.

In connection with this matter the Secretary presented a letter from Parks Superintendent, S. H. Boardman, objecting to the granting of the request because the pipe line was installed for the special purpose of providing water for the State Park and, if Captain Mitchell were allowed to tap the State's water main, other citizens of Otter Rock would request the same privilege and the Commission then would be placed in an embarrassing position if it turned these requests down. It was the Park Superintendent's recommendation that the request be denied because of the precedent that would be established. After due consideration and in view of the Parks Superintendent's recommendation the Commission voted unanimously to deny Captain Mitchell's request and ordered that he be so informed.

The Secretary presented a letter from County Judge David F. Graham of Malheur County advising that the members of the County Court can not reach an agreement in regard to revision of Malheur County's Secondary Highway System as has been proposed; hence the matter will have to be dropped for the time being at least. The Secretary was instructed to inform Judge Graham that the Commission regrets that the County Court has taken an unfavorable

attitude in this matter and under the circumstances the Commission is now unable to do anything further in regard to it.

The Engineer presented a letter outlining a tentative policy in regard to vacations and leaves of absence. The Commission discussed this in detail and indicated its approval of all the clauses contained therein except that referring to the granting of leaves of absence to employees who are members of the National Guard or Officers' Reserve Corps. The question arose whether or not these particular men should be allowed full pay when they are attending annual encampments. Definite approval of this matter was accordingly deferred by the Commission until its next meeting so as to give the members an opportunity to think the matter over in the meantime.

The Engineer requested authority to spend approximately $3000 of state money for widening, with state forces, the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County, which section is under contract to R. O. Dail and Warren Bros., Inc., for surfacing. He said that portions of this section are only 16 feet wide and it is quite imperative that a small amount of widening be done between mile post 20.75 and mile post 32.80 before the surfacing is applied by the contractor. The Commission granted the Engineer's request by unanimous vote.

The Commission considered and referred to the Attorney for additional information a letter from the United States Fidelity and Guaranty Company, surety on the bond furnished by the Umpqua River Navigation Company in connection with its contract with the State for furnishing ferry service across the Umpqua River, wherein the surety company asks for a letter evidencing that its liability on this bond terminated on the date when the Umpqua River Bridge was opened to traffic and the ferry service discontinued.

A letter was presented from F. R. Woodbury, Advertising Printer, Portland, requesting permission to use the State Highway Department pencil drawings of the Coast Highway bridges in connection with some calendars which he proposes to publish. The Commission denied the request as a matter of policy, it being considered that the Commission would invite criticism from competitive concerns if it permitted Mr. Woodbury to use these sketches.

The Commission had under consideration the matter of printing pictures of Oregon scenes on Oregon Highway Department envelopes as a method of advertising the State. After some discussion it was decided to print such pictures on envelopes that are to be sent to out of state points.

The Commission considered and denied the request of Clay Dooley Logging Company, Astoria, to transport long logs over the Elsie-Jewell County road, it being strictly contrary to the recently adopted policy in regard to truck hauling on this road.

The Commission also considered an arrest report received from the Superintendent of the Department of State Police which disclosed that one Melvin Edward Carner was arrested and found guilty of committing the following

traffic law violations: (1) hauling overlength logs without permit, (2) operating without a tail light and without side mark lights, (3) operating with no red light on the rear of the load, (4) hauling logs during hours of darkness. The Engineer gave as his thought that these violations would justify the cancellation of the permit and he so recommended. The Commission approved the recommendation and instructed the Secretary to so inform the Public Utilities Commissioner.

The Secretary presented a communication from the Klamath County Chamber of Commerce and the Shasta-Cascade Wonderland Association, Inc. inviting the members of the Commission to attend the dedication of the Klamath Falls-Weed Highway in Klamath Falls, Monday, October 5. The Commissioners expressed their intention to be present at this dedication and ordered that the invitations be accepted with thanks.

In this connection the Secretary presented a letter from the Chiloquin Chamber of Commerce requesting a hearing before the Highway Commission the next time it is in the vicinity of Klamath Falls. He was instructed to invite the Chamber of Commerce to come before the Commission in Klamath Falls on October 5.

The Secretary also presented communications from the Crescent City Chamber of Commerce, Grants Pass Chamber of Commerce and the Redwood-Empire Association inviting the Commission to be present at the 16th Annual Convention banquet of the Redwood Empire Association which is to be held in Crescent City, California, on October 10, 1936. The Commission ordered that the invitations be acknowledged with thanks and that the organization be informed that the Commission will be represented at this meeting.

The Commission had under consideration matters pertaining to the financing of the Secondary Highway projects included in its P.W.A. program. The following resolution in regard thereto was adopted by the Commission by unanimous vote on motion of Commissioner Tou Velle which was duly seconded by Commissioner Aldrich:

> WHEREAS, by act of the Congress of the United States there has been made available to the State of Oregon funds with which to construct highways, bridges, and other public projects; and
>
> WHEREAS, the Highway Commission has already applied to the Federal Government for grant funds with which to construct certain projects and contemplates in the near future making other applications for additional grant funds with which to construct other public projects; and
>
> WHEREAS, under the provisions of said Congressional Act and pursuant to rules and regulations promulgated by the Federal Emergency Administration of Public Works it is required that the state contribute toward the cost of the construction of any project for which a federal grant is requested an amount of money equal to fifty-five per cent of the total cost of said project; and

WHEREAS, it is also required that the funds which are to be contributed by the state to any project to which the Federal Government has made a grant shall be set aside and kept for the payment of the state's share of the cost of such project, and shall not be otherwise used until said project is completed and the entire cost thereof paid; and

WHEREAS, for the purpose of complying with and obtaining the advantages of the said Congressional Act, the State Highway Commission, all members being present and affirmatively voting, hereby resolves as follows:

1. The State of Oregon, by its State Highway Commission, hereby directs and authorizes R. H. Baldock, State Highway Engineer, to apply to the Federal Emergency Administration of Public Works for grant funds in the specific amounts hereinafter set out and for the construction of the hereinafter designated projects.

2. Projects proposed for construction with federal and state funds within the purpose of this resolution, the estimated cost, the amount of grant money requested, and the amount of state funds allocated to each of said projects and for which applications have already been made are the following:

State-wide radio-telephone system, estimated cost $72,815.10

Federal grant money - - - - - $25,272.00
State money - - - - - - - - - 47,543.10

Alsea-Deadwood Secondary Highway - bridge and grading, estimated cost $53,846.60

Federal grant money - - - - - $24,230.99
State money - - - - - - - - 29,615.66

Catching Slough Bridge, estimated cost $91,491.20

Federal grant money - - - - - $41,171.04
State money - - - - - - - - - 50,320.16

Office building and storage shed, Milwaukie, Oregon, estimated cost $53,664

Federal grant money - - - - - $22,573.80
State money - - - - - - - - - 31,090.20

Klamath Falls office building, estimated cost $18,522.50

Federal grant money - - - - - $ 8,335.12
State money - - - - - - - - - 10,187.38

3. R. H. Baldock, as State Highway Engineer, hereby is instructed and authorized to allocate out of state highway funds the sum of $47,543.10, which sum shall be maintained and shall be available for the payment of the State's share of the construction of the project designated as the state-wide radio-telephone communication system, which project has been approved by the Federal Government.

4. If and when the Federal Government shall approve and make available grant funds for the construction of the other projects designated under paragraph 2 of this resolution, then the State Highway Engineer is authorized and directed to allocate and set aside out of state highway funds a sufficient amount of money to cover the State's share of the cost of said projects and said sums or amounts shall be maintained and made available for the payment thereof.

5. In addition to the projects designated under paragraph 2 of this resolution the State Highway Engineer is hereby authorized and directed to apply to the Federal Emergency Administration of Public Works for grant funds with which to construct the following projects, the total estimated cost of each of said projects, the amount of Federal funds and the amount of state funds being the estimates given following the respective projects, to wit:

Barbur Boulevard-South Section of Tigard-Hubbard Secondary Highway, estimated cost $96,603.76

Federal grant money - - - - - - -$43,471.69
State money - - - - - - - - - - - 53,132.07

Nehalem River near Vernonia, Nehalem Secondary Highway, estimated cost $67,709.00

Federal grant money - - - - - - -$30,469.05
State money - - - - - - - - - - - 37,239.95

Thomas Creek, Albany-Lyons Secondary Highway, estimated cost $53,245.00

Federal grant money - - - - - - $23,960.25
State money - - - - - - - - - - 29,284.75

Walluski Bridge, Nehalem Secondary Highway, estimated cost $67,903.40

Federal grant money - - - - - - $30,556.53
State money - - - - - - - - - - 37,346.87

Spaulding Corner-Unionvale Section, Salem-Dayton Secondary Highway, estimated cost $52,716.20

Federal grant money - - - - - - $23,722.29
State money - - - - - - - - - - - 28,993.91

Powers Ranch-Powell Creek Section of Williams Secondary Highway, estimated cost $66,598.50

Federal grant money - - - - - - $29,969.32
State money - - - - - - - - - - - 36,629.18

Unit #4 McCallister Section, Little Butte Secondary Highway, estimated cost $41,149.50

Federal grant money - - - - - - $18,517.27
State money - - - - - - - - - - - 22,632.23

Monroe-Cheshire Section, Territorial Secondary Highway, estimated cost $30,002.00

Federal grant money - - - - - - $13,500.90
State money - - - - - - - - - - - 16,501.10

Klamath Falls-Lakeview Highway, estimated cost $100,868.00

Federal grant money - - - - - - $45,368.10
State money - - - - - - - - - - - 55,499.90

Sunnyside-Umapine Section, Sunnyside-Umapine Secondary Highway, estimated cost $44,615.00

Federal grant money - - - - - - $20,076.75
State money - - - - - - - - - - - 24,538.25

Umatilla River, Hermiston Secondary Highway, estimated cost $39,250.20

Federal grant money - - - - - - $17,662.59
State money - - - - - - - - - - - 21,587.61

Powder River-Miles Bridge Section, Medical Springs Secondary Highway, estimated cost $11,541.00

Federal grant money - - - - - - $ 5,193.45
State money - - - - - - - - - - - 6,347.55

Elgin-Forest Boundary Section of the Weston-Elgin Secondary Highway, estimated cost $66,955.50

Federal grant money - - - - - - $30,129.97
State money - - - - - - - - - - - -36,825.53

Sand Hollow-County Line Section of the Lexington-Echo Secondary Highway, estimated cost $27,767.00

Federal grant money - - - - - - $12,495.15
State money - - - - - - - - - - - 15,271.85

Rock Creek-Morrow County Line Section of the Wasco Heppner Secondary Highway, estimated cost $63,434.50

Federal grant money - - - - - - $28,545.52
State money - - - - - - - - - - - 34,888.98

Hooker Creek-Jordan Valley Section of I. O. N. Highway, estimated cost $32,547.50

Federal grant money - - - - - - $14,646.37
State money - - - - - - - - - - - -17,901.13

6. An application or applications for funds with which to construct the foregoing projects may be made by the Engineer for each project separately, or for the entire list, or in groups, as may seem best.

7. For each of said projects to which approval may be given by the Federal Government and for the construction of which a grant may hereafter be made the Engineer shall set aside and allocate out of state highway funds a sufficient amount of money to cover the State's share of the cost of said project, which sum shall be maintained and kept available for the payment thereof.

8. The Engineer is hereby instructed and directed to set up and maintain a separate account for each and all of said projects which may be approved by the Federal Emergency Administration of Public Works and for which the Government may make grant funds available, and the costs and disbursements incurred in connection with each of said projects shall be kept separate and apart so that the total cost of each project and all disbursements connected therewith can be easily ascertained and determined.

9. A copy of this resolution duly certified to by the Secretary of the Commission shall be delivered to the Federal Emergency Administration of Public Works, and each application hereafter made by the Engineer for grant funds with which to construct any of the projects herein designated shall be based upon this resolution, and such application shall have attached thereto a duly certified copy of the same.

10. This resolution shall be entered in the minutes and records of the Highway Commission and shall be deemed an action of the Commission with respect to the projects herein designated

and for funds allocated or set aside for the construction thereof.

The Commission had under consideration a petition signed by 71 residents and users of the Cannon Beach-Arch Cape road in which the Commission is requested to surface the road at once between Hug Point and the present terminus of the grade at Arch Cape, which they declare is in very poor condition and in wet weather presents a serious traffic hazard. The Engineer advised that to surface this road in the manner that the petitioners request would cost a larger sum of money than the Commission can spare at this time. He suggested that a satisfactory improvement could be made by placing some beach gravel on the worst sections which would cost not to exceed $2000 and recommended such expenditure. The Commission approved the Engineer's recommendation unanimously.

The Commission had under consideration a resolution from residents and taxpayers of the districts served by the Woodburn-Mt. Hood Loop Secondary Highway requesting that this highway be renamed "Foothills Highway". The Commission denied the request for the reason that modern tendency is to do do away entirely with highway names and to substitute therefor numbers which are much more convenient to use by tourists and can be printed on state highway maps in a much clearer manner than names. The Secretary was instructed to so inform the Chairman of the Resolutions Committee, Mr. L. D. Meade, Estacada, and to advise him that this action is in line with recommendations of the United States Bureau of Public Roads and the American Association of State Highway Officials.

A letter was presented from the City Council of Philomath, requesting the oiling of the graveled shoulders adjacent to the highway pavement through their town. The Secretary was instructed to advise the city that the Commission will consider this project in its 1937 oiling program but is not in a position to do what they ask this year.

A letter was presented from Coos River Grange #701, Marshfield, Oregon, requesting improvements to the Coos River Secondary Highway. The Secretary was instructed to inform the Grange that the Commission feels that it can not do what they ask at the present time due to the fact that it is spending so much money this year in Coos County. However, the project will be borne in mind for consideration in the formulation of next year's program.

The Commission considered and denied the request of the Mt. Hood Golf Club, Inc., for the improvement of the county road which extends from the Mt. Hood Highway to the Mt. Hood Golf Club, the reason being that this road is not on the State Highway System and the Commission therefor is without authority to spend state funds on the road; furthermore the Commission feels that this is strictly a county obligation.

A letter was presented from the North Bend Chamber of Commerce requesting additional construction on the Cape Arago Secondary Highway from the terminus of the present improvement south of Empire southerly a distance of approximately 7½ miles. The Secretary was instructed to inform the Chamber

of Commerce that the Commission has this project in mind and will undertake additional improvements when it can spare the money for such purpose.

A letter was presented from Honorable E. T. Stafford, Mayor, Seaside, Oregon, requesting state cooperation in the construction of a channel change in the Necanicum River, about 5 or 6 miles south of Seaside, where the river is cutting into the banks and eventually will undermine the city water pipe line located there, and the state highway embankment, unless precautionary measures are taken. The Commission authorized an expenditure of $500 for such purpose at the discretion of the Engineer if he finds, upon investigation, that such expenditure is justified in order to safeguard the highway.

A letter was presented from Edith Cochran, Recorder of the Town of Talent, Jackson County, inquirying in behalf of the Town Council what plans the Commission has for oiling the shoulders adjacent to the Pacific Highway pavement through their business district. The Secretary was instructed to reply that the Commission has ordered the Engineer to file a report on this subject and that the matter will be considered by the Commission for next year's oiling program.

The Secretary presented a letter from George G. Piel, President, Waldport Chamber of Commerce, complimenting the Commission on its stand in regard to placing of advertising signs on highway rights of way and offering objections to the sign which private parties propose to erect on the Oregon Coast Highway near the Alsea Bay Bridge in Waldport. The Commission ordered that the Chamber of Commerce be thanked for its cooperation and interest in this matter.

A letter was presented from N. W. Smith, Lebanon, Oregon, suggesting that "Suttle" Lake be renamed "Settle" Lake in honor of one John Settle who, he states, was a pioneer of this district and discovered the lake in 1847. The Commission ordered that this matter be referred to Mr. Lewis A. McArthur, Secretary of the Oregon Historical Society, for his recommendation.

The Commission had under consideration correspondence between the Engineer and Mr. Marion T. Weatherford, Arlington, Oregon, in regard to the use of the State Highway Department's magnet to pick up nails and other materials from Mr. Weatherford's private premises. The Secretary was instructed to inform Mr. Weatherford that the Commission concurs fully in the ideas of the Engineer as expressed in his letter of August 18 giving his reasons why state equipment can not be used for private purposes.

A letter was presented from L. M. Lepper, Director, East Side Commercial Club, requesting additional construction on the Wolf Creek Highway between Elsie and Sunset Camp, same to be financed with seasonal surplus, and particularly requesting the completion of the Elsie east section, 1.22 miles in length, which he estimates will cost approximately $153,000. The Commission ordered the communication filed in the department records.

A letter was presented from one James B. Briggs, Toledo, Oregon,

requesting the improvement of the Siletz Secondary Highway between the towns of Toledo and Siletz. The Secretary was instructed to inform Mr. Briggs that the Commission has this project in mind and, if possible, will allocate some funds for it in next year's program although no definite commitment can be made at this time.

A letter was presented from Mrs. C. W. Smith, President, Parent-Teachers Association, Milwaukie, Oregon, in regard to the hazard that children are subjected to in crossing the East Portland-Oregon City Highway enroute to and from the Concord School. The Secretary was instructed to inform Mrs. Smith that the Commission has considered and studied this matter very carefully and is of the opinion that the best way to safeguard school children is to maintain school boy patrols; that the Commission has considered construction of overhead crossings and tunnels but is of the belief that these facilities are impracticable and that dangers to school children would be increased rather than decreased if such were installed. He was also instructed to inform Mrs. Smith that school boy patrols have been tried out in other localities both in this state and in other states, and have proved quite successful; however, the Commission is still studying this subject and, if any other means can be found to safeguard school children in a better manner, they will be utilized, if possible.

A letter was presented from E. H. McDaniels, Portland, inquirying what plans the Commission has for the improvement of N. E. 39th Street in Portland, which street, he has been informed by certain city officials, has been turned over to the State Highway Department. The Secretary was instructed to inform Mr. McDaniels that N. E. 39th Street is not at present a state highway route and that the Commission does not contemplate taking on any more north and south routes in Portland between Union Avenue and 82nd Street in the near future, therefore has no plans for the improvement of said street.

The Engineer reported that through some misunderstanding the P.W.A. officials in Portland did not submit to the Washington authorities the Highway Department plans for the construction of the Division Engineer's office which it is proposed to construct on the newly acquired site adjacent to the East Portland-Oregon City Highway near Milwaukie, and, as a result, the approval of this project will be delayed so that the building can not possibly be used for about six months. He suggested, in view of the circumstances, that a temporary structure be constructed for use of the Division Engineer and for the radio control room, which is to be installed at this location, the same to be paid for with state money. He pointed out that the temporary building would cost about $550 and that it could be financed with moneys that would be saved during the next six months from rentals that the Division Engineer would have to pay for rented office quarters in Sellwood. He urged the approval of this plan especially to facilitate the installation of the radio system and to insure its complete installation before winter when it will be needed badly in connection with snow removal operations in the Columbia River Gorge. After some discussion the Commission approved the Engineer's request by unanimous vote.

The Engineer reported the need to secure the approval of the United

States War Department before proceeding with the construction of the proposed bridge over the Walluski River on the Nehalem Secondary State Highway No. 102 about three miles south of Astoria in Clatsop County, which project was authorized in the Commission's P.W.A. program adopted on July 30, 1936. He requested authority from the Commission to present the plans of this structure to the War Department for such approval. The Commission approved the Engineer's request by unanimous vote.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such property together with purchase price that he recommended be paid for each. After due consideration and careful study the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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>Crawfordsville-Holley Sec., Halsey-Sweet Home Hwy.</u>				
3562-Woolridge, Julian H.	R/W	0.003	$5.00 Lump Sum	McCallister
3548-Hamilton, J. H.	"	0.08	at $100.00 per ac. plus $73.00	"
<u>Wasco County-Wapinitia Highway</u>				
3681-Batty, Rena	Stock pile	1.00	$50.00 Lump Sum	McCallister

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Shady Point-Kellys Corner Sec. Pacific Highway				
3093-King, Grace H.	R/W	0.25	at $100.00 per ac. plus $27.00	Benson
3092-Johnson, G. A.	"	0.16	$150.00 Lump Sum plus moving Building	"
3107-Stierwalt, C. M.	"	2.42	$600.00 Lump Sum	DeSouza
Lexington-Echo Sec., Hermiston Highway				
3230-Rice, Robert B.	Hauling Road	42000 sq.ft.	$1.00 Lump Sum	Parker
Amity-Grub College Sec., Dayton-Amity Hwy.				
3264-Nielson, Fred	R/W	1.35	at $150.00 per ac. plus $177.75	Gardiner
3265-Nielsen, Fred	"	0.76	at $150.00 per ac. plus $211.25	"
Dayton Section, Dayton-Amity Highway				
3335-Hole, Cora E.	R/W	2690 Sq.Ft.	at 1½¢ per Sq.Ft. plus $30.00	Gardiner
3337-Bones, Daisie H.	"	1500 " "	at 1½¢ per Sq.Ft.	"
3339-Attridge, R. L.	"	1345 " "	at 1½¢ per Sq.Ft.plus $20.00	"
3336-Sherman, J. L.	"	1500 " "	at 1½¢ per Sq.Ft.plus $121.00	"
3341-Blanchard, Leon W.	"	1345 " "	at 1½¢ per Sq.Ft.plus $10.00	"
3338-West, T. W.	"	900 " "	at 1½¢ per Sq.Ft.plus $86.50	"
3342-Hopfield, Leonard	"	700 " "	$15.00 Lump Sum	"
Redmond-Bend Sec., The Dalles-California Highway				
3696-Burdick, Denton C.	Quarry Site	40.0 ac.	at $2.50 per ac. plus Taxes	McCallister
White Rock-Valley Falls Sec., Fremont Highway				
3350-Brady, Edward	R/W	1.45 ac.	at $50.00 per ac.	Gardiner
Mitchell-Dayville Sec., Ochoco Highway				
3692-Mascall, W. R.	Stock Pile	0.48 ac.	at $5.00 per Year 5 Yr. Lease	McCallister

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
E. 17th & Schiller-Union Avenue Sec., East Portland-Oregon City Hwy.				
2857-Rushlight, May	R/W	804 Sq.Ft.	$2000.00 Lump Sum	Bentley
2934-Calder, David O.	"	2722 " "	at 20¢ per Sq.Ft. plus $1675.60	"
Toledo-Newport Sec., Corvallis-Newport Highway				
3756-Lincoln County	Maint. Hdqtrs.	12 Lots	$500.00 Lump Sum	McCallister
N. Fork of Nehalem River Bridge, Oregon Coast Highway				
3736-Wallulis, Leonard	R/W	0.026	$10.00 Lump Sum	Benson
3738-Rajala, Andes	"	0.92	(0.2 ac. at $100.00 per ac. (0.24 ac. at $20.00 " " (0.48 ac. at $10.00 " " plus $29.75	"
North End of Coos Bay Bridge, Oregon Coast Highway				
3243-Loritan Investment Co.	R/W	0.15	$100.00 Lump Sum	Devers
North Fork Nehalem River Bridge, Oregon Coast Highway				
3739-Clatsop County	R/W	0.24	Gratis	Benson
3742-Clatsop County	"	0.98	Gratis	"
3741-Wallulis, Stanley	"	0.79	$550.00 Lump Sum	"

The Commission had under consideration a letter from the Oregon Electric Railway Company inquirying whether or not the Commission will sell to the Company a small parcel of land, 650 feet in length, bounded by the Oregon Electric right of way on the east and the Junction City-Eugene Secondary Highway on the west, a short distance south of the town of Junction City. The Engineer advised that this site will be necessary as a source of borrow material if and when a four-lane highway is constructed south of Junction City. He recommended that the property be retained for such purpose. The Commission approved the Engineer's recommendation and ordered that the Railway Company be so informed.

The Commission had under consideration a letter from Arthur C. Callan, Portland, agent for Mrs. Richard W. Montague, advising that Mrs. Montague owns some property adjacent to the Columbia River Highway near Bonneville which she would like to dispose of to the State for park purposes, said tract containing approximately 1.57 acres. The Commission deferred action on this matter until its next regular meeting on October 1, and ordered that a recommendation in regard thereto be obtained from the Parks Superintendent in the meantime.

The Attorney requested authority to advertise for sale three state owned residence buildings and appurtenances located on the highway right of

way in Oregon City and being more fully described as follows:

7-room house at 101 - 12th Street formerly owned by Frank Busch
5-room house at 1210 Water Street formerly owned by Frank Busch
5-room house at 106 - 13th Street formerly owned by J. W. Moffat

He advised that the buildings are unoccupied and it would be desirable to sell them rather than to rent them. After some discussion the Commission approved the Attorney's request by unanimous vote, said buildings to be advertised and bids to be received on October 1.

The State Highway Commission had under consideration the following requests for extensions of time in which to complete highway construction projects:

Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, contract No. 1620, for the construction of a bridge over Alsea Bay on the Oregon Coast Highway at Waldport, Lincoln County, requested an additional extension of time of fifteen days, from June 1, to June 15, 1936, in which to complete this project, giving as their reason for such request that their delay was caused by the partial opening of the bridge to traffic prior to the completion of the structure.

The Engineer advised that the original completion date on this contract was December 31, 1935. However, under date of March 31, 1936, it was extended to June 1, 1936, by amendatory agreement between the Highway Commission and the contractor, and that said agreement provides that both the bonus and penalty would be waived up to the new completion date. He further advised that on May 9, 1936, the structure was turned over to the State for use or occupancy and that it has been in continuous use by the general traveling public since that time. He pointed out that under the terms of the contract this would eliminate the penalty clause and would also eliminate any damage to the State that might be occasioned by the failure of the contractor to complete the project on the specified completion date. All work in connection with the contract he said was completed by June 15, 1936, and the Commission formally accepted the bridge by resolution on June 27, 1936. Regarding the reason given by the contractor for the delay in completing this structure by June 1, the Engineer advised that the opening of the bridge to traffic prior to final completion of the structure did cause considerable delay to the contractor in the prosecution of the work and in his estimation a fifteen day extension of time would be reasonable compensation for such delay. He recommended therefore that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Associated Insurance Companies, surety on the bond furnished by Haskin & Brooks Construction Company in connection with its contract No. 1682 with the State Highway Commission for the grading of the Bolon Island Section of the Oregon Coast Highway, Douglas County, requested in behalf of Haskin & Brooks Construction Company an additional extension of time of 15 days, from June 1 to June 15, 1936, to complete this project. The Engineer advised that this extension is merely to correct the records to correspond with the completion date shown on the final estimate, inasmuch as various extensions were provided in the assignment given by Haskin & Brooks to the Associated Insurance Company and in the Company's subcontract with Contractor E. C. Hall. He recommended that the extension requested be granted without additional penalty and advised that he has received a letter from the Bureau of Public Roads consenting thereto. The Commission approved the Engineer's recommendation by unanimous vote.

Babler Bros., contract No. 1751, for the construction of the Horse Ranch-Silver Lake Section of the Fremont Highway in Lake County, requested an extension of time of one month, from July 31 to August 31, 1936, in which to complete this project, giving as their reason that adverse weather conditions interfered with the carrying on of the oiling work involved. The Engineer advised that this was a road-mix project and it was necessary to defer such work until weather conditions were favorable, hence the delay in completing the project within the specified time limit. He further advised that the traveling public has not been inconvenienced by the delay, neither has the state incurred any extra expense for engineering supervision. He recommended that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Edlefsen-Weygandt Company, contract No. 1785, for the construction of an underpass under the O.W.R.& N.Company's tracks on 122d Avenue (Buckley Road) in Portland, requested an extension of time of 25 days, from August 31 to September 25, 1936, in which to complete this project, giving as their principal reason for the delay that they were prevented from delivering sand and gravel materials by reason of the truck drivers' strike. The Engineer advised that the reasons given by the contractor for the delay are substantially correct and he recommended that the extension requested be granted without penalty. He presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Edwin C. Gerber, contract No. 1791, for the construction of the Byerley Corner-Bethel Section and the Corvallis Junction-Peoria Section of the Lincoln-Ballston County Road and the Corvallis-Harrisburg County Road in Polk and Linn Counties, requested an extension of time of 40 days, from July 15 to August 25, 1936, in which to complete this project, giving as his reason

that his operations were delayed by extremely rainy weather. The Engineer advised that the oil mat which was to be laid in connection with this job was constructed prior to the expiration of the time limit specified in the contract. However, it was considered advisable to delay the final seal until the oiling crew had completed some work in Clackamas County on another state contract, and it was also considered desirable to subject the oil mat surface to traffic for a longer period of time in order to secure a better curing before the final seal was applied. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

M. L. O'Neil & Son, contract No. 1805, for grading the Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County, requested an extension of time, from July 31 to August 31, 1936, in which to complete this project, giving as their reason that their operations were delayed by several feet of snow and it was impracticable for them to start work until April 13. Furthermore, they encountered more solid rock than they anticipated, which tended to delay completion of the project. The Engineer advised that the reasons given by the contractor for failure to complete the project within the specified time limit are correct. He further advised that traffic on this road is very light and has not been inconvenienced by the delay; neither has the state incurred any extra expense for engineering. He recommended that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Arthur A. Hardesty, contract No. 1807, for furnishing crushed rock in stock pile for the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties, requested an extension of time of 90 days, from July 31 to October 31, 1936, in which to complete this job. The Engineer advised that Mr. Hardesty has produced sufficient rock for oiling purposes this year and has also stock-piled about 5000 cubic yards of maintenance materials so that the noncompletion of his project within the specified time limit will not inconvenience the state or the traveling public, inasmuch as the contemplated oiling work can proceed without delay. He further advised that the state has not incurred any additional expense for engineering supervision. He recommended that the extension requested be granted without penalty.The Commission approved the recommendation by unanimous vote.

Saxton & Looney and J. S. Risley, contract No. 1811, for constructing an undercrossing under the Oregon Electric Railway Company tracks near Metzger, and 0.19 mile grading, surfacing and oil mat surface treatment adjacent thereto on the Beaverton-Aurora Secondary Highway in Washington County, requested an extension of time of 30 days, from July 31 to August 31, 1936, in which to complete this job, giving as their reason that they were handicapped by nondelivery of Wolmanized lumber by the Crossett Lumber Company and that they

encountered difficulties in driving piling in close proximity to the old bents. Furthermore, the grading operations were delayed because of adverse weather conditions. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. However, the job was completed on August 15, resulting in an overrun of only 15 days instead of 30 days as was estimated by the contractor. He further advised that the traveling public has not been inconvenienced by the delay neither has the state incurred any extra expense for engineering supervision. He recommended that an extension of time of 15 days be granted without penalty, and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

C. J. Montag & Sons, contract No 1813, for the construction of a bridge over the Owyhee River on the I.O.N. Secondary Highway, near Rome, in Malheur County, requested an extension of time of 30 days, from August 31 to September 30, 1936, in which to complete this project, giving as their reason that the contract was not awarded to them until 30 days after bids were taken and that the work was also delayed because of bad road conditions, this being an isolated district with poor road facilities; also, steel for the project could not be delivered on time because of a strike in Los Angeles. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. He recommended that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

J. F. Johnston, contract No. 1817, for the construction of a bridge over the Chewaucan River on the Fremont Highway, near Paisley, in Lake County, requested an additional extension of time of 11 days, from July 20 to July 31, 1936, in which to complete this job. He said that the delay was caused by his being unable to get treated timber in time and to inability to get the water lowered in the canal so that he could place the timbers when he got them, this delay being responsible for difficulties in obtaining men from the employment office because the men in the meantime had taken other employment in the harvest fields and in the forests. The Engineer recommended that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Jacobsen-Jensen Company, contract No. 1824, for the paving of the Glisan Street-Foster Road Section of 122d Avenue, Portland, requested an extension of time of 30 days, from August 15 to September 15, 1936, in which to complete this job, giving as their reason for such request that they were delayed by adverse weather conditions during the spring of the year and that they were handicapped by inefficient labor secured from the employment office. The Engineer

advised that the contractors were delayed considerably by rains in May and June, and some in July by the truck drivers' strike. However, they have been operating their plant twelve hours a day and the crushing plant eighteen hours a day since then and have prosecuted the final grade work and form-setting vigorously fifteen hours per day. The traveling public, he said, has not been inconvenienced by failure to complete this job on time, because the street was not torn up very far in advance of the construction operations, and engineering costs to the state have not been increased because the engineer in charge has had seven other jobs under way at the same time. He recommended that the extension of time requested be granted without penalty and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Portland Gravel Company, contract No. 1825, for the construction of an undercrossing under the Nehalem Boom tracks on the Lower Columbia River Highway in Multnomah County, requested an extension of time of 79 days, from July 31 to October 18, 1936, in which to complete this job, giving the following reasons for such request: that they were required to do extra excavation work in connection with pier #3; that they were delayed four weeks by reason of the failure of the railway company to place skew bents in pier #3; that they were delayed nine days by the railway company in connection with piers #1 and #2; and that they were required to take out considerable excess yardage of excavation below the elevation shown on the plans, which required another ten days; and they were further delayed five days in connection with force account work on pier #4. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. He recommended that the extension requested be granted without penalty and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Oregon Contracting Company and Theo. Arenz, contract No. 1829, for grading and paving the Rainier Section of the Columbia River Highway in Columbia County, requested an extension of time of one month, from July 31 to August 31, 1936, in which to complete this job, giving as their reason that the work was held up because of excessively wet weather conditions and a consequent difficult traffic situation. The Engineer advised that all work on this section, except the concrete box culvert extensions, was completed within the specified time limit but the contractor was unable to start the concrete work on the culvert until about July 1, due to high water in the Columbia River, which inundated the foundation work and for which the contractor was not responsible. He gave as his thought that the contractor is entitled to the extension requested without penalty, and so recommended. In support of the recommendation he presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

H. C. Rogers, contract No. 1830, for the grading, surfacing and oiling of the Cold Springs Bridge - Holdman Section of the Pendleton-Cold Springs Highway in Umatilla County, requested an extension of time of 30 days, from August 31 to September 30, 1936, in which to complete this job, giving as the reasons: that the contract was not awarded to him for thirty days after bids were received; extremely hard rock bed; labor conditions; and the fact that the Diesel Oil Sales Company took on another job at Enterprise which interfered with the progress of the work. The Engineer advised that it is a fact that the award of this contract was held up pending the settlement of right of way matters, and, had the contract been awarded to him immediately after bids were received, the job would have been done within the specified completion time. He further advised that the state has incurred no additional engineering expense on account of the delay and the only inconvenience that the traveling public has experienced is that it had to use a graveled surface road for a little longer time than would have been necessary if the work had been completed on time. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

Tom Lillebo, contract No. 1835, for the construction of a bridge over Kahler Creek on the John Day Highway near Spray in Wheeler County, requested an extension of time of 17 days, from June 30 to July 17, 1936, in which to complete this job. The reasons given for the delay were nondelivery of materials by the Forest Products Treating Company and difficulties encountered in securing labor, due to the remoteness of the work. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. He recommended that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation unanimously.

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. 1625 with Northwest Roads Company for the construction of Units "A", "C", and "D" of the Coos Bay Bridge project, consisting of the construction of piers No. 8 to No. 11, inclusive, and the north and south approaches to said bridge. Completed September 11, 1936.

Contract No. 1652 with Dunn & Baker for grading the Gold Lake Trail-Odell Lake Section of the Willamette Highway in Klamath County. Completed August 24, 1936.

Contract No. 1682 with Haskin & Brooks Construction Company for the grading of the Bolon Island Section of the Oregon Coast Highway in Douglas County. Completed June 15, 1936.

Contract No. 1745 with Edlefsen-Weygandt Company for paving with Portland Cement concrete pavement the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County. Completed August 11, 1936.

Contract No. 1751 with Babler Bros. for surfacing and paving with bituminous macadam the Horse Ranch-Silver Lake Section of the Fremont Highway in Lake County. Completed August 31, 1936.

Contract No. 1763 with Berke Bros., Inc., for grading the North Unit of the Torrent Creek-Wall Creek Section of the Pacific Highway in Jackson County. Completed September 1, 1936.

Contract No. 1790 with E. H. Itschner and E. L. Rigdon for grading the Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway in Lane County. Completed August 22, 1936.

Contract No. 1804 with Jacobsen-Jensen Company for paving with asphaltic concrete the 122d Avenue-Troutdale Section of N. E. Halsey Street in Multnomah County. Completed August 15, 1936.

Contract No. 1809 with Edwin C. Gerber for oil mat surface treatment on eight county roads in Clackamas County. Completed August 29, 1936.

Contract No. 1811 with Saxton & Looney and J. S. Risley for the construction of the Metzger Undercrossing, Bridge No. 2240, on the Beaverton-Aurora Secondary Highway in Washington County. Completed August 13, 1936.

Contract No. 1817 with J. F. Johnston for the construction of the Chewaucan River Bridge No. 2213 on the Fremont Highway in Lake County. Completed July 31, 1936.

Contract No. 1818 with Warren Northwest and Porter W. Yett for grading and paving the Columbia Blvd.- Levee Road Section of N.E. 47th Ave. in Portland. Completed August 22, 1936.

Contract No. 1819 with J. C. Compton for oil mat surface treatment on the Manzanita-Wheeler Section of the Nehalem County Road in Tillamook County. Completed July 31, 1936 .

Contract No. 1835 with Tom Lillebo for construction of the Kahler Creek Bridge in Wheeler County. Completed July 17, 1936.

Contract No. 1853 with Jacobsen-Jensen Company for paving with asphaltic concrete the 162d Avenue-Gresham Road Section of N. E. Glisan Street in Multnomah County. Completed August 20, 1936.

Contract No. 1870 with Odom Construction Company for moving and re-establishing the General Petroleum Service Station in Oregon City, Clackamas County. Completed July 31, 1936.

Contract No. 1873 with Dunn & Baker for surfacing and oiling the Wocus Marsh-Link River Section of the Klamath Lake Secondary Highway in Klamath County. Completed August 12, 1936.

Contract No. 1882 with Babler Bros. for surfacing and oiling the Cinder Butte-Silver Creek and the Silver Creek-Sage Hen Hill Sections of the Lakeview-Burns and the Central Oregon Highways in Harney County. Completed August 25, 1936.

Contract No. 1896 with A. S. Wallace for furnishing crushed rock on the Hermiston-Echo Junction Section of the Hermiston Secondary Highway in Umatilla County. Completed August 24, 1936.

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 respective contracts and that said jobs are now ready for acceptance:

Contract No. 1625 with Northwest Roads Company for the construction of Units "A", "C", and "D" of the Coos Bay Bridge project, consisting of the construction of piers No. 8 to No. 11, inclusive, and the north and south approaches to said bridge. Completed September 11, 1936.

Contract No. 1652 with Dunn & Baker for grading the Gold Lake Trail-Odell Lake Section of the Willamette Highway in Klamath County. Completed August 24, 1936.

Contract No. 1682 with Haskin & Brooks Construction Company for grading the Bolon Island Section of the Oregon Coast Highway in Douglas County. Completed June 15, 1936.

Contract No. 1745 with Edlefsen-Weygandt Company for paving with Portland Cement concrete pavement the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County. Completed August 11, 1936.

Contract No. 1751 with Babler Bros. for surfacing and paving with bituminous macadam the Horse Ranch-Silver Lake Section of the Fremont Highway in Lake County. Completed August 31, 1936.

Contract No. 1763 with Berke Bros., Inc., for grading the North Unit of the Torrent Creek-Wall Creek Section of the Pacific Highway in Jackson County. Completed September 1, 1936.

Contract No. 1790 with E. H. Itschner and E. L. Rigdon for grading the Junction City-Siuslaw Junction Section of the Junction City-Eugene Secondary Highway in Lane County. Completed August 22, 1936.

Contract No. 1804 with Jacobsen-Jensen Company for paving with asphaltic concrete the 122d Avenue-Troutdale Section of N. E. Halsey Street in Multnomah County. Completed August 15, 1936.

Contract No. 1809 with Edwin C. Gerber for oil mat surface treatment on eight county roads in Clackamas County. Completed August 29, 1936.

Contract No. 1811 with Saxton & Looney and J. S. Risley for the construction of the Metzger Undercrossing, Bridge No. 2240, on the Beaverton-Aurora Secondary Highway in Washington County. Completed August 13, 1936.

Contract No. 1817 with J. F. Johnston for the construction of the Chewaucan River Bridge No. 2213 on the Fremont Highway in Lake County. Completed July 31, 1936.

Contract No. 1818 with Warren Northwest and Porter W. Yett for grading and paving the Columbia Boulevard-Levee Road Section of N. E. 47th Avenue in Portland. Completed August 22, 1936.

Contract No. 1819 with J. C. Compton for oil mat surface treatment on the Manzanita-Wheeler Section of the Nehalem County Road in Tillamook County. Completed July 31, 1936.

Contract No. 1835 with Tom Lillebo for construction of the Kahler Creek Bridge in Wheeler County. Completed July 17, 1936.

Contract No. 1853 with Jacobsen-Jensen Company for paving with asphaltic concrete the 162d Avenue-Gresham Road Section of N.E. Glisan Street in Multnomah County. Completed August 20, 1936.

Contract No. 1870 with Odom Construction Company for moving and re-establishing the General Petroleum Service Station in Oregon City, Clackamas County. Completed July 31, 1936.

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Contract No. 1882 with Babler Bros. for surfacing and oiling the Cinder Butte-Silver Creek and the Silver Creek-Sage Hen Hill Sections of the Lakeview-Burns and the Central Oregon Highways in Harney County. Completed August 25, 1936.

Contract No. 1896 with A. S. Wallace for furnishing crushed rock on the Hermiston-Echo Junction Section of the Hermiston Secondary Highway in Umatilla County. Completed August 24, 1936.

NOW, 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 are hereby accepted and final payment in connection with each is hereby authorized.

The Commission considered and signed agreements, etc., as follows:

Agreement with the city of Coquille whereby the state is authorized to install and maintain a portion of its radio system on certain city property.

Agreement with the Southern Pacific Company conveying grant of easement for the construction and maintenance of a highway grade crossing at Reedsport.

Memo of understanding between the State Highway Department and the Forest Conservation Service, United States Department of Agriculture, relative to demonstrations of methods of erosion control along highways.

Letter directed to the Southern Pacific Company by the Commission and the County Court of Lane County relating to a change of name of the grantee in an agreement heretofore entered into between the Company, Lane County, and the State for right of way on the Siuslaw Highway.

Agreement with the Southern Pacific Company relating to the construction and maintenance by the Company of a concrete ditch on the right of way of the Pacific Highway near New Era in Clackamas County.

Statement releasing the Corvallis Lumber Company and the Southern Pacific Railway Company from claims for injury or damage to the state highway bridge across Mary's River on the West Side Pacific Highway in Corvallis, arising out of an accident to said bridge which occurred on or about December 12, 1935.

Letter agreement with George J. Kelly et ux relating to the acquisition of right of way for the Schiller Street-Ross Island Bridge Unit of the East Portland-Oregon City Highway in Portland.

Bargain and sale deed conveying unto Eino O. Lunden 2885 square feet of land situated in Lots 5, 6 and 7 of Block 3, Rainbow Addition to Reedsport.

Bargain and sale deed conveying unto Warren P. McWillis 4629 square feet of land situated in Lots 9 and 10 of Block 5, Rainbow Addition to Reedsport.

Agreement with the Southern Pacific Company covering the matter of easement for the construction of a retaining wall near Wall Creek on the Wall Creek-Siskiyou Station Section of the Pacific Highway in Jackson County.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:00 o'clock p. m.

State Highway Engineer

Secretary

Henry F Cabell
Chairman

Commissioner

Commissioner

Portland, Oregon, September 30, 1936.

The State Highway Commission met in special session at 9:00 o'clock p. m. in Room 1202, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Attorney brought up for discussion matters pertaining to the acquisition of right of way for the revised Pendleton-Stanfield Section of the Old Oregon Trail in Umatilla County, and particularly mentioned that the owners of some of this property are asking exorbitant amounts for severance damages. The Commission deferred action on this matter until the following day and instructed the Attorney to obtain additional information in regard to the matter in the meantime.

The Commission discussed matters pertaining to the Wilson River and Wolf Creek Highway W.P.A. projects. Chairman Cabell reviewed briefly the substance of the discussion of this matter which was had by interested parties a few days previously, at which time the suggestion was made that the State Highway Department supervise construction as well as provide engineering.

He suggested that there are four methods of procedure for the Highway Commission to follow in regard to this matter; namely, (1) carry on in approximately the same manner as the Commission has been doing; (2) take over the supervision of both projects in accordance with the wishes of the people who are particularly interested in the completion of the Wolf Creek Highway; (3) take over the supervision of the Wolf Creek Highway work and leave the Wilson River Highway project under the supervision of L. G. Apperson, City Engineer of Portland, who now has charge of both jobs; (4) defer taking any definite action in assuming the jurisdiction of either or both projects until next spring. He favored the fourth proposition, which would give ample time to determine whether or not there is to be any change in the W.P.A. setup. He pointed out that, if the W.P.A. setup is changed, it might be that the Highway Commission would not care to assume full responsibility for either or both of these jobs, and the problem in the meantime might solve itself. He also pointed out that clearing work is about the only operation that can be carried on between now and spring and that this work can be done just as well under the present W.P.A. setup as under state supervision. He thought that, under the circumstances, it would be advisable to defer giving the W.P.A. and people who are urging state supervision of these projects a definite answer until next spring.

After further discussion, the Commission approved and adopted the fourth proposition suggested by the Chairman, it being considered that the logical time for the state to take charge of construction operations, if at all, would be next spring, because of the probability of changes that might develop in the W.P.A. setup. The Engineer was instructed to prepare a letter to Mr. E.J.Griffith, W.P.A. Administrator for Oregon, in accordance therewith and also to give the information to the press.

The Engineer pointed out that in order to facilitate the clearing work this winter on the Wolf Creek W.P.A. project it would be necessary to construct a temporary rock surface on the C.C.C. road which extends northwesterly from West Timber to the camp of Contractor J. A. Lyons. This road, he said, is not on the state highway route but is needed to carry on construction on the highway and is classed as a construction road. He estimated that it would cost about $6,000 to rock it sufficiently to maintain traffic. He recommended the expenditure.

The Attorney advised that the Commission has legal authority to spend state money for such purpose, since the road is needed to carry on the Wolf Creek Highway construction.

Chairman Cabell gave as his thought that the state should do this surfacing work in order to make it possible to carry on the clearing operations this winter. He said that, in his opinion, the rocking is justified in order to secure benefits from the W.P.A. clearing work, because, if the clearing work is done now, grading operations can follow in the spring; whereas, if the right of way is not cleared by spring, the grading work will be delayed.

After further discussion the Commission by unanimous vote approved the Engineer's recommendation and authorized him to proceed with such surfacing

work. He was instructed to arrange, if possible, to have the surfacing work done by Contractor Lyons, who is just now completing his contract on the Wolf Creek Highway, and, if Mr. Lyons will not do it for a reasonable expense, then he is to arrange for the use of Mr. Lyons's quarry setup, if possible, and do the work with state forces.

Consideration was given by the Commission to the complaint of the County Court of Wheeler County that the Highway Commission did not include in its contract for the construction of the Chichester Gulch Section of the Shaniko-Fossil Secondary Highway as much work as they contemplated would be done in accordance with previous understanding with the Commission and the County. It appears that the county contributed $3,800 of county money toward the cost of this work and they had it in mind that the work would include more than was actually undertaken, and, as a consequence, they allege that the Commission has not kept faith with them, and, in order to fulfill the agreement, should contract additional work. It also appears that the County Court's understanding of the matter does not coincide with that of the Commission because funds were not available to do all of the work that the county requested.

In view of the circumstances and in order to iron out the misunderstanding, the Commission decided to perform the additional work requested by the county, which the Engineer estimated would cost about $10,000, in order to make the entire section usable, provided that the county will pay up its account with the state, which amounts to $5,000. It was agreed that the county should be given credit on this account for the $3,800 that it contributed this year toward the cost of the Chichester Gulch grading contract, and, if the county does not have sufficient funds on hand to pay the balance, to permit the county to pay such balance in installments by assigning a portion of its share of the state motor vehicle fund.

The Commission by unanimous vote approved the minutes of the meetings held on April 15, 16 and 17; April 24; May 20, 21 and 22; June 15 to 17, inclusive; June 24, 25, 26 and 27, 1936.

The Commission discussed the Tampico Road matter in Benton County, a portion of which road was constructed by the state as a federal county road project during the season of 1936. It appears that the state contract included only grading work, and the County Court now complains that, unless the state surfaces the road, it will become impassable during the coming winter season. It also appears that this is an important county road which carries a large amount of traffic and that such traffic will be greatly inconvenienced if the road is not made usable.

The Engineer advised that there are no government funds available to do this surfacing work and state funds cannot legally be spent thereon unless the road is designated as a state highway. He further advised that the county has no money available to pay for all of the surfacing work but has agreed to assume one-third of such expense if the state will advance the total cost.

After some discussion it was decided to tell the County Court, when it comes before the Commission on the following day, that, if the county will construct a temporary surface on the road to take care of traffic this winter the Commission will allocate a sufficient amount out of next year's federal moneys that are required to be spent on county road construction, to complete the surfacing in accordance with proper stahdards, it being contrary to the policy of the Commission to add any more secondary highways to the secondary highway system at the present time.

The Engineer brought up for discussion at this time a letter from Thomas A. MacDonald, Chief, Bureau of Public Roads, Washington, D. C., requesting suggestions and briefs for consideration in the formulation of rules and regulations to govern improvements on secondary or feeder roads, funds for which it appears may be continued as a matter of established federal policy. The Engineer read Mr. MacDonald's letter, specifically pointing out the points concerning which he desires suggestions. He also read letters from the staff officers covering each of these points.

After a discussion the Commission authorized the Engineer to make the following suggestions to Mr. MacDonald covering this matter:

1. As to whether or not it would be desirable to attempt the designation of a system of secondary or feeder roads and, if so, what percentage of the total highway mileage in the state should be the initial limit for such system, the Commission considered that it would be advisable to designate such secondary system and that it should constitute a beginning of approximately ten per cent of the total highway mileage in the state, additional mileage to be added later when deemed advisable.

2. Relative to the distribution of benefits to the counties, it was decided that these moneys should be distributed to the counties on the same basis as that on which present funds are distributed to such counties.

3. Relating to the definition of secondary or feeder roads, the Commission approved Mr. MacDonald's suggestion in this regard, which was to the effect that the system could not embrace any roads included in the Federal Aid System but no sharp distinction could be made with respect to other roads embraced in the State Highway System.

4. As to a requirement that the federal funds be matched with state or county funds, it was decided that considerable latitude should be allowed so as to permit either the state or the counties to furnish the match moneys.

5. Relative to the formulation of project programs, it was decided that it would be best for the counties to submit suggestions to the State Highway Commission, but that the Commission should make up the program.

6. Relative to engineering supervision, it was decided that such engineering supervision should be furnished by the State Highway Department.

7. Concerning minimum design requirements, it was decided that the design should not be below a two-way standard roadway.

8. Relative to maintenance, it was decided that the State should maintain these roads in view of the fact that county maintenance in the past has not proved satisfactory to either the Bureau of Public Roads or the State Highway Department.

The Engineer was instructed to formulate a brief of these suggestions and submit it to the Commission for definite approval before sending it to Mr. MacDonald.

The Engineer submitted a statement of normal receipts and disbursements from the state highway fund covering the month of August, 1936, which the Commission approved and ordered filed.

The Engineer reported on the request of the city of Woodburn for contemplated improvements to the Hillsboro-Woodburn Secondary State Highway in the city of Woodburn. He said that the city has in mind the widening of the present 18-foot pavement to 40 feet and the installation of curbs, gutters and storm sewers, from the Pacific Highway to the main business district of their town, including the rerouting of this highway through the town so as to eliminate some right-angle turns and the use of Main Street. He also said that the city proposes to do part of this work with W.P.A. labor; but, before proceeding therewith wants the Commission to give assurance that the state will widen the present pavement if they go ahead with their project. He said that all of the improvements suggested are meritorious, and recommended a survey of the project inasmuch as it is on a secondary highway route and the city does not have funds or an engineering organization available to handle it. After some discussion the Commission approved the making of the survey at state expense.

The Engineer reported on the cost to maintain the county road which extends from the town of Monument to the town of Long Creek, in Grant County. He estimated that it would cost about $150 per mile per year, or a total of $3600, to maintain this 24-mile section, including snow-removal operations. The Commission authorized the Engineer to maintain this road as was previously requested by the County Court, provided the county will reimburse the state for full cost thereof.

The Commission considered a report from the Attorney in regard to matters pertaining to the relocation of the Pacific Highway through the town of Cottage Grove, in Lane County. It appears that certain property owners are anxious to proceed with the improvement of their properties but have postponed such improvements on the theory that the highway through Cottage Grove will be rerouted and, if rerouted, will affect their properties; wherefore, they are now asking the State Highway Commission to decide definitely what it proposes to do in this town so they can adjust their plans accordingly. After some discussion the Commission decided to hold a public hearing in the town of Cottage Grove some time within the next sixty days in order to settle this question. It was left to the Engineer to set a convenient date for such hearing. The Attorney was instructed to ascertain what right of way will cost along the route surveyed by the Engineer, without making any definite commitment in regard thereto.

The Commission had under consideration the matter of rerouting the Pacific Highway between Junction City and Eugene, in Lane County, concerning which public hearings were held in Junction City and Eugene on September 15, 1936. It was decided that the Junction City-Eugene Secondary Highway (Prairie Road) should be designated as a primary highway over which to route all Pacific Highway travel and that the present Pacific Highway (River Road) should be designated as a secondary state highway. In this connection the Secretary presented resolutions from the County Court of Lane County requesting such designations. The Commission approved the county's request and by unanimous vote adopted the following resolutions in regard to the matter upon motion of Commissioner Tou Velle, which was duly seconded by Commissioner Aldrich:

WHEREAS, a certain road commonly known as the Prairie Road, extending from Junction City to Eugene, was heretofore by order duly entered in the minutes and records of the Commission and by mutual agreement between the County Court of Lane County and the State Highway Commission made and designated as a secondary state highway; and

WHEREAS, said road or route when designated as a secondary state highway followed in general the existing Prairie Road, but it was the intention of the parties that when said road was permanently located for permanent improvement by the State Highway Commission it should be located pursuant to a survey and along an alignment or route selected, approved and adopted by the Highway Commission; and

WHEREAS, said road has been surveyed and the route, location and survey has been approved by the Commission and said road is now being permanently improved along said route; and

WHEREAS, the Pacific Highway between Eugene and Junction City follows what is commonly known as the River Road, but said road or highway during certain seasons of high water is flooded at certain sections of the same and traffic for an indefinite period is often delayed and interrupted, during which times such traffic has been routed over the said Prairie Road; and

WHEREAS, in the judgment of the Commission the best interests of the state would be served, a better and more convenient highway can be constructed and maintained for state highway traffic, by

the adoption of said Prairie Road as a state highway, and, therefore, as a part of the Pacific Highway;

THEREFORE, BE IT RESOLVED BY THIS COMMISSION, all members being present and affirmatively voting, as follows:

1. That the highway extending from Junction City to Eugene along the route surveyed by the State Highway Engineer and adopted by the State Highway Commission, which route and highway is more particularly defined as follows, to wit:

Beginning at the intersection of 6th and Ivy Streets, Junction City, Oregon; which point is engineer's center line station 1614+43.5 Bk. equals 0+00Ah.; thence South 1° 57' East a distance of 663.0 feet to engineer's center line station 6+63; thence North 88° 03' East a distance of 12.0 feet; thence South 1° 57' East a distance of 4,325.8 feet to engineer's center line station 49+88.8 P.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears South 2° 37' East) a distance of 400 feet to engineer's center line station 53+88.8 P.S.C.; thence on a 5,729.58 foot radius curve to the left (the long chord of which curve bears South 4° 49' East) a distance of 173.3 feet to engineer's center line station 55+62.1 P.C.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears South 7° 01' East) a distance of 400 feet to engineer's center line station 59+62.1 P.T.; thence South 7° 41' East a distance of 709.8 feet to engineer's center line station 66+71.9 P.S.; thence on a Talbot Spiral Curve right (the long chord of which curve bears South 7° 01' East) a distance of 400 feet to engineer's center line station 70+71.9 P.S.C.; thence on a 5,729.58 foot radius curve to the right (the long chord of which curve bears South 4° 49' East) a distance of 173.3 feet to engineer's center line station 72+45.3 P.C.S.; thence on a Talbot Spiral Curve right (the long chord of which curve bears South 2° 37' East) a distance of 400 feet to engineer's center line station 76+45.3 P.T.; which point is 100 feet distant westerly and parallel to the Oregon Electric Railway; thence South 1° 57' East a distance of 22,971.8 feet to engineer's center line station 306+17.1; thence on a Talbot Spiral Curve left (the long chord of which curve bears South 3° 15' East) a distance of 400 feet to engineer's center line station 310+17.1 P.S.C.; thence on a 2,926 foot radius curve to the left (the long chord of which curve bears South 17° 58' East) a distance of 1,235.7 feet to engineer's center line station 322+52.8 P.C.S.; thence on a Talbot Spiral Curve to the left (the long chord of which curve bears South 32° 41' East) a distance of 400 feet to engineer's center line station 326+52.8 P.T.Bk. equals 326+53.2 Ah.; thence South 35° 59' East a distance of 19,182.7 feet to engineer's center line station 518+35.9 P.S.; which point is 100 feet distant westerly and parallel to the Oregon Electric Railway; thence on a Talbot Spiral Curve

right (the long chord of which curve bears South 33°46'30" East) a distance of 250 feet to engineer's center line station 520+85.9 P.S.C.; thence on a 11,459.16 foot radius curve to the right (the long chord of which curve bears South 30° 41' 30" East) a distance of 1,066.7 feet to engineer's center line station 531+52.6 P.C.S.; thence on a Talbot Spiral Curve right (the long chord of which curve bears South 27° 36' 30" East) a distance of 250 feet to engineer's center line station 534+02.6 P.T.; thence South 27° 24' East a distance of 1,922.5 feet to engineer's center line station 553+25.1 P.S.; thence on a Talbot Spiral Curve to the left (the long chord of which curve bears South 27° 36' 30" East) a distance of 250 feet to engineer's center line station 555+75.1 P.S.C.; thence on a 11,459.16 foot radius curve to the left (the long chord of which curve bears South 30°41' East) a distance of 1,063.3 feet to engineer's center line station 566+38.4 P.C.S.; thence on a Talbot Spiral Curve to the left (the long chord of which curve bears South 33°45'30" East) a distance of 250 feet to engineer's center line station 568+88.4 P.T.Bk. equals 568+89.9 Ah.; thence South 33°58' East a distance of 7,425.1 feet to engineer's center line station 643+15.0 P.S.; thence on a Talbot Spiral Curve left (the long chord of which curve bears South 36° 38' East) a distance of 800 feet to engineer's center line station 651+15.0 P.S.C.; thence on a 2,864.7 foot radius curve to the left (the long chord of which curve bears South 65° 53' 30" East) a distance of 2,192.4 feet to engineer's center line station 673+07.4 P.C.S.; thence on a Talbot Spiral curve left (the long chord of which curve bears South 88° 29' East) a distance of 400 feet to engineer's center line station 677+07.4 P.T.; thence South 89° 49' East a distance of 71.6 feet to engineer's center line station 677+79.0 Bk. equals 677+69.5 Ah.; thence South 89° 49' East along the center line of 6th Avenue west produced (Eugene, Oregon) a distance of 550 feet to the west city limits of Eugene at engineer's center line station 683+19.5 which station is the end of survey,

be and the said highway hereby is designated and adopted as a state highway and said highway thereby is qualified for improvement and maintenance with state highway funds in the same manner that other state highways are constructed and maintained.

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

3. That all traffic signs now maintained for the purpose of directing traffic over the existing highway between Eugene and Junction City and known as the River Road shall be maintained and traffic shall be routed over said highway until such time as the new highway between Eugene and Junction City over the Prairie Road has been completed and thrown open for traffic.

4. That it is the purpose of this Commission to adopt the necessary and appropriate resolution and proceedings to make, designate and adopt as a secondary state highway the said River Road between Eugene and Junction City and maintain said highway as a secondary state highway, and said highway from this date shall no longer be a part of the Pacific Highway.

5. Be it further resolved that the Secretary of the Commission be instructed to enter this resolution in the minutes of the Commission and transmit a certified copy thereof to the County Court of Lane County, a copy to the City Recorder of the City of Eugene, a copy to the City Recorder of the City of Junction City, and a copy to the United States Bureau of Public Roads.

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Lane County Court of the State of Oregon, has selected the highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or 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 highway, route, or location of a highway in Lane County be and the said highway, location, or 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:

Junction City-Eugene Secondary Highway Number 223, described as follows:

> Beginning at Junction City; thence via what is known as the River Road (formerly the Pacific Highway between Junction City and Eugene) to the city of Eugene.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

The Commission by unanimous vote also adopted the following resolutions designating the route of the newly adopted secondary highway into Junction City and Eugene:

WHEREAS, pursuant to the provisions of Section 44-2705, Oregon Code 1930, the State Highway Commission is authorized and directed "Whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed, and said State Highway Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the said Commission may select"; and

WHEREAS, in response to the demands, provisions and authority of said statute it is the purpose and plan of the State Highway Commission to designate and select streets of the several cities of the State over which temporarily to route the several and respective state and secondary state highways passing through said cities and thus contribute to the convenience and accommodation of the traveling public; and

WHEREAS, the Commission does not now have, nor is there at this time available, sufficient data, facts or information upon which to base a permanent designation or selection of the street or streets of the City of Junction City over which to route the Junction City-Eugene Secondary Highway entering said city; and

WHEREAS, for the sole purpose of contributing to the immediate convenience and accommodation of traffic and for the purpose of directing traffic into the corporate limits of the City of Junction City the street or streets hereinafter named shall be deemed to be only temporarily designated;

NOW, THEREFORE, all members being present and affirmatively participating, the Highway Commission does hereby resolve and order as follows:

1. The route of the Junction City-Eugene Secondary High - way into the City of Junction City shall be as follows:

Beginning at the south city limits of Junction City, where the same is intersected by the center line of Birch Street; thence northerly to the intersection at Sixth Street and Birch Street; thence westerly to the intersection of Sixth Street and Ivy Street.

The above described route hereby is temporarily selected and designated as the street or streets of the City of Junction City over which to route the said secondary highway, but said designation is subject to change, modification, or elimination as in the judgment of the Highway Commission may from time to time be deemed for the best interests of the traveling public.

WHEREAS, pursuant to the provisions of Section 44-2705, Oregon Code 1930, the State Highway Commission is authorized and directed "Whenever the route of any state highway passes through the corporate limits of any incorporated city or town of this state, to select and designate the street or streets of such incorporated town or city over which the said state highway shall be routed, and said State Highway Commission is further authorized and directed to erect and maintain suitable road signs on and along said street or streets at such places and of such material and design as the said commission may select"; and

WHEREAS, in response to the demands, provisions and authority of said statute it is the purpose and plan of the State Highway Commission to designate and select streets of the several cities of the state over which temporarily to route the several and respective state and secondary state highways passing through said cities and thus contribute to the convenience and accommodation of the traveling public; and

WHEREAS, the Commission does not now have, nor is there at this time available, sufficient data, facts or information upon which to base a permanent designation or selection of the street or streets of the City of Eugene over which to route the Junction City-Eugene Secondary Highway entering said city; and

WHEREAS, for the sole purpose of contributing to the immediate convenience and accommodation of traffic and for the purpose of directing traffic into the corporate limits of the City of Eugene the street or streets hereinafter named shall be deemed to be only temporarily designated;

NOW, THEREFORE, all members being present and affirmatively participating, the Highway Commission does hereby resolve and order as follows:

1. The route of the Junction City-Eugene Secondary Highway into the City of Eugene shall be as follows:

Beginning at the north city limits of Eugene, where the same is now intersected by the center line of the road formerly known and used as the Pacific Highway near the center of Section 25, Township 17 South, Range 4 West; thence along the street or road in a southeasterly direction approximately parallel to the Southern Pacific Railroad tracks to the intersection of First Street and Van Buren Street in Eugene; thence south along Van Buren Street to the intersection of Blair Street and Van Buren Street; thence southwesterly along Blair Street to the intersection of Blair Street and Sixth Street in Eugene.

The above described route hereby is temporarily selected and designated as the street or streets of the City of Eugene over which to route the said secondary highway. The said designation is subject to change, modification, or elimination, as in the judgment of the Highway Commission may from time to time be deemed for the best interests of the traveling public.

The Attorney brought up for discussion the matter of acquisition of right of way for the relocation of the Columbia River Highway between Troutdale and The Dalles. He inquired whether he should negotiate for right of way clear to the edge of the river or should confine such negotiations to the acquisition of a standard width right of way throughout. He was instructed to make negotiations on the basis of acquiring all of the land between the highway and the river.

The Commission considered and signed agreements, et cetera, as follows:

Lease agreement with the O.W.R.& N. Company covering the installation of underground wiring in connection with the state radio patrol station at Burns.

Agreement with the city of Bend covering the matter of state-wide radio-telephone communication system which is to be installed in the city of Bend.

Agreement with the city of The Dalles covering the matter of state-wide radio-telephone communication system which is to be installed in the city of The Dalles.

Agreement with F. G. Brown, Crystal, Oregon, covering the matter of snow removal from Klamath Lake Secondary Highway between Crystal School House and the boundary of Rogue River National Forest, during the winter of 1936-1937.

Easement agreement with the County Court of Marion County providing for right of way for a shoofly track in connection with the construction of the North Salem Grade Separation project.

Permit for easement authorizing the United States Department of Agriculture Soil Conservation Service to erect and maintain a gauging station on the right of way of the Oregon-Washington Highway in the vicinity of Wild Horse Creek, in Umatilla County.

Agreement with James Newlands and Christina Newlands relating to the filling in and landscaping of Woodward Street, Portland, adjacent to and abutting on Lot 4, Block K, Kerns Addition, at the intersection of S. E. Grand Avenue and S. E. Woodward Street.

Agreement with Nancy A. Nelson covering her tenancy in Silver Creek Falls State Park.

Agreement with Lindstrom & Feigenson, Parker & Banfield, and T. H. Banfield, contractor for the construction of the bridge across Alsea Bay on the Oregon Coast Highway at Waldport, covering final settlement for this bridge construction.

Bargain and sale deed conveying unto Georgia Ray Hellworth portions of Lots 2 and 3, Block 9, Graham's Fourth Addition to the town of Toledo, which is state-owned property lying outside of the standard width highway right of way at this place.

Bargain and sale deed conveying unto Millie P. Struss 12.34 acres of land situated in the SW¼ of the NE¼ of Sec. 14, T. 15 S., R. 12 E., W. M., Deschutes County. This property is being deeded to Mrs. Struss as part consideration for a quarry site that the state is acquiring from her.

The Commission adjourned at 11:15 o'clock p. m. to reconvene at 9:00 o'clock a. m. the following day in the Auditorium of the Public Service Building.

Portland, Oregon, October 1, 1936.

The Oregon State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building.

The meeting was called to order by the Chairman, Henry F. Cabell, and on roll call the following members of the Commission (constituting the entire commission) answered present: Henry F. Cabell, E. B. Aldrich and F. L. Tou Velle. There were present also the following: R. H. Baldock,

State Highway Engineer; J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission; and H. B. Glaisyer, Secretary to the Highway Commission.

Bids as follows for highway construction projects and for the purchase of buildings were opened and read, in conformance with previously published notice:

OLD OREGON TRAIL
HAINES-BAKER SECTION - CRUSHED GRAVEL IN STOCK PILE

Schmeer, Williams & Gentemann	$ 8,900.00
Hart Construction Company	11,940.00
A. S. Wallace	13,680.00
Homer G. Johnson	14,740.00

WOLF CREEK HIGHWAY
QUARTZ CREEK SECTION - GRADING

Fred H. Slate	$76,320.00
J. A. Lyons	79,225.00
C. T. Malcom	80,466.00
Consolidated Highway Company, Inc.	86,099.60
Kuckenberg-Wittman Company, Inc.	91,235.00
P. L. Crooks & Company, Inc.	91,325.00
Parker-Schram Company	102,182.50

OCHOCO HIGHWAY
OCHOCO DAM-MILL CREEK - GRADING AND SURFACING WORK

McNutt Brothers	$57,746.00
Chas. H. Leonard	58,774.00
Anderson Construction Company	59,837.00
White Trucking Company	61,769.00
J. A. Lyons	66,696.00
Tony Marrazzo	67,269.50
James Crick	67,515.00
Kern & Kibbe	67,788.50
F. C. Dillard	68,418.00
E. L. Gates	68,569.00
Wren & Greenough	69,106.60
Myers & Goulter	69,280.00
Coos Bay Construction Company	69,659.00
Consolidated Highway Company, Inc.	69,700.30
Fisher Brothers	70,436.50
Dunn & Baker	70,921.50
Giant Construction Company	72,235.00
P. L. Crooks & Company, Inc.	72,545.00
Morrison-Knudsen Company	72,988.50
Homer G. Johnson	73,136.00
Parker-Schram Company	73,445.00

(Continued on next page)

(Ochoco Dam-Mill Creek Section, continued)

Itschner & Rigdon	$75,735.00
E. C. Hall	79,631.00
A. C. Greenwood Company, Inc.	89,878.00

COLUMBIA RIVER AND JOHN DAY HIGHWAYS
ARLINGTON ROCK PRODUCTION PROJECT

Smith & Company	$ 7,920.00
H. C. Rogers	10,380.00
Schmeer, Williams & Gentemann	11,040.00
Consolidated Highway Company, Inc.	11,400.00
Dolan Construction Company	11,720.00
Homer G. Johnson	12,000.00
Joslin & McAllister	12,000.00
Hart Construction Company	12,400.00
A. S. Wallace	12,420.00
Parker-Schram Company	12,880.00
Saxton & Looney and J. S. Risley	13,080.00
A. C. Greenwood Company, Inc.	13,920.00
Chas. H. Hoyt	15,960.00
R. O. Dail and Warren Brothers, Inc.	18,000.00

JOHN DAY HIGHWAY
STEWART BRIDGE - FLAT CREEK SECTION
REGRADING, SURFACING, OIL MAT SURFACE TREATMENT, CRUSHED GRAVEL IN STOCK PILE

Consolidated Highway Company, Inc.	$68,738.16
Chas. H. Leonard	72,151.00
Homer G. Johnson	79,271.00
F. C. Dillard	81,504.00
Oregon Contracting Company and Theo. Arenz	85,053.00
Dunn & Baker	86,400.00

CENTRAL OREGON HIGHWAY
BURNS-BUCHANAN SECTION - GRADING AND TWO TRESTLE BRIDGES

M. L. O'Neil & Son	$124,703.85
Morrison-Knudsen Company	133,361.00
McNutt Brothers	138,411.60
Consolidated Highway Company, Inc.	142,883.40
Fred H. Slate	144,654.50
E. L. Gates	145,495.00
James Crick	145,690.50
Harold Blake	146,392.50
F. J. Kernan	148,028.50
Itschner & Rigdon	152,321.00
Roy L. Houck	153,504.00
Jacobsen-Jensen Company	153,740.00
Myers & Goulter	154,716.00

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(Burns-Buchanan Section, continued)

F. C. Dillard	$ 155,117.50
Kern & Kibbe	161,269.00
White's Trucking Company	162,199.00
Dunn & Baker	166,670.50
P. L. Crooks & Company, Inc.	168,646.00
Fisher Brothers	171,299.00
Triangle Construction Company	180,216.50

JUNCTION CITY-EUGENE SECONDARY HIGHWAY
JUNCTION CITY-SIUSLAW JUNCTION AND ARVARD-EUGENE SECTION - PAVING

Jacobsen-Jensen Company	$ 103,088.00
Harold Blake	105,054.00
Mountain States Construction Company	115,142.00
Warren Northwest, Inc.	115,378.00
Edlefsen-Weygandt Company	115,929.00
The United Contracting Company	116,915.25
Parker-Schram Company	124,603.25
Kern & Kibbe	137,621.75

PACIFIC HIGHWAY
BRIDGE OVER CALAPOOYA RIVER

Mountain States Construction Company	$ 23,734.00
Tom Lille	25,498.00
Sig Ash	25,844.00
Barham Brothers	25,944.00
E. F. & W. F. Philpott	26,952.50
Slate Construction Company	27,571.00
Wm. C. Schmitt	30,634.00
Shattuck & Neland	31,396.00
The Gilpin Construction Company	32,018.00
Warren Northwest, Inc.	33,222.00
Kern & Kibbe	33,340.00

PACIFIC HIGHWAY
PRINGLE CREEK-ILLAHE SCHOOL SECTION - PAVING

	Using Oil	Using Tar
Harold Blake	$ 187,091.00	$ 187,095.00
Jacobsen-Jensen Company	191,570.00	191,300.00
Edlefsen-Weygandt Company	- - - - -	208,877.50
Oregon Contracting Company and Theo. Arenz	215,167.50	215,134.50
E. C. Hall	228,074.50	- - - - -
Parker-Schram Company	241,252.50	241,406.50
Kern & Kibbe	241,680.00	241,666.00

COLUMBIA RIVER HIGHWAY
CASTLE ROCK-UMATILLA COUNTY LINE SECTION
CRUSHED GRAVEL IN STOCK PILE

Schmeer, Williams & Gentemann	$ 8,400.00
Smith & Company	8,520.00
H. C. Rogers	9,650.00
Hart Construction Company	10,485.00
Saxton & Looney and J. S. Risley	10,630.00
A. S. Wallace	10,980.00
Consolidated Highway Company, Inc.	11,400.00
Dolan Construction Company	11,505.00
Joslin & McAllister	12,000.00
Parker-Schram Company	12,480.00
A. C. Greenwood Company, Inc.	13,420.00
R. O. Dail and Warren Brothers, Inc.	15,600.00

COMBINATION BIDS ON THE ARLINGTON ROCK PRODUCTION PROJECT
AND CASTLE ROCK - UMATILLA COUNTY LINE ROCK PRODUCTION PROJECT

	Arlington Project	Castle Rock Project	Lump Sum Reduction	Total Combined Bid
Smith & Company	$ 7,920.00	$ 8,520.00	$- - - - -	$16,440.00
H. C. Rogers	10,380.00	9,650.00	500.00	19,530.00
Schmeer,Williams & Gentemann	11,040.00	8,400.00	550.00	18,890.00
Consolidated Highway Co.,Inc.	11,400.00	11,400.00	- - -	22,800.00
Dolan Construction Co.	11,720.00	11,505.00	300.00	22,925.00
Joslin & McAllister	12,000.00	12,000.00	2,400.00	21,600.00
Hart Construction Co.	12,400.00	10,485.00	- - -	22,885.00
A. S. Wallace	12,420.00	10,980.00	250.00	23,150.00
Parker-Schram Co.	12,880.00	12,480.00	- - -	25,360.00
Saxton & Looney & J.S.Risley	13,080.00	10,630.00	500.00	25,210.00
A.C.Greenwood Co., Inc.	13,920.00	13,420.00	1,800.00	25,540.00
R. O. Dail & Warren Bros.	18,000.00	15,600.00	1,000.00	32,600.00

SHERMAN HIGHWAY
WILCOX - SHANIKO SECTION
CRUSHED ROCK BASE, OIL MAT SURFACE TREATMENT, CRUSHED ROCK IN STOCK PILE

A. Milne	68,261.00
Consolidated Highway Company, Inc.	71,170.00
Fisher Brothers	73,086.00
Edwin C. Gerber	75,490.00
Homer G. Johnson	76,408.00
Warren Northwest, Inc.	77,710.00
Harold Blake	78,610.00
A. C. Greenwood Company, Inc.	79,090.00
Schmeer, Williams & Gentemann	80,870.00
Babler Brothers	81,930.00
Dunn & Baker	85,995.00
R. O. Dail and Warren Brothers, Inc.	87,625.00
Saxton & Looney and J. S. Risley	87,880.00
Newport Construction Company and Kern & Kibbe	107,880.00

WALLOWA LAKE HIGHWAY
ROCK CREEK-WALLOWA SECTION - REGRADING, SURFACING, OIL MAT SURFACE TREATMENT

Consolidated Highway Company	$53,122.60
Hart Construction Company	59,844.50
Homer G. Johnson	66,794.00
P. L. Crooks & Company	72,960.00

LEWISTON-ENTERPRISE HIGHWAY
SHELTON RANCH - FLORA JUNCTION SECTION - GRADING

Colonial Construction Company	$75,656.00
Myers & Goulter	80,645.00
P. L. Crooks & Company	82,027.00
Consolidated Highway Company, Inc.	85,275.40
James Crick	87,436.00
Edward F. Webber	87,487.00
Tony Marrazzo	89,539.00

WALLOWA LAKE HIGHWAY
BRIDGES OVER ROCK CREEK AND WALLOWA RIVER

Tom Lillebo	$34,154.00
Barham Brothers	37,721.00
P. L. Crooks & Company, Inc.	38,535.00
Warren Northwest, Inc.	55,849.00

EAST PORTLAND-OREGON CITY HIGHWAY
SALE OF THREE RESIDENCE BUILDINGS

	Bldg."A"	Bldg."B"	Bldg."C"
W. L.Snidow	$100.00	$60.00*	$60.00
Sullivan Wrecking Co.	66.99	39.79	37.29

* Alternate for Bldg. "C"

Chairman Cabell announced that the award of contracts and the sale of buildings would be made at 5:00 o'clock p. m. in the same room.

Ed W. Miller, Manager of the Oregon Coast Highway Association, came before the Commission and requested the following improvements: (1) State cooperation in rehabilitating the town of Bandon, which was recently burned by a forest fire, including the reconstruction of the highway through this town on new alignment. Chairman Cabell advised Mr. Miller that the Engineer has already been instructed to render a report on this subject so the Commission can determine what it can do regarding it. (2) Completion of the Neahkahnie Mountain Section of the Oregon Coast Highway south of Cannon Beach, especially the grading of this section, 3.4 miles in length. (3) Reconstruction of the Marshfield-Coquille Section of the Oregon Coast Highway in Coos County, especially the Bunker Hill unit. He asked for a survey of the entire section. He said that an emergency exists at the Coal Bank Slough crossing

where the road is constructed on a trestle. It was his thought that the trestle should be replaced by a fill and that the improvement is justified notwithstanding where the road is eventually located south of Marshfield and North Bend. He pointed out that the Coos Bay harbor is being dredged as a federal project and that the city of Marshfield has already taken steps to secure the distribution of the spoil from this dredging operation for filling purposes on lands adjacent to the highway at the south end of Broadway. It was his thought that the state could save considerable expense in making the fill across Coal Bank Slough by taking advantage of some of this spoil material and urged the Commission to make a survey immediately at this point for the exact location of the highway so that the dredging materials could be placed thereon. (4) Widening, straightening and otherwise improving the Oregon Coast Highway between North Bend and Marshfield, particularly from the foot of the hill at Sherman Avenue, North Bend, to the north end of Broadway, in Marshfield. The Commission agreed to look these projects over when in Marshfield on Sunday, October 4.

In support of Mr. Miller's request, the Secretary presented letters from the Oregon Coast Highway Association urging these improvements, and a letter from the North Bend Chamber of Commerce, urging the improvement of the Coast Highway route between Marshfield and North Bend.

Mr. Miller then invited the members of the Commission, the Engineer and staff officers to attend the annual banquet of the Oregon Coast Highway Association, which is to be held in Tillamook on Monday, October 19.

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 Auditorium of the Public Service Building with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

Matters pertaining to the acquisition of right of way were considered. The Engineer requested authority to purchase certain parcels of real property that are needed for various highway improvements throughout the state. He presented a list of such properties together with prices that he recommended be paid for each parcel. After careful consideration the Commission granted the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which

options have been 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 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
North Fork, Nehalem River Bridge Section - Oregon Coast Highway				
3735 - School Dist. #41, Clatsop County	R/W	0.11	$100 per a. plus $20 plus moving Septic Tank	Benson
3740-Smith Estate, A. M.	R/W	2.24	$50 Lump Sum	"
3737-First National Bank in Aberdeen	"	0.209	$5.00 Lump Sum	"
North Roseburg Section - Pacific Highway				
3482-Ackert, Edith S.	"	5763 Sq.Ft.	3¢ per sq.ft.plus $25	Parker
3483-Stephens, A. L.	"	7657 Sq.Ft.	3¢ per sq.ft. plus $65	"
3485-Starmer, S. W.	"	5600 Sq.Ft.	Land and Slope Easement to be given to State for other property lying outside of R/W	"
3486-Blasche, Paul M.	"	12000 Sq.Ft.	Land $400 plus $1375	"
3488-Switzer, A. A.	"	5185 Sq.Ft.	Land $250 plus $2250	"
3487-Burr, F. G.	"	5090 Sq.Ft.	Land $250 plus $2350	"
3490-Miles, Ira	"	12000 Sq.Ft.	Land $400 plus $1200	"
3494-Wilson, Revis L.	"	1957 Sq.Ft.	$60 Lump Sum	"
3502-Millikin, Thos. S.	"	500 Sq.Ft.	2¢ per Sq.Ft. plus $4	"
3505-Bitzer, Rose	"	2608 Sq.Ft.	2¢ per Sq.Ft. plus $10	"
3471-Bailey, J. B.	"	4800 Sq.Ft.	Land $1000 plus $4500	"
3493-Brown, Elizabeth D.	"	3533 Sq.Ft.	3¢ per Sq.Ft.	"
3491-Roseburg, City of	"	2 Lots	$165	"
3492-Eggert, Florence (correction)	"	2 Lots	$150 per lot plus $1199.25	"
3497-Anderson, Effa F.	"	1 Lot	$150	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
(North Roseburg Section - Pacific Highway (continued)				
3478-Lexington Investment Co.	R/W	2520 Sq.Ft.	$100 Lump Sum or exchange for Spancake property outside of R/W	Parker
3470-Roseburg School District	"	12055 Sq.Ft.	$2000 Lump Sum	"
Hood River-Mosier Section - Columbia River Highway				
3544-Reils, Frederick W.	Stock Pile	0.98	$60 Lump Sum 3-yr. Lease	Gardiner
Lincoln County - Oregon Coast Highway				
2774-Christy, Curtis E.	Stock Pile	0.61	$100 Lump Sum	Benson
Mill City Section - North Santiam Highway				
2742-Seitzinger, Albert	R/W	5.37	$1250 Lump Sum	DeSouza
Burns-Buchanan Section - Central Oregon Highway				
3601-Whiting, Frank	R/W	1.68	Land gratis plus moving fence	McCallister
3602-Whiting, Frank	"	0.49	Land Gratis plus moving fence	"
3599-Triska, F. W.	"	1.92	$30 per a. plus moving fence	Collins
3658-Haines, Fred	"	6.29	Land $25 plus construction of 160 rods of fence	"
3661-Haines, Fred	"	2.94	$25 per a. plus moving fence	"
3603-Gouldin, Harry B.	"	0.60	Land gratis. State to move fence	"
3672-State Land Board	"	4.87	$15 per a.plus construction of fence	McCallister
3665-State Land Board	"	3.23	$20 per a. plus construction of fence	"
3612-State Land Board	"	7.85	$20 per a.	
		12.62	$2.50 per a.	
		8.90	$20 per a.	
		13.00	$2.50 per a. plus construction of fence	"
3598-Hog, Sebastian Est.	"	1.22	$20 per a.plus moving fence	"
3614-McGowan, Juanita	"	8.64	$2.50 per a.	Collins
3653-Withers, Earl	"	6.23	$20 per a.	
		3.91	$15 per a.plus moving fence	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Burns-Buchanan Section (continued)				
3652-Gibson, Jas. H.	R/W	3.07	$20 per a. plus construction of fence	Collins
3600-Oard, Cecil	"	1.27	$2.50 per a. plus moving 160 rods of fence	"
3663-Main, Jane N.	"	3.86	$30 per a. plus moving 157 rods of fence	"
Ochoco Dam-Mill Creek Section - Ochoco Highway				
3689-Ochoco Irrigation District	R/W	3.61	$100 per a.	McCallister
		1.99	$5 per a.plus $63	
3689-2-Ochoco Irrigation Dist.	"	4.48	$5 per a.	"
3688-Booth, R. A. R/W and Gravel Pit		30.90	29.77 a. at $5 per a. 1.13 a.(gravel pit)at $100 per a. plus $353	"
Necanicum-Elsie Section - Jewell-Elsie Highway				
3787-Wherry, John R.	Stock Pile	0.91	$10 Lump Sum 5-yr Lease	Eason
White Rock-Valley Falls Section - Fremont Highway				
3380-Libbe, August J.	R/W	0.15	$7.50 Lump Sum	Gardiner
3379-Belscher, Frederick H.	"	0.13	$7.50 Lump Sum	"
3395-Lake County	"	1.70	Gratis	"
3353-Chandler, S. B.	"	16.06	$100 per a.	"
		2.69	$75 per a.	
		12.03	$50 per a. plus fencing	
3355-Chandler, Roy M.	"	2.93	$100 per a.	"
		0.76	$50 " "	
		0.66	$10 " " plus $5 plus moving fence	
3357-Chandler, Pauline	"	2.36	$10 per a.	"
		0.35	$100 per a. plus fencing	
School District #9		0.10	$100 " " " "	
Shedd-Halsey Section - Pacific Highway				
3703-Porter, May C.	R/W	0.65	$100 per a. plus $127	Benson
3714-Shepard, Heike D.	"	0.69	$100 per a. plus $62	"
3717-Zimmerman, Henry	"	1.21	$100 per a. plus $93.50	"
3702-Sprenger, Harry G.	"	1.08	$100 per a. plus $10	"
3711-Pugh, Harold S.	"	0.45	$100 per a. plus $27	"
3704-Pugh, Sarah L.	"	0.85	$100 per a.	"
3721-Porter,Jas.C.& L.E.Walton	"	0.69	$100 per a. plus $45	"

Section, Hwy. and Owner	Purpose	Acres	Approximate Amounts	Agent
Valley Falls-White Rock Section - Fremont Highway				
3401-Elder, J. B.	R/W	2.69	$10 per a. plus moving fence	Gardiner
3372-Carrol, S. V.	"	0.20	$10 per a. plus moving Fence	"
3384-Nelson, Bertha	"	0.11	$7.50 Lump Sum	"
Multnomah County Line - Barnes Road-Wolf Creek Highway				
3505-West Hills Memorial Park	R/W	0.91	$1000 per a.	DeSouza
City of Ontario - Old Oregon Trail Highway				
3807-City of Ontario	Scale Site	0.23	Gratis	Beamy
South Salem-Illahe School - Miller Creek-Pacific Highway				
3771-Travelers Insurance Co.	R/W	2.63	$100 per a. plus $108 plus moving building	McCallister
Barbur Blvd. South 2 Miles Section - Tigard-Hubbard Highway				
3634-Johnson, Geo. H.	R/W	0.95	$1500 per a. plus $575	Bentley
Gales-Dixie Section - Old Oregon Trail Highway				
1700-Benson, Hance	R/W	18.27	$3000 Lump Sum	Devers
Boyer-Otis Section - Salmon River Highway				
3808-Warren, Ethel I.	Stock Pile	1.25	$100 per a.	McCallister
Portland-Multnomah County Line - Columbia River Highway				
71-Klum, C. W.	R/W	1238.8 Sq.Ft.	$250 Lump Sum	DeSouza
17th Avenue-Union Avenue - East Portland-Oregon City Highway				
2798-World War Veterans' State Aid Com.	R/W	1500 Sq.Ft.	30¢ per Sq.Ft. plus $1800	DeSouza

The Attorney requested authority to condemn certain properties that are needed for state highway improvements. He presented a list of the properties and explained that difficulties have been encountered in securing settlements by negotiation. The Commission granted the Attorney's request and by unanimous vote adopted the following resolutions relative thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following sections of the state highway system of the State of Oregon, to wit:

Columbia County Line-Linnton Section of the Lower Columbia River Highway
Arch Cape Tunnel Section of the Oregon Coast Highway
Burns-Buchanan Section of the Central Oregon Highway
Middleton-Newberg Section of the West Side Pacific Highway
Shelton Ranch-Flora Junction Section of the Lewiston-Enterprise Highway
Illahe School-Miller Creek Section of the Pacific Highway
North Roseburg Section of the Pacific Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Columbia County Line-Linnton Section
Estate of Lena Matthias, deceased
Arch Cape Tunnel Section
Edward W. Smith
Burns-Buchanan Section
The First Church of Christ, Scientist
Maggie C. (Bower) Catterson and Alma L. Logan
George W. Ridings and Lessie Ridings
Middleton-Newberg Section
Sarah J. Olds, a widow
Shelton Ranch-Flora Junction Section
Estate of J. H. Huffman, deceased
Illahe School-Miller Creek Section
Louise Feller, a widow
North Roseburg Section
Charles Kyes and Blanche A. Kyes
Dell V. Rast and Hazel R. Rast
John V. Rast, S. L. Kidder and Maude Rast Kidder, and Gertrude Rast
J. E. Sawyers and Regina Rast Sawyers

(Continuation next page)

(Condemnation resolution, continued)
John V. Rast, Gertrude Rast, Maude Rast Kidder, Dell V. Rast, Regina Rast Sawyers, and S. T. J. Rast
John V. Rast, Gertrude Rast, Maude Rast Kidder, Dell V. Rast, and Regina Rast Sawyers
John V. Rast and Carolyn Rast

as their respective interests may appear, and this Commission does hereby declare further that the said properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is directed and instructed to properly survey the parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of deeds or other instruments necessary to complete the acquisition of the said properties or which descriptions may be used in the preparation of complaints in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owners and/or with the tenants or persons in possession, if there be any, of said parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or actions as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

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WHEREAS, the State Highway Commission is by law authorized and directed to lay out, designate, locate, construct, improve, and maintain a system of state highways in the State of Oregon and to acquire by donation, purchase, agreement, condemnation, or by the power of eminent domain title to land upon or under which there is gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations suitable for road construction, improvement, betterment or pavement, and to declare the necessity and need for the acquisition thereof and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for the purposes of road construction, improvement, betterment, repair and maintenance, and for the purpose of the manufacture of road materials on the following section or sections of the state highway system of the State of Oregon, to wit:

Elsie-Sunset Camp Section of the Wolf Creek Highway
North Fork-Nehalem River Bridge Section of the Oregon Coast Highway

land and property owned by or in the possession of the following parties and/or persons, to wit:

Elsie-Sunset Camp Section of the Wolf Creek Highway
Rupp Investment Company
North Fork-Nehalem River Bridge Section of the Oregon Coast Highway
Crown Willamette Paper Company

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties contain gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits or other mineral deposits or formations suitable for road construction, improvement, betterment, or pavement, and that the said property or properties is of are necessary and needful and the acquisition thereof will be of advantage to the State of Oregon for the said purposes in order to make it possible for the State Highway Commission to construct, improve, maintain, and repair the said portion or portions of the said state highway system in accordance with the standards adopted by this Commission.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for said purposes and to prepare proper and adequate

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descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties, or which said descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same shall be lands necessary for the purposes stated herein.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

County Judge S. J. Howard and County Commissioners Charles R. Jackson and L. A. Gochenour of Wheeler County, Fred E. Metteer of Fossil, and Martin W. Nill, Clarno, came before the Commission at this time in regard to the construction of the Chichester Gulch Section of the Fossil-Antelope Secondary Highway. Judge Howard was spokesman for the group. He complimented the Commission on the work that has already been done on this section but said that, according to their understanding of the agreement between the state and the county, the improvement should have extended about one mile farther. He asked the Commission to place a graveled surface on the remaining portion so as to make the road usable for traffic.

Chairman Cabell explained the Commission's understanding of the agreement between the county and the state, which was to the effect that the Commission would spend about $8,000 of state money in cooperation with $3,800 of county money to improve this road, but it was not understood that the improvement would include the extra mile up to Chichester Gulch, because that would involve more money than the Commission had to spare for the purpose at that time. He brought up the matter of the county's indebtedness to the state,

which amounts to $5,000, and made the following proposition to the County Court, which would dispose of this indebtedness and would also provide for the completion of the highway improvement up to Chichester Gulch: the state will construct the remaining one-mile section up to Chichester Gulch, which it is estimated will cost $10,000, and will credit the county's indebtedness in the amount of $5,800, if the county will pay the balance of its obligation, amounting to $1,200, during 1937, by assigning a portion of its share of the state motor vehicle fund.

The Engineer gave as his thought that, if the county will do this, the work could be contracted next spring. He explained that it will not be possible to contract it this fall because the survey has not yet been made.

Judge Howard inquired about the fencing along this section. He said that according to the previous agreement the county was to acquire the right of way and build fences that may be required. He asked the Commission to credit the county for fifty per cent of the cost of the fence construction, which totals about $800. This credit would reduce the county's indebtedness from $1200 to $800. The Commission agreed to assume the payment of $400 of such fence construction.

After further consideration, the proposition presented by Chairman Cabell was approved by all parties concerned and it was understood that the state would contract for the construction of the remaining one-mile section to Chichester Gulch as soon as plans and specifications can be prepared for the same, and that the state would credit the county with an amount of $3,800 that it has spent for this year's improvement, and $400 for fence construction, leaving the balance of $800 to be paid by the county to satisfy its account. The County Court agreed to pay this amount by assignment of a portion of its share of the motor vehicle funds, $400 out of the moneys due July 1, 1937, and the balance out of moneys due December 1, 1937.

The Commission ordered that this matter be covered by appropriate agreement and authorized the Engineer to survey the project as soon as he can do so conveniently.

Judge Howard then asked the Commission to remove a certain dangerous point on the Fossil-Antelope road near Fossil, where, he said, numerous accidents occur. The matter was referred to the Engineer for investigation and report.

In this connection the Secretary presented a letter from Senator W. H. Steiwer, Fossil, Oregon, expressing his appreciation for the improvement that the Commission plans to undertake on the Donnelly Grade Section of the Mitchell-Service Creek Secondary Highway and urging the Commission to construct the additional one-mile section of the Shaniko-Fossil Secondary Highway to the foot of Chichester Grade, in accordance with the request of Wheeler County Court.

A delegation from The Dalles, representing the civic organizations of that city, consisting of J. E. Thorndike, Chairman of the committee;

W. S. Nelson, Secretary, Chamber of Commerce; Glen L. Corey, representing the Kiwanis Club; and Herman Brookman, architect, Portland, came before the Commission in regard to the monument which the city proposes to erect on a site adjacent to the Columbia River Highway, near the west limits of The Dalles, commemorating the Lewis and Clark expedition. Mr. Nelson was spokesman for the group. He said that the city proposes to construct this monument as a W.P.A. proposition, using W.P.A. labor; but they want the state to take charge of the construction, furnish equipment, and do the landscaping work, same to be paid for with state money.

Chairman Cabell advised that the money that the Highway Commission is spending for the most part is federal money and the amount that can be used for landscaping purposes is limited. He gave as his thought that the state should not become involved in the erection of a privately constructed monument and should not apply specific money for specific monuments. Further, as a matter of policy, in his opinion it would be unwise for the Commission to spend gasoline tax money for purposes of this kind.

Mr. Nelson exhibited a plan for the proposed project. Mr. Brookman explained the details of the plan. He said that this plan, which was prepared by the Highway Department Landscape Engineer, will be a fine substructure for a monument; however, it does not fit in to the best advantage with the type of monument that they plan to erect, hence they propose to redesign the monument. Mr. Nelson asked the Commission to proceed with the landscape work in accordance with the plan, notwithstanding that the final design of the monument has not been decided on.

It was the concensus of opinion that it would be better to wait until the monument design is ready; then, if necessary, the landscape work could be revised to fit the same. The Engineer suggested that the matter be referred to George Otten, Landscape Engineer, and Mr. Brookman, to work out the details and arrive at a definite plan for the project. The Commission approved the suggestion and so ordered.

The County Court of Benton County, consisting of County Judge H. C. Herron and County Commissioners W. H. Malone and T. A. Logsdon; F. L. Tandy and W. R. Coats, Monmouth; and H. C. Clair, Portland, came before the Commission in regard to the surfacing of the county road known as Tampico Road, which forms a connection between the West Side Pacific Highway and the Kings Valley Secondary Highway, in Benton and Polk Counties. Mr. Malone pointed out that the state graded the Benton County portion of this road this year but did not place any surfacing rock on it; consequently, if no rock is put on soon, the road will be impassable for traffic during the winter season. He advised that the road carries a large volume of traffic, which would be greatly inconvenienced if the road is not made usable. He also said that the county has no money with which to finance the surfacing work and urged the Commission to provide such surfacing, and, if necessary, to designate the road as a secondary state highway. He added that Benton County will pay one-third of the cost of the work if the state will pay the balance.

The Engineer advised that it would cost about $9000 to construct a temporary rock surface and about $16,000 to construct a standard surface.

Chairman Cabell pointed out that this road is not on the state highway system, hence the Highway Commission is without legal authority to spend state money for its improvement. Money that was spent for the grading of the road during the past season, he said, was federal money which was required to be spent for county road construction, but there is not a sufficient amount of such money available at the present time to surface the road. He also pointed out that it is contrary to the established policy of the Highway Commission to add any more roads to the secondary highway system; although in a few instances the Commission has revised the secondary highway system in several of the counties by removing certain roads from this system and substituting therefor other roads that are more desirable. He also said that the Commission was in hopes that Benton County had enough county money available to provide a temporary surfacing that would last through the coming winter, which would serve the purpose until the new federal moneys were made available, when the project could be considered for the new program. In any event, the Commission thought the county might be able to take care of the matter, at least until the state-wide planning survey is completed, when it is expected that the secondary road system will be revised.

Mr. Malone reiterated that Benton County does not have funds to even pay for a temporary surfacing job, so the road will have to go unrocked unless the state puts up the money.

Chairman Cabell inquired whether or not the County Court would object to the removal of the extreme five-mile section of the Alsea-Deadwood Secondary Highway from the secondary highway system. The only way to justify the designation of the Tampico Road as a secondary state highway, he said, would be to remove a section of the Alsea-Deadwood Secondary Highway from the secondary system, and the Commission might do that if the county did not object. The suggestion was given unanimous approval by all parties and the County Court agreed to make formal request for such change later in the session.

The Commission by unanimous vote agreed to adopt resolutions effecting such change upon receipt of the county's formal application for the same.

The Engineer then inquired whether or not he should have the surfacing done with state forces or by the contractor who is doing the grading work. The Commission instructed him to have the work done by the contractor if possible, otherwise to do it with state forces.

Mr. Malone then asked the Commission to maintain the short section of the Alsea-Deadwood Secondary Highway that is to be removed from the secondary system. He said that this section is in an isolated district far removed from other roads that are being maintained by the county and it would be very costly for them to maintain the same. He asked the Commission to authorize that this section be maintained with state forces and said that the county would reimburse the state for such expense upon being billed for the same.

The Commission approved Mr. Malone's request by unanimous vote and instructed the Engineer to continue the maintenance of this short section in conformance therewith.

Charles H. Reynolds, President, Oregon Trail Association, LaGrande, came before the Commission in regard to a number of Union County road projects. He asked the Commission to give favorable consideration to the County Court's request for the extension of the Hilgard-Starkey Secondary State Highway up to the east boundary of the Umatilla National Forest in Union County, where it will connect with a road that the United States Forest Service proposes to construct. He said that the Forest Service is now building a road west from a point known as Lehman Springs to Ukiah, in Umatilla County, and when that road is completed it intends to extend its efforts easterly from Lehman Springs to the forest boundary.

The Engineer gave as his thought that not much good would be accomplished by building a state road up to the forest boundary until the Forest Service has constructed its road to meet the state road. He suggested that the matter be deferred until the state-wide planning survey is completed, when the matter can be given serious consideration.

Chairman Cabell concurred in the Engineer's suggestion. He added that it appears to him illogical for the state to build its portion of this road until the Forest Service has constructed up to the east forest boundary.

Mr. Reynolds also asked for additional oiling work on the Island City-Cove Secondary Highway and the completion of the Union County portion of the Weston-Elgin Secondary Highway outside of the forest boundary.

Chairman Cabell advised that the state's first obligation is to complete the Weston-Elgin road. The Engineer advised that the Commission's P.W.A. program includes an allotment of funds for the completion of the remaining 3½-mile section outside of the forest boundary to the town of Elgin.

Mr. Reynolds also asked for the improvement of the Medical Springs-Union Secondary Highway. Chairman Cabell informed him that all of the projects that he has mentioned are meritorious but it is a question of money, which the Commission does not have at present, so can make no commitments at this time.

Mr. Reynolds asked the Commission for the following improvements to the Old Oregon Trail: (1) Reconstruction of the section between Haines, in Baker County, and Union, in Union County. He was informed that this project would have to wait until additional federal funds are available and there is a possibility that the project will be put under way next spring, but no definite promises can be made at this time. (2) Construct Ladd Canyon cutoff between North Powder and LaGrande. Chairman Cabell advised that the Ladd Canyon revision seems to be a logical project on which to spend some money but the Commission's finances are such that no commitments can be made now. (3) Reconstruct the Pendleton East project to eliminate excessive curvatures and grades. Chairman Cabell advised that this project will be given first

consideration by the Commission in programming new work. (4) Complete Pendleton-Stanfield cutoff. The Engineer advised that all that is left to complete this project is the surfacing and oiling work, which undoubtedly will be considered in next year's program. (5) Rebuild the Columbia River Highway between The Dalles and Portland on the proposed new alignment so as to avoid excessive curvatures and grades on the present highway. Mr. Reynolds was informed that this project is being considered by the Commission and a little progress is being made, but it is a costly proposition and the Commission does not have funds to finance the entire project in the near future.

A delegation from Salem, consisting of County Judge J. C. Siegmund; County Engineer N. C. Hubbs; Oscar D. Olson, President, Chamber of Commerce; and C. E. Wilson, Secretary-Manager, Chamber of Commerce, came before the Commission in regard to the North Santiam Highway. Judge Siegmund was spokesman for the group. He asked for a hearing before the Commission some time in November, for a discussion of matters pertaining to the North Santiam Highway. He also asked for a special hearing in regard to the programming of the next allotment of forest highway funds. He was informed that the Commission does not yet know when the conference will be held for programming the forest highway funds; but, if possible, the County Court will be given an opportunity to be heard before the program is arranged. In any event, the Commission will be glad to give the delegation a hearing at the regular meeting in November if the members will be present at that time.

A delegation from Polk and Yamhill Counties came before the Commission and urged additional improvements on the Salem-Dayton Secondary Highway. The delegation was headed by G. B. Foster, Dayton, and consisted of about 30 members, among whom were the following: Mayor Earl Coburn, Dayton; F. B. Willert, Postmaster, Dayton; W. G. Courtney, Postmaster, Lafayette; W. F. Hill, City Recorder, Lafayette; Delbert Piersons, Postmaster, Carlton; Louis Hurner, Carlton; Mrs. R. W. Craig, Salem; Mrs. C. A. Rockhill, Grand Island; Miss Virginia Mangess, Wheatland, and Roy E. Will, Grand Island.

Mayor Coburn spoke for the improvement of the remaining 8- or 9-mile section of the road from a commercial standpoint. He said that the road carries a heavy volume of traffic, much of which is farm produce, which must be trucked over this road to market centers; but under present conditions the farmers can not deliver this produce to town in good condition because the road is very rough; therefore, they cannot compete with truck gardeners whose property is located along good highways. He also urged the completion of this road as a main artery of travel between Salem and Portland, stating that it is just as short as the East Side Pacific Highway and, when completed, will be a much faster road and will relieve the East Side Pacific Highway from much travel congestion.

Mr. Willert also spoke for the completion of this road from the traffic standpoint, as also did Mr. Courtney and Mr. Hill. Mr. Piersons urged the completion of the road in behalf of the residents of Carlton. He said that it would provide the best and shortest road from Carlton to Salem. Mr. Hurner also spoke for the improvement in behalf of the people of Carlton. He said that the farmers are very anxious for this road in order to reach the Salem markets.

Mrs. Craig urged the improvement from the standpoint of providing a good road for marketing produce and especially to eliminate the dust nuisance which now prevails along the section which has no oil surface. She said that the dust nuisance is terrible and is ruinous to crops immediately adjacent to the highway.

Mrs. Rockhill spoke for the improvement from the standpoint of the farmers. She said that they need a good road for marketing their produce and in her estimation the Commission should construct commercial roads before it constructs pleasure roads. Miss Mangess endorsed the remarks of the other speakers and especially urged that something be done to allay the dust nuisance that now obtains on the present road. Mr. Willis also spoke for the improvement.

Chairman Cabell explained that the state took over the secondary system about the time the depression started and as a result the Commission has not had as much money to spend on this class of roads as it wanted to; also that, up to now, it has not been possible to spend federal moneys off the federal highway system. However, the Government has given some leeway in the spending of federal moneys so that with these funds, together with state moneys that have accumulated within the last year or so, the Commission hopes to be able to do more work on secondary highways and the Salem-Dayton road will be given due consideration in the formulation of a construction program for such funds.

Mr. Foster filed with the Commission several petitions containing the names of 262 citizens, patrons and property owners of Dayton and vicinity urging the completion of this road.

The County Court of Linn County, consisting of County Judge J. J. Barrett, and County Commissioners H. A. Renninger and H. F. Warren, and County Engineer W. W. Larson, came before the Commission in regard to the Halsey-Sweet Home Secondary State Highway. They said that the county, and the city of Brownsville propose to construct a bridge over the Calapooya River just north of the town of Brownsville; but, before proceeding with the improvement, they would like to know whether or not the state has any plans for revising the alignment of the secondary highway at this location which would affect the bridge, because they want to be sure the bridge is located in the right place.

The Engineer advised that a proposed line change at this point has been discussed but no surveys have as yet been made for the same. He exhibited a map showing the proposed change and its proximity to the proposed bridge location. Due to the fact that the change will have some effect on the location of the bridge, the Commission ordered the Engineer to make the survey at once and report the findings so that definite information relative thereto may be given to the county and the city.

A delegation representing the Sherwood Commercial Club and including Mayor J. E. Morback, R. Olson, Geo. Plagman, H. W. Smith, Dr. Rucker, Clyde Saunders, Frank Carson, Fred Wear, and Perry Warren, was present and

urged the Commission to give consideration to the rerouting of the West Side Pacific Highway along the southerly side of the Southern Pacific Railroad tracks from the Southern Pacific viaduct near the town of Middleton to the town of Tualatin and a connection with the new highway that is proposed from Portland to Aurora by way of Wilsonville. They argued that such road would provide a shorter route into Portland for West Side Highway points and would be much better than the present route; furthermore, it would pass through the town of Sherwood.

The Engineer pointed out that the proposed route would be longer than the present route and would have no advantages over the present route. After some discussion Chairman Cabell advised that he would look the proposition over some time when he is in that vicinity.

Mr. Austin F. Flegal, Attorney, Portland, came before the Commission in regard to the application of Captain J. D. Mitchell for permission to connect his private water pipe line in the town of Otter Rock, Lincoln County, with the state's pipe line which supplies Devils Punch Bowl State Park at this place. He asked the Commission to grant Captain Mitchell a revocable permit, which he will agree to relinquish, if necessary, later on.

The Parks Superintendent, who was present, advised that the Commission has previously denied other requests for this privilege. It was his thought that, if Captain Mitchell's request were granted, it would establish a precedent which would be hard to avoid in the future, and the question would arise how many connections the Commission is going to allow. He said that there is plenty of water for both the State Park and for Captain Mitchell but not enough for many additional connections.

Chairman Cabell said that as an individual proposition it might be all right to let Captain Mitchell have the use of the state's water line; however, the State Highway Commission is an official body and is therefore precluded from doing certain things that it might otherwise approve and in this instance it appears necessary to deny the request because of the precedent.

Mr. Flegal stated that a Mr. Jones of Otter Rock made the original filing on this water but relinquished certain rights to the state so that the state could have a supply of water for its park, and the state built the pipeline to the park. He also said that Mr. Jones has relinquished the rest of his rights to Captain Mitchell, who therefore is entitled to the use of the water from the spring, and if the state will not allow the joint use of its water pipe line, then Captain Mitchell will be obliged to go to heavy expense in building his own pipe line, which he does not care to do if it can be avoided.

After considerable discussion the Commission finally referred this matter to the Parks Engineer and to the Attorney, to work out a satisfactory solution, if possible, with Mr. Flegal, the idea being that the Commission would be justified in letting Captain Mitchell tap the state's water pipe line in view of the fact that he has acquired Mr. Jones's water right,

provided that such arrangement will prohibit the granting of similar rights by Mr. Jones.

County Judge M. R. Biggs, Crook County, came before the Commission and asked that provision be made in the state's contract for the Ochoco Dam-Rock Creek Section of the Ochoco Highway, for which the Commission received bids at this meeting, for the employment of local labor.

The Engineer explained that the contract must contain labor provisions in compliance with the federal regulations inasmuch as the job is being financed with federal funds, and that the contractor must secure such labor through the National Reemployment Service. He also explained that the federal requirements provide for the employment of local labor as far as that is possible.

Judge Biggs then asked for the graveling of the two-mile section of the Warm Springs Secondary Highway northwesterly from the town of Prineville. He also asked the Commission to cut off a certain point on the Crooked River Secondary Highway between points known as Riverside and Post, where, he said, a dangerous condition exists. The Commission referred this matter to the Engineer for immediate investigation.

Judge Biggs also asked the Commission to let a rancher by the name of Listers construct a fence on the right of way of the Crooked River Secondary Highway at a point near the confluence of Beaver Creek and Crooked River. He said that Mr. Listers has already constructed his fence on the highway right of way but has been ordered to remove the same by highway department employes, but he has to have it in that location in order to provide a passageway for his stock.

It was explained to Judge Biggs that it is strictly contrary to the Commission's policy to permit encroachments on the state highway right of way and, if such privilege is granted to one person, it would then be necessary to grant the same privilege to others, which would soon work to the serious detriment of the state.

Judge Biggs said that, while the fence is located on the highway right of way, it is below the highway grade and will not interfere in any way with traffic. Furthermore, the area on which the fence is located is of no value whatsoever for road purposes. After further discussion the Commission ordered an investigation of the proposition without commitment.

A delegation from Yamhill County, consisting of Jacob Duerst, Walter Russell, C. O. Bergstrom, Stanley Christensen, Merlin Christensen, John Duerst, and Edwin Kerby, came before the Commission and protested against the realignment of the McMinnville-Tillamook Highway between McMinnville and Sheridan. Mr. Jacob Duerst was spokesman for the group. He said that the farmers of this district are unanimous against this improvement as proposed by the State Highway Commission, because it will cut up the property too disastrously, making it extremely difficult for them to cultivate their fields. He suggested that the Commission widen the present road and flatten some of the

sharpest turns, which he thought could be done at far less expense and the road would be just as good as if constructed on the proposed new alignment.

Chairman Cabell advised that the Commission feels that there is a right place for any road and that is as straight as possible. It was his thought that the Commission will never be justified in improving the present road because it does not meet present day standards of alignment. The Engineer pointed out that this road is becoming one of the most important thoroughfares in the state because it is a direct connecting link between the Oregon Coast Highway and the city of Portland; consequently, will secure the bulk of the Coast Highway travel.

Commissioner Aldrich advised that the Commission feels that its obligation is to build a road where it belongs. He added that, if this Commission does not do so, its successors will; hence, in his opinion, the road should be reconstructed on permanent alignment when such construction is undertaken.

Mr. H. Douthit, Oregon City, came before the Commission in regard to his boat moorage on the Willamette River at the foot of Eleventh and Water Streets, in Oregon City. He said that he has conducted moorage business at this location for the past eleven years and that his business is now falling off due to the fact that highway construction activities have wrecked the stairway leading down to his place of business. He also said that it is impossible for him to secure another moorage location and that, under present conditions, the only method of ingress or egress to and from the moorage is by boat. He asked the Commission to restore the stairway.

After some discussion Chairman Cabell advised that he would inspect this waterfront personally, to determine whether a moorage at this place is a business necessity and can be maintained without disfiguration of the scenery. The Attorney was instructed to look into the law in regard to the matter and report whether anyone has a right to moor floats or houseboats on the river opposite the highway fill, in opposition to the wishes of the State Highway Commission.

Mr. W. F. Cary, Gleneden Beach, appeared before the Commission in regard to the proposed revision of the Oregon Coast Highway at Gleneden Beach, in Lincoln County. He asked the Commission to defer the adoption of a permanent route for a short time, to permit him to arrange for a delegation to come before the Commission in regard thereto. The Commission granted his request and invited him to be present at the meeting which was tentatively scheduled to be held on November 5.

Mr. Ray Conway, Manager, Oregon State Motor Association, came before the Commission in regard to several matters of mutual interest. He asked the Commission to mark off a 5-mile stretch on some state highway for the convenience of motorists in checking their speedometers as to speed and mileage. Such section, he said, should be measured accurately and should be appropriately marked. The Engineer advised that it would cost about $10 per mile to mark and sign such section. He gave as his thought that this would render a

meritorious service to the motorists of the state, and recommended that it be done. The Commission approved the recommendation by unanimous vote and left it to the Engineer to pick the location.

Mr. Conway suggested that highway routes through cities and towns should be properly marked as to speed limits. He said that under present conditions motorists who are unfamiliar with the speed laws become confused and in numerous instances are apprehended by police officers for violation of traffic regulations. He suggested that signs should be erected every two or three blocks, especially in the city of Portland, indicating the maximum rate of speed that is allowed. In the discussion of this matter it developed that the city of Portland has under contemplation the adoption of an ordinance limiting the speed of traffic on certain streets and arterial routes. The question arose whether or not speed-limit signs should be erected in the city of Portland before the City Council adopts this ordinance. After due consideration the Commission decided to wait until the ordinance is passed in final form before erecting signs. The Engineer was instructed to have the Traffic Engineer contact the City Commissioners in an endeavor to get them to adopt the ordinance at an early date and to have the signs erected when the ordinance is passed.

Mr. Conway then brought up for discussion the matter of marking highways in such a manner that motorists will know at a glance whether or not it is safe to pass other traffic, especially along sections where sight distance is short. He suggested the painting of two traffic stripes along the center of the highway at such locations. The Commission admitted that something should be done in that regard but deferred action thereon for the time being because of divergence of opinion among the engineers as to which of several methods of warning motorists is best.

Mr. Conway also brought up the question of highway illumination. He suggested that the Commission arrange for the illumination of a short section of highway contiguous to Portland as a trial proposition and advised that the Oregon State Motor Association approves an expenditure of state highway funds for such purpose. The Engineer endorsed Mr. Conway's suggestion and gave as his thought that the East Portland-Oregon City Highway between the Iron Fireman in Portland and the town of Milwaukie would be a good place to try this out. He read aloud a report from Maintenance Engineer J. N. Bishop on this subject, in which Mr. Bishop pointed out that the State of Washington has installed sodium vapor lamps along a 2.9-mile section of the Pacific Highway just south of Tacoma, which installation cost the state about $4000 per mile and is being maintained at an annual expense of $647 per mile. He also brought out that experiments are being conducted with the use of mercury vapor lamps which give a more pleasing greenish-white light than the sodium vapor lamps, which emit a light of an orange-yellow hue, giving a weird deathly pallor to objects that come within its range. After some discussion of this matter the Commission indicated that it would approve an experiment of illumination on a short section of state highway, using both sodium vapor and mercury vapor lamps; but before deciding definitely thereon, ordered the Engineer to investigate the matter further as to feasibility of different types of lighting and the costs of maintaining and operating the same, such report to be rendered at the next regular meeting of the Commission.

Mr. Conway asked the Commission to take over the signing of all county roads in the state. He said that the Oregon State Motor Association has assumed the responsibility of erection of finger-board signs along such roads since 1905, the last two years being in cooperation with the State Highway Commission, which paid one-half the expense in certain counties. However, the proposition is getting beyond the control of the Oregon State Motor Association and they would like to have the state assume responsibility as a state activity. The Commission indicated that it might approve Mr. Conway's request but deferred a definite decision in regard thereto pending a meeting of the next legislature to determine whether or not funds will be available to finance the proposition. The Commission approved the continuance of the present arrangement with the Motor Association for the signing of county roads in certain specific counties on a 50-50 cost basis.

At 5:30 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Haines-Baker Section of the Old Oregon Trail, in Baker County. Furnish 6,000 cubic yards of crushed gravel in stock pile. The low bid is that submitted by Schmeer, Williams & Gentemann, Portland, at $8,900. The next low bid is that submitted by Hart Construction Company, LaGrande, at $11,940. There are two higher bidders. The Commission has awarded this contract to the low bidder, Schmeer, Williams & Gentemann, at their bid price of $8,900.00.

"Quartz Creek Section of the Wolf Creek Highway, in Clatsop County. 0.59 mile grading work. The low bid is that submitted by Fred H. Slate, Multnomah, at $76,320.00. The next low bid is that of J. A. Lyons, Portland, at $79,225.00. There are five higher bidders. The Commission has awarded the contract to the low bidder, Fred H. Slate, at his bid price of $76,320.00.

"Ochoco Dam-Mill Creek Section of the Ochoco Highway, in Crook County. 2.42 miles surfacing and grading. The low bid is that submitted by McNutt Bros.,Eugene,at $57,746.00. The next low bid was submitted by Charles H. Leonard, Albany, at $58,774.00. There are twenty-two higher bidders. The Commission has awarded the contract to the low bidder, McNutt Bros., at their bid of $57,746.00.

"Arlington Rock Production Project,on the Columbia River and John Day Highways, in Gilliam County. Furnish 6,000 cubic yards of crushed rock in stock pile. The low bid is submitted by Smith & Company, Willard, Washington, at $7,920.00. The next low bid is that of H. C. Rogers, Yakima, Washington, at $10,380.00. The third low bid is that submitted by Schmeer, Williams & Gentemann, Portland, at $11,040.00. There are eleven higher bidders. The Commission advertised that bids for this job would be considered in conjunction with bids received for the furnishing of 6,000 cubic yards of crushed gravel in stock pile for the Castle Rock-Umatilla County Line Section of the Columbia River Highway, in Morrow

County, bids for which were also received at this meeting as follows: the low bid was submitted by Schmeer, Williams & Gentemann, Portland, at $8,400.00. The second low bid was submitted by Smith & Company, Willard, Washington, at $8,520.00. The third low bid was submitted by H.C.Rogers, Yakima, Washington, at $9,650.00. There were nine higher bidders, Smith & Company, Willard, Washington, submitted the low combination bid on both projects at $16,440.00.The next low combination bid was that submitted by Schmeer, Williams & Gentemann at $18,890.00. The third low combination bid was that submitted by H. C. Rogers, Yakima, Washington, at $19,530.00. The Commission has accepted the low combination bid submitted by Smith & Company and has awarded the contract to that company at its bid price of $16,440.00.

"Stewart Bridge-Flat Creek Section of the John Day Highway, in Grant County. 3.29 miles regrading, surfacing and oil mat surface treatment and furnish 1,000 cubic yards crushed gravel in stock pile. The low bid submitted is that of Consolidated Highway Company, Inc., Portland, at $68,738.16. The next low bid is that of Chas. H. Leonard, Albany, at $72,151.00. There are four higher bidders. The Commission has deferred the award of this contract for the time being.

"Burns-Buchanan Section of the Central Oregon Highway, in Harney County. 21.8 miles grading and construction of two standard pile trestle bridges. The low bid is that submitted by M. L. O'Neil & Son, Eugene, at $124,703.85. The next low bid is that submitted by Morrison-Knudsen Company, Boise, Idaho, at $133,361.00. There are eighteen higher bidders. The Commission referred all of these bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Junction City-Siuslaw Junction and Arvard-Eugene Sections of the Junction City-Eugene Secondary Highway, in Lane County. 3.88 miles of paving. The low bid is that submitted by Jacobsen-Jensen Company, Portland, at $103,088.00. The next low bid is that submitted by Harold Blake, Portland, at $105,054.00. There are six higher bidders. The Commission has awarded this contract to the low bidder, Jacobsen-Jenson Company, at their bid price of $103,088.00.

"Construction of a bridge over Calapooya River, on the Pacific Highway, near Albany, in Linn County. The low bid submitted is that of Mountain States Construction Company, Eugene, at $23,734.00. The next low bid is that of Tom Lillebo, Reedsport, at $25,498.00. There are nine higher bidders. The Commission has awarded this contract to the low bidder, Mountain States Construction Company, at their bid price of $23,734.00.

"Pringle Creek-Illahe School Section of the Pacific Highway, in Marion County. 1.2 miles grading and 5.45 miles paving. The Commission received seven bids for this job, the low one being that of Harold Blake, Portland, at $187,091.00, based on the use of road oil, and $187,095.00, based on the use of tar. The next low bid is that

submitted by Jacobsen-Jensen Company, Portland, at $191,570.00, based on the use of road oil, and $191,300.00, based on the use of tar. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder, based on the use of road oil, when certain conditions have been satisfied.

"Wilcox-Shaniko Section of the Sherman Highway, in Sherman and Wasco Counties. 6.17 miles of crushed rock base, 7.0 miles of oil mat surface treatment, and furnishing 5,000 cubic yards crushed rock in stock pile. The low bidder is A. Milne, Portland, at $63,261.00. The next low bidder is Consolidated Highway Company, Inc., Portland, at $71,170.00. There are 12 higher bidders. The Commission has referred all bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County. 4.28 miles regrading, surfacing, and oil mat surface treatment. The Commission received four bids for this project. The low one is that of Consolidated Highway Company, Inc., Portland, at $53,122.60. The next low bid is that submitted by Hart Construction Company, LaGrande, at $59,844.50. The Commission has deferred the award of this contract for the time being.

"Shelton Ranch-Flora Junction Section of the Lewiston-Enterprise Highway, in Wallowa County. 6.14 miles grading. The low bid was submitted by Colonial Construction Company, Spokane, Washington, at $73,656.00. The next low bid was that of Myers & Goulter, Seattle, Washington, at $80,645.00. There were five higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Construction of bridges over Rock Creek and Wallowa River, on the Wallowa Lake Highway, near Wallowa, in Wallowa County. The low bidder is Tom Lillebo, Reedsport, at $34,154.00. The next low bidder is Barham Bros., Salem, at $37,721.00. There are two higher bidders. The Commission has deferred the award of this contract for the time being.

"Sale of three residence buildings located adjacent to the East Portland-Oregon City Highway in Oregon City, Clackamas County. The high bidder for building 'A' is W. L. Snidow, Oregon City, at $100.00. The only other bid received for this building is that of Sullivan Wrecking Company, Portland, at $66.99. The high bid received for building 'B' is that submitted by W. L. Snidow, Oregon City, at $60.00. The only other bid received for this building is that of Sullivan Wrecking Company, Portland, at $39.79. The high bid received for building 'C' was submitted by W. L. Snidow, Oregon City, at $60.00. The only other bid was that received from Sullivan Wrecking Company, Portland, at $37.29. Mr. Snidow qualified his

bids by stating that he would purchase only two of the houses, hence the Commission has sold to Mr. Snidow building 'A' at $100.00, and building 'C' at $60.00. The Commission has sold to Sullivan Wrecking Company building 'B' at its bid price of $39.79."

The Commission also advertised for sale at this meeting the state-owned building located in the town of Aurora, but no bids were received for such building.

The County Court of Tillamook County, represented by County Judge H. H. Rosenberg and County Commissioners E. H. Lindsey and E. G. Anderson, was present. They asked for a hearing before the Commission to discuss the 1937 road program for Tillamook County. The Commission decided to discuss this matter with the County Court in the city of Tillamook on Monday, October 19, when it expects to be in Tillamook on an inspection trip and to attend the annual meeting of the Oregon Coast Highway Association.

Mr. A. M. Churchill, Portland, came before the Commission in regard to matters pertaining to the W.P.A. projects on the Wolf Creek and Wilson River Highways. He inquired whether or not the Commission intends to assume responsibility for the construction of these projects, as has been intimated in the press. He was informed by Chairman Cabell that the Commission has made no decision in this regard and the probabilities are that no definite action will be taken thereon until next spring.

Parks Superintendent S. H. Boardman was present and reported on numerous park matters. He said that he has a letter from R. R. Gardner, representative of the Schroeder Timber Company, which owns timber near the Salmon River Highway, in which the company offers to sell to the state 9,000,000 feet of this timber for $18,000, the same to be exchanged for a like amount of timber owned by the Miami Timber Company bordering on the Salmon River Highway. The Commission declined the offer because of lack of funds for such purpose.

Mr. Boardman reported a request for a permit from one Mr. H. Hire to conduct a concession in Yaquina Bay State Park at Newport, Mr. Hire being a resident of Newport. The Commission denied the request.

Mr. Boardman also brought up the matter of extending the contract of B. J. Lindeman for operating the concession at Bradley Park, adjacent to the Columbia River Highway, in Clatsop County. In this connection the Secretary presented a letter from Mr. Lindeman requesting that the cancellation of his contract be reconsidered and that an opportunity be given him to remedy the conditions which provoked the Commission's action in terminating his contract. He also requested that certain things be done by the state in order to facilitate the maintenance of the park in first class condition. The Parks Superintendent recommended that Mr. Lindeman be given another trial. The State Highway Engineer recommended a three-months' probationary period and the furnishing of the things requested by Mr. Lindeman. The Commission approved the Engineer's recommendation by unanimous vote.

The Parks Superintendent reported that Mr. S. C. Van Armitage, Eugene, desires to donate to the state a 13-acre tract of land located adjacent to a county road near Coburg, about five miles north of Eugene. He said that this is a very beautiful tract of land but does not fit in with the plans for state parks, inasmuch as it is located too close to the city of Eugene. He thought it would be more appropriate as a city park and so recommended. The Commission approved the recommendation and instructed him to make an attempt to interest the University of Oregon authorities or the city officials in the matter.

The Parks Superintendent reported a letter from Miss Nell Don, Executive Secretary of the Wheeler County Relief Committee, requesting forty cords of wood located in Shelton Park for distribution among needy families residing in Wheeler County. He said this wood was salvaged by C.C.C. workers in connection with the making of improvements in this park and is of no particular value to the state. He gave as his thought that the giving of this wood to the relief committee would be helping out a good cause and recommended that it be disposed of in that manner. The Commission approved the recommendation by unanimous vote.

Mr. Boardman advised that he is in receipt of a communication from Mr. W. F. Keady, Waldport, who is desirous of presenting to the state, as a gift, for parking purposes, two acres of land situated adjacent to the Oregon Coast Highway just north of the sea wall at Waldport. He explained that before the property could be used for parking purposes it would have to be filled in. However, it would not be necessary to do that immediately in order to accept the gift. He also said that the materials for such filling work could be obtained from widening operations on the highway south of Waldport when such work is undertaken. After some discussion the Commission authorized the acceptance of Mr. Keady's gift, subject to the condition that the Commission assumes no moral obligation to improve the site in the near future.

The Commission declined the offer of Mrs. Catherine Sickels, Bandon, Oregon, to sell to the state for the sum of $2,150 a 4.53-acre tract of land located on the ocean frontage about one mile south of the town of Bandon, in Coos County.

The Parks Superintendent brought up the matter of purchasing the recreational area known as "Casey's", located adjacent to the Crater Lake Highway, in Jackson County, which area the state now has under lease from the Federal Government. The tract contains 80 acres and is described as the $S\frac{1}{2}$ of the $NE\frac{1}{4}$ of Section 33, T. 33 S., R. 1 E., W.M. He said that the Government has set a purchase price at $275 for this tract and recommended that it be purchased for such amount, which would eliminate the payment of future rentals. The Commission approved the recommendation by unanimous vote.

The Parks Superintendent reported receipt of a request from Mrs. J. C. Evans, Salem, to construct a sewage disposal pipe line across Devils Punch Bowl State Park at Otter Rock, Oregon. He said that Mrs. Evans proposes to pipe sewage from her summer residence across the park to the beach at this point. He recommended the request be denied. The Commission approved the recommendation.

The Assistant Attorney reported the results of his negotiations with the West Hills Memorial Park Association for the moving of bodies interred in the Pointer family cemetery, which has been acquired by the state for right of way for the Wolf Creek Highway just west of the city of Portland. He said that he has arrived at a settlement with the Association on the basis of a 50-50 division of costs. The Commission approved the settlement by unanimous vote and ordered that the matter be covered by appropriate agreement.

The Secretary presented a resolution from the County Court of Benton County, requesting the Commission to remove from the Alsea-Deadwood Secondary State Highway No. 201 a 5-mile section of said road, beginning at the Lincoln-Benton County line and extending easterly and northeasterly a distance of approximately 5 miles. He also presented a resolution adopted by the Benton County Court, requesting that Tampico Market Road No. 9, from its junction with the West Side Pacific Highway at a point 3.2 miles south of the Polk-Benton County line and extending northwesterly to the Polk-Benton County line, be designated as a secondary state highway. It appearing to the Commission that these resolutions are in conformance with the understanding had with the Benton County Court earlier in the session, it was decided to approve them and to grant the requests contained therein. The following resolutions in regard thereto were thereupon adopted by the Commission by unanimous vote on motion of Commissioner Tou Velle, which was duly seconded by Commissioner Aldrich.

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Benton County Court, has heretofore selected and regularly adopted, pursuant to the provisions of law, the Alsea-Deadwood Secondary Highway No. 201, described as

Beginning at the town of Alsea and extending in a southwesterly direction to the Lincoln County line; and

WHEREAS, the County Court of Benton County has by resolution officially adopted, petitioned and requested the State Highway Commission to eliminate and remove from the secondary highway system of Benton County, the hereinafter-described section of the Alsea-Deadwood Secondary Highway No. 201;

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

1. That the following and hereinafter-described section of the Alsea-Deadwood Highway be and it is hereby declared to be eliminated from the secondary highway system of Benton County, a section of the Alsea-Deadwood Secondary Highway No. 201, to wit:

Alsea-Deadwood Secondary Highway No. 201

Beginning at a point on the Lincoln-Benton County line, where the same is now intersected by the present Alsea-Deadwood Secondary Highway, thence extending easterly and northeasterly a distance of approximately five miles.

BE IT FURTHER RESOLVED AND UNDERSTOOD that the above described section of secondary highway shall, from and after the adoption of this resolution by the State Highway Commission, become a county road, and the improvement, construction, maintenance or repair shall be an obligation of the county of Benton, and shall be solely under the jurisdiction of the Benton County Court as provided by law.

WHEREAS, under the provisions of Chapter 248, Laws of 1931, and Chapter 196, Laws of 1935, 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 Benton County Court of the State of Oregon, has selected the highway hereinafter named, and it is the purpose of the Commission to officially and regularly designate and adopt said highway as a highway to constitute, together with other highways heretofore adopted and/or 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 highway, route, or location of a highway in Benton County be and the said highway, location or 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:

Tampico-Lewisville Secondary Highway No. 202, described as follows:

Beginning at the West Side Pacific Highway at a point approximately 3.2 miles south of the Polk County-Benton County line; thence in a northwesterly direction along the Tampico Market Road No. 9 to the Polk County-Benton County Line.

2. That the said highway shall be and hereby is qualified for improvement under the provisions of said Chapter 248, Oregon Laws 1931, and amendments thereof.

The Commission had under consideration matters pertaining to the construction of two bridges on the Alsea-Deadwood Secondary Highway, in Benton County. After a discussion of the offer of the United States of America to aid by way of grant in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor, the following resolution entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of Road Improvements, River Channel Improvements, and Two Bridges on the Alsea-Deadwood Secondary Highway in Benton County and the Acquisition of Necessary Lands and Rights of Way Therefor" was proposed by Commissioner Aldrich and read infull:

RESOLUTION NO. 1

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF ROAD IMPROVEMENTS, RIVER CHANNEL IMPROVEMENTS, AND TWO BRIDGES ON THE ALSEA-DEADWOOD SECONDARY HIGHWAY IN BENTON COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of road improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P.W. 61168-44

"FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

"Washington, D. C.
Dated: Sep. 19, 1936
Docket No. Oreg. 1169-R

"State Highway Commission of
the State of Oregon

Salem, Oregon

Subject to the Rules and Regulations (PWA Form No. 179, as amended to date) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of road

improvements, river channel improvements, and two bridges on the Alsea-Deadwood Secondary Highway in Benton County and the acquisition of necessary lands and rights of way therefor (herein called the 'Project') by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 per cent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $24,231.

"UNITED STATES OF AMERICA
Federal Emergency Administrator
of Public Works
By HORATIO B. HACKETT
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all the rules and regulations relating to such grant a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that work on the project described in the Offer will be commenced as early as possible but in no event later than November 15, 1936; that the work will be planned so that it will reach a substantial peak before March 1, 1937; and that the project will be completed by November 1, 1937.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

Henry F. Cabell
Chairman
E. B. Aldrich
Commissioner
F. L. Tou Velle
Commissioner

The above resolution was seconded by Commissioner Tou Velle and was unanimously adopted. The Chairman of the Commission thereupon declared said resolution carried and the members of the Commission thereupon signed said resolution in approval thereof.

The Commission considered and approved a letter directed to E. J. Griffith, State Administrator, Works Progress Administration, in regard to the construction of the county road between Butteville and Champoeg Park, in

Marion County, and authorized Chairman Henry F. Cabell to sign said letter in behalf of the Commission.

The Commission considered and signed an agreement with the County Court of Lane County providing for state cooperation in the cost of constructing a railroad grade separation project at Oak Ridge, which Lane County proposes to build as a P. W. A. project.

There being no further business to come before the Commission at this time, the meeting was adjourned at 7:00 o'clock p. m.

Henry F Cabell
Chairman

State Highway Engineer

E B Aldrich
Commissioner

Secretary

F L Loveller
Commissioner

Coquille, Oregon, October 4, 1936

The State Highway Commission conferred with representatives of the Coquille Chamber of Commerce at 9:15 o'clock a. m. in the Coquille Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Representing the Chamber of Commerce were J. E. Norton; J. A. Berg, Mayor; Lafe Compton; and five others. Ed. W. Miller, Manager, Oregon Coast Highway Association, was also present. Mr. Norton was spokesman for the group. He made a strong appeal to the State Highway Commission for the retention of the present route of the Oregon Coast Highway between Marshfield and Bandon so that it will pass through the town of Coquille and through the Coquille valley. It was his thought that the highway should be located so that tourists, who are looking for homesites, may be given an opportunity to see the producing areas as well as scenery. He urged the Commission to consider such feature in its deliberations pertaining to the routing of the Oregon Coast Highway south of Marshfield and not to locate a permanent road from an engineering standpoint alone. Mayor Berg urged the retention of the present route and requested its improvement between Marshfield and Coquille at the earliest possible time.

Chairman Cabell stated that the Commission has considered but has not yet definitely decided where the highway south of Marshfield will go, such matter having been deferred for the time being because of the huge expenditures that the Commission is making in Coos County for other road improvements, including the Coos Bay bridge. He stated further that, in his opinion, a good highway between Marshfield and Coquille is justified because it leads to the county seat and also because it provides a connection with the Coos Bay-Roseburg Highway; furthermore the link that should be given first consideration is that immediately south of Marshfield across the Coalbank Slough and through Bunker Hill district. However, in fairness to the other counties, the Commission does not feel that it should go ahead with these improvements in view of the large expenditures that are being made in Coos County for other projects.

Mr. Norton reiterated his previous remarks and urged the improvement of the Marshfield-Coquille road as a fine project for the development of Oregon. He stressed the point that this road should be fixed up before the Commission undertakes the construction of a scenic highway down the coast line south of Marshfield. He said the people of the Coquille valley want the tourists brought inland to see what kind of a production district is there so that they will know the country has something to offer besides scenery, fishing and timber. Mr. Miller stated that the volume and class of traffic that uses the Marshfield-Coquille road demands the immediate improvement of the road, especially through the Bunker Hill District south of Marshfield and at the entrance to Coquille.

Commissioner Aldrich pointed out the inability of the Commission to make any commitments at the present time because the membership of the Commission is subject to change and the next Commission could very easily modify or alter any commitments made by this Commission. He also pointed out that there is some feeling in the eastern part of the State in the matter of the Commission spending such a large amount of money on the Coast Highway because it takes money away from other districts. He particularly referred to the delays encountered in the completion of the reconstruction of the Pacific Highway over the Siskiyou Mountains in Jackson County.

After further discussion Chairman Cabell advised that the Commission can not make any definite commitment to the project at the present time but will be glad to consider the arguments presented when the matter comes up for future discussion.

The meeting was adjourned at 9:30 o'clock a. m. following which the Commission proceeded to Klamath Falls by automobile and enroute disposed of routine matters that were deferred from the meeting held on October 1.

Enroute Coquille to Klamath Falls, October 4, 1936

The Commission reconsidered the matter of the purchase of property adjacent to the Oregon Coast Highway at Fogarty Creek in Lincoln County but deferred action thereon pending a report from the Attorney as to how much the property owners are asking for their holdings.

The Secretary presented a letter from the Portland City Planning Commission requesting additional surveys for the proposed Foothills Boulevard project in Portland between Front Avenue and S. W. 6th Avenue. The Commission authorized the Engineer to make these surveys when an engineering party is available for the purpose. He was also instructed to contact the City Planning Commission in regard thereto.

The Engineer reported on the condition of certain timber bridges on the John Day Highway between Service Creek and Valades Ranch in Wheeler County which bridges were constructed in 1920. After a discussion he was instructed by the Commission to prepare plans and estimates of cost for all of these projects on the basis of constructing them within the next two years. He was also instructed to render a report on this subject as soon as the cost estimates have been prepared.

The Engineer reported that the light oil treatment, which was applied this year to the Burns-Lakeview Highway, the Central Oregon Highway and the Fremont Highway, is not holding up and it has been necessary to maintain a special crew continuously to patch up holes as they develop; in fact, it will be necessary to add another crew to properly maintain these treated sections. He recommended, in view of the circumstances, that the Commission include in its oiling program for next year's construction the laying of an O-30 oil surface on the Burns-Lakeview Highway which will

require the stock piling of approximately 30,000 cubic yards of materials at an estimated cost of $60,000, and the construction of an oil surface at a cost of approximately $70,000. He also recommended that a contract for the furnishing of the crushed rock materials be awarded immediately in order to assure that such material in stock pile will be available for the oiling work as soon as the weather will permit in the spring. After discussion the Commission approved the Engineer's recommendations by unanimous vote.

The Engineer reported that the Bureau of Public Roads and the United States Forest Service would like to confer with the Commission at an early date to arrange programs for forest highway funds that have been appropriated for the fiscal years 1938 and 1939. The Commission set Friday, October 16, as the date for such conference provided that is satisfactory with Mr. Lynch and Mr. Buck.

The Attorney reported on the request of the United States Fidelity and Guaranty Company for relief from further liability under its bond covering the Highway Commission's contract with the Umpqua River Navigation Company for furnishing ferry service across the Umpqua River at Reedsport. He said that investigation reveals that there is one small claim outstanding against the Umpqua River Navigation Company, and, in his opinion, the bonding company should not be relieved of its obligation until this claim has been settled. The Commission instructed the Secretary to notify the Company that its obligation will be terminated when this claim has been satisfied.

The Commission had under consideration a report of the Engineer on the cost to reconstruct the county road which extends from the town of Joseph to the head of Wallowa Lake in Wallowa County. The report indicates that to reconstruct this road to proper highway standards including grading, surfacing and oiling will cost approximately $91,475.00 and involves reconstruction on new alignment. The Engineer was instructed to render another cost estimate at the next meeting based on reconditioning the existing road.

The Engineer reported on the cost to eliminate a right angle turn in the Oregon Coast Highway at the south city limits of Tillamook as requested by the Tillamook County Court. He said that the elimination of this curve involves the reconstruction of about a half-mile section of highway at this location and the construction of new pavement at an estimated total cost of at least $25,000. He further advised that the highway south of Tillamook needs realignment over a considerable distance and in his estimation little would be gained by the elimination of a few curves at this time, as the straightening of one stretch merely accentuates curves on the adjoining section and makes them doubly dangerous. He gave as his thought that it would be advisable to defer this project until the Oregon Coast Highway is completed from Neahkahnie Mountain to Cannon Beach inasmuch as all funds available for Tillamook County, not appropriated for the Wilson River Highway, should be spent on the Neahkahnie Mountain Section in order to insure the speedy completion of such section and returns on moneys already invested in that locality. The Commission approved the Engineer's report by unanimous vote.

The Commission had under consideration the matter of furnishing ferry service across the Willamette River at Wilsonville. The Engineer advised that the present contract with the Maryhill Ferry Company, being contract No. 1675, provides for the furnishing of 15-minute ferry service, 16 hours per day, at a cost of $660.00 per month. He pointed out that this contract expires on November 25, 1936, and gave as his thought that accomodations furnished should be increased or improved. He recommended increasing the capacity of the ferry to 15 vehicles and operating on a schedule of approximately 8 minutes per trip, 24 hours per day. He requested authority to advertise for bids for such increased ferry service which he estimated would cost about $1200 per month, said bids to be received at the November 5 meeting of the Commission; also that in the meantime the present contract be extended until the new contract becomes operative. After some discussion the Commission approved the Engineer's recommendations by unanimous vote.

The Secretary reported that the State Capitol Reconstruction Commission is through with the services of George Otten, Landscape Engineer, and probably will not need his services again until the Capitol building is completed. He said that the Capitol Reconstruction Commission wishes the Highway Commission to know that it appreciates Mr. Otten's services and is willing to pay for the same if the Highway Commission will present a bill. The Secretary was instructed to inform the Capitol Commission that there will be no charge for the services heretofore rendered by Mr. Otten and that the Commission will be glad to loan his services again if it does not interfere with his other duties.

The Engineer asked the Commission to confirm the sale of buildings as follows at Pendleton and at Portland, bids for which were received by the Commission on June 13, June 27 and July 17. He said that, in conformance with authority previously granted him by the Commission, he sold the buildings to the high bidders in each instance, after having satisfied himself that the bids were satisfactory.

BUILDINGS LOCATED ON RIGHT OF WAY ACQUIRED FOR EAST PENDLETON GRADE SEPARATION PROJECT -- Bids received June 13, 1936

ITEM	SOLD TO	AMOUNT
Building "A"	R. W. Fletcher	$155.00
" "B"	Vernon Bohlman	15.00
" "C"	Joseph Brandhagen	30.00
" "D"	Robert Harris	21.00
" "E"	Dolan Wrecking Co.	25.00
" "F"	James Leach	220.00
" "G"	W. C. Werst	260.00
" "H"	Dolan Wrecking Co.	30.00
" "I"	J. C. Wilsey	130.00
" "J"	Dan McDevitt	325.00
" "K"	Lester B. Cronin	45.00

Continued -

Sale of buildings in Pendleton -- continued

ITEM	SOLD TO	AMOUNT
Building "L"	R. W. Fletcher	$155.00
" "M"	Dolan Wrecking Co.	27.50
" "N"	Dolan Wrecking Co.	20.00
" "O"	L. Clark	300.00
" "P"	Vernon Bohlman - $116.00 reduced to $90.00 on account of vandalism	90.00

BUILDINGS LOCATED ON RIGHT OF WAY ACQUIRED FOR UNION AVENUE OVERCROSSING PROJECT IN PORTLAND -- Bids received June 27, 1936

ITEM	SOLD TO	AMOUNT
Building "B"	Dolan Wrecking Co.	$ 40.00
" "C"	Dolan Wrecking Co.	40.00
" "D"	Rosalie Nichols	367.00
" "E"	Philip V. Sunseri	251.00
" "F"	Philip V. Sunseri	275.50

BUILDINGS LOCATED ON RIGHT OF WAY ACQUIRED FOR ROSS ISLAND BRIDGE-SCHILLER STREET SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN PORTLAND.
Bids received July 17, 1936

ITEM	SOLD TO	AMOUNT
Building "A"	Arthur Rossman	$100.00
" "B"	George A. Nichols	52.00
" "C"	Sullivan Wrecking Co.	82.57
" "D"	Sullivan Wrecking Co.	76.13
" "E"	E. E. Feltz	300.00
" "F"	Harry F. Gannon	380.00
" "G"	Otis E. Perkins	385.00
" "H"	Dolan Wrecking Co.	46.50
" "I"	George A. Nichols	52.00
" "J"	George A. Nichols	52.00
" "K"	Dolan Wrecking Co.	235.00

In regard to Building "K" the Commission approved the sale price of $235.00 being the offer of the Dolan Wrecking Company, however ordered that it not be disposed of until the condemnation case, which is involved, has been tried. This building is owned by the Juanita Investment Company and, if settlement is made with the Company, title to the building will probably be retained by the owners and it is possible that the State will never have title to the building so that it can be disposed of to the Dolan Wrecking Company.

After due consideration the Commission by unanimous vote approved the sale of buildings as reported by the Engineer.

The Commission had under consideration the abandonment of a section of the Fremont Highway in Lake County near a point known as "The Narrows" at the Chewaucan River crossing. The Engineer advised that the highway at this location has been reconstructed on new alignment which has rendered valueless this short section of the old highway. He recommended that it be turned over to Lake County for disposal as it sees fit. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Fremont Highway, otherwise known as State Highway No. 19 in Lake County; and

WHEREAS, by reason of said relocation and the reconstruction of the said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section, which section or part is more specifically defined and described hereinafter in this resolution; and

WHEREAS, the Chewaucan Land and Cattle Company has requested the Highway Commission to abandon said section of said highway and the bridge thereon with the understanding and condition that said Chewaucan Land and Cattle Company will dismantle and remove the said bridge and will fence the said highway so as to safeguard and protect the traveling public; and

WHEREAS, Honorable Fred Reynolds, County Judge of Lake County, and Honorable W. P. Vernon, County Commissioner of Lake County, have, as such officials, requested the Highway Commission to abandon and close as a public highway the said section of the Fremont Highway; and

WHEREAS, it is the judgment and opinion of the Commission that there should be reflected in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the Fremont Highway, and therefore as a part of the state highway system, the fragment or portion of right of way of the old alignment hereinafter defined and heretofore included within the area of the right of way of the said Fremont Highway as formerly located between the said termini and as heretofore improved and used.

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members present affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter described, which fragment of land was formerly within the limits of the Fremont Highway but is now without the limits

of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway and such land, insofar as control and supervision of the same by this Commission is concerned, is left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Lake County for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

All that portion of the old road lying on the northerly side of the present constructed highway from Engineer's Station 1789+00 to Station 1809+40; also all that portion lying on the southerly side of the present constructed highway from Engineer's Station 1810+40 to Station 1832+40, except that portion which lies within the present 100 foot right of way.

In addition to the above description, designation and definition of said land, and for the purpose of more particularly describing and locating the same, there is attached to and made a part hereof a map or blueprint, marked "Exhibit 'A'", which map for identification purposes bears the signature of R. H. Baldock, State Highway Engineer, W. E. Chandler, Division Engineer, and H. G. Smith, Construction Engineer, and bears date of September 28, 1936, upon which map is reflected in red the section of highway abandoned, and in white parallel lines the new location is shown, which map or exhibit by reference thereto hereby is made a part of this resolution. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway and by reason of such physical connection traffic from the existing state highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed and dedicated section of state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Lake County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said abandoned section of highway, and should said abandoned portion of the right of way of said highway be further employed or used for public or private highway

* Map filed in right of way abandonment and retention file - No. 37

purposes such use shall be entirely under the control and supervision of the County Court of Lake County or the owners of the property traversed by said old road, and the said owners and the said County Court shall be solely liable and responsible therefor, and such use shall be without liability on the State, the State Highway Commission, its officers, agents or employes.

The Commission considered the claim of the Union Pacific Railroad Company in the amount of $5,176.04 being a damage claim arising out of the derailment of one of its trains in the Columbia Gorge on February 1, 1936, during a severe snow storm. The Commission refused to assume responsibility for this accident and thereupon denied the claim. The Attorney was instructed to so inform the Railroad Company.

The Commission reconsidered the claim of Mr. Ben S. Fisher, Attorney, Washington, D. C., for legal services rendered in connection with the Highway Commission's radio installation project. The Attorney advised that Mr. Fisher's original claim was in the amount of $500 but that he has reduced it to $250 which is $100 more than the Commission indicated, at the last meeting, it would approve. He inquired as to what he should tell Mr. Fisher. After due consideration the Commission approved payment of $200 to Mr. Fisher.

The Engineer requested authority to trade in five worn out automobiles as part purchase price on five new station wagons; also to trade in five additional worn out automobiles as part purchase price on five light type sedans; also to purchase one additional new automobile. He said that the demand for automobiles is still increasing, notwithstanding the fact that the Highway Department is now maintaining a pool of cars for certain employees; also that the cars that he wishes to trade in are more than four years old and have been run more than 100,000 miles each and are badly in need of replacement. He estimated that the total cash outlay for this transaction would amount to about $7,800. The Commission approved the Engineer's request by unanimous vote.

Reconsideration was given by the Commission to the Engineer's proposed letter covering the matter of vacations and leaves of absence for state highway employees. The Secretary read this letter aloud as follows, and each section thereof was discussed and approved by the Commission by unanimous vote, it appearing to the Commission that the letter has been revised in accordance with suggestions offered at a previous meeting:

"All regular employes whose salary is fixed and paid on a monthly basis will be allowed two weeks' vacation leave on pay each calendar year, provided they have been such an employe for at least one year prior to such leave.

"The date of the vacation leave for any employe shall be subject to approval of the head of the department or office to which such employe reports and each department or office must be careful

to schedule vacations so as to interfere as little as possible with the regular routine work of the department and reduce to a minimum the employment of extra help during the vacation period. It is not anticipated that it will be necessary to employ any additional help on account of vacation leaves of absence.

"In addition, each employe entitled to vacation leave as above provided shall also be entitled to a 3 days' "casual leave" on pay each calendar year. 'Casual leave' is defined as any absence from duty for half a day or more, which absence is not included in vacation leave as hereinbefore described, nor in sick leave as described in a following paragraph. All casual leave must be requested of, and approved by, the head of the department or office, in advance.

"In addition to the leaves of absence provided for above, employes who are members of the Officers' Reserve Corps and/or the National Guard will be allowed leave of absence, for the purpose of attending the annual encampments, such leave not to exceed two weeks in any calendar year. Such employes will be paid at their regular rates during such leaves of absence, less any sums received by them for their attendance at such encampment, except in cases where the amount received for such service is equal to or greater than their regular pay for the same period, in which case the leave of absence will be without pay. The pay for employes who are working on hourly rates will be computed at their regular rate on the basis of 40 hours per week.

"Each employe whose compensation is fixed and paid on a monthly basis shall be credited with an allowance of one working day for sick leave for each completed month of his employment, against which duly authorized leaves of absence on account of sickness may be charged. Such allowances left unused shall be allowed to accumulate up to a maximum of 90 days, beyond which no additions to the balance of accumulated leave shall be made. At the time these regulations go into effect each such employe shall be credited with one day of accumulated sick leave for each full month he has been employed, up to a maximum of 90 days, without regard to amounts of sick leave actually authorized during such period.

"An application for sick leave for a period of 5 working days or more shall not be approved unless accompanied by a certificate of a duly qualified physician to the effect that the employe was incapacitated for duty by illness during the entire period for which leave is requested. Such a certificate should be included in the application for any shorter period if the employe was in fact under the care of a physician. An application for sick leave for less than 5 days may be approved on the certificate of the employe, endorsed thereon, that he was in fact ill and unable to perform the duties of his position but did not employ a physician.

"Each employe unable to be present on duty because of illness should so report by telephone or otherwise as soon as possible to his immediate superior or have a friend or relative report for him at the first favorable opportunity.

"All departments and offices may close at noon on Saturday and remain closed until Monday morning. The practice of keeping a 'skeleton' organization on duty on Saturday afternoons and holidays will not be required except in emergencies such as snow blockades, high water, etc., or in cases where contractors are working and the services of engineers, inspectors, checkers, etc. are required in order that the contractor may carry on his work."

The Commission had under discussion the matter of providing quarry sites for use in connection with the construction of the Burns-Buchanan Section of the Central Oregon Highway in Harney County, bids for which were received on October 1. It appears that two of the prospective gravel pits are located on land owned by the State Land Board which has refused to sell the land to the State for gravel pit purposes but has indicated that it would dispose of the same on a royalty basis at the rate of 10¢ per cubic yard for all gravel taken therefrom. The Engineer objected to the payment of such royalty because, in the first place, it has no connection with the royalty that the law requires to be paid for gravel taken from navigable streams; and, in the second place, it would establish a rate for materials taken from dry land sources far in excess of the rate that the State is now paying for materials taken from such sources, which averages about 3¢ per cubic yard. He pointed out that at 10¢ per cubic yard the cost of this particular project would exceed greatly the amount of money that has been set up to finance the job in view of which it might be necessary to cancel the project until additional funds become available. He also said that other sites had been investigated and, while they might work out satisfactorily, they are considerably farther away from the project and their use would increase the hauling costs by a considerable amount. He requested instructions from the Commission in regard to the matter and suggested that perhaps it might be advisable for the Commission to discuss the matter with the State Land Board. After considerable discussion the Commission instructed the Engineer to make further investigation of other available sites and ascertain just how much more it will cost the State to use them. He was also authorized to award this contract to the low bidder, M. L. O'Neil & Son, provided the contractor will sign a stipulation that he will not bill the Commission for damages by reason of the State's failure to furnish gravel sites within three months of receiving bids for this job. It was also understood that a conference should be held with the State Land Board some time next spring to settle the question of acquisition of gravel sites located on land under the control of the Board, if the matter has not been satisfactorily disposed of before then.

The Commission had under consideration a letter from Mrs. Mary G. Butterfield, Manager of the Oregon N Y A Advisory Committee, Enterprise, Oregon, who has requested the use of a certain building owned by the Highway Commission in Enterprise for use by the high school at that place as a

girls' dormitory to house high school students who reside in the rural districts of Enterprise and who are anxious to take up studies in the Enterprise High School but are deprived from doing so and of sharing in extra curricular activities because of lack of housing arrangements; and in order to secure housing accommodations are required to work for their room and board. It appears that many of the parents have assured the committee that they can and will furnish food and bedding for the girls but they are not able to pay cash for room and board; wherefore the committee wants to make a laboratory experiment by utilizing the house that the Highway Commission has for sale in Enterprise as a dormitory under the supervision of a matron whose services will be paid for with WPA funds. The Attorney gave as his opinion that the Highway Commission will not be required to meet adverse criticism should it make available, for this purpose, any unoccupied residence which the State owns in Enterprise. He recommended that the request be granted. After some discussion the Commission approved the Attorney's recommendation by unanimous vote subject to the condition that the building shall be rented to the Enterprise School Board for the present school year only, for the sum of $1.00 and that the School Board shall return the building to the State at the expiration of the school period in as good condition as it was in when they took it over. The matter was referred to the Attorney to complete the details and to see that the matter is covered by appropriate agreement.

The Engineer requested authority to spend approximately $1,181 for the construction of a garage building in Bend for housing the state-owned automobiles, assigned to the Division Engineer and other employees, at the Bend Division Headquarters. He advised that, when the Commission contracted the construction of the new division office building at Bend, the matter of the garage was overlooked, hence there is no provision for housing state cars that operate out of this headquarters. He further stated that the cost of this garage building is too great to add to the present contract and suggested, if the Commission authorizes the project, that it be done with state forces. After due consideration the Commission approved the Engineer's request and suggestion by unanimous vote.

Reconsideration was given by the Commission to the matter of printing pictures on Highway Department envelopes and to the use of such envelopes within the state borders as well as to points outside of the State. The Commission approved the printing of pictures on all highway envelopes and using them for all general correspondence both within and without state borders.

The Engineer reported the receipt of an offer from the Mountain States Construction Company, to whom the Commission awarded the contract for the construction of the Treharne Section of the Nehalem Secondary Highway, to pay $20 for two old buildings located on the right of way of the highway within the limits of their project, which buildings were acquired by the State in connection with right of way negotiations. The Commission referred this matter to the Engineer for recommendation by the Board of Appraisal in accordance with its recently adopted policy in regard to such matters.

The Engineer requested authority to purchase an Eby "electric eye" costing $17.08 for use in operating time switches in connection with certain

lights and signals which have been installed at various places throughout the State. He said that the time switches now in use are not entirely satisfactory inasmuch as, when power failure occurs, the clocks stop and remain inoperative until the power is turned on again, when the clocks must be reset to the correct time, which quite often is not done for several days. He said that, according to information that he has received, the electric eye will correct this condition, hence the request to purchase one for trial purposes. The Commission approved the request by unanimous vote.

A letter was presented from Earl B. Day, County Judge of Jackson County, relating to stock running at large on highways and inquiring whether or not the Highway Commission has any established policy in regard thereto. The Engineer was instructed to advise Judge Day that the Commission has no policy pertaining to this matter but feels that the use of the highway right of way for stock is dangerous and hazardous; however, since there are arguments both for and against the running of stock on right of way of roads of this State, the Commission believes that the problem is one for the Legislature to solve.

The Secretary presented a letter from Mr. Lewis A. McArthur, Secretary, Oregon Geographic Board, in response to the Commission's request for a recommendation in regard to the renaming of Suttle Lake, as heretofore requested by Mr. N. W. Smith of Lebanon who alleges that the lake should be named "Settle Lake" in honor of a pioneer by the name of John Settle, who discovered the lake in 1847. Mr. McArthur states that it is the policy of the Oregon Geographic Board to attempt to cooperate in the matter of using pioneers' names and that the Board feels that that is the proper thing to do, if advisable, however the changing of the name of such a feature as Suttle Lake, which has been so called for more than a third of a century, involves serious problems because, eventually, the matter will have to be determined by the Department of Interior in Washington, D. C., and will necessitate the changing of many government maps and publications in which the name "Suttle" instead of the name of the pioneer, "Settle", is used. The changing of the name by the Highway Commission and the erection of signs bearing the name Settle Lake, he said, will not automatically change the government records and to effect a complete change would take at least ten years. It was his thought that the efforts that would have to be expended to make this change in all the records is not justified although he is not opposed to it.

In view of Mr. McArthur's letter the Commission decided to retain the present name of Suttle Lake and instructed the Secretary to so inform Mr. Smith and to send him a copy of Mr. McArthur's letter.

The Commission had under consideration numerous letters and petitions in regard to the rerouting of the Ontario-Spur Section of the Old Oregon Trail in the town of Ontario and decided that it would be advisable to hold a public hearing in Ontario to secure expressions from the people in that town in regard thereto. The Commission set Tuesday, November 17, as the date for such hearing and instructed the Secretary to send formal notification thereof to the City Council in accordance with the statutory requirements.

The Secretary presented a letter from the Oregon State Game Commission suggesting that signs be posted along the Oregon Coast Highway between Glenada and Gardiner to warn tourists to beware of deer that frequently cross the road in this locality. The Commission referred this matter to S. H. Boardman, Superintendent of Parks, and Harold B. Say, Director of the Travel and Information Department, for recommendation as to whether or not this matter can be used to advantage as an advertising feature.

A letter was presented from the City of Gladstone requesting the designation of Arlington Street in Gladstone as a connecting route between the East Portland-Oregon City Highway and the East 82nd Street Secondary Highway through Gladstone. The Commission ordered that the City be advised that the Commission has this matter under consideration and its request will be given due consideration when the matter comes up for discussion; further, that the Commission is considering several routes between these two highways but a definite decision in regard to them can not be reached until a study has been made of comparative surveys which the Commission has ordered.

A letter was presented from Wilfred Nasshohn, Principal, Ferndale School, Freewater, Oregon, in which the Commission was requested to make an early investigation to determine some means of providing a measure of safety for school children who are obliged to walk along the Oregon-Washington Highway between Freewater and the Washington State Line in going to and from school. The Commission referred this matter to the Engineer for investigation and report.

A letter was presented from the Columbia County County Council Associated American Workmen suggesting that cripples and disabled veterans in Oregon be employed by the State Highway Department as flagmen, watchmen, et cetera, instead of young able bodied men who are now employed in such capacity and who are capable of performing manual labor. The Engineer advised that flagman must necessarily be keen of sight and hearing and sound in wind and limb in order to properly discharge their duties and avoid being struck by passing automobiles; hence it has been found necessary in highway work to use able bodied men because, in his opinion, elderly and/or disabled men are not competent to perform services of this kind. He further advised that, wherever possible, the Highway Department uses for such work its old employees who are no longer able to carry on arduous duties of heavy labor but still have to make a living and are capable of flagging traffic satisfactorily. He read aloud his letter, dated September 30, directed to Governor Martin on this subject in which he explained the State Highway Department's practice in this regard and the reasons for the same. The Commission approved the letter by unanimous vote.

The Commission considered and ordered filed a letter from the East Side Commercial Club, Portland, L. M. Lepper, Director, urging the following grade crossing elimination improvements in the city of Portland: (1) viaduct over the Union Pacific Railroad Company's main line tracks and over Sullivan's Gulch on Northeast 7th Avenue; (2) viaduct on Southeast 39th Avenue over the Portland Electric Power Company's Estacada Line tracks and Johnson Creek at the Portland south city limits; (3) undercrossing under the Union Pacific

Railroad Company's main line tracks at Northeast 92nd Avenue.

The Commission had under consideration a letter from the Greater Devils Lake Boosters Club urging the widening of the Oregon Coast Highway through the Oceanlake district so as to eliminate the possibility of business blocks being constructed close to the present right of way which is only 60 feet wide at this point. The Engineer advised that it would be very desirable to secure a wider right of way along this section so that it would be available for future widening work. He pointed out that the present right of way through Devils Lake is only 60 feet wide and that the widening of this from 60 feet to 80 feet would require the moving of a number of buildings now erected. There would be an advantage however, he said, in that, if the 80 foot right of way is now acquired, contemplated building construction could be kept back the proper distance from the traveled portion of the roadway. He also said that the Commission has no plans for the improvement of this section of the highway and doubted that such improvement would be undertaken for a number of years. He recommended therefore that nothing be done at the present time unless perchance an investigation be made to determine the proper location for a permanent highway. After some discussion the Commission authorized the Engineer to make such investigation and to render a report thereon covering the Oregon Coast Highway clear across Lincoln County. He was also instructed to ascertain how much the right of way would cost.

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

Edlefsen-Weygandt Company, contract No. 1722, for grading, surfacing and construction of bituminous macadam on the West Entrance to The Dalles Section of the Columbia River Highway in Wasco County, requested an additional extension of time from June 15 to July 8, 1936, in which to complete this project. The Engineer advised that this contract was completed on November 12, 1935, and was accepted by the Commission on January 9, 1936. However, the Bureau of Public Roads did not accept a certain portion of the work so it was necessary to resurface such portion, which work was done with state forces and was charged to the contractor. He further advised that because of the circumstances it was necessary to extend the time limit for the completion of the job an additional three weeks, from June 15 to July 8, 1936, so as to give sufficient time to complete the job when weather conditions were most favorable. In view of the circumstances and the necessity to clear the records, he recommended that the completion date of this contract be extended to July 8, 1936, and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Newport Construction Company and Kern & Kibbe, contract No. 1769, for grading, surfacing, and construction of bituminous macadam on the Emigrant Hill-Emigrant Springs Section of the Old Oregon Trail in Umatilla County, requested an extension of time

of 30 days, from September 15 to October 15, 1936, in which to complete this job basing their request on time lost because of an unusually late spring and, later, heavy and continued rains which retarded rock production, especially that needed for oiling purposes. The Engineer advised that the reasons given by the contractor for the delay in completing this project within the specified time limit are correct. He further advised that the engineering costs in connection with the job have not been increased by the delay; neither has the traveling public been unnecessarily inconvenienced. He recommended therefore that the extension requested be granted without penalty and submitted in support thereof a letter of concurrence by the Bureau of Public Roads. The Commission approved the recommendation by unanimous vote.

M. L. O'Neil & Son, contract No. 1805, for grading the Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County requested an additional extension of time of 10 days, from August 31 to September 10, 1936, in which to complete this job giving as their reason for such request that a large break occurred in the Oregon Irrigation Canal in the last month of their work, which they were requested to repair with their equipment. This work, they said, involved the moving of 10,000 cubic yards of material which took 4 days and was an emergency proposition. They also supported their request by stating that the road bed finishing work was slowed up considerably by the large amount of dust and light soil that had to be handled, it being practically impossible to do a good job with the dust interference. The Engineer advised that the contractor's statement in regard to repairing the Irrigation Canal is correct. He said that a large number of farmers were materially affected by the break and sent in a frantic appeal for large equipment to repair it, so he permitted the contractor to do this with the understanding that he would recommend an extension of time equivalent to the number of days that he lost. He further stated that the delay has not seriously affected the highway work, neither has it increased engineering costs to any great extent. He recommended that the extension requested be granted without penalty. In support thereof he presented a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the recommendation by unanimous vote.

Umpqua River Navigation Company, contract No. 1831, for furnishing 11,000 cubic yards of crushed material in stock pile for the Winchester Bay-North Bend Rock Production project on the Oregon Coast Highway in Coos and Douglas Counties requested an additional extension of time from August 31 to October 15, 1936, in which to complete this job giving as their reason for such request that they were required to produce some 2,000 cubic yards additional materials for state highway projects over and above the amount specified in the contract. The Engineer advised that

the statement given by the contractor is correct. He also advised that the general traveling public has not been inconvenienced by the delay, neither has the State incurred any additional expense for engineering. He recommended the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Harold Blake, contract No. 1833, for the construction of bituminous macadam on the Canyon Road-Talbot and Garden Home Road-Shattuck Road Sections of Humphrey Blvd., 45th Avenue and Cameron Road Highways in Multnomah County requested an extension of time of 60 days, from July 31 to September 30, 1936, in which to complete this job giving as his reason for such request that the progress of the work was interfered with greatly by unfavorable weather conditions and because of the truck drivers' strike in Portland. The Engineer advised that the contractor's failure to complete this project within the time limit did not increase engineering cost because the Resident Engineer and his Staff were busily engaged on other work at that time. He further advised that there were some inconveniences to travel on the Cameron Road Section because of the dust and rough surface; however, it did not amount to very much. He recommended that the extension requested be granted without penalty and in support thereof submitted letters from the Bureau of Public Roads stating that the inspection of this project fully justifies the extension requested. The Commission approved the recommendation by unanimous vote.

Homer G. Johnson, contract No. 1837, for the construction of a bridge and culverts on the Enterprise-Joseph Section of the Wallowa Lake Highway near Enterprise, in Wallowa County, requested an extension of time of 30 days, from July 15 to August 15, 1936, in which to complete this job, giving as his reason that he was unable to secure materials from material concerns with reasonable dispatch, lumber strikes delayed preparation of lumber for the bridge, and inability to secure qualified men through the United States Employment office. The Engineer advised that the contractor's statements of the delay are substantially correct; but gave as his thought that the extension should be given to August 7 instead of to August 15 as requested. He recommended the granting of the extension to that date without penalty, and in support thereof submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

J. C. Compton, contract No. 1838, for surfacing and oiling the Yamhill County Oiling project on four county roads in Yamhill County, requested an extension of time from August 31 to October 15, 1936, in which to complete this job giving as his reason that the work was delayed on the Springbrook Section by various injunctions and law suits over rights of way. The Engineer advised that

three of the units of this contract, viz., the Willamina Brick Yard Section, Deer Creek-Sheridan Junction Section, and the Mc Minnville-Baker Creek Section were completed within the specified time limit; however, the Springbrook-Newberg Junction Section was held up by injunctions involving right of way so that the contractor was unable to proceed with the grading work on this unit until the latter part of August. He pointed out that according to the contractual agreement the contractor is entitled to an extension of time equal to the time lost because of enforced delays for which he was not responsible. He recommended therefore that the extension requested be granted without penalty. He presented a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the Engineer's recommendation by unanimous vote.

Jacobsen-Jensen Company, contract No. 1853, for asphaltic concrete pavement construction on the 162nd Avenue-Gresham Road Section of N. E. Glisan Street in Multnomah County requested an extension of time from August 15 to August 20 in which to complete this job giving as their reason for such request that their operations were delayed due to bad weather conditions. The Engineer advised that the overrun in time limit has not caused traffic any inconvenience neither has it increased the state's cost for engineering. He also said that the contractor pushed the work as rapidly as possible after settled weather arrived and worked all of the daylight hours throughout the extent of the job; nevertheless needed an extra five days in which to complete the work. He recommended that the extension requested be granted without penalty and submitted, as an endorsement, a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Harold Blake, contract No. 1864, for paving Vancouver Avenue Extension of Vancouver Avenue, Portland, Multnomah County, requested an extension of time from July 31 to September 30, 1936, in which to complete this job. He said that the delay was caused by circumstances beyond his control. The Engineer advised that this contract was awarded to Mr. Blake on May 5 but the contractor was not able to start work at that time because a certain shingle mill located on the highway right of way had to be removed first. Actual grading operations, he said, were started on June 12 and were finished about July 4. However, the contractor's operations were delayed because of considerable wet weather in the interim. He further advised that traffic has not been inconvenienced by the failure of the contractor to complete the job on time because there were ample detours by other paved routes, neither has the State incurred any additional expense because the Resident Engineer and his party have been engaged on other projects. He recommended, in view of the circumstances, that the extension requested be granted without penalty and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Wm. C. Schmitt, contract No. 1867, for the construction of a bridge over Olalla Creek on the Corvallis-Newport Highway near Toledo, in Lincoln County, requested an extension of time from August 31 to September 3 in which to complete this job giving as his reason that his work was delayed on account of a change in the requirements for piling. The Engineer advised that the delay has not inconvenienced the traveling public and has not increased the engineering expenses. He recommended that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

J. C. Compton, contract No. 1872, for pavement planing and resurfacing the Azalea-Wolf Creek Summit Section of the Pacific Highway in Douglas and Josephine Counties requested an extension of time of 30 days from August 31 to September 30, 1936, in which to complete this project. Mr. Compton stated that the delay in completing the project within the specified time was due primarily to the scarcity of skilled labor and difficulties encountered in connection with other contracts that he has with the State Highway Commission which affected his organization. The Engineer advised that the general traveling public has not been inconvenienced by the delay and the State has incurred only a very small extra amount of engineering expense. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Hart Construction Company, contract No. 1875, for surfacing Threemile Creek-Eightmile Creek Section of The Dalles-Dufur County Road in Wasco County requested an extension of time of two weeks, from August 31 to September 15 in which to complete this job, giving as their reason that the commencement of their operations was delayed due to the securing of inefficient labor from the United States Employment Service. The Engineer recommended the extension requested be granted without penalty in view of the fact that the traveling public has not been inconvenienced by the delay; neither has the State incurred any extra expense for engineering supervision. He presented a letter from the Bureau of Public Roads concurring in this recommendation. The Commission approved the recommendation by unanimous vote.

United Contracting Company, contract No. 1901, for grading, widening and paving the Independence Section of the Independence Secondary Highway in Polk County requested an extension of time of 30 days, from September 30 to October 31, 1936, in which to complete this project giving as their reason that they were delayed in commencing operations because of right of way matters. The Engineer advised that bids for this work were taken by the Commission on June 26 but the contract was not awarded until July 23, 1936, the delay being due to right of way difficulties. He recommended in view of the circumstances that the extension

requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

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

Contract No. 1785 with Edlefsen-Weygandt Company for the construction of the 122nd Avenue (Buckley Road) undercrossing under the O.W.R.R. & N. Company's tracks in Multnomah County. Completed Sept. 11, 1936.

Contract No. 1787 with M. L. O'Neil & Son for grading the Agency Section of the Warm Springs Highway in Jefferson County. Completed Sept. 14, 1936.

Contract No. 1805 with M. L. O'Neil & Son for grading the Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County. Completed Sept. 5, 1936.

Contract No. 1821 with S. S. Montague for regrading and paving with Portland cement concrete pavement the South Approach to the Coos Bay Bridge on the Oregon Coast Highway in Coos County. Completed August 29, 1936.

Contract No. 1824 with Jacobsen-Jensen Company for paving with asphaltic concrete pavement the Glisan Street-Foster Road Section of 122nd Avenue in Multnomah County. Completed Sept. 9, 1936.

Contract No. 1837 with Homer G. Johnson for the construction of one bridge and five culverts on the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County. Completed August 7, 1936.

Contract No. 1856 with Babler Bros. for oil mat surface treatment on the Mist-Pittsburg Section of the Nehalem Secondary and the Mist-Clatskanie Secondary Highway in Columbia County. Completed August 31, 1936.

Contract No. 1875 with the Hart Construction Company for crushed rock surfacing on the Threemile Creek-Eightmile Creek Section of The Dalles-Dufur Road in Wasco County. Completed Sept. 12, 1936.

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. 1785 with Edlefsen-Weygandt Company for the construction of the 122nd Avenue (Buckley Road) undercrossing under the O.W.R.R. & N. Company's tracks in Multnomah County. Completed Sept. 11, 1936.

Contract No. 1787 with M. L. O'Neil & Son for grading the Agency Section of the Warm Springs Highway in Jefferson County. Completed Sept. 14, 1936.

Contract No. 1805 with M. L. O'Neil & Son for grading the Upper Tumalo Section of the Tumalo Falls-Bend County Road in Deschutes County. Completed Sept. 5, 1936.

Contract No. 1821 with S. S. Montague for regrading and paving with Portland cement concrete pavement the South approach to the Coos Bay Bridge on the Oregon Coast Highway in Coos County. Completed August 29, 1936.

Contract No. 1824 with Jacobsen-Jensen Company for paving with asphaltic concrete pavement the Glisan Street-Foster Road Section of 122nd Avenue in Multnomah County. Completed Sept. 9, 1936.

Contract No. 1837 with Homer G. Johnson for the construction of one bridge and five culverts on the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County. Completed August 7, 1936.

Contract No. 1856 with Babler Bros. for oil mat surface treatment on the Mist-Pittsburg Section of the Nehalem Secondary and the Mist-Clatskanie Secondary Highway in Columbia County. Completed August 31, 1936.

Contract No. 1875 with the Hart Construction Company for crushed rock surfacing on the Threemile Creek-Eightmile Creek Section of The Dalles-Dufur road in Wasco County. Completed Sept. 12, 1936.

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 in connection with each is hereby authorized.

There being no further business to come before the Commission at this time the meeting was declared adjourned at 5:00 o'clock p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

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Chiloquin, Oregon, October 5, 1936

The State Highway Commission met in special session at 10:15 o'clock a. m. in the Chiloquin City Hall for a conference with the members of the Chamber of Commerce of that town in regard to rerouting of The Dalles-California Highway north of Modoc Point. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Representing the Chiloquin Chamber of Commerce were Kenneth Robert, President; Riley H. Powers, Secretary; Earl Bradfield, Attorney; Mr. Marquis and 14 others. Mr. Bradfield was spokesman for the group. He said that the people of Chiloquin are dissatisfied with the proposed relocation of The Dalles-California Highway between Modoc Point and Sun Mountain, as laid out by the Highway Department Engineers, because it does not pass through the town of Chiloquin; but, on the other hand, bypasses this town about 1½ miles to the west. He proposed, in lieu thereof, another route which passes through the town of Chiloquin and the town of Kirk to a connection with the present highway north of Sun Mountain, at some point to be determined by the State Highway Commission. He said that in his estimation such route is much better than the one laid out by the Engineer because it would contain very little curvature, has easy grade lines, and lies entirely east of the Southern Pacific Railroad tracks and the Williamson River; furthermore it gets away from the bad snow conditions prevalent on the present route on Sun Mountain and is far better from that standpoint than the route proposed by the Engineer. He also said that the route would be much cheaper to construct than that proposed by the Engineer because it could be constructed on a natural water grade. He exhibited a map showing the proposed route, inspection of which reveals that it practically coincides with the Highway Engineer's line between Modoc Point and a place known as Lobart Draw, at which point it diverges from the Engineer's route, to Chiloquin, north of which place it is 3 or 4 miles east of the Engineer's route. He urged serious consideration of such route so that the town of Chiloquin will not be bypassed by the main highway. He also submitted a table showing a record of snow fall at Chiloquin, Sun Mountain and Kirk during the winter period of the years 1931-1936.

The Engineer advised that, when surveys were made for this proposed line revision, numerous alternate routes were considered in an endeavor to find a satisfactory route that would pass through the town of Chiloquin but a study of all of the information gathered revealed that the best line from the State's standpoint bypasses that town. He pointed out that no matter what line is adopted for this revision it would be necessary to construct a connection with the Crater Lake Highway at Klamath Agency to take care of Crater Lake traffic and that the proposed connection from Lobart Draw to Klamath Agency has been found to be the best because it is the cheapest to construct. He said that it would be very expensive to construct a connection

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from Chiloquin along the east side of the Southern Pacific Railroad.

Chairman Cabell advised that the Highway Commission has a limited amount of money available to finance improvements on The Dalles-California Highway and the Commission had it in mind to spend this money for the construction of a portion of the proposed revision north of Modoc Point in order to avoid the marsh lands at the north end of Upper Klamath Lake which will not support a road bed of the type needed to accommodate the increasing and heavy traffic that this section is subjected to; and to reduce the heavy cost to maintain the present road. The Commission does not have the money available, he said, to finance construction of the entire project but will have to leave a part of it for future construction. He added that the improvement contemplated at this time, which extends from Modoc Point to Lobart Draw, will fit in with any improvement that may be undertaken later on north of Lobart Draw on any of the alternate routes.

Mr. Bradfield remarked that the people of Chiloquin do not want the proposed lateral built from Lobart Draw to Klamath Agency because they are fearful, if that is done, the improvement will never be extended to Chiloquin; hence they would like to have the road constructed up to Chiloquin at this time, the remaining section to be completed at some future date along the route they propose which would avoid heavy construction along the bluffs on the route proposed by the Engineer.

After further discussion it was mutually agreed that, before any definite location is determined upon, a reconnaissance survey should be made of the route proppsed by the people of Chiloquin. The Engineer was authorized to have such reconnaissance survey made as soon as he can spare a man for the purpose.

The meeting was adjourned at 11:00 o'clock a. m. following which the Commission returned to Klamath Falls for a conference with the County Court of Klamath County.

Klamath Falls, Oregon, October 5, 1936

The State Highway Commission reconvened at 1:30 o'clock p. m. in the dining room of the Willard Hotel with all members present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Commission discussed secondary highway matters with the County Court of Klamath County consisting of County Judge George D. Grizzle and County Commissioners Roy Taber and Wm. F. B. Chase. Also present at this conference were the following: Earl C. Reynolds, Secretary, Klamath County Chamber of Commerce; Alfred D. Collier; H. C. Blackmer, District Attorney; and Frank Howard, County Engineer.

The County Court asked the Commission to revise the Secondary Highway System of Klamath County as follows: (1) designate the newly constructed

Klamath Falls-Weed Highway as a Primary State Highway; (2) retain on the Secondary Highway System that portion of Midland Secondary Highway No. 420 which extends from its junction with The Dalles-California Highway to its junction with the Miller Island County Road and add thereto as a Secondary State Highway that part of Miller Island County Road which extends from the Weed Secondary Highway No. 420 to a connection with the Klamath Falls-Weed Highway, removing from the Secondary Highway System the balance of said Secondary Highway No. 420; (3) designate as a secondary state highway Market Road No. 7 which extends from The Dalles-California Highway at a point known as Macks' Store, westerly to a connection with the Klamath Falls-Weed Highway, 4 miles of which has already been constructed, the balance being unimproved; (4) designate as a secondary state highway the Diamond Lake Forest Road from its connection with The Dalles-California Highway to a connection with the Crater Lake Highway at Union Creek via Diamond Lake; (5) designate as a secondary state highway the Sand Creek entrance to Crater Lake National Park; (6) designate as a secondary state highway Market Road No. 19 which extends from the Green Springs Highway at Keno southerly to a connection with the Klamath Falls-Weed Highway at Worden.

After considerable discussion of this matter the Commission signified its willingness to rearrange the Secondary Highway System of Klamath County in accordance with the wishes and desires of the County Court except that the Commission refused to place the Keno-Worden County Road on such Secondary Highway System. The Commission's action was taken subject to the condition that the County will acquire standard width rights of way for all of these roads where such width rights of way have not already been obtained. It was also understood that the Highway Commission will not be obligated to build immediately the uncompleted portion of the proposed secondary highway which extends directly west from Macks' Store on The Dalles-California Highway to a connection with the Klamath Falls-Weed Highway but would use, as a temporary route for such connection, the existing road between these points.

The Engineer was instructed to investigate the status of right of way on these roads and render a report thereon. This concluded the conference.

Mr. Reynolds submitted a list of Klamath County highway improvements and requested that they be given early consideration by the Highway Commission. The list was identical to that which he previously submitted on March 18, 1936.

Consideration was given by the Commission to the request of the City of Klamath Falls to the rerouting of The Dalles-California Highway through the city along 10th Street as outlined in the City Engineer's letter of July 10, 1936. The Commission had previously inspected this proposed change and instructed the Secretary to inform the City that the Commission deems it inadvisable to make this change at the present time and also considers it inadvisable to cooperate in the paving of 10th Street as a truck route, wherefore any improvements that are made on 10th Street must be undertaken as strictly a city project.

The Commission considered and signed a petition directed to the City of Klamath Falls requesting the vacation of a part of 1st Avenue in Altamont Acres so as to make this street available to the State Highway Commission in connection with its maintenance headquarters at this place.

Consideration was given by the Commission to the setting of a date for the next regular meeting in November for receiving bids and it was decided to hold such meeting on Thursday, November 5, in Portland. The Secretary was instructed to arrange to hold this meeting in the Auditorium of the Public Service Building if possible in accordance with the usual practice.

There being no further business to come before the Commission at this time the meeting was adjourned at 2:30 o'clock p. m.

State Highway Engineer

Secretary

Chairman

Commissioner

Commissioner

Portland, Oregon, October 16, 1936.

The State Highway Commission met in regular session at 2:00 o'clock p. m. in Room 204 Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission conferred with representatives of the Bureau of Public Roads and the United States Forest Service in regard to the programming

of forest highway funds for the fiscal years 1938, 1939, 1940, 1941, and 1942. Representing the Bureau of Public Roads were W. H. Lynch, District Engineer, and Highway Engineers F. E. Andrews, A. H. Benedict, T. M. Davis, and H. D. Farmer. Representing the United States Forest Service were C. J. Buck, Regional Forester, and James Frankland, Regional Engineer.

The following programs for such funds were adopted by the unanimous vote of all present, with the understanding that the programs for the fiscal years 1939, 1940, 1941, and 1942 are subject to change as developments may require:

PROGRAM FOR FISCAL YEAR 1938

Funds Available:

Fiscal Year 1938 Apportionment (estimated)		$1,253,592
Savings from Fiscal Year 1937 Forest Highway Funds		100,000
Total		$1,353,592
Deductions:		
10% for Administration & Equipment	$125,359.20	
Major Equipment	15,000.00	
Contingent	53,232.80	193,592
Available for Programming		$1,160,000

The following program is recommended:

Project No.	Project	Length	Allocation Federal Funds	Allocation Cooperation	Remarks
2-A5,B6,C5	Salmon Rv.	13.5	$130,000	-	Bit. Surfacing
16-I1,J,K) 16-J1)	--Tiller-Trail	1.6	110,000	-	Grad. & Bridge
21-H2,I2) J1,K)	-- Willamette	3.8	200,000	-	Grad.,Subgr.Reinf., & Adv.Cl. or Tunnel
23-K1,L	Santiam	2.5	125,000	-	Grad.& Adv.Clear.
24-E4,F4) 24-E5)	-- North Santiam	10.6	125,000	-	Subgrad.,Reinf.and Bridge
28-B	Columbia Rv.	2.0	60,000	$90,000	Grad., Surf. & Bit. Surf.
29-A1,B1	Fremont	16.0	80,000	-	Surfacing
30-B	Klamath Falls-Lakeview	6.0	100,000	-	Grad.,Surf.& Bridges
33-A1	Pendleton-John Day	7.1	120,000	-	Reconstr.Grad.& Surf.
46-A2,B	Cascade Lakes	4.0	55,000	-	Grad. & Bridge
	Location Surveys		25,000		
	Maintenance		30,000		
	Totals		$1,160,000	$90,000	

PROGRAM FOR FISCAL YEAR 1939

Funds Available:

Fiscal Year 1939 Apportionment (estimated)		$1,253,592
Deductions:		
Administration & Equipment (10%)	$125,359.20	
Major Equipment	15,000.00	
Contingent	43,232.80	183,592
Balance Available for Program		$1,070,000

The following Program is recommended:

Project No.	Project	Length	Allocation Federal Funds	Allocation Cooperation	Remarks
16-G3,H2, I2,J2,K1	Tiller-Trail	6.0	$ 40,000	-	Subgr., Reinf.
21-K1	Willamette	.6	180,000	-	Tunnel & Appr.Grading
23-L1,M	Santiam	2.0	100,000	-	Gr. & Adv. Cl.
24-A2	North Santiam	2.0	100,000	-	Reconstr. Grad.
28-C	Columbia River Hwy.	1.0	150,000	-	Grad. & Surf.
30-C	Klamath Falls-Lakeview	5.0	100,000	-	Grad.,Surf. & Bridges
31-A1,B	Fremont	10.0	100,000	-	Gr.,Surf. & Bit.Surf.
33-A2	Pendleton-John Day	7.1	35,000	-	Bit. Surf.
34-A1,B2	Pendleton-John Day	7.0	75,000	-	Reconstr.,Gr. & Surf.
35-A5	John Day-Burns	1.6	100,000	-	Reconstr., Grade
46-A3,B1	Cascade Lakes	4.0	35,000	-	Surf. & Bit. Treat.
	Location Surveys		25,000		
	Maintenance		30,000		
	Total		$1,070,000		

LIST OF PROJECTS FROM WHICH FOREST HIGHWAY PROGRAMS
WILL BE COMPILED IN THE FISCAL YEARS 1940, 1941, & 1942

Fiscal Year 1940:

Route No.	Project
28	Columbia River
21	Willamette
24	North Santiam
23	Santiam
16	Tiller-Trail
31	Fremont

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(Fiscal Year 1940 continued)

Route No.	Project
30	Klamath Falls-Lakeview
34	Pendleton-John Day
35	John Day-Burns
42	Warm Springs
6	Alsea
45	Diamond Lake
46	Cascade Lakes
27	Ochoco
1	McMinnville-Tillamook
38	Flora-Enterprise

Fiscal Year 1941:

28	Columbia River
21	Willamette
24	North Santiam
23	Santiam
16	Tiller-Trail
29	Fremont
30	Klamath Falls-Lakeview
34	Pendleton-John Day
35	John Day-Burns
42	Warm Springs
6	Alsea
46	Cascade Lakes
27	Ochoco
1	McMinnville-Tillamook
8	Umpqua
38	Flora-Enterprise

Fiscal Year 1942:

28	Columbia River
21	Willamette
24	North Santiam
23	Santiam
16	Tiller-Trail
30	Klamath Falls-Lakeview
35	John Day-Burns
42	Warm Springs
6	Alsea
46	Cascade Lakes
27	Ochoco
8	Umpqua
38	Flora-Enterprise

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Prior to the adoption of the program the Commission considered carefully numerous briefs filed by county courts and chambers of commerce requesting that certain projects in which they are especially interested, be given consideration in the formulation of these programs.

The Commission by unanimous vote approved the minutes of meetings held on July 7 and 8, July 17 to 21 inclusive, and July 23, 1936.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties, together with prices that he recommended be paid for each. After careful study the Commission approved the Engineer's request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Tillamook County Line - Sunset Camp-Wolf Creek Highway				
3793-Bergerson, Elmer	Gravel Pit	0.92	$105 Lump Sum, 2-yr. Lease	Benson
3794-Dallas, Martha C.	" " & Hauling Road	0.64	$50 Lump Sum, 2-yr. Lease	"
Troutdale Section - Columbia River Highway				
1782-Wiser, Wm. J.	Maint. Hdqrts. Site	0.115	$180 Lump Sum, 1-yr. Lease	Chandler

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Shedd-Halsey Section - Pacific Highway				
3719-Mitzner, Ida Marie, Trustee	R/W	1.21	$100 per a. plus $103.35	Benson
3708-Pugh, C. A., Heirs	"	0.65	$100 per a. plus $42.50	"
3710-Pugh, C. A., Heirs	"	0.47	$100 per a. plus $36.50	"
3706-Duncan, John, Est.	"	1.06	$100 per a. plus $149.50	"
3712-Pugh, J. M.	"	0.51	$100 per a. plus $36.00	"
3705-Duncan, John, Est.	"	0.60	$100 per a. plus $39.00	"
3713-Pugh, J. M.	"	0.38	$100 per a. plus $87.00	"
3712-Pugh, J. M.	"	1.12	$100 per a. plus $165.50	"
Whiterock-Valley Falls Section - Fremont Highway				
3367-Rehart, Wm. J.	R/W	0.95	$100 per a. plus $5.00 plus moving fence	Gardiner
3398-Chandler, H. L.	"	3.48	2.94 a. at $100 per a. 0.54 a. at $20 per a. plus moving fence	"
3392-Chandler, Geo. O.	"	6.60	0.76 a. at $10 per a. 5.84 a. at $100 per a. plus moving fence	"
3375-Gillogly, Wm., Est.	"	0.13	Gratis	"
Shelton Ranch-Flora Junction Section - Lewiston-Enterprise Highway				
3785-Applegate, Sarah E. Est.	R/W	6.14	$25 per a. plus $122.75	McCallister
3779-Ralls, R. M.	"	9.15	3.00 a. at $25 per a. 6.15 a. at $10 per a. plus $400 & cattle pass	"
3777-Austin, L. M.	"	10.33	$1.00 per a. plus $111	"
3775-Shelton, L. D.	"	27.02	$10 per a. plus $639 plus Cattle Pass	"
3783-Curry, Samuel	"	6.23	$50 per a. plus $557.50	
3782-Oregon Mortgage Company		4.78	4.00 at $25 per a. 0.78 at $10 per a. plus $150.00	"
3781-Wallowa County	"	6.20	Gratis	
3776-State Land Board	"	12.85	$10 per a. plus construction of fence	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Odell Junction-Dee Section - Hood River Highway				
3700-State Land Board	Filler Pit	1.05	$50 Lump Sum	McCallister
Port Orford-Euchre Creek Section - Oregon Coast Highway				
2557-Lewis Investment Company	R/W	60.55	$35 per a.	Parker
3256-Goss, John D. Est.	"	317.1	$27.50 per a.plus $1006	"
3847-Coast Counties Land. CO.	"	21.86	for ½ interest $258.95 based on 21.86 a. at $15 per a. plus $190	"
Hermiston-Echo Section - Hermiston Highway				
3629-Umatilla County	Stock Pile	1.21	Gratis	Wells
Hermiston Section - Hermiston Secondary Highway #333				
3758-McMurray, Fred	R/W	3.85	$100 Lump Sum	Wells
Agency Plains-Madras Section - Warm Springs Highway				
3190-Sothman, Caroline	R/W	7.62	$25 per a. plus construction of fence	McCallister
Youngs Bay Bridge Section - Oregon Coast Highway				
3830-Kamm, Karoline Est.	R/W	6920 Sq.Ft.	$50 Lump Sum	Parker
Malin Section-Klamath Falls-Lakeview Highway				
3690-Bord, Rex E.	Stock Pile	1.00	$20 Lump Sum,1-yr Lease	Gardiner
Klamath County Section - The Dalles-California Highway				
3691-Davis, I. L.	Stock Pile	0.466	$20 Lump Sum,1-yr Lease	Gardiner
Burns-Buchanan Section - Central Oregon Highway				
3662-Harney Valley Improvement Co.	R/W	9.20	$20 per a.plus construction of fence	Collins
3607-Meyers, Alice E.	"	0.85	$5.00 Lump Sum	"
3667-Harney Valley Improvement Co.	"	12.27	$125 Lump Sum plus construction of fence	"
3656-Harney Valley Improvement Co.	"	4.72	Land Gratis plus moving fence	"
3651-Harney Valley Improvement Co.	"	3.66	Gratis	"
3671-Harney Valley Improvement Co.	"	10.02	$5 per a. plus $50	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
(Burns-Buchanan Section continued)				
3595-Hanley Company, Wm.	Gravel Pit	2.06	$5.00 per a.	Collins
3596-Hanley Company, Wm.	R/W	4.42	$30 per a. plus construction of fence	"
3604-Baker, Thos. J.	"	0.44	Gratis plus moving fence	"
3673-Barnes,Joseph T. Est.	"	4.90	$30 per a. plus $250 and construction of fence	
3654-9-Brown,Leon M.,Trustee	"	4.03	$20 per a.	McCallister
		7.73	$5.00 per a. plus moving fence	
3597-School District #5	"	0.22	Gratis,plus moving fence	Collins
3660-Great Northern Casket Co.	"	12.15	$30 per a. plus construction of fence	"
3608-Simer, Helen W.	"	0.69	Gratis	McCallister
3674-Chambers, Ralph	"	7.81	$3.00 per a. plus construction of fence	"
3612-State Land Board (Correction)	R/W	8.85	$20 per a.	McCallister
		12.62	$2.50 per a.	
		8.90	$20 per a.	
		13.2	$2.50 per a. plus construction of fence	
3648-Oregon & Western Colonization Co.	Gravel Pit & Hauling Road	7.87 & 5.44	$600 Lump Sum, 2-yr lease	"
3660-Oregon & Western Colonization Co.	R/W	56.74	$5.00 per a.	
		4.96	$20 per a. plus reconstruction of fence & irrigation ditches	"
Bonanza Section - Dairy-Bonanza Highway				
3767-Bowne, Francis J.	R/W	963 Sq.Ft.	$25 Lump Sum	Gardiner
Jackson County - Crater Lake Highway				
3536-Spencer, Lottie Wood	Stock Pile	0.805	$100 per a.	McCallister
Canyon Road-Barnes Road Section - Wolf Creek Highway				
3178-Meier, Lydia Gerber	R/W	1.62	$897.50 Lump Sum	Devers
Mist-Pittsburg Section - Nehalem Highway				
3752-Holding, Reed	Stock Pile	0.70	$100 Lump Sum	Collins
Lexington-Sand Hollow Section - Lexington-Echo Highway				
3754-Martin, Myles E.	Stock Pile	0.83	$50 Lump Sum	Wells

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Roseburg Section - Pacific Highway				
3479-Spancake, J. Mason	R/W	25,221 Sq.Ft.	3¢ per Sq.Ft. plus $2493.37	Parker
3481-Whipple, R. L.	"	18,134 Sq.Ft.	$800 Lump Sum	"
3489-Foster, G. E.	"	8,000 Sq.Ft.	$250 Lump Sum plus grading	"
3472-Williams, W. D.	"	4,800 Sq.Ft.	$2600 Lump Sum	"
W. Unit-Stanfield-Pendleton - Old Oregon Trail Highway				
3698-Hale, Roy	Hauling Road	0.32	$50 per a.	Wells
3697-Hale, Roy	Gravel Pit	0.22	$50 per a.	"
Pendleton-Stanfield Section - Old Oregon Trail Highway				
2350-Meyers, Claude O.	R/W	18.79	$25 per a.plus $4530	Devers
2360-2-Rew, Robert Royal	"	50.33	$30 per a. plus $7714	"
Otis-Siletz Section - Oregon Coast Highway				
824-Rees, Daniel	"	0.81	$60 Lump Sum	Gardiner
East Pendleton Section - Old Oregon Trail Highway				
3853-McComas, Sophia Byers	R/W	14000 Sq.Ft.	$250 Lump Sum	Parker
3866-Jenkins, O. E. Mrs.	Approach Rd.	3 Lots	$40 per Lot	"
3865-Tachella, Ralph & Dora Wilson	"	" 1 Lot	$54 Lump Sum	"
3864-Dyer, John W.	"	" 1 Lot.	$50 Lump Sum	"
3863-Couretsos, Nick G.	"	" 1200 Sq.Ft.	Land $25 plus $5.00	"
Cold Springs-Holdman Section - Pendleton-Cold Springs Highway				
3753-McComas, Sophia B.	Stock Pile	0.55	$50 Lump Sum	Wells
Shady Point-Kelly Corner Section - Pacific Highway				
3105-McDonald, Julia	R/W	2.99	$500 Lump Sum	Benson
Salem-Illahe Section - Pacific Highway				
2119-Wood, Laura L.	R/W	1.34	$125 per a. plus $332.50	McCallister
Wauna Section - Columbia River Highway				
3592-Myers, Ida	Stock Pile	1.96	$75 Lump Sum 3-yr. Lease	Eason
Stewart Bridge-Flat Creek Section - John Day Highway				
3757-Stewart, Horace D.	Gravel Pit	2.656	$35 per a.	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Wilcox-Shaniko Section - Fremont Highway				
3786-Eastern Oregon Land Company Rock Quarry		11.6	$10 per a.	Gardiner
Oregon City Section - East Portland-Oregon City Highway				
3058-Crown Willamette Paper Company	R/W	32,830 Sq.Ft.	10¢ per Sq.Ft.	Parker
Multnomah County Line - Portland-Columbia River Highway				
141-Endicott, Ione (Correction)	R/W	0.55	$300 per a.	Bentley

The Commission discussed the matter of acquisition of right of way through property owned by the City Motor Trucking Company, Portland (Porter Yett, President), which is needed for the improvement of the Lower Columbia River Highway at a place known as Rocky Point, in Multnomah County. It appears that no satisfactory settlement has yet been made for this right of way and the amount that the company is asking for its property is considered exorbitant. The Attorney was instructed to continue negotiations with the Company, to secure, if possible, a reduction in its demands of $6,000 for land and one-half the cost of constructing a tunnel under the highway for accommodation of the company, and to secure also a temporary right of way across the company's property to be used as a detour during the construction of the highway.

The Secretary presented recommendations from the special Board of Survey, relating to the sale of a state-owned residence building in the town of Aurora and to the sale of two small buildings on right of way acquired from the Bank of Vernonia for the Treharne Section of the Nehalem Secondary Highway in Clatsop County. The Board recommended the sale of the Aurora building to W. L. Snidow, Oregon City, at his offer of $45. The Attorney reported receipt of an inquiry from Mrs. Henry J. Keil of Aurora, who has indicated her interest in acquiring this property, but made no definite offer. The Attorney was instructed to ascertain how much Mrs. Keil is willing to pay for the building and to sell it to her if her offer is more than $45; otherwise to sell it to Mr. Snidow. It was the recommendation of the Board that the two small buildings on the Nehalem Secondary Highway be sold to the Mountain States Construction Company at its offer of $20 for both buildings. The Commission approved the recommendation and authorized the sale of the buildings to the Mountain States Construction Company for such amount.

Reconsideration was given by the Commission to the matter of assuming responsibility for the construction of the Wolf Creek Highway W.P.A. project and it was unanimously decided not to assume such responsibility. The following statement in regard thereto was approved by the Commission by unanimous vote, and given to the press:

"The State Highway Commission today decided that it could not assume the responsibility for the detailed supervision of the men and equipment used in the grading operations on the W.P.A. Wolf Creek project.

"It is the opinion of the Commission that the W.P.A. cannot transfer the authority because the work must be carried on under its own particular rules and regulations. Divided authority makes impossible the accomplishment of any objective.

"The Commission is now and will continue to supervise the engineering features of the work and in addition furnish powder, culvert pipe, and certain sums for equipment rental. The Commission has set aside $265,000 for this purpose on the Wilson River and Wolf Creek projects, in addition to the large amounts of federal and state funds that have been allocated for these roads.

"The W.P.A. has now the authority for the grading of both projects and is in good position to continue the responsibility to carry on the work. The Highway Commission is now and will continue to give the W.P.A. its wholehearted cooperation on both the Wolf Creek and Wilson River projects."

The Commission considered and signed a bargain and sale deed conveying to G. F. Hodges, Pendleton, for the sum of $2500 that portion of Lots 6 and 7, Block 17, Reservation Addition to the City of Pendleton which lies outside of the highway right of way limits.

The Commission adjourned at 5:30 o'clock p. m., to reconvene at 9:00 o'clock the following morning in the Benson Hotel.

Henry F. Cabell
Chairman

State Highway Engineer

E. B. Aldrich
Commissioner

Secretary

F. L. Lovelle
Commissioner

Portland, Oregon, October 17, 1936.

The State Highway Commission reconvened at 9:00 o'clock a. m. in Room 202 Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

The Commission discussed the matter of improving the county road which extends from the town of Joseph to the head of Wallowa Lake, in Wallowa County. The Engineer advised that this road is about 5½ miles in length and to construct it to state standards would cost approximately $100,000. He estimated that it would cost about $25,000 to recondition the existing road by widening a few narrow places and by placing a leveling course of surfacing material over the entire section and oiling the same. He suggested, if the Commission wants to undertake this improvement, that the road be designated as a secondary state highway and that a contract for furnishing surfacing materials be awarded some time this winter or early enough in the spring so as to assure the completion of the oiling work next summer with state forces. After discussion, the Commission indicated its approval of the Engineer's suggestion but deferred definite action thereon pending further study. However, in any event, this road is to be given preference over others when other roads are added to the secondary system. The Engineer was instructed to inform the Wallowa County Court of the action taken.

Reconsideration was given to the offer of Mrs. Richard Montague to sell to the state for park purposes 1.57 acres of land situated adjacent to the Columbia River Highway near Bonneville, in Multnomah County. In this connection the Secretary presented a report from the Parks Engineer stating that the property is not suited for state park purposes and recommending that the offer be declined unless the property can be used for right of way when the highway is relocated. The Engineer was instructed to look into this feature and render a report thereon at the next meeting.

Consideration was given by the Commission to the claim of Mr. Joe Shelton who was severely injured in an automobile accident on the John Day Highway where the highway crosses Juniper Canyon bridge, near mile post 19, in Gilliam County. It appears that Mr. Shelton drove his car into the end of the bridge and alleges that the accident occurred because his view was obstructed by a pile of rock that Highway Department employes had placed adjacent to the highway at this point and there was no sign to indicate that he was approaching the bridge, which is on a highway curve. The Engineer advised that Mr. Shelton's allegations have been thoroughly investigated and have been found to be without merit; that the pile of rock he mentions is entirely off the highway right of way and there is a clear view of the bridge from both directions. He recommended the Commission deny the liability. After careful consideration of this matter the Commission approved the recommendation by unanimous vote.

The Engineer reported on the request of Mr. Wilfred Nasshohn, Principal of the Ferndale School, Freewater, Oregon, for sidewalk construction along the Oregon-Washington Highway between Freewater and the Washington state line for the benefit of school children. He said that Division Engineer Williams inspected conditions at this point and reported that there is no question that a hazard exists for the school children in that a portion of the highway is built on an 18-foot roadway, is very heavily traveled, and the shoulders have been constructed of gravel of such large size that they are

difficult to walk on. He further stated that the distance between the state line and Freewater is 4 miles and to construct a sidewalk along the same, including necessary grading, rocking, and applying oil mat surface treatment, would cost about $5,300, and it would cost about $3000 additional to construct sidewalks on several bridges on this section. He questioned the advisability of doing this work, in view of the precedent that would be established. The Commission concurred in the viewpoint of the Engineer but deferred action pending a personal inspection of the project enroute to Ontario on November 17.

The Engineer brought up for discussion the matter of control of traffic signals that are installed on state highway routes in cities and towns and requested the Commission to adopt a policy in regard thereto. He reported that the traffic survey for signal installations in Salem has been completed and a report will be ready within a few days and he would like to know what to tell the city officials concerning it. The Commission deferred action on this matter pending a study of the Engineer's report of the Salem survey, which is to be rendered at the next meeting.

Commissioner Aldrich inquired concerning some construction work that is under way on the Base Line Road, Portland, near the Golf Club bridge over the Sandy River. He said that travel conditions are very bad at this point and, in his estimation, traffic should not be permitted to use this road until the job is done. He suggested that signs should be erected directing traffic away from this section. The Engineer advised that the Base Line Road is a county road and that the activities are being carried on by county forces over which the state has no control. After some discussion the Commission instructed the Engineer to erect a sign on the Columbia River Highway near the bridge, directing west-bound traffic to use Sandy Boulevard in order to avoid the construction work on the Base Line Road.

The Commission considered a minor betterment work order in the amount of $180 to cover the cost of installing an 18-inch siphon pipe across The Dalles-California Highway at mile post 261, in Klamath County. It appears that the highway at this point is located within the Klamath Indian Reservation and when the right of way was acquired the County Court stipulated with the Indian Service that either the state or the county would install, without expense to the Indian Service, proper conduits or culverts for all irrigation ditches that were constructed across the highway within the reservation boundaries. In view of the circumstances the Commission approved the installation of the siphon at state expense.

The Commission had under consideration a request from County Judge Hugh McLain of Coos County for state cooperation with the Port Commission and the city of Marshfield, in the construction of a dredged fill adjacent to the Oregon Coast Highway at Coal Bank Slough just south of Marshfield. The Engineer advised that the proposed fill takes in the location which has been considered for the highway revision at this point to eliminate the right-angle turn in the present highway at the bridge site, and, if the highway is definitely routed over this area, the fill could be used to very good advantage

because it would do away with the use of some wooden trestles on the present route which are in need of replacement. He thought it would be a good idea for the state to cooperate in the project as a matter of principle if it is not too costly. He suggested, if the Commission decides to render such cooperation, that it be limited to the sum of $2000 and that it be based on the actual cubic yardage of materials that enter the fill within the limits of the highway right of way. He advised that no surveys have as yet been made for this highway revision so that accurate estimates of the quantities of material cannot be reached immediately as a basis for definite agreements between the Commission and the sponsors of the dredging work. The Commission indicated that it would approve of cooperating in this matter on the basis suggested by the Engineer but deferred definite action until the surveys have been completed. The Engineer was authorized to conduct the survey at once, beginning at the intersection of the present highway at Ingersol Street and extending southerly and easterly to a connection with the present highway in the Bunker Hill district. He was also authorized to secure options for right of way on such alignment.

The Commission by unanimous vote also authorized the Engineer to make topographic surveys in the town of Bandon for a revision of the Oregon Coast Highway at that place, such survey to take in enough territory so that it can be used by the State Planning Board in connection with its studies for remodeling this town, which was completely destroyed by a recent forest fire. He was instructed to make such survey at once.

The Engineer asked the Commission to confirm the award of the following contracts for which bids were taken on October 1 and which were referred to him at that time with power to award to the low bidder in each instance when certain conditions had been fulfilled:

1. Pringle Creek-Illahe School Section of the Pacific Highway, in Marion County, awarded on October 8 to Contractor Harold Blake, the low bidder.

2. Burns-Buchanan Section of the Central Oregon Highway, in Harney County, awarded on October 10 to M. L. O'Neil & Son, the low bidder.

He advised that the conditions of the awards have been satisfied. The Commission approved the awards by unanimous vote.

Reconsideration was given by the Commission to the matter of the approval of a soil erosion project on the new location of the Old Oregon Trail, between Stanfield and Pendleton, in Umatilla County. The Engineer advised that this project is estimated to cost $2500, but it cannot be financed with federal moneys appropriated for soil erosion work because it is too far removed from the C.C.C. camps which were to supply the labor; however, it can be financed with federal aid moneys that are required to be spent for highway roadside beautification. He recommended the approval of the project for such funds. The Commission approved the recommendation by unanimous vote.

The Engineer requested authority to construct four house-trailers at a total estimated cost of $1000, for use of traffic recorders during the rainy

season, in connection with the state-wide planning survey. He explained that these men record their notes on large sheets of paper, which would be completely destroyed if they became wet, hence the need for protection. He further explained that part of the purchase price of the trailers could be recovered by selling them when the survey is completed. After some discussion the Commission approved the Engineer's request by unanimous vote.

The Commission had under consideration matters pertaining to the pedestrian overpass on East Court Street, Pendleton, which it is proposed to construct in connection with the East Pendleton Railroad Grade Separation Project. The Engineer presented blueprint sketches and estimates of cost of three different schemes for such overpass, scheme No. 1 being for a structure of the steel girder type, which the Engineer estimated could be built for about $10,000; scheme No. 2 is for a single 195-foot suspension span, which is estimated to cost about $16,000; scheme No. 3 is for a 2-span suspension bridge, which is estimated to cost approximately $15,500. The Commission deferred definite action on this matter pending further investigation by the Engineer. The Commission also decided to inspect the project enroute to Ontario on November 17.

The Engineer reported that the Sheridan, Wyoming, Chamber of Commerce for the past two or three years has been carrying on voluminous correspondence in an endeavor to arouse interest in securing extensions to U. S. Highway No. 14, so as to make it a transcontinental highway, and it appears that they have made some progress, and, according to their statements, are practically assured of such a highway west from Chicago to Idaho, and now want the State of Oregon to give its consent to the changing of the number of U.S. Highway No. 28 to U. S. Highway No. 14, so as to make U. S. Highway No. 14 continuous to the Pacific Ocean. He suggested that it might be satisfactory to make this substitution in Oregon in view of the fact that U. S. Highway No. 28 does not extend beyond the Oregon boundary and might be considered as purely a local road. On the other hand, the Central Oregon Highway and both of the Santiam Highways are available and would fit very nicely into such a scheme of numbering, and, when completed, will provide a much faster and better route across the state than U. S. Highway No. 28. The Commission concurred in the viewpoint of the Engineer and authorized him to inform the Chamber of Commerce that Oregon has available a satisfactory route for another transcontinental highway via the Central Oregon and Santiam Highways and will offer no objections to its being designated as such when it has been so designated across the rest of the United States and the matter is presented to the State of Oregon for final recommendation.

The Engineer brought up for discussion the matter of permitting service clubs and similar organizations to maintain signs on highway rights of way, and particularly a letter that he proposes to send to such organizations requesting their cooperation in the removal of signs that now exist in such locations. He pointed out that the Federal Government and the State of Oregon are spending large sums to preserve the beauties of Oregon roadsides and desire the cooperation of the civic organizations to the end that the highways may be kept unspoiled and not become littered with signs and billboards of every character. The Commission approved the letter in principle but considered it advisable, before sending it to the various organizations, to secure

from the Oregon Roadside Council and the Roadside Beautification Committee of the State Planning Board letters requesting that this be done. The matter was accordingly referred to the Landscape Engineer, George Otten, to secure such letters.

In this connection the Secretary presented a letter from the Astoria Chamber of Commerce requesting, in behalf of the Clatsop County Court, the Chamber of Commerce and the Pomona Grange of Clatsop County, permission to erect signs on the three major highways entering Clatsop County, such signs to contain a greeting to travelers and a suggestion to homeseekers that they may obtain reliable information at the office of the County Agricultural Agent or the Astoria Chamber of Commerce. The Commission denied the request as a matter of policy.

The Commission had under consideration the matter of the purchase of reflector buttons for traffic signs. It appears that bids were received for the furnishing of such buttons but an order was not placed for their delivery because in the meantime information was received that there is litigation pending involving a violation of patent rights which the Commission cared not to enter into, and the question before the Commission is whether or not to accept the bid of the low bidder, notwithstanding the litigation, or to secure new bids from dealers who are qualified to sell such buttons. The Attorney advised that he has gone quite thoroughly into this matter and has reached a decision that it would be satisfactory for the Commission to accept the low bid which was submitted by Irwin-Hodson Company of Portland, notwithstanding the threatened litigation, because the chances that an adverse decision would be given in the suit are very remote. It was his thought that the Commission would be taking very little chance in accepting the bid of the Irwin-Hodson Company, which is $100 under the next bidder. In view of the Attorney's opinion, the Commission decided to award this contract to the Irwin-Hodson Company at its bid price.

The Engineer reported that the annual meeting of the American Association of State Highway Officials is scheduled to be held in San Francisco December 7 to 10 inclusive. He asked the Commission to select representatives from the State Highway Department to attend this meeting. The Commission referred this matter to Chairman Cabell, with power to act.

The Commission had under consideration the report of the Secretary of State covering the audit of the accounts of the State Highway Commission for the period May 1, 1935, to April 30, 1936, and particularly that portion which relates to the bonding of highway department employes. It was the thought of the Secretary of State that a saving could be made by purchasing a schedule-type bond rather than a separate bond for each employe and that considerable routine could be avoided by doing away with the individual bonds. The matter was referred to the Secretary for investigation and report.

A letter was presented from Vernon R. Johnson, Acting Adjutant for the Boise District C.C.C., in which the Commission was requested to improve the Frenchglen Secondary Highway, in Harney County, between Narrows and Frenchglen, for the benefit and convenience of C.C.C. operations which are being

carried on in that vicinity. The Engineer advised that to fix up this road in the manner requested by Mr. Johnson would cost considerably more money than the Commission can spare for the project, and suggested, in view of the fact that the C.C.C. workers are also improving the road somewhat, that it might be satisfactory to increase the amount of extra maintenance work. The Commission authorized him to do such extra maintenance work in order to pacify Mr. Johnson.

A letter was presented from the Newport Chamber of Commerce thanking the Commission for the favors and courtesies extended to them in connection with the Yaquina Bay Bridge dedication ceremonies. In this connection the Engineer advised that the Chamber of Commerce would like to have the speakers' stand that was used in connection with the dedication. He said that the stand is of no value to the Highway Department and recommended that it be given to the Chamber of Commerce without cost. The Commission approved the recommendation by unanimous vote.

The Commission considered and ordered filed a letter from James Frankland, Assistant Regional Forester with the United States Forest Service, setting forth briefly the plans of the Forest Service for the construction of a forest development road in the Umatilla National Forest between Ukiah, in Umatilla County, and Starkey, in Union County.

A letter was presented from John J. Karstetter, Director, District No. 2, Works Progress Administration of Oregon, in regard to the construction of pedestrian crossings on the East Portland-Oregon City Highway for the benefit of school children and old people. Mr. Karstetter states that the W.P.A. will accept a project of this nature and will bear approximately one-third of the cost of materials entering into the project, if the cost of the per man year of the project will permit the W.P.A. to do so, and requests an expression from the Commission whether or not it will initiate and sponsor such project. The Engineer advised that he told Mr. Karstetter that the Commission had previously considered this matter and had denied requests for pedestrian grade separation projects because the Commission believes that such crossings would not be used if they were installed; also, that inquiries directed to other states as to how they are handling the matter indicate that they are not sympathetic to such crossings because they are not used by pedestrians except under compulsion by the police. The Commission approved the action taken by the Engineer in this regard.

The Commission considered and ordered filed in the department's records letters from L. M. Lepper of Portland, urging additional construction on the Wolf Creek Highway and consideration of connections to the Wolf Creek Highway from the city of Portland.

The Commission also considered a letter from A. E. Davidson, Oakland, Oregon, urging the Commission to defer indefinitely construction of the Roseburg project on the Pacific Highway, in Roseburg. The Commission denied the request; however, authorized the Engineer to postpone the taking of bids for this project until the December meeting of the Commission, in the event that right of way has not all been acquired in the meantime.

The Secretary presented a letter from L. M. McClellan, Junction City, in regard to the Franklin-Smithfield controversy. Mr. McClellan suggests that the Commission ask the proponents of each side of this controversy to circulate petitions which are to be presented to the Commission on a certain date. The petition bearing the greater number of names shall determine the name that shall appear on the highway department signs. The Commission declined the suggestion and instructed the Secretary to inform Mr. McClellan that the Commission has decided to adhere to its previous solution of this problem, which is to erect signs for both places.

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

Saxton & Looney and J. S. Risley, contract No. 1855, for resurfacing the Mist-Pittsburg Section of the Nehalem Secondary Highway, in Columbia County, requested an additional extension of time of 11 days, from August 15 to August 26, 1936, in which to complete this project. They gave as their reason for this request that they needed additional time to produce extra rock required, under a special price agreement, in connection with this job. The Engineer advised that the contract contained a proviso that the contractor might use the county-owned quarry and equipment on the Mist-Clatskanie Secondary Highway as the source of materials to be used in connection with this job, which quarry the county permitted the state to use without cost. However, at the time the contract was awarded, the county was operating the quarry and continued to operate it for several weeks in order to complete county needs, thus preventing the contractor from starting his operations. In addition to this, he said the contractor was requested by the state to do some additional surface work on the Mist-Clatskanie Secondary Highway, all of which accounted for the delay in completing the contract within the specified time limit. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Harold Blake, contract No. 1860, for construction of an oil mat surface treatment on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in Wallowa and Union Counties, requested an extension of time, from July 31 to October 10, 1936, in which to complete this project, giving as his reason that the mineral aggregates which are required to be used in connection with this job were not produced in sufficient time to permit the job to be completed within the specified time limit, such aggregates being produced under separate contract. The Engineer advised that the reasons given by the contractor for the delay are correct and it was no fault of Mr. Blake's that the contract was not completed earlier. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Edward F. Webber, contract No. 1876, for grading and placing of selected topping on Unit No. 1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County, requested an extension of time of 15 days, from September 30 to October 15, 1936, in which to complete this job, giving as his reason that he encountered difficulties in securing trucks with which to place the selected roadbed topping. The Engineer advised that the contractor's statement as to the cause of the delay is correct. He explained that the contract specified that the trucks were to be hired in Wheeler County but such trucks could not be secured and it was not until he was given written release from such regulations that he was able to hire the trucks outside of the county. The delay, he said, was caused through no fault of the contractor and therefore suggested that the request be granted without penalty. The Commission approved the recommendation by unanimous vote.

R. O. Dail and Warren Bros., Inc., contract No. 1878, for resurfacing and oiling the Rocky Point School-South Falls Section of the Silver Creek Falls Secondary Highway, in Marion County, requested an extension of time of 10 days, from September 30 to October 10, 1936, in which to complete this job, giving the following reasons for such request: that they were held up about three days by extra work on the Silverton end of the job; that the weather was bad for a few days and the road was too wet to oil; that they were unable to secure more than one car of Gasco tar every other day. The Engineer advised that it is an actual fact that the state increased the amount of oiling work on the north section, from Silverton to Silver Creek Falls, which delayed the completion of the oiling work on this contract. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Parker-Schram Company, contract No. 1886, for surfacing and oiling the Odell Junction-Dee Section of the Hood River Secondary Highway, in Hood River County, requested an extension of time of 30 days, from September 15 to October 15, 1936, in which to complete this job, giving as their reason that, after the rock quarry was opened up, several changes were required in the location within the quarry from which the rock was to be secured and in the method of production of the same, which changes suspended the operations in each instance until the revised plan of operation was completed and the new product accepted for mineral aggregates. The Engineer advised that the contractor started work on this job as soon as possible after the contract was awarded; that they worked three 7-hour shifts daily on drilling, construction of plant and construction of base rock, and made all progress possible in the time allotted. He recommended, in view of the circumstances, that the request be granted without penalty. The Commission approved the recommendation by unanimous vote.

The Engineer reported that the following contracts for the construction of state highway projects have been completed according to the requirements

of the contracts or modifications thereof, and that said jobs are now ready for acceptance:

Contract No. 1754, with Chas. H. Leonard, for grading the Brooks-Jordan Creek Section of the Wilson River Highway, in Tillamook County. Completed October 6, 1936.

Contract No. 1769, with Newport Construction Company and Kern & Kibbe, for grading, surfacing, and paving the Emigrant Hill-Emigrant Springs Section of the Old Oregon Trail Highway, in Umatilla County. Completed September 9, 1936.

Contract No. 1782, with Edlefsen-Weygandt Company and E. Hefty, for regrading and oiling the Service Creek-Spray Section of the John Day Highway, in Wheeler County. Completed October 9, 1936.

Contract No. 1784, with Edlefsen-Weygandt Company and E. Hefty, for resurfacing and oiling the Branson Creek-Rock Creek Section of the John Day Highway, in Grant County. Completed September 30, 1936.

Contract No. 1793, with R. O. Dail and Warren Bros., for resurfacing and oiling the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway, in Marion County. Completed September 30, 1936.

Contract No. 1794, with Edlefsen-Weygandt Company, for the construction of the 162d Avenue Subway in Multnomah County, bridge #2141. Completed September 26, 1936.

Contract No. 1795, with Homer G. Johnson, for surfacing and oiling the Island City-Grande Ronde River Section of the Cove Secondary Highway, in Union County. Completed September 30, 1936.

Contract No. 1799, with Tom Lillebo, for construction of the John Day Bridge at Monument, in Grant County, bridge #1442. Completed September 30, 1936.

Contract No. 1822, with Dunn & Baker, for grading, surfacing, and oiling the Merrill-California Line Section of the Merrill-Hatfield County Road and the Malin-California Line Section of The Dalles-California Highway, in Klamath County. Completed September 30, 1936.

Contract No. 1830, with H. C. Rogers, for grading, surfacing, and oiling the Cold Springs Bridge-Holdman Section of the Pendleton-Cold Springs Highway, in Umatilla County. Completed September 30, 1936.

Contract No. 1833, with Harold Blake, for paving the Canyon Road-Talbot Section of Humphrey Boulevard and the Garden Home-Shattuck Road Section of the 45th Avenue and Cameron Road Highway in Multnomah County. Completed September 30, 1936.

Contract No. 1847, with Mountain States Construction Company, for the construction of the Shady Overcrossing in Douglas County, bridge #2173. Completed September 19, 1936.

Contract No. 1848, with McNutt Bros., for the construction of the Madras Overcrossing in Jefferson County, bridge #2269. Completed September 30, 1936.

Contract No. 1855, with Saxton & Looney and J. S. Risley, for surfacing and furnishing crushed rock in stock piles, on the Mist-Pittsburg Section of the Nehalem Secondary Highway, in Columbia County. Completed August 26, 1936.

Contract No. 1860, with Harold Blake, for oil mat surface treatment on the Elgin-Rock Creek Section of the Wallowa Lake Highway in Union and Wallowa Counties. Completed October 7, 1936.

Contract No. 1877, with Edward F. Webber, for grading Unit No. 2, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. Completed August 31, 1936.

Contract No. 1888, with A. S. Wallace, for furnishing crushed rock in stock piles on the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway, in Morrow County. Completed October 7, 1936.

Contract No. 1902, with Babler Bros., for oiling the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, in Grant County. Completed September 27, 1936.

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. 1754, with Chas. H. Leonard, for grading the Brooks-Jordan Creek Section of the Wilson River Highway, in Tillamook County. Completed October 6, 1936.

Contract No. 1769, with Newport Construction Company and Kern & Kibbe, for grading, surfacing, and paving the Emigrant Hill-Emigrant Springs Section of the Old Oregon Trail Highway, in Umatilla County. Completed September 9, 1936.

Contract No. 1782 with Edlefsen-Weygandt Company and E. Hefty, for regrading and oiling the Service Creek-Spray Section of the John Day Highway, in Wheeler County. Completed October 9, 1936.

Contract No. 1784, with Edlefsen-Weygandt Company and E. Hefty, for resurfacing and oiling the Branson Creek-Rock Creek Section of the John Day Highway, in Grant County. Completed September 30,1936.

Contract No. 1793, with R. O. Dail and Warren Bros., for resurfacing and oiling the Silverton-Silver Creek Falls Section of the Silver Creek Falls Secondary Highway, in Marion County. Completed September 30, 1936.

Contract No. 1794, with Edlefsen-Weygandt Company, for the construction of the 162d Avenue Subway in Multnomah County, bridge #2141. Completed September 26, 1936.

Contract No. 1795, with Homer G. Johnson, for surfacing and oiling the Island City-Grande Ronde River Section of the Cove Secondary Highway, in Union County. Completed September 30, 1936.

Contract No. 1799, with Tom Lillebo, for construction of the John Day Bridge at Monument, in Grant County, bridge No.1442. Completed September 30, 1936.

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Contract No. 1855, with Saxton & Looney and J. S. Risley, for surfacing and furnishing crushed rock in stock piles, on the Mist-Pittsburg Section of the Nehalem Secondary Highway, in Columbia County. Completed August 26, 1936.

Contract No. 1860, with Harold Blake, for oil mat surface treatment on the Elgin-Rock Creek Section of the Wallowa Lake Highway, in

Union and Wallowa Counties. Completed October 7, 1936.

Contract No. 1877, with Edward F. Webber, for grading Unit No. 2 Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. Completed August 31, 1936.

Contract No. 1888, with A. S. Wallace, for furnishing crushed rock in stock piles on the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway, in Morrow County. Completed October 7, 1936.

Contract No. 1902, with Babler Bros., for oiling the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, in Grant County. Completed September 27, 1936.

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 in connection with each is hereby authorized.

The Commission had under consideration the setting of a date for a public hearing in the town of Cottage Grove, Lane County, to secure expressions from the citizens relative to the rerouting of the Pacific Highway through that town. Tuesday, December 1, 1936, was set by the Commission for such meeting. The Secretary was instructed to send formal notice of the same to the city officials, as required by statute.

The Commission considered and signed agreements, et cetera, as follows:

Agreement with the Federal Government covering the grading and surfacing, as a forest highway project, of the Chandler Park-White Rock Section of the Fremont Highway, in Lake County.

Agreement with the Southern Pacific Company relative to right of way for a grade crossing elimination in Willamina.

Bargain and sale deed conveying unto one Gladys Jones 3190 square feet of land situated in Lot 5, Block 82, Case and Bagley's Third Addition to the City of Newport.

Agreement with West Hills Memorial Park covering the matter of removal of bodies now interred in the Pointer family cemetery on the Wolf Creek Highway near the Washington-Multnomah County line.

Joint letter with the Bureau of Public Roads and United States Forest Service revising the Oregon Forest Highway system to conform to the revised forest boundaries of the Fremont National Forest, letter being dated September 29, 1936, and being directed to Chief,

OCT 17 1936

Forest Service, and Chief, Bureau of Public Roads, Washington, D. C.

Agreement with Benton County relative to the surfacing of the county road known as Tampico Road, said agreement being in the nature of assignment of a portion of Benton County's share of the state motor vehicle funds to pay a part of the cost of such surfacing work.

Agreement with Wheeler County relative to the construction of an additional section of the Shaniko-Fossil Secondary Highway No. 291, in Wheeler County, and disposing of the county's indebtedness to the state. This agreement is in the nature of an assignment of a portion of the county's share of the state motor vehicle fund and authorizes the Secretary of State to pay to the state highway fund $800 to settle the county's account.

There being no further business to come before the Commission at this time, the meeting was adjourned at 12:00 o'clock noon.

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Glaisyer
Secretary

E. B. Aldrich
Commissioner

Portland, Oregon, November 5, 1936

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
J. M. Devers, Attorney
H. B. Glaisyer, Secretary
H. G. Smith, Construction Engineer
Glenn S. Paxson, Acting Bridge Engineer

R. H. Baldock, State Highway Engineer, was absent on account of illness.

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Bids as follows for highway construction projects and for the furnishing of ferry service across the Willamette River at Wilsonville, Oregon, were opened and read in accordance with previously published notice:

ALSEA-DEADWOOD HIGHWAY
ALSEA-SOUTH FORK SECTION
TWO BRIDGES, GRADING AND SURFACING

Sig Ash	$40,180.00
Itschner & Rigdon	44,764.50
Mountain States Construction Co.	48,852.50
Consolidated Highway Co., Inc.	52,776.00
Joplin & Eldon	54,039.75
Kern & Kibbe	60,311.00
Chas. H. Leonard	61,605.00

OREGON COAST HIGHWAY
NORTH FORK NEHALEM RIVER SECTION
GRADING, SURFACING, OIL MAT TREATMENT; ALSO BRIDGES

	Road Oil	Using Tar
Dolan Construction Co.	$43,645.50	$43,617.50
Mountain States Construction Co.	44,264.00	44,388.00
Curtis Gardner	- - - - -	46,754.00
Consolidated Highway Co., Inc.	50,311.70	- - - - -
Kern & Kibbe	52,364.00	52,204.00
Joplin & Eldon	55,388.00	55,376.00
Warren Northwest, Inc.	- - - - -	56,802.50

THE DALLES-CALIFORNIA HIGHWAY
BEND-CRESCENT SECTION CRUSHED ROCK IN STOCK PILE

E. C. Hall	$24,700.00
Fisher Bros.	28,140.00
A. S. Wallace	30,700.00
Babler Bros.	44,640.00

JOHN DAY HIGHWAY
CONDON-FOSSIL SECTION CRUSHED ROCK IN STOCK PILE

Schmeer, Williams & Gentemann	9,945.00
Saxton & Looney and J. S. Risley	9,990.00
Joplin & Eldon	10,620.00
Consolidated Highway Co., Inc.	11,255.00
Hart Construction Co.	11,310.00
Jones-Scott Company, Inc.	11,310.00
A. S. Wallace	11,940.00
Chas. H. Leonard	12,050.00

JOHN DAY AND JOHN DAY-BURNS HIGHWAYS
JOHN DAY ROCK PRODUCTION PROJECT
FURNISH 4,000 CU. YDS. CRUSHED GRAVEL IN STOCK PILE

Chas. H. Leonard	$ 7,720.00
Schmeer, Williams & Gentemann	8,380.00
A. S. Wallace	8,760.00
Hart Construction Co.	8,980.00
Quinn-Robbins Co., Inc.	9,200.00
Consolidated Highway Co., Inc.	12,160.00

CENTRAL OREGON AND JOHN DAY-BURNS HIGHWAYS
BURNS ROCK PRODUCTION PROJECT
FURNISH 5,600 CU. YDS. CRUSHED GRAVEL IN STOCK PILE

Hart Construction Co.	$ 12,260.00
Quinn-Robbins Co., Inc.	13,360.00
Schmeer, Williams & Gentemann	14,172.00
Consolidated Highway Co., Inc.	17,360.00

CENTRAL OREGON HIGHWAY
GAP RANCH-SILVER CREEK SECTION
GRADING, SURFACING, ROAD MIX OIL TREATMENT

Warren Northwest Inc.	$ 91,966.00
McNutt Bros.	93,521.00
Babler Bros.	95,432.00
J. C. Compton	105,552.00
Harold Blake	112,444.00

CRATER LAKE HIGHWAY
EAGLE POINT-CRATER LAKE SECTION
FURNISH 26,100 CU. YDS. CRUSHED MATERIAL IN STOCK PILE

A. S. Wallace	$ 37,584.00
Medford Concrete Construction Co.	39,028.00
R. O. Dail & Warren Bros., Inc.	39,060.00
Consolidated Highway Co., Inc.	42,021.00
M. C. Lininger & Son	45,640.00
E. C. Hall	45,675.00
Joslin & McAllister	48,807.00
Itschner & Rigdon	50,112.00
Fisher Bros.	50,895.00

PACIFIC HIGHWAY
TOLMAN CREEK-SISKIYOU SECTION
GRAVEL TOPPING, ROCK SURFACING, BITUMINOUS MACADAM
CRUSHED ROCK IN STOCK PILE

E. C. Hall	$ 144,544.00
Dunn & Baker	144,712.00

(continued)

Tolman Creek-Siskiyou Section (continued)

Warren Northwest Inc.	$ 146,907.00
Fisher Bros.	148,326.00
Babler Bros.	152,339.00
Homer G. Johnson	157,599.00
A. Milne	159,745.00
A. C. Greenwood	162,068.00
R. O. Dail & Warren Bros., Inc.	173,865.00
Jacobsen-Jensen Co.	175,129.00
Harold Blake	179,397.00
Saxton & Looney, J. S. Risley & J. C. Compton	185,529.00

OLD OREGON TRAIL
PUMPING PLANT HILL SECTION - GRADING, SURFACING

McNutt Bros.	33,445.00
Andersen Construction Co.	37,172.00
Morrison-Knudsen Co.	37,462.50
Quinn-Robbins Co., Inc.	39,276.00
Consolidated Highway Co., Inc.	39,884.50
J. A. Terteling & Sons	40,825.00

FERRY SERVICE ACROSS WILLAMETTE RIVER
BEAVERTON-AURORA SECONDARY HIGHWAY AT WILSONVILLE
ONE YEAR PERIOD

Roosevelt Highway Ferry Company	$1,980.00 per Month

Chairman Cabell announced that the awards of contracts would be made at 3:30 o'clock p. m. in the same room.

Acting Bridge Engineer Glenn S. Paxson reported a request from the United States Bureau of Aeronautics that the Highway Department perform tests on certain clay materials to be used in connection with the new City of Portland airport. It appears that, while the tests are not very costly and would probably not involve an expense of more than $15, the Bureau of Aeronautics does not have funds to pay such expense; hence has requested that the tests be made in the Highway Department laboratories. After some discussion the Commission approved the request by unanimous vote subject to the condition that the State Highway Engineer offered no objections. (The State Highway Engineer stated his approval on the following day.)

The Commission had under discussion the matter of furnishing trucks for use in connection with the W.P.A. projects on the Wolf Creek and Wilson River Highways. In this connection the Secretary reported that the W.P.A. Engineers advise that, if the State will furnish the trucks for these jobs, the W.P.A. will assume responsibility for the furnishing of power shovels. He also reported that he consulted the State Highway Engineer in regard to this offer and was instructed to recommend to the Commission that it be approved and to request authority from the Commission to purchase outright, on a

purchase rental basis, a sufficient number of trucks to offset the amount that the State is now paying as rental for power shovel equipment. After due consideration of this matter the Commission approved the arrangement and referred it to the State Highway Engineer with power to act after consulting with Chairman Cabell.

The Commission had under consideration telegrams from A. A. Bardwell, Mayor of Burns, and Archie McGowan, also of Burns, complaining of the condition of the Central Oregon Highway between Bend and Burns and advising that the road is practically impassable and interferes seriously with the movement of daily necessities. In this connection the Secretary advised that he received a telephone communication from Maintenance Engineer J. N. Bishop to the effect that conditions referred to are not nearly as bad as has been reported and that maintenance equipment is now on the job ironing out the worst places so that within the next three or four days the road will be in just as good condition as it has ever been at this time of the year and will need very little additional attention until next season. The Commission approved the report.

The Secretary presented a letter from County Judge Charles E. Baird, Baker County, requesting a conference with the Commission in Baker on November 17, when the Commission passes through that town enroute to Ontario. He was instructed to inform Judge Baird that the Commission will be glad to meet with the County Court but can not set a definite hour at this time but will let him know a sufficient time in advance so that he can make his arrangements accordingly.

The Commission discussed the matter of acquisition of right of way for the Rocky Point Section of the Lower Columbia River Highway in Multnomah County. In this connection the Attorney reported the latest offer of Mr. Porter Yett, who is the owner of the property involved. He said that Mr. Yett has indicated that he will settle with the State for the right of way on the basis of the State's paying him $6,000 for the land taken and one-half of the cost of the construction of a certain tunnel which is needed in connection with the operation of his quarry at this point, such one-half cost being approximately $1,750, making a total of about $7,750. He said that, if the State would not accept this settlement, the probabilities are that the case would have to go to court in which event there is likelihood that the State would have to pay much more. On the other hand, there is also the possibility that the jury would set a lower figure. He gave as his thought that the Commission can not afford to decline the offer. After considerable discussion the Commission voted unanimously to acquire Mr. Yett's property on the basis of his offer and instructed the Attorney to negotiate a settlement with him in accordance therewith.

The question arose whether or not the Commission could secure detour privileges through Mr. Yett's quarry during the time the highway is under construction. The Attorney advised that he was informed by Mr. Yett that his company intends to operate the quarry in the very near future and under no circumstances would they allow traffic to be routed through the quarry site. The

Commission instructed the Attorney to continue negotiations with Mr. Yett for this privilege.

The Commission also discussed the matter of securing options for right of way on the new location of the Columbia River Highway. The Attorney was instructed to assign a man to this work at once in order that an approximate cost of this right of way may be determined within the next six weeks.

The Secretary brought up for discussion the matter of the construction of a dredge fill along the Oregon Coast Highway at the south city limits of Marshfield, which work is being done by the County Court of Coos County in conjunction with the City of Marshfield and the Port of Coos Bay. He said that the State Highway Engineer received an emergency call from County Judge McLain to the effect that the dredging operations could not proceed because the trestle on the present highway route was at too low an elevation and it would be necessary to raise the trestle some 18 inches in order to accommodate the fill; also, that if the State would not raise the trestle, then it would be necessary to construct a bulkhead so as to confine the limits of the fill. He also said that, on account of the apparent emergency that exists and the fact that the Highway Commission had previously told the County Court that it would cooperate in the dredging operations to the extent of paying for the material that was placed on the proposed new highway location up to a cost limit of $2,000 and the fact that the trestle was in bad condition and needed to be repaired, the State Highway Engineer authorized the raising of the trestle as requested by the County Court and would now like to have the Highway Commission confirm the action. He also said that the State Highway Engineer requests authority from the Commission to take options for right of way on the new highway location at once on an acreage basis notwithstanding that the surveys have not yet been completed and the definite highway location has not been determined. After some discussion the Commission by unanimous vote approved the action taken by the Engineer in regard to the trestle and also authorized him to take options for the right of way on an acreage basis.

Mr. Charles H. Reynolds, La Grande, was present and renewed his request for certain Union County road projects, particularly the completion of the 3½ mile section of the Weston-Elgin Secondary Highway easterly from the town of Elgin, and the extension of the Hilgard-Starkey Section westerly to the Umatilla National Forest boundary. He was informed that the Weston-Elgin project is included in the Commission's program for P.W.A. funds and will be constructed this year in the event the Federal authorities approve the same. In regard to the extension of the Hilgard-Starkey road he was informed that, in the minds of the Commission, it would be unwise to extend this road to the forest boundary until the United States Forest Service has constructed the portion within the national forest, otherwise the extension would be of no value because it would be a dead end road.

Mr. Reynolds stated that he had a number of other projects in mind which he had intended to bring to the attention of the Commission but would defer the same and would file briefs of such projects in the near future.

The Commission considered and by unanimous vote adopted the following resolution authorizing the Engineer to acquire certain parcels of real property that are needed for various highway improvements throughout the State:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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>Illahe-Miller Creek Section, Pacific Highway</u>				
3772-Lynch, Henry & Tarr, Anna	R/W	1.05	at $100 per ac. plus moving buildings	McCallister
<u>Shedd-Halsey Section, Pacific Highway</u>				
3716-Davidson, Cloud H.	R/W	3.18	at $100 per ac. plus $327.00	Benson
3848-Porter, Wm. D.	"	1.41	at $100 per ac. plus $101.50	"
3709-Pugh, Harold S.	"	0.374	at $100 per ac. plus $1736.65	"
3715-Bank of Shedd	"	1.682	at $100 per ac. plus $143.00	"
<u>Baker County-Old Oregon Trail Highway</u>				
3576-Zeller, A. R.	Easement for Radio Poles & Wires		Gratis	Parker

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Salem-Illahe Section, Pacific Highway				
2120-Feller, Louise	R/W	2.45	1.00 ac. at $150 per ac 1.45 ac. at $125 " " plus $1168.75	McCallister
Alsea-South Fork Section, Alsea-Deadwood Highway				
3844-Himelwright, Wm.	R/W	0.284	(2parcels) at $100 per ac. plus $153.25	Gardiner
3843-Rycraft, Chas. A.	"	1.0	at $100 per ac. plus $78.50	"
3839-Rycraft, Chas. A.	"	0.28	at $100 per ac. plus $37.50	"
3837-Pearson, Z. L.	"	2.408	at $100 per ac. plus $32.00	"
3834-Malone, W. H.	"	3000+Sq.Ft.	at 3 cents per Sq.Ft. plus $45.00	"
3832-Chapman, Roy	R/W & Channel change	2.942	at $100 per ac. plus $25.00	"
3833-Strow, Carrie	" "	0.226	at $100 per ac. plus $24.75	"
Lincoln County-Alsea Highway				
3591-Bulkley, Chas.	Stock Pile	0.10	This is to be deeded in exchange for right of way on old highway	Collins
Sunset Camp-Elsie Section, Wolf Creek Highway				
3626-Detroit Trust Co.	R/W for drainage ditch	1.00	$61.25 Lump Sum	Gardiner
3792-Rupp Investment Co.	R/W	1.70	$40.00 " "	Collins
3791-Rupp Investment Co.	"	1.93	$60.00 " "	"
Wapinitia Junction-Maupin Section, Wapinitia Highway				
3541-Woodside, Walter S.	Stock Pile	2.28	$150 Lump Sum	Gardiner
White Rock-Valley Falls Section, Fremont Highway				
3385-Main, M. C.	R/W	0.12	$7.50 Lump Sum plus Notarial fees	Gardiner
3349-Snider, John W.	"	1.42	at $50 per acre	"
3390-Hanson, Louise M. E.	"	0.19	$7.50 Lump Sum	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Roseburg Section, Pacific Highway				
3473-Kyes, Charles	R/W	1532 Sq.Ft.	$950 Lump Sum	Parker
3491-Roseburg, City of (Correction)	"	2 Lots (12000 Sq.Ft.)	at $200.00 per Lot	"
Tigard-Marion County Line Section, Tigard-Aurora Highway				
3900-Ehle, Glenn	R/W	2.92	at $500 per ac.	Bentley
3901-Varnes, Frank S.	"	2.70	at $200 per ac.	"
3634-Johnson, Geo. H.	"	5.83	at $1250 per ac. plus $2275.00	"
3644-Back, Andrew W.	"	0.03	$10 Lump Sum	"
3646-U. S. National Bank Trustee	"	3.65	at $1000 per ac.	"
Roseburg-Myrtle Creek Section, Pacific Highway				
3755-Booth, J. H.	Stock Pile	0.87	$100 Lump Sum 5 Yr. Lease	Collins
Shady Point-Kelleys Corner Section, Pacific Highway				
3851-Kohlhagen, Wm.	R/W	0.2	at $50 per ac. plus $30.00	Benson
3106-Mullens, James I.	"	0.95	at $50 per ac.	"
Baker County-Medical Springs Highway				
3727-Dolby, Stewart S.	Borrow Pit	1.33	$99.75 Lump Sum	Wells
Shelton Ranch-Flora Section, Lewiston-Enterprise Highway				
3780-Rerat, Minnie	R/W	3.14	at $10 per ac. plus $125.25	McCallister
3778-Stillwell, A. R.	"	1.62	at $10 per ac. plus $45.00	DeSouza
Tiller-Trail Section, Tiller-Trail Highway				
2771-Dwinnell, Stanley W.	R/W	1.229	at $15.00 per ac.	Parker
Hilgard Section, Old Oregon Trail Highway				
3730-Mt. Emily Lbr. Co.	Stock Pile	0.21	$5 Lump Sum 5 Yr. Lease	Wells

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Linnton-Columbia County Line Section - Columbia River Highway				
988-Matthias, Lena Est.	R/W	0.60	Moving Bldgs.& Gas Station $1097 low bid	Bentley
Sunnyside-Umapine Section - Sunnyside-Umapine Highway				
3873-Estoup, Geo. Henry	R/W	0.95	$150 per ac.plus $30.75	Wells
3872-Robinson, C. E.	"	0.08	$25 for land plus $6.75	"
3874-Talbert, Geo. T.	Gravel Pit	2.00	$150 per ac.	"
3871-Harris, Clyde	R/W	1.34	$200 per ac.plus $205	"
Burns-Buchanan Section - Central Oregon Highway				
3668-First Church of Christ, Scientist	R/W	6.09	$15 per ac.	DeSouza
3669-Catterson, Maggie C. and Alma Loggan	"	6.09	$10 per ac.plus $250 plus construction of fence	McCallister
3609-Erickson, O. E.	"	4.17	$25 Lump Sum	"
3613-Ridings, Geo. W.	"	6.5	$5.00 per ac.plus construction of fence	"
3649-State Land Board	Gravel Pit	20.00	$5.00 per ac.	"
3650-State Land Board	" "	20.00	$5.00 per ac.	"
Astoria Section - Oregon Coast Highway				
3509-Clatsop County	R/W	55,120 Sq.Ft.	Gratis	Parker
S.E. Grand Avenue-S.E. 17th St.- East Portland-Oregon City Highway				
2782-Inman-Poulsen Lumber Co.	R/W	53,993 Sq.Ft.	50,706 Sq.Ft.at 31¢ per sq.ft.less credit of $2500 for property to be deeded to Inman-Poulsen by State plus 3287 Sq.Ft.given in exchange for an equal amount of property with State plus $13,694.14	Gardiner
Catching Slough - Coos River Highway				
3726-Sengstacken Co.,Henry	R/W	0.84	$100 Lump Sum	Collins
Dodge Bridge-Crater Lake Section -- Sams Valley Highway				
3886-Robertson, Lewis E.	Stock Pile	1.00	$50 Lump Sum	Benson

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Eagle Point-Trail Section - Crater Lake Highway				
3887-Bradshaw, Lee	Stock Pile	0.69	$100 Lump Sum	Benson
3888-Vaughn, N. C.	" "	0.71	$50 Lump Sum	"
Haines-Baker Section - Old Oregon Trail				
3678-Hodgins, Trena Est.	Stock Pile	0.46	$50 Lump Sum	Wells
Rock Creek Section - Klamath Lake Highway				
3878-O'Loughlin, C.F. and Rose McCornack	Filler Pit	0.13	$50 Lump Sum	Kelley
Salmon River Cutoff - Salmon River Highway				
1923-1-Miami Corporation	Park(Timber Strip)	178.2	Property to be exchanged for property acquired from Schroeder Timber Products Co. plus $200	Gardiner
1923-2-Miami Corporation	R/W	12.77	$2528.75 based on timber on strip	"
Umatilla County-Sunnyside - Umapine Highway				
3875-Elliott, T. C.	Gravel Pit	2.00	$150 per ac.	Wells
Malheur County-I.O.N. Highway				
3167-Bowden, Walter	R/W	320 Rods	fence at 75¢ per rod	Devers
Clatsop County - Wolf Creek Highway				
3930-Rupp Investment Co.et al	Drainage Easement	1.6	$7.50 Lump Sum	Gardiner
Union County - Old Oregon Trail Highway				
3751-Presiding Bishop of Church of Jesus Christ of Latter Day Saints	Stock Pile	1.00	$150 per ac.	Wells
Juntura-Chimney Creek Section - Central Oregon Highway				
2195-Delsole, L.P.	R/W	11.94	$1600 Lump Sum	DeSouza
Columbia County Line-Linnton Section - Columbia River Highway				
3315-Nolson, Walter L.	R/W	0.14	$200 Lump Sum	DeSouza

The Commission had under discussion matters pertaining to the acquisition of right of way for the proposed revision of the Pacific Highway in the city of Roseburg. The Attorney advised that, in the negotiations for this right of way, it was found necessary to acquire some property which the city had taken over for delinquent street assessments and it appears that some of the members of the city council are unwilling to convey this property to the state for the amount of the assessments but demand that the state pay an additional amount so that the city will realize a profit. He requested instructions in regard thereto. After some discussion the Commission authorized the Attorney to settle with the city on the basis of its demands.

The Attorney also reported that, in connection with the Roseburg settlement, it has been necessary to purchase two houses located on the new right of way, which houses will have to be disposed of. He suggested two ways to do this, one of which is to sell the houses as is, in their present location, and the other is to move them onto vacant lots that the state will have to acquire in connection with these right of way negotiations, and then to sell the houses and that portion of the lots that are outside of the right of way limits. It was his thought that the second arrangement would prove more satisfactory to the state from a financial angle and recommended that the matter be disposed of in that manner. The Commission approved the recommendation by unanimous vote.

The Commission adjourned at 12:15 o'clock p. m. to reconvene at 1:45 o'clock p. m. in the same room.

The Commission reconvened at 1:45 o'clock p. m. in the Auditorium of the Public Service Building, with all members, the Attorney, and the Secretary present.

The Commission discussed with Mr. Homer Angell, Attorney, Portland, matters pertaining to acquisition of right of way for the East Portland-Oregon City Highway across the property owned by Mr. and Mrs. Boudinot Seeley, located a short distance south of the Ross Island Bridge, between Rhone and Franklin Streets, in Portland. Mr. Angell stated that the Seeleys are not satisfied with the state's offer of $4250 for their property and are demanding a sum more in line with appraisals that they have had made by recognized Portland appraisers, that of Mr. Henry Reed being in the amount of $18,974.62, and that of a Mr. Callan being in the amount of $26,806.40. The Seeleys, he said, want 50¢ per square foot for their land, and, in addition, a substantial amount for damages.

The Commission's Attorney advised that his offer to the Seeleys was in the amount of $4,250, which is the average of separate appraisals made for him by three reliable Portland appraisers; namely, Mr. N. C. Soule, who placed a value of $4,080 on the property; Mr. Millard Holbrook, whose figure was $4,419; and Mr. Fred C. McGowan, who valued the property at $4,250. He said that he could not justify the payment of more than $5,000 for this right of way, but recommended the payment of such amount if the Seeleys will settle on that basis.

Mr. Boudinot Seeley, who was present as a representative of the owners, said that they could not consider an offer of less than $18,000, whereupon the Commission instructed the Attorney to proceed to condemn the property.

A delegation from Columbia County, consisting of W. E. Proctor, Rainier, representing the Columbia County Court; E. L. Larson, President of the Lower Columbia River Highway Association; and F. E. Dorris, Secretary of the Clatskanie Kiwanis Club, came before the Commission in regard to the relocation of the Lower Columbia River Highway between Goble and Rainier, so as to eliminate numerous curves and heavy grades in the present route near Little Jack Falls and to provide a better road connection between the highway and the town of Prescott for the convenience of the lumber mill located at that place. Mr. Proctor was spokesman for the group. He said that the present road connection between Prescott and the highway is very poor and Columbia County would like to improve it for the benefit of the mill interests which represent heavy taxpayers; also, that the road is under water about one hundred days every year and, in order to make it passable the year round considerable filling in would have to be done to raise the grade above high water. He estimated that the work would cost between $8,000 and $10,000, which amount the county does not want to spend if the state intends to rebuild the highway.

Chairman Cabell pointed out that available funds are limited and gave as his thought that the Commission should concentrate on the improvement of this highway between Portland and St. Helens before undertaking additional improvements beyond St. Helens. Furthermore, there is a likelihood of reduced volume of traffic on this road when the Wolf Creek Highway is completed, and, in his estimation, the Commission should wait until the Wolf Creek road is done so as to ascertain what traffic on the Lower Columbia River Highway would have to be taken care of. He stated emphatically that the Commission will not undertake any improvements on the Lower Columbia River beyond St. Helens at the present time and added that indications are that the Little Jack Falls revision will not be undertaken for the next three or four years.

In this connection the Secretary presented a resolution from the Lower Columbia Associated Chambers of Commerce recommending the relocation of the Lower Columbia River Highway from Goble to Rainier so that it will more nearly parallel the S. P. & S. Railroad. The Commission ordered the resolution filed.

R. J. Strasser, Portland, came before the Commission and requested a permit to move a frame building, 30 feet by 80 feet in dimension, across 82d Avenue, about three blocks south of the Multnomah-Clackamas County line. He said that it would take about three hours to move this building across the highway and suggested that during this period traffic could be detoured about one mile on a good county road which is available. He said that there is absolutely no other way to get this building to the location desired and he agreed to comply with all rules and regulations that the Commission might prescribe if he is permitted to move the building across the highway. The Commissioners told Mr. Strasser that they would like to accommodate him in this regard if the Engineer offered no objections thereto. Accordingly, the matter

was referred to the Engineer with power to issue the permit in the event that he considers it advisable to do so.

At 3:30 o'clock p. m. Chairman Cabell 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:

"Alsea-South Fork Section of the Alsea-Deadwood Highway, in Benton County, P.W.A. project. Construction of two bridges and 1.045 miles grading and surfacing. The low bid was that submitted by Sig Ash, Portland, at $40,180.00. The next low bid was submitted by Itschner & Rigdon, Barlow, at $44,764.50. There were five higher bidders. The Commission has awarded this contract to the low bidder, Sig Ash, at his bid price of $40,180.00, subject to approval by the P.W.A. authorities.

"North Fork Nehalem River Section of the Oregon Coast Highway, in Clatsop County. 0.896 mile of grading, surfacing, and oil mat surface treatment and construction of a bridge over the North Fork Nehalem River. The low bid was submitted by Dolan Construction Company, Tillamook, at $43,617.50, based on the use of tar, and $43,645.50, based on the use of road oil. The next low bid was submitted by Mountain States Construction Company, Eugene, at $44,264.00, based on the use of road oil, and $44,388.00, based on the use of tar. There were five higher bidders. The Commission has awarded this contract to the low bidder, Dolan Construction Company, at their bid price of $43,617.50, based on the use of tar.

"Bend-Crescent Section of The Dalles-California Highway, in Deschutes and Klamath Counties. Furnish 10,000 cubic yards crushed rock in stock pile. The low bid was submitted by E. C. Hall, Eugene, at $24,700.00. The next low bid was submitted by Fisher Bros., Oregon City, at $28,140.00. There were two higher bidders. The Commission has deferred the awarding of this contract and has referred all bids received therefor to the Engineer with power to award to the low bidder, E. C. Hall, when certain conditions have been satisfied.

"Condon-Fossil Section of the John Day Highway, in Gilliam and Wheeler Counties. Furnish 6,300 cubic yards crushed rock in stock pile. The Commission received eight bids for this job, the low one being that of Schmeer, Williams & Gentemann, Portland, at $9,945.00. The next low bid was that of Saxton & Looney and J. S. Risley, Portland, at $9,990.00. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder, Schmeer, Williams & Gentemann, at their bid price of $9,945.00 when certain conditions have been satisfied.

"John Day Rock Production Project on the John Day and John Day-Burns Highways, in Grant County. Furnish 4,000 cubic yards crushed gravel in stock pile. The low bid was that submitted by Charles H. Leonard, Albany, at $7,720,00. The next low bid was that submitted by Schmeer, Williams & Gentemann, Portland, at $8,380.00. There were

four higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder, Charles H. Leonard, when certain conditions have been satisfied.

"Burns Rock Production Project on the Central Oregon and John Day-Burns Highways, in Harney County. Furnish 5,600 cubic yards crushed gravel in stock pile. The Commission received four bids for this job, none of which are satisfactory; hence the Commission has rejected all of them and ordered the bid deposits to be returned to the respective bidders.

"Gap Ranch-Silver Creek Section of the Central Oregon Highway, in Harney County. 2.33 miles of grading and 13.34 miles of gravel surfacing and road mix oil treatment. The low bid is that submitted by Warren Northwest, Inc., Portland, at $91,966.00. The next low bid is that of McNutt Bros., Eugene, at $93,521.00. There were three higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder, Warren Northwest, Inc., at their bid price of $91,966.00 when certain conditions have been satisfied.

"Eagle Point-Crater Lake Section of the Crater Lake Highway, in Jackson County. Furnish 26,100 cubic yards crushed rock or crushed gravel in stock pile. The low bid was that submitted by A. S. Wallace, Roseburg, at $37,584.00. The next low bid was that submitted by Medford Concrete Construction Company, Medford, at $39,028.00. There were seven higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder, A. S. Wallace, at his bid price of $37,584.00, when certain conditions have been satisfied.

"Tolman Creek-Siskiyou Section of the Pacific Highway, in Jackson County. 3.69 miles gravel topping, 7.92 miles crushed rock surfacing, 7.92 miles bituminous macadam, and furnish 2000 cubic yards crushed rock in stock pile. The low bid was that submitted by E.VC. Hall, Eugene, at $144,544.00. The next low bid was that submitted by Dunn & Baker, Klamath Falls, at $144,712.00. There were ten higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Pumping Plant Hill Section of the Old Oregon Trail, in Malheur County. 3.26 miles grading and 1.43 miles surfacing. The low bid was that submitted by McNutt Bros., Eugene, at $33,445.00. The next low bid was that submitted by Andersen Construction Company, Portland, at $37,172.00. There were four higher bidders. The Commission has referred all of these bids to the Engineer with power to award the contract to the low bidder, McNutt Bros., when certain conditions have been satisfied.

"Furnish ferry service across the Willamette River on the Beaverton-Aurora Secondary Highway, in Clackamas County, for a period of

one year. The only bid received for furnishing this service was that submitted by Roosevelt Highway Ferry Company, Newport, at $1,980.00 per month. The Commission has deferred the awarding of this contract pending further investigation and has referred the bid to Chairman Cabell and the Engineer, with power to award the contract to the Roosevelt Highway Ferry Company if they consider that advisable after such investigation has been made."

A delegation from Portland, representing the Sellwood-Moreland Lions Club, Brooklyn Community Club, Westmoreland Community Club, and Sellwood Board of Trade, came before the Commission and requested the construction of a one-way ramp leading from the East Portland-Oregon City Highway to S. E. Milwaukie Avenue, for the convenience of people who desire to do shopping in the Sellwood district enroute to their homes via the East Portland-Oregon City Highway. Mr. Leonard D. Alley, lawyer, Portland, headed this group, which included the following: E. Wall, Harry Pratt, Mr. Schoonover, P. J. Schmitz, M. Cole, J. Wizer, G. J. Cook, W. J. Deal, E. Yeo, Frank Amato, H. G. Nieman, R. E. Bolt, C. Hoskins, Oris C. McGinnis, and several others. Mr. Alley stated that the businessmen of Sellwood district have spent large sums of money in improvements along Milwaukie Avenue and they enjoyed good business until the state caused the construction of the East Portland-Oregon City Highway south from 17th and Schiller Streets, but there has been a noticeable drop-off in business since that road was opened to traffic, and they are now fearful that there will be a further decrease in business when the state completes the highway to a connection with Union Avenue, which may prove disastrous to some of them. He pointed out that the new highway is to be constructed underneath Milwaukie Avenue with no approach road leading to Milwaukie Avenue and he said that people who are now accustomed to drive out Milwaukie Avenue to do their shopping will shop elsewhere because no provision has been made for them to get onto Milwaukie Avenue from the highway without taking a round-about way, which is inconvenient. He urged the Commission to construct a satisfactory one-way ramp for south-bound traffic so as to aid the business interests in the Sellwood district as much as possible, and gave as his thought that such ramp would not have to be more than 150 feet in length and that its cost would be a nominal amount. He also said that they are not concerned about north-bound traffic because such traffic can reach the highway within a couple of blocks after crossing over the highway at Milwaukie Avenue. After a considerable discussion of this matter Chairman Cabell advised that the Commission will have the Engineer investigate the proposition and render a cost report on the basis of construction of a one-way traffic ramp for south-bound traffic only. The Engineer was thereupon instructed to make such investigation, and report.

Mr. Ray L. Ward and his attorney, Mr. George Estes, Portland, came before the Commission in regard to right of way which is needed by the state for the Shady Point-Kelly Corner Section of the Pacific Highway south of Roseburg. Mr. Ward stated that he is dissatisfied with the offer made to him by the state's right of way agent, which offer is in the amount of $450, with provision that Mr. Ward shall build his own fences, but is willing to settle for $500 if the state will build the fences on both sides of the highway. The Attorney advised that the state is paying $50 an acre for adjoining land which,

in his estimation, is just as valuable as the land owned by Mr. Ward, and he gave as his thought that the Commission is not justified in paying Mr. Ward any more for his 2.59 acres. After considerable discussion the Commission agreed to pay Mr. Ward $500 as its maximum price for his land and damages, with the understanding that the Commission's obligations will be terminated upon the payment of such amount, and that Mr. Ward will have to pay for his own fences on both sides of the highway.

The Attorney reported that it appears necessary to institute condemnation proceedings to acquire certain parcels of land that are needed for right of way or for other purposes in connection with several of the projects for which bids were taken at this meeting. He requested authority from the Commission to proceed with the condemnation of these properties if future negotiations reveal that would be necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve,and maintain a system of state highways in the State of Oregon and to acquire by donation, purchase, agreement, condemnation, or by the power of eminent domain title to land upon or under which there is gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations suitable for road construction, improvement, betterment or pavement, and to declare the necessity and need for the acquisition thereof and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for the purpose of road construction, improvement, betterment, repair and maintenance, and for the purpose of the manufacture of road materials on the following section or sections of the state highway system of the State of Oregon, to wit:

Gap Ranch-Lakeview Junction Station of the Central Oregon Highway
Condon-Fossil Section of the John Day Highway

land and property owned by or in the possession of the following parties and/or persons, to wit:

Gap Ranch-Lakeview Junction Section of the Central Oregon Highway
Oregon and Western Colonization Company, a corporation

Condon-Fossil Section of the John Day Highway
C. M. Smith

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties contain gravel, gravel beds or bars, sand, sand beds or bars, rock, boulders, quarries or quarry sites, lime deposits, or other mineral deposits or formations suitable for road construction, improvement, betterment, or pavement, and that the said property or properties is or are necessary and needful and the acquisition thereof will be of advantage to the State of Oregon for the said purposes in order to make it possible for the State Highway Commission to construct, improve, maintain, and repair the said portion or portions of the said state highway system in accordance with the standards adopted by this Commission.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for said purposes and to prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties, or which said descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same shall be lands necessary for the purposes stated herein.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there be any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Attorney reported the results of negotiations with Mr. H. A. Hostettler, Taft, Oregon, for the acquisition of land needed for widening the

Oregon Coast Highway at the outlet of Devils Lake, in Lincoln County, and to provide parking space for automobiles between the highway and the ocean at this location. He said that Mr. Hostettler has offered to sell to the state for the sum of $2250 five lots that he owns just north of the roadway which extends from the highway to the beach, known as Pacific Way; the old hotel site just south of the creek; and sufficient land along the highway to provide an eighty-foot right of way, except a strip seventy-five feet wide fronting on the creek and extending from the highway to the beach, provided the state will build him a sea wall on the ocean side of his property north of the creek.

The Parks Superintendent, who was present, spoke in favor of the purchase of this property. He said that it is a worthy project and will provide a fine parking area for motorists, as it is very close to the beach and affords an excellent view of the ocean; in fact, is the first place for many miles where one can see the ocean from the highway. The question arose as to how the offer compares with other park expenditures in the state. After discussion the matter was referred to the Park Superintendent for further investigation as to price and to ascertain for what purpose Mr. Hostettler wants to retain the 75-foot strip fronting on the creek.

The Commission had under discussion the matter of the purchase of a 191-acre tract of land located on Savage Creek, in Josephine County, about .6 of a mile south of the Pacific Highway and 8 miles east of Grants Pass, and being situated in Section 30, T. 36 S., R. 4 W., W. M. It appears that this land is owned by the State Land Board which recently sold it under contract to a Mr. Smiley of Los Angeles for the sum of $1400. It also appears that the W.P.A. established a transient camp on the property and spent approximately $20,000 for development and buildings, with the thought in mind that they were establishing the camp on the proper state land, whereas in reality they should have established the camp on adjacent state property; so that now Mr. Smiley is claiming title to these buildings by virtue of his contract with the State Land Board for the purchase of the land. It appears furthermore that the site and the development thereon would serve admirably as a recreational area for Boy Scouts and Campfire Girls of Jackson and Josephine Counties; and, in order to preserve the setup for such purposes, it has been suggested that the State Highway Commission enter into the picture and acquire the property from the State Land Board, which purchase can be effected upon payment of $1400 to the Board. The Park Superintendent recommended that the Commission purchase the property, notwithstanding it is not particularly good as a state park proposition, in order to save the investment. He said that the Attorney General has ruled that the State Land Board's contract with Mr. Smiley can be annulled in view of the circumstances. The Commission hesitated to spend state highway funds for this property because it does not fit in with the Commission's plans for state parks and it would appear that the Commission was acquiring recreational sites for special groups. Furthermore, it would mean that the state would have to maintain the buildings in the future. It was the thought of the Commission that it would be better all around if some organization or body, such as the American Legion or the Boy Scouts and Campfire Girls organizations, would acquire the property, which would relieve the state from a possible future embarrassing situation.

The Parks Superintendent was instructed to follow the matter up along those lines and report his findings at the next meeting.

Reconsideration was given by the Commission to the offer of Mrs. Richard Montague, Portland, to sell to the state 1.57 acres of land owned by her adjacent to the Columbia River Highway, near Bonneville. Construction Engineer H. G. Smith advised that when the Columbia River Highway is reconstructed in this vicinity, nearly all of this tract will be needed for right of way purposes. In view of the circumstances, the Commission authorized the Attorney to negotiate with the owner of the property for the purchase of the same.

The Attorney reported that in conformance with instructions from the Commission he carried on negotiations with the County Court of Clatsop County for the acquisition of some county-owned property which the state needs in connection with the improvement of the Columbia River Highway, and during the negotiations it developed that the county was about to sell the property to a private party for the sum of $500, but cancelled the sale and deeded the land to the state without cost when they learned the state needed it. He inquired if, under the circumstances, it would not be proper for the Commission to offer the county something for this land which, he said, was taken over by the county for delinquent taxes. A decision in this matter was deferred by the Commission pending a report from the Attorney as to the amount of the delinquent taxes.

The Construction Engineer requested instructions in regard to the acquisition of land adjacent to The Dalles-California Highway on which to store road-building materials that are to be produced in connection with the Bend-Crescent Rock Production project, for which bids were taken at this meeting. It appears that the Shevlin-Hixon Company, the Brooks-Scanlon Company, and the Fremont Land Company own large tracts of land immediately south of Bend, but have refused to sell or lease any of this property to the state for stock pile sites because they frequently trade properties with the United States Forest Service, which requires that the land must be absolutely clear of encumbrances. The Engineer said that the companies are willing for the state to use the land for stock pile purposes and have indicated that they will protect the state against all transfers except those involving trades with the Forest Service, but under the circumstances cannot sell or lease such small areas to the state. He advised that there are no other suitable sites available. After discussion the Commission authorized the Engineer to negotiate with the companies for the use of their land and to have the matter covered by appropriate agreement so that the sites will be available to the State Highway Department when needed.

The Construction Engineer reported briefly on the proposed new realignment of the Oregon Coast Highway through the town of Brookings, in Curry County, which revealed that the project is too costly to be undertaken in the near future with the limited amount of funds which the Commission has available. The Secretary was instructed to convey such information to Mayor W. R. Crissey, of Brookings.

The Commission confirmed the Engineer's award of the following contracts, for which bids were taken on October 1, the conditions of the awards

having been satisfied:

Wilcox-Shaniko Section of the Sherman Highway, in Sherman and Wasco Counties. 6.17 miles crushed rock base, 7.0 miles oil mat surface treatment, and furnish crushed rock in stock pile. Contract awarded on October 19 to A. Milne, Portland, at his bid price of $63,261.00, being the low bid received for this job.

Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County. 4.28 miles regrading, surfacing, and oil mat surface treatment. Awarded on October 29 to Consolidated Highway Company, Inc., Portland, at their bid price of $53,122.60, being the low bid received for this job.

Shelton Ranch-Flora Junction Section of the Lewiston-Enterprise Highway, in Wallowa County. 6.14 miles grading. Awarded on October 29 to Colonial Construction Company, Spokane, Washington, at their bid price of $73,656.00, being the low bid received for this job.

Bridges over Rock Creek and Wallowa River, on the Wallowa Lake Highway, in Wallowa County. Awarded on October 29 to Tom Lillebo, Reedsport, at his bid price of $34,154.00, being the low bid received for this job.

Stewart Bridge-Flat Creek Section of the John Day Highway, in Grant County. 3.29 miles regrading, surfacing, and oil mat surface treatment and furnish crushed gravel in stock pile. Awarded on October 29 to the second low bidder, Charles H. Leonard, Albany, at his bid price of $72,151.00. This contract was awarded to the second low bidder because the low bidder, Consolidated Highway Company, Inc., Portland, qualified their bid by stating that they would not accept the award of more than one contract for which they submitted bids at that letting, this company having been awarded the contract for the construction of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County.

The Commission also confirmed the sale of the state-owned building in the town of Aurora to W. L. Snidow, Oregon City, at his bid price of $45.00.

The Secretary presented a report from the Engineer in regard to the snowplow situation. It appears that in July of this year the Commission authorized the purchase of fifteen snowplows and subsequently the State Purchasing Agent received quotations from several concerns to furnish such plows, the low quotation being that of Howard-Cooper Corporation, Portland, who agreed to furnish a plow manufactured by the Good Roads Machinery Company of Pennsylvania at $117 each, the next low bid being that of Commercial Iron Works, Portland, at $124.75 each for a plow manufactured in their own shops. It also appears that the contract was awarded to Howard-Cooper Corporation on August 3 and the company agreed to deliver the plows in five weeks. However, delivery has not yet been made and it is not known when the plows will be delivered because, according to the Howard-Cooper Corporation, they are on board ship at Los Angele

where they are tied up by the waterfront strike. The Engineer's report reveals that the Highway Department is in dire need of ten or fifteen snowplows in addition to those already ordered and that it is absolutely necessary and vital that at least some of the plows be received and placed in strategic locations at the earliest possible time so they will be available for the first winter storms. In view of the circumstances, the Engineer recommends that ten additional snowplows be purchased from the Commercial Iron Works, Portland, on the basis of their bid of $124.75 each, for immediate delivery, and that the fifteen plows ordered from the Howard-Cooper Corporation be accepted when they are delivered. After some discussion and in view of the emergency which apparently exists, the Commission by unanimous vote approved the Engineer's recommendation and authorized him to purchase snowplows in accordance therewith.

The Secretary also presented a communication from the Engineer in which he requests authority to purchase a line-boring bar to facilitate the boring of bearings in large trucks, said bar being estimated to cost $275. He explained that the use of this bar will save considerable time and will turn out a more perfect job than can be done by the present method, and in his estimation the expense is fully justified. The Engineer also requested authority to purchase two floor-jacks for use in the shops located at La Grande, the estimated cost of the jacks being $100 each. The Commission approved the purchase of all of this equipment by unanimous vote.

The Commission had under consideration the matter of continuing, through the year 1937, the agreements with the National Hospital Association, Physicians and Surgeons Hospital Association and the Multnomah Health Association relative to furnishing medical services to highway department employes. The Attorney advised that he has received no complaints relative to the service rendered by these associations and insofar as he knows they are entirely satisfactory. In view of the report, the Commission ordered that the several agreements be continued during 1937 in accordance with the terms and provisions of the original agreements.

The Commission considered and signed a W.P.A. project proposal for the construction of a talus rock wall in the vicinity of Oneonta Gorge, on the Columbia River Highway, in Multnomah County, as an experiment to test the efficiency of such walls in the divergence of tapioca snow which at certain times interferes greatly with the use of the highway and occasionally blocks the same for all manner of traffic. The proposal provides that the W.P.A. shall contribute $7,243 to the project and that the state shall contribute the sum of $1,031, the state's contribution to consist of the furnishing of a compression jack hammer and two snow trucks and a small amount of material, such as powder, drum steel, lumber, et cetera. The Commission authorized Chairman Cabell and the Secretary to sign such proposal in behalf of the Commission.

The Commission had under consideration a letter from Collier H. Buffington, lawyer, Gold Beach, stating that the Trans-Pacific Terminal Company has constructed a new wharf on the waterfront in the town of Port Orford and inquiring as to the possibility of obtaining the early improvement of the road

leading from the Oregon Coast Highway down to the wharf. The Secretary was instructed to inform Mr. Buffington that the Commission is ready and willing to proceed with the construction of this road, using federal moneys to finance the same as a county road project as soon as the needed right of way has been acquired; further, that the County Court has been requested to purchase the right of way but the Commission has not been advised that it is obtained, so is precluded from proceeding with the construction work because the road is not a state highway and state funds cannot be spent legally for such purpose.

The Attorney brought up for discussion a letter from Mr. Orris Knapp, Port Orford, relative to the relocation of the Oregon Coast Highway as it will affect his hotel property at Port Orford. It appears that Mr. Knapp desires to improve his property but cares not to go ahead with the work until he knows definitely where the highway is to go and the elevation of the same. The Attorney was instructed by the Commission to contact Mr. Knapp at the earliest possible time and discuss with him the matter of acquisition of right of way across his property and the compensation to be paid therefor; also, to have the Engineering Department stake out the new highway location through Mr. Knapp's property so that he can have the advantage of the same in making his improvements.

The Secretary presented a petition signed by seventeen members of the Medical Springs Grange, Medical Springs, Oregon, requesting the oiling and improvement of the Baker-Halfway and the Baker-Medical Springs Roads in Baker County. He also presented numerous petitions signed by 190 grangers, taxpayers, and voters of the town of Halfway and vicinity, urging the Commission to grade, widen, and oil the Baker-Homestead Highway from Baker to Halfway at the earliest possible date. The Commission decided to inspect these roads enroute to Ontario on November 17.

The Commission considered and signed agreements, et cetera, as follows:

Petition directed to the United States Department of the Interior requesting permission to purchase from the United States Government the $S\frac{1}{2}$ of the $NE\frac{1}{4}$ of Section 33, T. 33 S., R. 1 E., W. M., containing 80 acres, situated adjacent to the Crater Lake Highway, in Jackson County, Oregon, which tract is now being leased from the Government, it being considered by the Commission advisable to purchase this tract rather than to continue to pay annual rentals for the same.

Agreement with the Southern Pacific Company terminating a stock pile site lease at Buxton, in Washington County.

Joint letter with the Bureau of Public Roads and the United States Forest Service recommending forest highway programs for the fiscal years 1938, 1939, 1940, 1941 and 1942

Agreement with the estate of William Pollman terminating a lease executed March 17, 1933, covering certain property in the City of Baker.

Agreement with Clatsop County covering the use of certain land owned by the county, which is required by the state in connection with the radio telephone communication system installation at Astoria.

Bargain and sale deed conveying to the Miami Corporation 160 acres of land, more or less, in the S½ of the NE¼ and N½ of the SE¼ of Section 15, T. 6 S., R. 9 W., W. M., Tillamook County, being in exchange for a timbered strip along the Salmon River Highway, which the corporation is deeding to the state, same being located in the N½ of Section 14 and in the N½ of Section 15, T 6 S., R. 9 W., W. M., Tillamook County.

Bargain and sale deed conveying to West Hills Memorial Park 1.57 acres of land situated in the SE¼ of the SE¼ of Section 1, T. 1 S., R. 1 W., W. M., Washington County, being an exchange of property acquired from Valkyrie Memorial Park, now known as West Hills Memorial Park, on what is known as the "Upper Line" of the Wolf Creek Highway, for property needed for right of way for this highway on what is known as the "Lower Line".

Bargain and sale deed conveying unto John Jordan & Wife four small parcels of land situated in Lot 7, Riverside Homestead Addition to Portland, Section 11, T. 1 S., R. 1 E., W. M., Multnomah County, same being given in exchange for property which the state is acquiring from the Jordans for right of way for the East Portland-Oregon City Highway.

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

H. H. Gratz
Construction Engineer

Henry F. Cabell
Chairman

K. Harvard
Acting Bridge Engineer

E B Aldrich
Commissioner

W. S. Keaney
Secretary

F. L. Dou Velle
Commissioner

NOV 5 1936

PART 3

OF

VOLUME XXI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

NOVEMBER 6, 1936

THROUGH

MARCH 31, 1937

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OREGON STATE HIGHWAY COMMISSION

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner

- - - -

R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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		O.C. & E. overcrossing, near Dairy, E. F. and W. F. Philpott;
6980		102nd Avenue Overcrossing, Edlefsen-Weygandt Company;
		O. C. and E. undercrossing, near Olene, G. I. Stebbins Construction Co.;
		United Railways undercrossing, Portland Gravel Co.;
		Rainier Section, Theodore Arenz and Oregon Contracting Co.;
		Bear Creek-Bare Mountain Section, J. A. Lyons;
		Oak Hill-Doty Ranch Section, Consolidated Highway Co.;
		Reedsport-Wilson Ranch Section, Warren Northwest, Inc.;
		Agency Plains-Madras Section, James Crick;
		Yaquina Bay Bridge approaches, Consolidated Highway Co.;
		Salem Shop Building, A. J. Anderson;
		Olalla Creek Bridge, William C. Schmitt;
		Maintenance building at Astoria, Helstrom & Mittet;
		Unit No. 1, Chichester Gulch-Summit Section, Edward F. Webber;
6981		Rocky Point School-South Falls Section, R. O. Dail and Warren Bros.;
		Cottage Farm-Aumsville Section, Saxton & Looney and J. S. Risley.
6983		Date for next meeting set for December 17, 1936.
	Dec. 1	Cottage Grove. Hearing in regard to rerouting of Pacific Highway.
6984		East Portland-Oregon City Highway. Commission approves construction of ramp to Milwaukie Avenue.
		Columbia River Highway. Agreement with Union Pacific Company in regard to snow removal in Columbia Gorge discussed. Conference with railroad officials set for December 16.
		Baker County. Medical Springs Secondary Highway. Resolution accepting offer of United States to aid in bridge construction.
6990		Log hauling. Wolf Creek Highway. Hauling between Sunset Camp and Elsie not to be allowed until road is completed.
		Wolf Creek Highway. Purchase of timber tract owned by Sunset Logging Company considered.
6991		Corvallis. Chamber of Commerce request sign on Mary's River Bridge. Request denied.
		Trucks. Purchase of 15 new trucks authorized.
		Stripe-painting machine. Purchase authorized.
		Road roller. Purchase of extra roller authorized.
		Oiling outfit. Modernization authorized on old outfit.
6992		Douglas County. J. B. O'Mara, Roseburg, requests construction of two private road approaches and pipe line across highway.

Page	Date 1936	Subject
6992	Dec. 1	Award confirmed on following projects:
		John Day Rock Production Project, Charles H. Leonard;
		Gap Ranch-Silver Creek Section, Warren Northwest, Inc.;
		Eagle Point-Crater Lake Section, A. S. Wallace.
		Portland. City's ordinance authorizing Commission to erect signs referred to Attorney and Traffic Engineer.
6993		Settergren Bros. request payment of damage claim arising out of bridge construction on North Capitol Street, Salem.
		Coast bridges. Supplemental agreement with United States of America. Action deferred until next meeting.
		Red Cross. Rendition of first aid by highway department employes solicited.
6994		Portland. Request of John Salvator, in behalf of Joe Miliucci to use state property adjacent to Grand Avenue.
		Klamath Lake Secondary Highway. Klamath Pomona Grange No. 34 requests allocation for improvements.
		Warm Springs Highway. L. M. Lepper, Director, East Side Commercial Club,urges early completion.
		Umpqua Highway. Lakeside City Council urges completion of Scottsburg-Reedsport Section.
		Federal Municipal Ownership League, Inc., Portland. Services of Engineer requested in connection with conference with City Commissioner Bean, Portland, regarding Amiesite.
		McKenzie Highway. Obsidians ask that lower portion be kept open as far as Dead Horse Grade.
6995		Central Oregon Highway. Ballou & Wright urge improvements between Bend and Burns.
		Extensions of time:
		Myers & Goulter, Grade Creek-Storm Creek Section;
		S. S. Montague, North approach to Coos Bay Bridge;
6996		S. S. Montague, South approach to Coos Bay Bridge;
		Harold Blake, Klamath Falls-Midland Section;
6997		Oregon Contracting Company and Theodore Arenz, Columbia County Line-Portland Section;
		Saxton and Looney and J. S. Risley, Klaskanine Summit-Jewell Section;
6998		Collins Radio Company, state-wide radio network.
		Contracts completed and accepted:
		Grade Creek-Storm Creek Section, Myers & Goulter;
		Awbrey-Eugene Section, Itschner & Rigdon;
		North approach to Coos Bay Bridge, S. S. Montague;
		Klamath Falls-Midland Section, Harold Blake;
6999		Columbia County Line-Portland Section, Oregon Contracting Company and Theo. Arenz;
		Small Creek-Dolph Section, McNutt Bros.;
		Independence Section, United Contracting Company;
		Ashland-Tolman Creek Section, Mountain States Construction Company;
		South approach to Coos Bay Bridge, Coos Bay Dredging Co..
7000		Traffic signals. Report on traffic count in Salem. Recommendation for signals in Salem.

Page	Date 1936	Subject
7000	Dec. 1	Traffic survey. Engineer authorized to make surveys in Eugene, Klamath Falls, and Pendleton.
7001		Coos Bay Bridge. Claim of Northwest Roads Company for increased quantities and extra items not in contract.
		Acquisition of real property needed for various highway improvements. Resolution adopted.
7005		Condemnation authorized for right of way for Fossil-Kinzua Junction Section across property of Johnnie Gertrude Rushing.
7007		Klamath Falls. Vacation of First Avenue, Altamont acres. Oiling of private roadway authorized, if necessary.
		Oregon Coast Highway. Brookings. Commission requested to remove buildings from necessary right of way.
		Enterprise. State-owned building to be rented and insured.
7008		Roseburg. Pacific Highway. Maintenance of concrete walls to be assumed by Commission.
		Marshfield. Oregon Coast Highway. Cooperation in cost of dredge fill on proposed relocated highway. Options for right of way for proposed revision.
		East Portland-Oregon City Highway. Installation of flashing signals authorized.
7009		Safety island authorized at Tacoma Street intersection.
		Federal Aid. 25% program for 1938 Regular Federal Aid Funds selected.
		Grade separations. Preparation of plans authorized for following projects: S. P. crossing on Coos River Secondary Highway south of Marshfield; S. P. crossing on The Dalles-California Highway in Klamath Falls; S. P. crossing on Beaverton-Aurora Secondary Highway, Washington County.
		Multnomah County. Warranty deed conveying to United States of America a portion of Gudhart property, near Bonneville.
		Columbia River Highway. Gudhart property. Deed of conveyance to Government.
7010	Dec. 16	League of Oregon Cities. Proposed allocation of portion of highway revenues to cities. Conference set for January 7.
		Date for next regular meeting set for January 21.
		Travel and Information Department. Report of Harold B. Say, Director, on 1936 activities and proposed 1937 program.
		Maintenance and betterment. Budget for primary and secondary highways adopted.
		Coos County. Cape Arago State Park. Sale of burned timber to H. M. Counts, Charleston.
7011		Condemnation. Silver Creek Falls State Park. Right of way required for addition to park, across Fred Volz and James C. Hamill properties, to be condemned. Resolution adopted.
7012		Jackson County. Options authorized for recreational area fronting on Rogue River adjacent to present state park.
		Lincoln County. Parking area at outlet to Devils Lake. Offer of C. E. Hostetler declined.

Page	Date 1936	Subject
7013	Dec. 16	Salmon River Highway. Offer from James Churchill Estate to sell wayside timber declined. Oregon Coast Highway Association urge securing of options from Schroeder interests.
		Washington County. Wolf Creek Highway. Offer of Sunset Timber Company to sell 40-acre tract declined.
		Parks Engineer. Purchase of cut-over wayside strips authorized in lieu of Sunset Timber tract.
		Oregon Coast Highway. Options authorized on wayside strips between highway and beach south of Newport.
		Overnight camping. Present policy prohibiting overnight camping to be continued.
		Reedsport Chamber of Commerce. Inquiry regarding overnight camping privileges in state parks.
7014		Silver Creek Falls State Park. Mrs. Nancy Nelson requests cancellation of concession contract.
		Recreational sites. Purchase from Federal Government of public lands now being leased considered. Parks Engineer to confer with Oregon delegates in Congress relative thereto.
		East Portland-Oregon City Highway. Engineer's report on replies to questionnaire regarding pedestrian overcrossings in other states. Solution of problem referred to Engineer and Traffic Engineer.
		Acquisition of real property needed for various highway improvements. Resolution adopted.
7018		East Portland-Oregon City Highway. Attorney authorized to bid in property needed for Southern Pacific Company's "K" line at tax sale December 21.
	Dec. 17	Bids, as follows: Miles Bridge Section, grading and surfacing; Empire-Marshfield Section, resurfacing, oil mat treatment;
7019		Burns Rock Production Project; Chalk Cliff-Paisley Section, grading and surfacing; Valley Falls-Cinder Butte Rock Production Project; Bridge over Necarney Creek, northwest of Nehalem;
7020		Fossil-Kinzua Junction Section, grading, oil mat treatment; Rex Hill-Newberg Section, grading and paving.
		Coos County. Marshfield-Bunker Hill Project. Right of way settlements tentatively approved.
		Hood River County. Hood River Secondary Highway improvement requested by County-Wide Committee.
7021		Tucker Hill revision. Elimination of curve on Tucker Hill grade requested. County offers to donate right of way.
		Elimination of railroad crossing at Fikes Place requested. County Court requests elimination of Interstate Bridge Secondary Highway No. 280 from secondary highway system and substitution of road extending from Odell to Mt. Hood Hwy.
		Columbia River Highway. Conference to be held with Army Engineers in regard to proposed improvement. Hood River County Committee to be present at conference.

Page	Date 1936	Subject
7021	Dec. 17	Portland. Southeast 39th Avenue Improvement Club request survey for proposed extension of Southeast 39th Avenue to connection with East Portland-Oregon City Highway south of Milwaukie.
7023		Columbia River Highway. Rocky Point. Proposed agreement with City Motor Trucking Company in regard to acquisition of right of way.
		Coast Bridges. Agreement with P.W.A. pertaining to grant.
7024		Yachats. Offer of Ranie P. Burkhead to purchase state-owned quarry declined.
		Oregon Coast Highway. Acquisition of right of way for revision across W. P. Young property authorized.
		Jackson County. Birdseye Creek recreational development. Option authorized for three-fourths acre tract between highway and Rogue River.
		Newport. Resolution deeding property to United States of America needed for Coast Guard Station.
7025		Conference with city officials set for December 23 in regard to preservation of scenery along Coast Highway in Newport.
		Extensions of time:
		General Construction Co. and Gilpin Construction Co., Yaquina Bay Bridge;
7026		Fisher Bros., Clear Lake-Clear Creek Section;
		Gales-Tunnel Section, McNutt Bros.;
7027		Parker-Schram Company, Big Eddy Overcrossing;
		C. J. Montag & Son, Owyhee River Bridge, near Rome;
		Mountain States Construction Co., bridge over Clackamas River and grading and surfacing on Woodburn-Sandy Highway;
7028		Umpqua River Navigation Co., Winchester Bay-North Bend rock production;
		O. N. Pierce and Frank Connor, oases near Castle Rock and Boardman;
		Tom Lillebo, Halsey Street Overcrossing;
7029		Consolidated Highway Co., Doty Ranch-Danebo Road Section;
		Consolidated Highway Co., Oak Hill-Doty Ranch Section;
		Oregon Contracting Company and Theodore Arenz, Columbia County Line-Portland Section;
7030		P. L. Crooks & Company, Bend undercrossing;
		J. W. and J. R. Hillstrom, McKenzie Pass-Little Butte Section rock production;
7031		H. C. Nelson, Office building at Bend;
		Charles H. Leonard, Grub College-Amity Section;
		Saxton & Looney and J. S. Risley, Necanicum-Elsie Section;
7032		Contracts completed and accepted:
		Yaquina Bay Bridge, Gilpin Construction Co.;
		Big Eddy Overcrossing, Parker-Schram Co.;
		Polk County Line-Soap Creek Section, Saxton & Looney and J. S. Risley;
		Owyhee River Bridge, C. J. Montag & Sons;
		Clackamas River Bridge, Mountain States Construction Co.;
		Winchester Bay-North Bend rock production project, Umpqua River Navigation Co.;

Page	Date 1936	Subject
7032	Dec. 17	Contracts completed and accepted (cont.):
		Halsey Street Overcrossing, Tom Lillebo;
		Doty Ranch-Danebo Road Section, Consolidated Highway Co.;
		Franklin Avenue Undercrossing in Bend, P. L. Crooks & Co.;
		Bend office building, Henry C. Nelson;
7033		Dayton-Foster Ranch Section, Charles H. Leonard.
7034		A. W. Orton. Report of activities from October 1, 1935, to December 1, 1936.
		Successor to Mr. Orton considered.
		Newport. J. L. Torrens submits additional claim for damages due to right of way taken for Coast Highway improvement.
7035		Lane County. Resolution authorizing payment of $4,500 out of motor vehicle fund to County.
		W.P.A. Purchase of powder for Wilson River project.
7036		Bradley Park. B. J. Lindeman concession lease continued.
		Travel and Information Department. Advisory Committee's recommendations for 1937.
7037		$100,000 budget for 1937 approved.
		John Day Highway Improvement Association. Improvements to John Day Highway during 1937 asked.
7038		Improvement in vicinity of John Day discussed.
		Allotment for John Day Highway assured in next year's program.
		Erection of marker on John Day Highway at crossing with Old Oregon Trail. Referred to Engineer.
		Awards announced on following:
		Miles Bridge Section, grading and surfacing and bridge over Powder River;
		Empire-Marshfield Section, resurfacing and oil mat treatment;
7039		Burns Rock Production Project;
		Chalk Cliff-Paisley Section, grading, surfacing;
		Valley Falls-Cinder Butte Rock Production Project;
		Bridge over Necarney Creek;
		Fossil-Kinzua Junction Section, grading and surfacing;
		Rex Hill-Newberg Section, grading and paving.
7040		Morrow County. County Court requests oiling of Wasco-Heppner Secondary Highway between Heppner and Rhea Creek.
		Hardman Grade Section. County Court asks rocking.
		Douglas County. County Court and Roseburg delegation request survey of North Umpqua Road from Roseburg to Rock Creek.
7041		Designation of North Umpqua Road as secondary highway. Survey authorized
		East Portland-Oregon City Highway. Clackamas County delegation in regard to safety measures to protect school children.
7042		Resolution filed requesting early action to reduce hazards.
7044		Salem-Dayton Secondary Highway. Delegation urge completion of road.
		Marshfield. Proposed revised alignment at south city limits, involving raising of trestle and construction of dredge fill.
		Right of way for proposed improvement to be purchased from City. Agreement to be prepared and executed.

Page	Date 1936	Subject
7046	Dec. 17	Marshfield. Oregon Coast Highway. Options authorized for right of way for revision at south city limits. Hearing scheduled for Tuesday, January 19.
		Astoria. Rerouting of Coast Highway along Astor Street. City to furnish right of way; Commission to move two buildings. Realignment between Hamburg and Florence Avenues. City suggests cooperation in construction of dredge fill.
7047		Labor violations. Representatives of Steel Works Union and Building Trades Council, confer in regard to subcontractor's on structural and reinforcing steel projects violating labor provisions of contracts.
7048		Old Oregon Trail. Charles H. Reynolds, President, Oregon Trail Association, confers in regard to 1937 improvements. Pendleton-Stanfield section in tentative program.
		Port Orford. Mr. George Gorman inquires about construction of road to dock.
		De Lake. Hostettler property. Commission declines offer of property for parking area.
7049		Negotiations authorized for purchase of additional 10-foot strip through Hostettler property.
		Salmon River Highway. John Boyer, Grand Ronde, urges purchase of additional timber strips along highway.
		Ontario. Route of Ontario Spur Section of Old Oregon Trail. Resolution designating Montana Avenue as route through Ontario.
7051		Salmon River Highway. Claim of B. J. Edwards for damage to car due to fresh oil denied.
		Award confirmed of following contracts:
		Condon-Fossil Section, furnish crushed rock, awarded to Schmeer, Williams & Gentemann;
		Pumping Plant Hill Section, grading and surfacing, awarded to McNutt Bros.
		Testing Laboratory. Purchase of solarization lamp and incidental equipment authorized.
		Insurance. Coverage on privately-owned cars used on Statewide Planning Survey. Board of Control to be requested to raise mileage allowance to pay cost of insurance.
7052		Tigard-Woodburn Road. Designation as primary state highway. Attorney instructed to prepare resolution for adoption at next meeting.
7053		Agreements, as follows, signed:
		Maryhill Ferry Company, extending ferry service contract at Wilsonville;
	1937	Russell and Elsie Adams, acquisition of land in Pendleton.
	Jan. 7	Federal Aid Funds. Partial program for 1938 funds adopted.
7055		Cascade Secondary Highway. Liberal-Marquam Section. Engineer reports cost of reconstruction by state forces.
		Douglas County. Deputy Sheriff protests location of gasoline pumps owned by Cowan's Garage at Yoncalla.
		Portland. East Portland-Oregon City Highway. Construction of one-way ramp to Milwaukie Avenue authorized.

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7055	Jan. 7	Benton and Linn Counties. Corvallis-East Side Secondary Highway. Property owners request oiling.
		Medford. Crater Lake Avenue and Main Street intersection. Improvement authorized for 1937 construction.
7056		Oregon Coast Highway. A. F. Coates Lumber Company's timber hauling at north city limits of Tillamook. Damage to highway to be investigated.
		Load Limits. Engineer authorized to post highways when necessary. Approval of Commission to be given at first meeting thereafter.
		Coos County. Cape Arago Secondary Highway. L. J. Simpson, Empire, offers right of way.
		Survey authorized from Charleston to Cape Arago.
		Travel and Information Department. Pacific Northwest Tourists Association, Yakima, Wn., request attendance of Mr. Say at meeting in Spokane January 15.
		Mr. Say authorized to attend meeting of Evergreen Playground Association in Seattle on January 11 & 12.
7057		Associated General Contractors invite Engineer to speak at annual convention in Spokane, Wn., on January 29 and 30. Engineer authorized to attend.
		Columbia River Highway. Snow removal in Columbia Gorge. Agreement with Union Pacific Company. Referred to Attorney to redraft.
		Siuslaw Highway. Swift and Company request permission to utilize spring at Cushman and construct spring box on right of way.
		Douglas County. Roseburg-Rock Creek Section of North Umpqua-Diamond Lake Highway. County and District to cooperate in cost of survey.
7058		Oregon Coast Highway. Production of surfacing materials for Port Orford-Euchre Creek Section and Cape Sebastian-Whaleshead Creek Section authorized.
		Signs. Purchase of reflector-button signs authorized for 1937 requirements.
		Traffic line paint. Purchase of yellow lacquer requirements for 1937 authorized.
		Tractor. Purchase of new 75-horsepower tractor authorized for W.P.A. work on Wolf Creek Highway.
		Wolf Creek and Wilson River Highways. State's contribution on W.P.A. projects. Additional $15,000 authorized.
		Western Association of State Highway Officials. Payment of 1937 dues authorized, amounting to $25.00.
		Award of contract covering Chalk Cliff-Paisley Section confirmed. Awarded to Itschner & Rigdon, low bidders.
7059		Joplin & Eldon request relief from payment of engineering penalty in connection with Yamhill County Line-Stratton Ranch Section of Salem-Dayton Secondary Highway.
		Salem. Lunch counter privileges at Salem Shop denied.
		Signs. Roadside Protection Committee of State Planning Board, endorse Commission's policy on control of service club signs.

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7059	Jan. 7	Pacific Power and Light Company. Request for use of chain-type insulators instead of double cross-arm construction on installation of power line across Pendleton-Cold Springs Highway. Request granted.
7060		Oregon Coast Highway. Abandonment of section south of old ferry landing at South Beach, Lincoln County. Action deferred.
		Yaquina Bay Bridge. Acquisition of tract of land between bridge approach and state park. Options authorized.
		Reedsport. Abandonment of section of Oregon Coast Highway and Umpqua Highway in city limits. Resolution adopted.
7062		Waldport. Abandonment of section of Oregon Coast Highway and ferry slip. Resolution adopted.
7064		West Portland-Hubbard Highway. Resolution designating a primary highway.
7066		Klamath County. Designation of county roads as secondary highways considered. Action deferred pending disposition of right of way matters.
		Right of way for proposed secondary highway westerly from The Dalles-California Highway to connection with Klamath Falls-Weed Highway to be acquired by State.
7067		Depoe Bay Memorial Committee. Request for permission to erect memorial on State Highway Department property at Depoe Bay.
		Jackson County. Casey State Park. Lease of E. H. Lamport on cabin site. Renewal not granted.
		Columbia River Highway. Attorney's report on acquisition of right of way for new highway.
		State Land Board requested to transfer title to Commission of area between low and high-water marks.
		Docking privileges along Columbia River requested. Attorney to postpone negotiations for right of way pending decision in regard to ownership of water frontage.
7068		Wolf Creek Highway. Acquisition of right of way through Western Timber Company's property. Conference requested.
		Marshfield. Oregon Coast Highway improvement at south city limits. Agreement with City in regard to dredge fill. Engineer authorized to raise trestle to new grade line.
7069		League of Oregon Cities. Conference regarding diversion of Highway Department revenues to city street improvement.
7073		Acquisition of right of way needed for various highway improvements. Resolution adopted.
7075		Fremont Highway. Removal of buildings on the Curran property on Chalk Cliff-Paisley Section.
		Roseburg. Acquisition of right of way for revised route of Pacific Highway. Bases of settlement specified. Attorney authorized to condemn if necessary.
7076		Arlington. Request of Tidewater Associated Oil Company for crushed rock from State quarry denied.
		Old Oregon Trail. George K. Aiken requests placing of Weiser Spur Section on Federal Aid System. Inspection to be made.
		Portland. Peninsula and Lombard Commercial Clubs request designation of state highway across north side of Portland.

Page	Date 1937	Subject
7076	Jan. 7	Portland. Beaumont-Rosemere Home Owners' Association oppose street widening through district.
7077		Sherman and Gilliam Counties. Reconstruction of Condon-Moro Secondary Highway requested by granges.
		Weston-Elgin Secondary Highway. Snow removal requested between Weston and Tollgate. Request denied.
		Port Orford. Mayor requests widening of Oregon Coast Highway between Battle Rock Park and Ninth Street.
		Portland. Mrs. Francis Yeager urges designation as state highway route of Woodstock Boulevard easterly.
		Jackson County. Little Butte Secondary Highway. Oiling of Eagle Point-Lake Creek Section requested.
7078		Cascade Locks. Chamber of Commerce requests 45-degree parking on highway through city. Request denied.
		John Day Highway. Oiling requested from Miller's Service Station, near Austin, through Unity, to Ironside.
		Amity-Bellevue Secondary Highway. Oiling requested by T. C. Richter, Amity.
		Josephine County. Planning Board requests oiling of Rogue River Loop Secondary between Applegate Bridge and Robertson Bridge.
		Oiling of two- or three-mile unit authorized for 1937.
		Yachats Grange No. 809, Lincoln County, endorse idea of State taking over county roads.
7079		Talent. Town Council requests oiling of shoulders through their town. Investigation ordered.
		Miss Beeson inquires regarding proposed revision of highway in connection with lease renewal on service station.
		Lane County. Eugene-Swisshome Secondary Highway. Petition requesting oiling between Elmira and Badger Mountain.
		Pacific Highway. Lewis A. McArthur suggests "Pacific Highway East" and "Pacific Highway West" be official names.
		Cascade Secondary Highway. Clackamas Community Club requests widening and improvement on present route.
7080		East Portland-Oregon City Highway. Willamette Chapter D.A.R., Milwaukie, requests permission to relocate monument now situate at Abernethy Bridge crossing.
		Wasco County Granges. Road Committee submits suggestions pertaining to allocation of funds for mail routes.
		Highway Department funds. Additional allotment to counties asked by County Judges and Commissioners Convention.
		A. W. Orton. Report for month of December, 1936.
		Wallowa County. Eden Grange No. 832, requests enactment of law authorizing allocation of highway funds for county road improvement and maintenance.
		Columbia River Highway. W.P.A. project for guard fence and walls near Sandy River Bridge. Rejected.
		Portland. Portland Traction Company requests traffic stripes in Eastmoreland District.
7081		Wolf Creek Highway. W.P.A. project on Elsie-Necanicum Section covering slope protection and drainage approved.

Page	Date 1937	Subject
7081	Jan. 7	Wolf Creek Highway. W.P.A. project covering grading from Barnes Road junction easterly. Decision deferred.
		Agreements signed as follows:
		Coast Counties Land Company, easement for drainage tunnel;
		United States of America, relocation of Baker-Unity Highway and bridge over Burnt River;
		Joint deed with Tillamook County, quitclaiming to William Ryan right of way on Wilson River Highway;
		Bargain and sale deed conveying to Klamath County title to street in Altamont Acres;
7082		Bargain and sale deed conveying 0.44 acre of land in Marion County to Ralph J. Tucker;
		Bargain and Sale Deed conveying to Frank and Laura Bailey property in Estacada Lake Addition to Estacada;
		Quitclaim deed conveying to Seufert Bros. land in Wasco County.
		Extensions of time:
		Dunn & Baker, Gold Lake Trail-Odell Lake Section;
		Edwin C. Gerber, Byerley Corner-Bethel Section;
7083		Saxton & Looney and J. S. Risley; Polk County Line-Soap Creek Section;
		McGeorge Gravel Company, Bandon-Myrtle Point Section;
		Saxton & Looney and J. S. Risley and J. C. Compton, Balm Grove-Forest Grove Section.
7084		Contracts completed and accepted:
		Byerley Corner-Bethel and Corvallis Junction-Peoria Sections, Edwin C. Gerber;
		Enterprise-Joseph Section, Homer G. Johnson;
		Oiling of four county roads in Yamhill County, J. C. Compton;
		Oases development on Columbia River Highway, O. N. Pierce and Frank Connor;
		Bandon-Myrtle Point Section, McGeorge Gravel Co.;
		Balm Grove-Forest Grove Section, Saxton & Looney and J. S. Risley and J. C. Compton;
		Vancouver Avenue Extension, Harold Blake;
7085		Pavement planing and resurfacing on Pacific, Columbia River and Mt. Hood Highways, Warren Northwest, Inc.;
		Tygh Valley Section, McNutt Bros.;
		Butte Creek-Rock Creek Section, Harold Blake;
		Grub College-Amity Section, Chas. H. Leonard.
7086		Date for next meeting postponed from January 21 to February 4.
7087	Feb. 17	Edward Hines Lumber Company. James Donegan requests permit to drag logs across John Day-Burns Highway. Approved.
		Log hauling. Edward Hines Lumber Company granted permission to drag logs across John Day-Burns Highway.
7088		Minutes of July 30, August 4 and 5, August 26 and 27, September 15, September 30 and October 1, 4, 5, 16 and 17, 1936, approved.
		Senate Bill No. 130. Letter to Senator Douglas McKay, Chairman Roads and Highways Committee, regarding objections to increase in weight and length loads allowed on highways.

Page	Date 1937	Subject
7088	Feb. 17	Wilson River and Wolf Creek Highways. Purchase of additional trucks for W.P.A. projects deferred.
		Travel and Information Department. Publication and distribution of book on Oregon resources requested by Alfred Powers. Request denied.
		Portland Chamber of Commerce. Greeters Committee suggest employment of greeters at entrances to state.
7089		Travel and Information Department. Magazine and radio advertising budget approved.
		The Dalles. Lewis and Clark Monument. City reduces area previously promised to State for monument site.
7090		Building. Maintenance headquarters at Alkali Lake Maintenance Station to be limited to $5,000.
		Load limit. Resolution reducing limit on Pendleton-Cold Springs Highway.
7091		Acquisition of real property needed for highway improvements. Resolution adopted.
7097		Lake County. Acquisition of 40-acre tracts in vicinity of Booth Park. Referred to Parks Engineer.
		Condemnation. Resolution authorizing proceedings to acquire right of way for following improvements:
		Alsea-South Fork Section of Alsea-Deadwood Highway;
		Rocky Point Section of Lower Columbia River Highway;
		Powers Ranch-Powell Creek Section of Williams Highway;
		Foster Creek-Paisley Section of Fremont Highway;
		Turkey Hill-Chenoweth Park Section of Pacific Highway.
7099		Resolution authorizing condemnation of R. R. Clarke property between Turkey Hill and Chenoweth Park.
7100		Wolf Creek Highway. Acquisition of right of way through holdings of Oregon American Lumber Corporation and Sunset Logging Company. Conference authorized.
7101		Milwaukie. Acquisition of area between old and new highway at S. P. undercrossing authorized.
		Warm Springs Highway. Lease of property at north end of railroad crossing near Madras authorized to H. P. Andrus.
		Lake County. Acquisition of site for proposed marker near Summer Lake authorized.
		Port Orford. Settlement with Orris Knapp for right of way required for relocation of highway postponed.
7102		W. P. Young property to be acquired by condemnation, if necessary.
		Dock road improvement to be abandoned within 30 days if right of way is not settled.
		Condemnation. Zella Kennedy property on Shedd-Halsey Section to be acquired by condemnation, if necessary.
		Columbia River Highway. Troutdale-Bonneville revision. State Land Board consents to taking of dredge materials for roadbed construction.
7103		McKenzie Highway. Yale Ranch-McKenzie Summit Section. Surfacing and oiling authorized for stage construction.
		Portland. East 39th Street connection to East Portland-Oregon City Highway. Engineer's report on cost to construct.

Page	Date 1937	Subject
7103	Feb. 17	Cottage Grove. Resolution designating new route of Pacific Highway.
7105		Tillamook County. Wilson River channel change. Construction of dikes to block off Dougherty Slough discussed.
7106		Tooth Rock Tunnel. Artificial lighting to be postponed until Bonneville Dam power is available. Cable installation throughout authorized in connection with proposed lighting.
7107		Installation of transformers of sufficient size to enable lighting of highway with sodium vapor lights authorized.
	Feb. 18	Bids, as follows, opened and read: Gales-Lime Section, Bituminous macadam; Elsie-Nehalem River Section, grading and clearing;
7108		Curry County Rock Production Project; North Roseburg Section, grading;
7109		Bridge over Deer Creek and retaining wall in Roseburg; Shady Point-Kelly Corner Section, grading and paving; Shedd-Halsey Section, grading and paving;
7110		Unit No. 3, Chichester Gulch-Summit Section.
		Portland. Foothills Boulevard. Delegation urges early construction from Ross Island Bridge to connection with Lower Columbia River Highway.
7113		Wolf Creek and Wilson River Highways. Commercial Truck Operators and Owners protest purchase of trucks for use on W.P.A. projects.
		Bids opened and read on following: Sale of buildings in Roseburg.
7115		The Dalles. Columbia River Highway route through city. Conference with Army, County, and City officials.
7117		Senate Bill No. 130. Allied Truck Owners Association and Consolidated Freight Lines, Inc., send representative to confer.
		Grant County. County Court, et al, request improvements to John Day Highway and Pendleton-John Day Highway. Options authorized between John Day and Prairie City Little Beech Creek channel enlargement requested.
7118		Log hauling. Oregon Coast Highway. Saturday afternoon and Sunday hauling authorized from Bandon to point 6 miles south of Bandon. Operators hauling without permits to be apprehended.
		Tillamook County. County Court confers in regard to secondary highway matters.
7119		Coates Lumber Company's hauling operations at Tillamook to be inspected by Commission enroute to Marshfield.
		Portland. Lombard Street extension easterly to connection with Sandy Boulevard requested by delegation.
7120		Washington County. County Court requests State sponsorship on W.P.A. projects to be undertaken on Wilson River and Wolf Creek Highways. Wilson River Highway surfacing requested from Glenwood westerly about two miles. No action. Gales Creek Road. Designation as secondary highway requested.

Page	Date 1937	Subject
7121	Feb. 18	Salem-Dayton Secondary Highway. Completion requested by George Foster, Dayton, and W. A. Allan. Tentative allotment in 1937 budget for Spaulding Ranch Section.
		Awards announced, as follows: Gales-Lime Section, bituminous macadam and oil mat surface treatment; Elsie-Nehalem River Section, grading and clearing;
7122		Curry County Rock Production Project; North Roseburg Section, grading; Bridge over Deer Creek and concrete wall in Roseburg; Shady Point-Kelly Corner Section, grading and paving;
7123		Shedd-Halsey Section, grading and paving; Unit No. 3, Chichester Gulch-Summit Section, grading and topping; Sale of buildings in Roseburg
7124		Linn County. County Court requests improvements on Halsey-Sweet Home Secondary Highway at Brownsville.
7125		County Courts. Conferences in regard to program for secondary roads authorized.
		Linn County. County Court requests improvement to county road between Harrisburg and Corvallis. Oiling of Albany-Corvallis Secondary requested.
		Wilson River and Wolf Creek Highways. Purchase of trucks authorized for use on W.P.A. projects.
		Trucks. Purchase of ten light-weight trucks authorized for operation on Wilson River and Wolf Creek Highways.
		C. B. McCullough's appointment as First Assistant State Highway Engineer confirmed.
		G. S. Paxson's appointment as Bridge Engineer confirmed.
		Coast Bridges. Second Amendatory Agreement approved. Resolution adopting agreement and authorizing Attorney to consummate transaction with Government.
7133		Agreements, et cetera, signed as follows: Northwest Roads Company, construction of Units A, C. and D of Coos Bay Bridge; H. M. Counts, sale of burned timber in Coos County; O. W. R. & N. Company and Union Pacific Railroad Company, covering renewal of storage site lease at Alicel; West Coast Power Company, installation of drainage pipe between John Day and Canyon City; Tom Lillebo, adjustment for construction of Eagle Creek Bridge piers; C. J. Montag & Sons, adjustment on piling furnished in connection with Klamath River Bridge construction; City of Oregon City, repair and renewal of sewers within limits of Oregon City Undercrossing project; Port of Newport, relinquishment of ferry landing at South Beach; City Motor Trucking Company, right of way on Lower Columbia River Highway at Rocky Point;

Page	Date 1937	Subject
7134	Feb. 18	Agreements, et cetera, (continued) Lydia Gerber Meier and John Meier, and C. E. and Mary E. Walker, compensation for right of way for Wolf Creek Highway between Canyon Road and Barnes Road; W. H. Casebeer, moving of fences and damages on Dairy-Bonanza Section of Dairy-Bonanza Highway; Weyerhaeuser Timber Company, lease of stockpile site in Klamath County; (two agreements) Weyerhaeuser Timber Company, stockpile lease in Jackson County; Quitclaim deed conveying to Lowell Williamson and C. L. Berry property in La Grande; Quitclaim deed conveying to Northwest Cities Gas Company portion of Railroad Street in Pendleton; Exchange deed conveying to Southern Pacific Company land in Clackamas County; Bargain and Sale Deed conveying to Dr. Fred F. Thompson a fraction of acre in Wasco County; Southern Pacific Company, right of way between Seventeenth Street and Union Aveune, Portland; United States Government, Second Amendatory Agreement relating to coast bridge construction, (See Page 7125)
7135	Feb. 19	State-wide Planning Survey. Additional allotment of State Funds authorized for survey in cities and towns. Federal Funds. 1938 program adopted. Tentative allocation to each division of State. Projects for each class of funds tentatively adopted. Pacific Telephone and Telegraph Company. Engineer's letter in reply to inquiry as to plans for reconstruction of Columbia River Highway between Troutdale and Bonneville.
7136		C. G. Brownell. Claim for gravel taken in Umatilla County denied. Automobiles. Purchase of 10 new cars authorized Trucks. Purchase of 21 new trucks authorized. Sieve-shakers. Purchase of 3 gasoline, motor driven sieve shakers authorized. Line-boring machines. Purchase of two machines authorized. Freezing unit. Purchase authorized for Testing Laboratory. Mowing machines. Purchase of 15 new machines authorized. Asphalt kettles. Purchase of 15 authorized. Trucks. Purchase of 5 heavy-duty trucks authorized equipped with snowplows Snogos. Purchase of 5 authorized. Snow plows. Purchase of 25 push type plows authorized. Reconditioning and modernizing authorized. Landscaping projects. Program for next spring approved.
7137		Coos Bay-Roseburg Highway. Powers Road-Mystic Creek Section. Advertisement for maintenance material authorized. Columbia River Highway. Furnishing of maintenance materials to be advertise for section between Mile Post 78.4 and 100. Salem. Lighting facilities in Salem offices to be improved.
7137	Feb. 19	Alcohol. Resolution authorizing Engineer to apply for purchase of alcohol free of tax for laboratory use.
7138		Harrisburg. Mayor inquires of plans for rerouting of highway through town. Commission to inspect before making decision. Grants Pass. Mayor requests rerouting of truck traffic through city.
7139		Shelter shed. Construction of shed approved about four miles south of Salem on Pacific Highway. Douglas County. North Umpqua-Diamond Lake Highway. County Court and North Umpqua-Diamond Lake Improvement District submit payments for location survey Roseburg to Rock Creek. Award confirmed on following: Rex Hill-Newberg Section, Mountain States Construction Co. Federal Aid. Statement of participation in public lands states as provided by Federal Highway Act effective February, 1937.
7140		Wage rates to be paid on 1938 Federal Aid projects. Secondary highways. Attorney's opinion regarding authority to maintain secondary highways under Section 7 of Act of June 16, 1936. Piling. Permission granted James W. Jeffries, Portland to transport overlength loads over the Nehalem Secondary Highway and across Lower Columbia River Highway. Log hauling. Violations for overloading to be taken up with Public Utilities Commissioner.
7141		Willamette River Bridge. Engineer authorized to reinforce structure. Lifting of reduced load limit authorized. The Dalles-California Highway. Flume crossing southeast of Klamath Falls. U. S. Bureau of Reclamation inquires regarding impaired clearance. Rock spreader. Case of Hurt vs. Highway Commission in connection with alleged violation of patent rights. Klamath Lake Secondary Highway. Agreement with F. G. Brown for snow removal.
7142		Shedd. Shell Oil Company service station operation interferes with proposed improvement of Pacific Highway. Klamath County. Designation of secondary highways. Acquisition of right of way by County Court. Travel and Information Department. Request of Kathryn Gunnell to exhibit Oregon scenes. Jackson County. Acquisition of property on Savage Creek for state park purposes. Purchase not approved.
7143		Clatsop County. Parks Engineer's report on road from Wolf Creek Highway to Saddle Mountain Park. Crown Willamette Paper Company protests road through holdings. The Dalles-California Highway. Exchange of timber north of Fort Klamath Junction. Negotiations with U. S. Forest Service approved. Salmon River Highway. Offer of James Churchill Estate to sell timber land. Offer declined.

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7144	Feb. 19	North Bend. City requests old ferry landing site on south side of Coos Bay. Request granted.
		Newport. Ferry slip and approach road thereto to be abandoned. City to have access to ferry slip.
		Telephones. Installation in Battle Mountain State Park, Ecola State Park, Talbot State Park and Humbug Mountain State Park approved.
		Log hauling. Request of Collier H. Buffington, in behalf of Nick Marsh, to transport logs across state park in Curry County. Referred to Parks Engineer.
		E. T. Stenseth, Yoncalla. Request to cross state property enroute to fishing point on Umpqua River granted.
7145		Samuel C. Lancaster. Employment referred to Parks Engineer.
		Lane County. Timber tract owned by Carl G. Washburne, near China Creek. Negotiations for acquisition authorized.
		Armitage property adjacent to county road between Eugene and Coburg. Offer declined.
		A.F. Coates Lumber Company. Operation of tractors and solid tired trailers on Coast Highway north of Tillamook.
		Temporary easement to occupy easterly side of highway.
7146		Deschutes County. County Court requests assignment of snow plow in Bend.
		St. Helens. Chamber of Commerce authorizes Dr. E. C. Dalton to represent Chamber before Highway Commission.
		Linn County. Albany-Crabtree Road. Oiling requested for distance of two miles.
		Project to be considered for federal fund construction.
7147		Grant County. Little Beech Creek Road. County Judge advises understanding for improvement of road.
		Beech Creek Bridge. Raising of bridge to increase waterway authorized.
		The Dalles-California Highway. Bend Chamber of Commerce requests reconnaissance survey through Jefferson County.
		Survey authorized.
		Baker-Homestead Highway. W. W. Evans, Halfway, complains of condition of road.
		The Dalles-California Highway. N. W. Smith, Lebanon, suggests elimination of name "California" in designation of road.
7148		Central Oregon Highway. County Judge urges improvements in 1937 program.
		Warm Springs Highway. County Judge requests improvements on four-mile section west from end of present improvement.
		Umatilla County. County Court requests, on behalf of Pilot Rock Chamber of Commerce, setting back of right of way fence along Oregon-Washington Highway.
		Wallowa County. Reconstruction of road from Wallowa, through Maxville and Promise, to mouth of Wallupia Canyon, requested.
		Gasoline tax. Diversion of portion of tax money to cities and towns opposed by various cities, et cetera.
7149		Hydroelectric Commission. Cooperation in aerial topographic survey and map of State requested.

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7149	Feb. 19	Hillsboro. Claim of $750 in connection with improvement of Tualatin Valley Highway at east city limits allowed.
		Advertising. Hon. Rufus C. Holman, State Treasurer, transmits offer of Erle N. Hurd, Ventura, to handle publicity matters in State of California.
		Lafayette. Paving of strips along highway through town requested by Paul R. Kelty, et al.
		DeLake. Pedestrian pathways along Highway requested through district by Mrs. E. M. Tebbetts.
		Klamath Falls. City Council requests reconstruction of Main Street beneath Southern Pacific tracks.
7150		Philomath. Paving of strips along Corvallis-Newport Highway through town requested by Mayor.
		Lebanon. Strawberry Fair Committee requests permission to close Main Street to traffic for two days during celebration.
		Champoeg Park. Statement of Sons and Daughters of Oregon Pioneers regarding preservation and development of park.
		Bandon. Chamber of Commerce urges alternate route between Bandon and Coos Bay district.
		Amity-Dayton Secondary Highway. H. W. Torbett, President, Amity Commercial Club, inquires of plans for completion of road. Oiling this year of graveled portion.
		Gasoline tax. Diversion to finance fence construction along highways in stock range districts suggested by H. L. White.
7151		Snow removal. Letter from R. W. Lemen, Pres., Oregon Motor Stages, commending Department for efficiency in clearing highways during recent storm.
		Smelt sand. Lincoln County Fish and Game Protective Association protest removal of smelt sand by George Govro.
		State Police to enforce ruling prohibiting such action.
		Extensions of time:
		Oregon Contracting Company and Theodore Arenz, bridges over Burnt River and Chicken Creek;
		Arthur A. Hardesty, furnishing crushed rock for Elgin-Rock Creek Section;
7152		Kern & Kibbe, S. P. Undercrossing north of Salem;
		Roy L. Houck, Pringle Creek-Taylor Creek Section;
7153		Harold Blake, Vancouver Avenue Extension;
		A. F. Arthur and P. H. Kelley, office building in Roseburg;
		Collins Radio Company, radio-telephone communication system;
7154		Charles H. Leonard, Davies-Banks Section;
		Odom and Skeels, bridge over Jordan Creek;
		Hoffman Construction Company, Milwaukie Avenue Undercrossing;
7155		Contracts completed and accepted:
		Bridges over Burnt River and culvert over Chicken Creek, Theodore Arenz and Oregon Contracting Co.;
		Pringle Creek-Taylor Creek Section, Roy L. Houck;
		Office building at Roseburg; A. F. Arthur and P. H. Kelley;
		Odell Junction-Dee Section, Parker-Schram Company;
		Radio-telephone communication system, Collins Radio Co.;

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7155	Feb. 19	Contracts completed and accepted (cont.): Davies-Banks Section, Chas. H. Leonard; Necanicum-Elsie Section, Saxton & Looney and J. S. Risley; Treharne Section, Mountain States Construction Co.;
7156		Date scheduled for February 4 formally changed to February 18. Marshfield. Date for public hearing postponed to February 20.
7157		Date for next regular meeting set for March 25 and 26.
	Feb. 20	Wolf Creek and Wilson River Highways. Additional W.P.A. projects not approved. W.P.A. projects. Columbia River Highway. Drainage sewer project at east city limits of Portland approved. McCord Creek State Park project approved.
7158		Marshfield. Public hearing in regard to rerouting Coast Highway through city.
7159		Coos County. Bunker Hill. Representatives of school district request sidewalk along Coast Highway through district.
7160		Residents of Bunker Hill present petition requesting Commission to order removal of fence on Menelo Camelo property. Coos River Secondary Highway. Oiling requested between Marshfield and Eastside by Eastside City Council. Isthmus Slough Bridge. Nonskid surface on drawspan requested. Marshfield. Reoiling of road westerly from intersection of South Broadway and Kruse Avenue requested by Englewood Improvement Club. Designation of above road as secondary highway requested.
7162	Mar. 10	Lincoln County. Acquisition of old U. S. Spruce Production Corporation railroad right of way discussed. Negotiations with Southern Pacific Company authorized for acquisition of above property. Ontario. O.W.R. & N. Undercrossing. 4-lane roadway authorized. Railroad Grade Separation Program. O.W.R. & N. Company overcrossing at East St. Johns, Portland, to be included in current program.
7163		Portland. O.W.R. & N. Company overcrossing. Surveys authorized. Roseburg. Exchange of property with S. W. Starmer. Settlement to be on basis of equal exchange of property plus $150 for building.
7164		Acquisition of real property needed for highway improvements. Resolution adopted.
7166		Title insurance. Attorney authorized to secure insurance covering Southern Pacific Company property being acquired for right of way for East Portland-Oregon City Highway.
7167		Roseburg. Sale of property to Mary L. Pargeter approved. Alsea. Maintenance station site to be investigated. Curry County. Deed conveying one-half interest in and to Lots No. 4 and No. 1 in Sections 18 and 19 respectively from Mr. and Mrs. Collier H. Buffington. Klamath County. Green Springs-Klamath Falls-Weed Highway Junction. Revision at junction authorized.
7167	Mar. 10	Reedsport. Disposal of buildings on property acquired by O. H. Hinsdale.
7168		The Dalles-California Highway. Stock-pile sites owned by Shevlin-Hixon Company. Commission will not assume fire hazard. Negotiations for other sites authorized. West Portland-Hubbard Highway. Tigard Section. Closing of options authorized. Attorney to provi e for freeways in negotiations for right of way. Acquisition of wayside strips for development as state parks authorized.
7169		Lincoln County. Oregon Coast Highway. Acquisition of right of way on revised alignment at Otter Crest authorized. Acquisition of land between old and new highway authorized. Clatsop County. County Court designates tract adjacent to Wolf Creek Highway as public park. (Nehalem Park) Condemnation. Attorney authorized to condemn for right of way needed for projects advertised for March 25 meeting. Federal Secondary Highway System. Engineer's report on regulations. Conferences to be held with County Courts.
7170		Attorney's opinion on legality to spend State money to match Government funds. Maintenance to be assumed by County Courts. Board of Control. Request for Highway Department cooperation in maintaining Property Control Department.
7171		Attorney's report on authority to expend State funds. Maintenance material. Willamina Rock Production Project authorized. Pacific Highway. Resolution renaming highway in accordance with Lewis A. McArthur's suggestion.
7173		Roseburg. Sale of building to Mrs. Mary F. Matthews. Load limit. Willamette River Bridge over Coast Fork in Lane County. Resolution lifting reduced load limit order. Lane County. Willamette River Bridge on Willamette Highway. Resolution ordering one-way traffic for trucks.
7174		Load Limit. Resolution confirming order reducing loads on following highways: McKenzie Highway, Springfield to Belknap Springs Road; Fremont Highway, Paisley to California State Line; The Dalles-California Highway, Lapine to Klamath Falls; Crater Lake Highway, Medford to Prospect; Green Springs Highway, Pacific Highway Junction to Klamath Falls; Klamath Falls-Lakeview Highway, The Dalles-California Highway Junction to Lakeview; Sherman Highway, Grass Valley to junction with The Dalles-California Highway; Ochoco Highway, Redmond to Prineville; Pendleton-John Day Highway, Nye to Ukiah; Rogue River Loop Secondary Highway, Grants Pass to Eiseman's Ranch;

Page	Date 1937	Subject
7174	March 10	Load Limit. Resolution confirming order reducing loads on following highways: (continued from previous page) Williams Secondary Highway, Grants Pass to end of oiled section; Klamath Lake Secondary Highway, Klamath Falls to Rocky Point; John Day Highway, Prairie City to Baker-Unity Highway Jct.; Mt. Hood Highway, Columbia River Highway Jct. to Mt. Hood Postoffice; Redwood Highway, Pacific Highway Jct. to California State Line; Oregon Caves Highway, Jct. with Redwood Highway to Grayback Creek; Salmon River Highway, McMinnville-Tillamook Highway Junction to Boyer; Willamette Highway, Pacific Highway Junction to Middle Fork Willamette River Bridge, west of Oakridge.
7177		Load limit. Sisters-Redmond Section of McKenzie Highway. Commission approves action taken by Engineer reducing load limit and subsequent action lifting load limit reduction. The Dalles-California Highway. Confirmation of reduction between Maupin and Klamath Falls and subsequent lifting of reduction between Maupin and Lapine. C. D. Cannon. Transportation of household goods from Roseburg to La Grande. Commission to assume 75 per cent of cost. American Association of State Highway Officials. Payment of dues for Oregon for 1937. Wolf Creek Highway. Converse and Hitchman, logging operators, request permission to maintain cable over right of way until completion of work.
7178		Cables. Engineer authorized to enjoin use of cables across state highways without permission. Award of following contracts confirmed: Painting offices in Salem, F. O. Repine; Wiring offices in Salem, Brownell Electric Company. Inland Empire Waterways Association. Cooperation in connection with retention of Bridge of the Gods and Hood River Bridge requested.
7179		I.O.N. Highway. Designation as U. S. Highway No. 95. American Association of State Highway Officials request endorsement. Klamath County. County Court urges elimination of S. P. crossing on Main Street in Klamath Falls. Smelt sand. G. P. Hunter, Waldport, requests permission to remove sand from beach south of Waldport. Denied. Columbia County. Courty Court and John S. Foote, Attorney, protest reconstruction of Lower Columbia River Highway through cemetery. Attorney instructed to expedite completion of right of way matters.
7180		Salaries. Restoration of basic rates in effect in 1931. Wages. Adjustments authorized for shop and field employees. Schedule of rates adopted as of March 1, 1937.

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7184	March 10	Halsey. Change in grade of proposed reconstruction of Pacific Highway. Lowering of grade line authorized. Federal Funds. Tentative allotments of 1938 funds.
7186		1938 Program for Regular Federal Aid Funds
7191		Agreements considered and signed, as follows: Brownell Electric Company, wiring offices in Salem; F. O. Repine, painting of offices in Salem; I. B. Lindeman, right of way and damages to property at Rainier;
7192		Bargain and Sale Deed conveying property in Roseburg to Mary L. Pargeter; Quitclaim deed conveying ferry landing site at Coos Bay to City of North Bend.
	March 24	Portland. Delegation urges construction of Foothills Boulevard.
7195		Astoria ferry. Service between Astoria and Megler, Washington requested. Conference with Lacey V. Murrow ordered.
7196		Clatsop County. Wolf Creek Highway. Appraisal of holdings of Western Timber Company and Oregon American Lumber Company. Offers to be made on basis of report
7197		Equipment. Purchase of trucks and centrifugal pump authorized. Wallowa County. Joseph-Wallowa Lake Road. Designation as secondary state highway approved. Load Limit. Reduced load limit lifted on following: Pendleton-Cold Springs Highway from junction with Columbia River Highway to junction with Old Oregon Trail;
7198		Crater Lake Highway, Medford to Prospect; Green Springs Highway, Pacific Highway junction to Klamath Falls; Sherman Highway, Grass Valley to The Dalles-California Highway junction; Rogue River Loop Secondary Highway, Grants Pass to Eiseman's Ranch; Williams Secondary Highway, Grants Pass to end of oiled Section; Redwood Highway, Pacific Highway junction to state line; Oregon Caves Highway, Redwood Highway junction to Grayback Creek.
7199		Load Limit. Order reducing limit on Salmon River Highway between Valley Junction and Boyer modified.
7200		Wilson River Highway. Use of county road as detour approved. Easement for detour across private property authorized.
7201		Portland. Denver Avenue. Designation as a state highway and federal aid highway discussed. Motor Vehicle Fund. Additional allocations authorized by 1937 Legislature not subject to previous contracts between counties and State. Resolution.
7202		Tillamook County. Settlement of County's indebtedness.

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7203	March 25	Bids, as follows, opened and read:
		Myrtle Point-Mystic Creek Section, crushed rock;
		Turkey Hill-Chenowyth Park Section, grading and paving;
7204		Beatty-Bly Section, crushed rock;
		Klamath Falls Rock Production Project;
		Pendleton-Mytinger Section, grading, surfacing and macadam;
		Stanfield-Pendleton Section, surfacing, bituminous macadam;
7205		Bellevue-Pringle Corner Section, bridge, grading and paving;
		Ferry service at Wilsonville.
		Lake County. County Court requests various improvements.
		Designation of Goose Lake Road as secondary highway asked.
7206		Klamath Falls-Lakeview Highway oiling requested.
		Lakeview-Adel Secondary Highway improvements requested.
		Columbia River Highway. Cascade Locks and Hood River Bridges.
		Letter to War Department urging retention.
7207		Hood River County. County Court and Committee request various highway improvements to Mt. Hood and Hood River Secondary Highways.
		Washington County. County Court and Forest Grove delegation
7208		request construction of six-mile section of Gales Creek county road.
7209		Maintenance of Gales Creek Road from Forest Grove to Balm Grove approved.
		Forest Grove. Maintenance of city streets approved.
		Awards announced on following:
		Myrtle Point-Mystic Creek Section, furnish crushed rock;
7210		Turkey Hill-Chenoweth Park Section, grading and paving;
		Beatty-Bly Section, furnish crushed rock in stock pile;
		Klamath Falls Rock Production Project;
		Pendleton-Mytinger Section, grading, surfacing and macadam;
		Stanfield-Pendleton Section and two sections of secondary
7211		highways, crushed rock surfacing, bituminous macadam, etc.;
		Bellevue-Pringle Corner Section, grading and paving;
		Ferry service at Wilsonville.
		Salem-Dayton Secondary Highway. Delegation urges construc-
		tion of remaining gap.
7212		Jefferson County. Warm Springs Highway improvements requested by County Court and Superintendent of Indian Agency.
7213		Office building. State Capitol Reconstruction Commission requested to refrain from obligating Highway Commission in building program.
		Lower Columbia River Highway. Proposed relocation between Johnson Crossing and Scappoose protested by John L. Foote.
7214		Amity-Dayton Secondary Highway. Delegation urges completion.
7215		Marion County. Delegation urges designation of a secondary highway extending east of Wheatland Ferry to connection with Pacific Highway East.
		Yamhill County. Bellevue-Hopewell Secondary State Highway. Improvements requested.
7216		County Court requests designation as secondary highway of county road extending east from Williamson Corner to ferry.

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7216	March 25	R. H. Baldock and Oscar Cutler authorized to attend Pacific Northwest Regional Planning Conference.
		Federal Lands Funds. 1938 program approved. Letter to
7217		Chief, Bureau of Public Roads, recommending projects.
		Klamath County. Right of way at junction of The Dalles-California Highway and Diamond Lake Highway. Application to U. S. Indian Department requesting parcel of land.
		Agreement signed for lease of two quarry sites on Klamath Indian Reservation tribal lands.
		Acquisition of real property needed for highway improvements. Resolution authorizing purchase.
7219		Condemnation. Stanfield-Pendleton Section. Acquisition authorized for quarry site on property of William and Clarence W. Barth
7221		Insurance. Public Liability coverage demanded by railroad company in connection with agreement covering snow removal in Columbia Gorge. Action deferred.
7222	March 26	Bids, as follows, opened and read:
		Columbia County Oiling Project on two sections of county road;
		Memaloose Park-Dillon and John Day River-Blalock Sections, crushed rock in stock piles;
		Fort Klamath-Chiloquin Section, crushed rock;
		Rocky Point Section, grading and paving;
7223		Willamina Rock Production Project;
		Shaniko Section, surfacing, oil mat treatment, etc.;
		Forest Grove-Hillsboro Section, grade widening and paving;
		Sale of residence on East Portland-Oregon City Highway.
		Gold Beach. 80-foot right of way adopted through town. Options authorized.
7224		Location survey and estimate of cost authorized.
		Gresham. Garden Club landscaping along Mt. Hood Highway. Report of Landscape Engineer.
		Marion County. Woodburn-Silverton Secondary Highway. Nonskid wearing surface authorized
		Douglas County. Pacific Highway reconstruction immediately south of Roseburg requested by delegation.
7225		Location survey authorized for permanent alignment
		Tillamook County. County's indebtedness to State. Tentative approval of settlement.
		County road oiling project discussed.
7226		Baker County. Robinette-Homestead Secondary Highway. Improvements requested by Major F. R. Schanck
		Casey State Park. State Forestry Department requests deed to 1.7 acres on which to erect fire warden's house. Overnight camping privileges denied.
		State Parks. Overnight camping not allowed as matter of policy
7227		Humbug Mountain State Park. Nick Marsh requests permission to truck logs across park. Request granted.

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7227	March 26	Douglas County. Rhododendron State Park. Paul Schuttpelz granted permission to maintain roadway across park
		Lane County. Honeyman State Park. Eugene Campfire Girls request 99-year lease. Denied
		Umpqua Highway. Scottsburg-Reedsport Section. Options authorized for strips between highway and Umpqua River.
		Park site. S. C. Van Armitage, Eugene, offers 33-acre tract near Eugene for state park. Action deferred.
		Salmon River Highway. Purchase of cut-over lands from James Churchill Estate discussed.
7228		National Park Service. Cooperation in state-wide survey requested. Request granted.
		Snow removal. McKenzie Highway summit. Operations for removal of snow to be deferred until later.
		Union Creek-Diamond Lake Road. Operations for removal of snow to be discontinued until warmer weather.
		Mt. Hood Highway. Snow removal operations to be postponed until warmer weather.
		John Day-Burns Highway. Footpath between John Day and Canyon City authorized for benefit of school children.
		Car operation. Engineer's report on cost of operating department cars for period Dec. 1, 1935, to Dec. 1, 1936.
7229		House moving. Bidders not required to make deposit unless previously defaulted.
		Umpqua Highway. Scottsburg-Reedsport Section. Reedsport delegation requests permanent improvements.
7230		Reedsport. Oiling of shoulders along Umpqua Highway between Twelfth and Fifteenth Streets requested.
		Salmon River Highway. John Boyer, Jr., urges acquisition of tracts owned by Churchill Estate.
		Silverton. Delegation from Chamber of Commerce requests designation of secondary highway from Barlow to connection with Silver Creek Falls Secondary Highway, thence to connection with North Santiam Highway near Mehama.
7231		Morrison Trucking Company. Damage claim in connection with construction of East Portland-Oregon City Highway. Referred to Engineer.
		Award of contracts announced as follows:
		Columbia County Oiling Project on two sections of county roads;
		Memaloose Park-Dillon and John Day River-Blalock Sections, furnish crushed rock in stock pile;
7232		Fort Klamath-Chiloquin Section, crushed rock in stock pile;
		Rocky Point Section, grading and paving;
		Willamina Rock Production Project, crushed gravel;
		Shaniko Section, surfacing and oil mat surface treatment;
		Forest Grove-Hillsboro Section, grade widening and paving;
		Sale of residence building at 4218 S. E. Eighth Ave., Portland.
7233		McKenzie Highway. Snow removal at earliest possible time requested by Eugene delegation. Estimate of cost authorized.

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7233	March 26	Santiam Highway. Estimate of cost to open Hogg Pass authorized.
		McKenzie Highway. Oiling requested between summit and Belknap Springs by Eugene delegation.
		Willamette Highway. Completion plans discussed.
		Columbia River Highway. Relocation between Eagle Creek and Cascade Locks. Bureau of Public Roads proposes location nearer the river.
7234		Permanent line adopted as proposed by Highway Engineer. Transfer of Forest Highway Funds from Santiam Highway discussed. Deferred.
7235		Oregon Coast Highway. Sidewalk construction through Bunker Hill District scuth of Marshfield requested. Engineer's report.
		Coos River Secondary Highway. Engineer's report on resurfacing and oiling between junction with Coast Highway and Eastside. Permanent improvement authorized this year.
		Isthmus Slough Bridge. Eastside City Council protests slippery condition of drawspan. Investigation ordered.
7236		Sherman County. Secondary highway westerly from Grass Valley to the Wapinitia Highway proposed by businessmen of Wasco, Sherman and Gilliam Counties. Clipping from Daily Journal of Commerce
		Ashland. Engineer's report on cost to reconstruct Pacific Highway in city to eliminate turn at Plaza Corner.
		Multnomah County. Pacific Highway. Flashing beacon authorized at intersection of Denver and Union Avenues, south of Interstate Bridge.
		Union Avenue. Resolution designating as through street between North City Limits of Portland and Interstate Bridge.
7237		Salem. Willamette River Bridge. Commission authorizes rebuilding superstructure under west approach to bridge.
		Columbia River Gorge. Agreement with railroad companies covering snow removal.
		Wilson River and Wolf Creek Highways. Additional W.P.A. projects postponed until present projects completed.
		Portland. Interstate Avenue-Denver Avenue approach to Interstate Bridge designated state highway and Federal Aid Highway. Resolution.
7239		Federal Aid Highway System. Designation of Interstate Ave.-Denver Avenue approach to Interstate Bridge. Resolution
7240		Portland. Maintenance of city streets over which state highway traffic is routed.
		Damage claim. Claim against C. L. Christenson, Forest Grove, for damage to Highway Department truck, waived.
		Lane County. Jessie M. Honeyman State Park. Widening of Coast Highway through park discussed. Parks Superintendent instructed to proceed with landscaping.
		American Road Builders Association. Bulletins regarding attitude of Congress to diversion of highway funds.

Page	Date 1937	Subject
7240	March 26	E. T. Stenseth, Yoncalla, requests permit to cross State property in order to reach fishing point on Umpqua River.
7241		The Dalles. Edward C. Pease suggests alternate route for Columbia River Highway through city. Engineer's reply.
		Wallowa Lake Highway. Claude Killian requests permission to truck logs between Joseph and Enterprise during Saturday afternoons. Request denied.
		Wallowa County. Joseph-Wallowa Lake Road. Resolution designating as Secondary Highway No. 351.
7242		Wallowa Lake Secondary Highway. Temporary oiling authorized.
		Award of contract for Shedd-Halsey Section, to Warren Northwest, Inc., approved.
		Sale of Roseburg buildings. Engineer's awards approved.
		North Bend. Transfer of title to old ferry-landing site to City discussed.
7243		Newport. Approach road to old ferry slip at South Beach. Investigation of logging operations thereover ordered. Disposition of road deferred until next meeting.
		Glenada. Use of abandoned ferry slip requested for fishermen.
		Baker County. Mrs. Charles Anderson of Baker, inquires about a proposed road from Durkee to Bridgeport.
		Mrs. Ernest C. Dalton, President, Oregon Federation of Garden Clubs, transmits news item regarding removal of ferns by commercial interests from Oregon Coast Highway.
7244		Hydro-Electric Commission. Recommendation sought in connection with application of E. D. Nutter, Grand Ronde, for water right for appropriation of water from Louie Creek.
		Willamette Highway. Eugene Chamber of Commerce urges completion.
		Burns Chamber of Commerce urges Commission to petition Congress for appropriation of additional federal lands funds.
		Port Orford Chamber of Commerce. Resolution endorsing construction of new highway north from Bandon to North Bend.
		Port Orford Dock Road. Reallocation of funds proposed for improvement of county road if right of way for dock road is not furnished at once.
7245		Douglas County. Elkton-Sutherlin Secondary Highway. Several Granges request improvements. Engineer's report.
		Sutherlin. P. F. Morgan inquires regarding relocation of highway. Engineer's reply approved by Commission.
		Jackson County. County Court requests oiling of Sams Valley Secondary Highway. Engineer's report.
		Hood River Secondary Highway. A. E. Benedette, Parkdale, complains of condition between Dee and Parkdale.
		Oregon State College. Dean Schoenfeld inquires regarding plans for improvement of roads leading to State Experiment Stations.
7246		Smelt sand. Lincoln County Fish and Game Protective Association allege George Govro ignores Commission's order. Engineer's report.
		Removal of sand in vicinity of Waldport to be investigated.
		East Portland-Oregon City Highway. Safety island authorized at Oak Avenue, between Milwaukie and Oregon City.
7246	March 26	Extension of time: Colonial Construction Company granted extension on Pendleton Overcrossing.
7247		Contracts completed and accepted: Jordan Creek Bridge, Odom & Skeels; Shady Point-Kelly Corner grading and bridge construction, Berke Brothers, Inc.
7248		Agreements, as follows, considered and signed: Deed conveying property in Newport to Mary E. Williams; Deed conveying land at Cannon Beach to Eugene Coblentz; Deed conveying property in Roseburg to S. W. Starmer et ux; Deed conveying Newport property to Newport Lodge No. 89, I.O.O.F.
		Agreement with Bureau of Public Roads modifying previous agreements covering maintenance and improvement of Oregon Forest Highway projects;
		O.W.R. & N. Co., snow removal on upper Columbia River Hwy.;
		Homer G. Johnson, settlement of claim in connection with Kamela-Hilgard Section of Old Oregon Trail.
7249		Date for next two meetings set for April 27 and 28 and June 3, 1937.
	March 31	Lakeview. Conference with County Court of Lake County and Lakeview Chamber of Commerce.
		Lake County. County Court and delegation request various improvements.
7250		Klamath Falls-Lakeview Highway. Temporary oiling urged by former County Judge, Fred Reynolds.

La Grande, Oregon, November 17, 1936.

The State Highway Commission met at 9:30 o'clock a. m. in the Ball Room of the Sacajawea Hotel. Present were:

Henry F. Cabell, State Highway Engineer
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were a number of delegations which presented arguments in behalf of several road projects.

Charles H. Reynolds, President of the Oregon Trail Association, presided. He asked the Commission to extend the Hilgard-Starkey Secondary Highway in Union County from its present terminus at Starkey westerly to the Umatilla National Forest boundary and a connection with the forest development road which he said the United States Forest Service contemplates constructing.

Speaking in behalf of this project in addition to Mr. Reynolds were Mr. L. K. Kinzel, representing the Mount Emily Timber Company, and Rep. Walter M. Pierce. They urged the Commission to designate and construct this road as a secondary state highway to facilitate logging operations in this vicinity and to provide an outlet for the people of Union County into the John Day Valley by way of Ukiah and they urged concerted action by the Highway Commission, Bureau of Public Roads, and Forest Service, to that end.

A delegation from the town of Union urged the Commission to improve the Union-Medical Springs Secondary Highway. They said that a portion of this road has not been given a top surface treatment of rock and is in a dangerous condition and is badly in need of improvement.

Mr. Fred E. Kiddle, Island City, urged, in behalf of a delegation from the towns of Cove and Island City, the oiling of the remaining section of the Island City-Cove Secondary Highway. He said that the people are very much pleased with the oiling work that was done this year on this road and are very anxious for the remaining 7-mile section to be completed next year. Mr. Cumming, Cove, also spoke in behalf of this improvement.

Mr. Hulbert, Elgin, headed a delegation from the town of Elgin, which urged the Commission to construct the remaining 3-mile section of the Elgin-Weston Secondary Highway between Elgin and the forest boundary so as to conform with the balance of this road. Mr. Hulbert declared that the Highway Commission promised at one time to complete this section by the time the Bureau of Public Roads completed the section within the forest boundary, and, if the Highway Commission keeps that promise, it will have to undertake its project soon because the Bureau of Public Roads is about through with its work. In this connection Chairman Cabell advised that the Commission has already provided for the construction of this project in its secondary highway P.W.A.

program and has already applied for P.W.A. funds with which to finance the work, and the work will go ahead next spring in the event the federal authorities approve the P.W.A. allotment.

County Judge U. G. Couch, representing the Union County Court, was present and inquired as to the plans of the Commission to take over additional secondary highways. He particularly requested the Commission to designate as secondary highways the following county roads: (1) the road extending southwesterly from the town of North Powder to a connection with the Haines-Anthony Secondary Highway No. 411, in Baker County, at the Baker-Union County line, 3½ miles in length; (2) the county road extending easterly from the town of Cove to a connection with the road leading to the town of Joseph, in Wallowa County.

Chairman Cabell advised Judge Couch that the State Highway Commission is not designating any secondary state highways at the present time and does not contemplate doing so until the 1937 legislature adjourns, at the earliest. Furthermore, it is quite likely that the Commission will not place additional roads on the secondary highway system until the state-wide planning survey, which is now under way, is completed and the Commission has had an opportunity to study the results of such survey. The Commission has it in mind, he said, to make some changes in the secondary highway system if that appears desirable after a study of the Planning Survey report.

Mr. Chas. A. Bingaman, owner of the resort at the head of Wallowa Lake, in Wallowa County, urged the Commission to appropriate funds for the improvement of the county road which extends from the town of Joseph to the head of Wallowa Lake, about 6 miles in length. He said that they are not looking for a standard improvement but will be satisfied with the reconditioning of the present road, which he thought could be accomplished at a cost of not to exceed $25,000.

Chairman Cabell concluded the meeting by reiterating that the Commission has decided to defer making any changes in the present highway systems, both primary and secondary, until the state-wide planning survey has been completed, but expects that the material gathered from such survey will place the Commission in a much better condition to study the matter of such changes and to provide for a more orderly development of such highways. He also pointed out how a disaster might develop if the 1937 legislature changes the Highway Commission's financial setup, particularly referring to the gasoline tax. He said that it is possible for the legislature to reduce the Commission's revenues by doing any one of three things: (1) by reducing the gasoline tax; (2) by diverting some of the highway moneys for other purposes; (3) by reallocating them on a different basis, increasing payments to the counties and also providing payments for cities and towns. He expressed his hope that the legislature would not make any drastic change in the highway finances and that it would dispose of emergency matters only, at least until the state-wide planning survey has been completed, which will be in about a year.

The meeting was adjourned at 10:15 o'clock a. m.

Henry F Cabell
Chairman

State Highway Engineer

E B Goodrich
Commissioner

Secretary

J L Thorkelson
Commissioner

Baker, Oregon, November 17, 1936.

The State Highway Commission met at 1:00 o'clock p. m. in the dining room of the Baker Hotel for luncheon and discussion of highway matters with the Baker Chamber of Commerce and several delegations. All members were present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

Mr. Walter W. Evans, Chairman of the Good Roads Committee of the Halfway Chamber of Commerce, asked the Commission for improvements to the Baker-Homestead Highway, particularly between Baker and the town of Halfway. He presented a letter written in behalf of citizens and taxpayers of Pine, Eagle, Lower Powder and Snake River Valleys, and in behalf of the Good Roads Committee representing the towns of Halfway, Richland, Cornucopia, Homestead, Robinette and Keating, suggesting a 5-year road improvement program for this road as follows: 1st year, resurface and oil the section between Halfway and Richland, except Timber Canyon Hill; 2nd year, resurface and oil the section between Baker and what is commonly known as the Palmer Place on Ruccles Creek; 3rd year, resurface and heavy-oil the section between Richland and the big turn entering Powder River Canyon, more commonly known as the Dry Gulch Section; 4th year, reroute the section between the Palmer Place and the Sylvester Brown place and surface and oil this section, together with the section between Sylvester Brown place and Love Bridge on Powder River; 5th year, reroute, construct bridges, eliminate turns, widen and oil the Powder River Canyon Section. In behalf of this program Mr. Evans presented petitions from the following organizations and individuals: (1) petition from Wingville Grange, signed by 26 of its members; (2) petition from Missouri Flat Grange signed by 18 of its members; (3) petition from Pine Valley Grange signed by 124 members; (4) petition signed by 16 residents of New Bridge and Robinette; (5) petition signed by 47 residents of Longrell, Oregon.

A delegation from the town of Sumpter, headed by Mr. Hawley, urged improvements to the Sumpter Valley Secondary Highway No. 410 and the extension of this secondary highway to the town of Granite, in Grant County. Mr. Shellor also spoke in behalf of this road. He stated his willingness to secure petitions for this project in the event the Commission would like to have them.

County Judge Charles E. Baird spoke briefly in behalf of both projects. He also advised that the County Court of Baker County is opposed to any

diversion of funds that have been provided for the State Highway Commission to finance highway construction.

Chairman Cabell concluded the meeting by stating that the Highway Commission does not have funds available to construct both projects at once but will bear the arguments and suggestions in mind and will give them due consideration in the formulation of its future programs for highway construction. He also spoke briefly on the Highway Commission's financial setup, including federal allotments, and advised that the Commission can make no commitments of funds at this time because it does not know how much state money it is going to have next year, and will not know until the legislature adjourns, and has not yet received the rules and regulations pertaining to the expenditure of federal moneys.

The meeting was adjourned at 1:45 o'clock p. m.

Henry F. Cabell
Chairman

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Ontario, Oregon, November 17, 1936.

The Oregon State Highway Commission met in the gymnasium of the Ontario High School at 4:00 o'clock p. m. in accordance with notification given to the Ontario City Council on October 9, 1936, to secure expressions from the people of this town relative to the plans of the Commission to reroute the Ontario Spur Section of the Old Oregon Trail within the city limits of Ontario. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were about thirty local citizens.

Chairman Cabell opened the meeting by explaining its purpose and the law which requires the State Highway Commission to hold a public hearing in a city or town before altering or changing the route of a state highway in such city or town. He called upon the Engineer to explain the engineering features involved.

The Engineer exhibited a map showing the proposed change. He pointed out that the present route of the Ontario Spur Section is along what is known as Idaho Avenue and that the Commission proposes to reroute the highway on what is known as Montana Avenue, otherwise known as North First Street, from Oregon Street to a connection with the present highway, about one-fourth mile east of the city limits, in order to facilitate the separation of highway and railroad traffic where the highway crosses the tracks of the Oregon Short Line Railroad.

Chairman Cabell advised that the Highway Commission believes that the interests of the general traveling public, as well as local interests, will best be served by routing the highway on Montana Avenue. He explained that the State Highway Commission is a state body and must give primary consideration to the benefits and advantages to state-wide traffic; but the Commission wants the ideas of the local citizens for consideration when deciding the issue. He then invited all present to express themselves in regard to the proposed change.

Robert E. Lees, attorney, presented a petition signed by 50 business and professional men of the city of Ontario opposing the routing of the highway on Montana Avenue, because, they allege, the merchants, businessmen, and citizenry of Ontario will suffer great and irreparable loss and damage by the diversion of through traffic away from the business section of the city, and recommending for the Commission's consideration either Idaho, Washington, or California Avenue, particularly the latter two. Several local citizens at this time expressed their objections to the petition because, they stated, it does not represent a true consensus of opinion of the business interests in regard to the matter.

Mr. H. C. Boyer, merchant, stated that most of the people of Ontario believe that, if the highway is routed on Montana Avenue, it would be taking the highway out of their community, so they favor the adoption of a route farther south. He favored one of the routes suggested in the petition presented by Mr. Lees but left it up to the Highway Commission to decide which one.

Mr. M. A. Biggs, attorney, inquired what would happen to the present railroad crossing on Idaho Avenue if the Commission rerouted the highway on some other route. He was informed by the Commission's Attorney that the present crossing would probably be closed by order of the Public Utilities Commissioner as a matter of precedent to the routing of traffic on the other street. Mr. Biggs then pointed out that there are a number of businesses located on Idaho Avenue east of the railroad, which would be confiscated if the Idaho Avenue crossing is closed. He urged that Idaho Avenue be kept open for the benefit of these businesses or that an undercrossing be provided on this street so as to give traffic ingress to and egress from such places of business. If that is not done, he said, the owners would have to close their doors. He gave as his thought that it would be unwise to route the highway south of Idaho Avenue because east-bound Old Oregon Trail traffic would then have to backtrack in order to reach the Snake River Bridge.

The Engineer advised that, if the highway is rerouted and a railroad grade separation structure is built, the railroad company will insist that the

present grade crossing on Idaho Avenue be discontinued. He further advised that, if the Commission should construct an undercrossing on Idaho Avenue, it would have to go very deep and property owners along this street would suffer just as much damage as they will under the present plan, which involves the construction of an undercrossing on Montana Avenue.

Mr. C. E. Fuller, representing the McCarty Motor Company, urged the Commission to retain the present route on Idaho Avenue because, in his estimation, it would benefit all of the businessmen of Ontario more than if the route were changed. He urged the Commission to consider the matter from the angle of the small businessmen east of the railroad who are particularly anxious that no change in the routing be made and who will not think of presenting claims for damages even if they suffer thereby.

Mr. Boyer stated that he heard a rumor to the effect that, if the highway is rerouted on Montana Avenue, the railroad company will demand the closing of two street crossings. Mr. L. V. Chausse, who was present in the interests of the railroad company, stated that the rumor is unfounded and that the railroad company desires only that Idaho Avenue be closed.

Mr. H. B. Peterson spoke in favor of the Montana Avenue route or any route north of Montana Avenue.

Mr. George Salisbury, proprietor of the Moore Hotel, gave as his thought that the logical place for the highway is on Idaho Avenue but if there is a change, then it should go on Washington Avenue.

The Engineer advised that Idaho Avenue is not wide enough for a through highway and that additional right of way would have to be purchased if the highway is retained on that street, which would be very expensive. He gave as his thought that Montana Avenue is the proper route for the highway although Washington Avenue might work out satisfactorily. In his estimation the decision lies between Montana Avenue and Washington Avenue. Chairman Cabell concurred in the statements of the Engineer.

Mr. Andrew Robinson stated that his place of business is on Washington Avenue but he did not believe that the highway should be routed on that street because of the school which is located there.

Mr. M. B. Stoker endorsed the Montana Avenue route.

Mr. Gregg, property owner, stated that he owns property on Main Street but prefers that the highway be routed on Montana Avenue as against Washington Avenue because of the school that is located on Washington Avenue.

There being no others desiring to be heard on the subject, Chairman Cabell concluded the hearing by stating that the Commission will give very careful consideration to the arguments expressed at this meeting and will announce its decision at a future date.

The meeting was adjourned at 6:00 o'clock p. m.

Henry F. Cabell
Chairman

R. H. Baldock
State Highway Engineer

E. B. Aldrich
Commissioner

H. B. Glaisyer
Secretary

F. L. Tou Velle
Commissioner

Bend, Oregon, November 18, 1936.

The State Highway Commission met in special session at 8:00 o'clock p. m. in the Pilot Butte Inn, for the disposal of accumulated routine matters. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
H. B. Glaisyer, Secretary

A delegation consisting of Mr. George Aitken and two others, all from the town of Sisters, came before the Commission and asked for the reconstruction of a portion of the Bend-Sisters Highway from the town of Tumalo to a connection with the new location for the Redmond-Bend Section of The Dalles-California Highway north of Bend so as to eliminate numerous curves in the present road. The Commission advised the delegation that there are no funds with which to finance this project at this time and it is contrary to the policy of the Commission to commit future funds; however, a reconnaissance survey of the project will be made to ascertain how much money is involved. The Engineer was authorized to make such reconnaissance survey at his convenience.

The Commission had under consideration a report from the Attorney in regard to the acquisition of right of way for a proposed road extending from the Wolf Creek Highway to Saddle Mountain State Park, in Clatsop County. It appears that there is an existing road that is owned by the Grand Rapids Oregon Timber Company and is used by the company in connection with logging operations in that vicinity; also, that the company has a program for the selected logging of its timber and will need the road for its purposes for fifteen or twenty years: hence, it is not particularly interested in turning the road over to the state. However, it is willing to do so for the sum of $25,000 or will accept as part payment certain county property valued at $15,000, the balance, amounting to $10,000, to be paid in cash by the state. The Commission considered that the offer is exorbitant and accordingly declined the same. The matter was re-referred to the State Park Superintendent for further investigation to determine whether or not other arrangements can be made for a roadway into this park from the Wolf Creek Highway.

The Commission had under consideration a report from the Attorney in regard to a right of way matter in Roseburg. It appears that in August 1932 the state acquired from Fred Bowen, Grace L. Bowen and W. F. Carter 0.9 acre of land situated in the SW¼ of Section 18, T. 27 S., R. 5 W., W.M., near the north city limits of Roseburg, consideration involved being $1.00. It also appears that there are some service station buildings located on this property within the highway right of way limits, which buildings are owned by Mr. Bowen, who is reluctant to set them back a sufficient distance so that his customers can receive service entirely off the right of way because it would place his buildings too far from the highway and would give his competitors an advantage, inasmuch as their buildings are located adjacent to the highway where the right of way is narrower. The question before the Commission was whether or not Mr. Bowen should be permitted to maintain his buildings at the edge of the right of way or should be required to move them back so that cars can be serviced entirely off the highway. The Engineer advised that the right of way in front of Mr. Bowen's buildings is considerably wider than the adjoining section and travel along the highway would not be seriously inconvenienced if Mr. Bowen was permitted to maintain them at the right of way line, which would mean that cars would have to park on the right of way when being serviced; however, he questioned the advisability of permitting Mr. Bowen to maintain the buildings in such location in view of the Commission's policy, which prohibits the servicing of automobiles on the highway right of way. After considerable discussion of this matter the Commission decided, in view of the fact that the extra width right of way at this point was acquired from Mr. Bowen and his associates without cost to the state and for the further reason that the highway at this particular point is considerably wider than adjoining sections, to let Mr. Bowen maintain his buildings at the edge of the right of way until such time as all of the intervening space is actually needed for highway purposes.

The Commission had under consideration a report from the Engineer on the status of the Champoeg-Wilsonville project in Marion County. It appears that, according to original plans, the grading of this section was to be done as a W.P.A. project, funds for the same to be furnished by the Works Progress Administration; also, that the state was to build the bridges and surface the road as a W.P.S.O. fund project, but the W.P.A. is now unwilling to proceed on that basis and is demanding that the state cooperate in the cost of the grading work in the amount of approximately $28,000. The question arose, in view of uncertainties incidental to the W.P.A., whether or not it would be advisable to eliminate this project from the present program and finance it entirely with next year's funds, or undertake it as a P.W.A. project. The Engineer advised that 30.4% of the entire highway relief funds have been set up to county projects, whereas only 25% was required; therefore, this project could be eliminated from the present program without disturbing the federal requirements. Furthermore, the Commission has spent $219,000 of state money as participation on the projects in the highway relief program, on the supposition that the state would be reimbursed for such expenditure with federal funds as underruns or noncollectable items. However, up to the present time, only about $52,000 has been returned from the projects completed to date, so that it is quite possible that at least the amount of $85,000 of W.P.S.O. funds that were set up for surfacing, oiling, and bridges on this job will be needed

as state participation in the present program; wherefore, if the $85,000 set up for the Champoeg job is eliminated, it virtually means a saving of that much state money which could be used as state cooperation to finance the work as a P.W.A. project. After discussion of this matter the Commission decided that it would make no further attempt to do this job as a W.P.A. project but would designate the road as a secondary state highway if requested so to do by the Marion County Court, and would do a substantial amount of work on the road next season, financing the same with state money, in view of the fact that Marion County spent a considerable amount of county money for right of way for the project at the instance of the State Highway Commission.

Because of this decision and for the further reason that the Commission is taking away from this project certain federal funds which were previously allocated thereto and intends to spend this money for other work, which would disrupt somewhat the amounts allocated to the various districts of the state, the Commission decided to make an adjustment in its next year's program in order to balance this year's program as closely as possible with the original program arranged for this year's construction. Preference is to be given in next year's program to the districts which the adjustment reveals have not received as much of the funds this year as was originally planned.

The Engineer advised that the waterfront strike is affecting the delivery of materials for several construction projects. He mentioned several bridge projects which are under way and for which structural steel has been ordered, and said that this steel is now enroute by boat but it is doubtful if the material can be unloaded when it arrives because of the strike, and as a consequence the completion of the projects will be delayed. He pointed out that it is possible for the fabricating companies to duplicate the orders for steel and have it come by rail shipment but this would mean considerable extra cost to these companies. He inquired whether or not, in view of these circumstances, the Commission would recognize the strike as a cause for an extension of time, or if an attempt should be made to force the fabricating companies to make deliveries according to the terms of the contracts, notwithstanding the extra expense involved. The Commission decided that it would be advisable to extend the completion dates of these contracts rather than to cause the companies the extra expense, and so ordered.

Reconsideration was given by the Commission to the request of Captain J. D. Mitchell for permission to tap the State's water pipe line which supplies Devils Punch Bowl State Park at Otter Rock, so as to permit him to use a portion of the water for private purposes. In connection with this matter the Commission had a report from the Attorney advising that his investigations reveal that the application made by Captain Mitchell is not supported by any obligation between the state and Mr. Jones who is joint owner of the water right; therefore, the Commission is at liberty to decide on Captain Mitchell's application uninfluenced and uncontrolled by any contractual agreement or any other relations between Mr. Jones and the Commission; and it appears to him from a legal standpoint that the granting of the application is unwise. In view of the Attorney's opinion the Commission voted unanimously to deny Captain Mitchell's request and ordered that he be so informed.

Reconsideration was given by the Commission to the letter of the Oregon State Game Commission suggesting that signs be posted along the Oregon Coast Highway between Glenada and Gardiner, to warn tourists to beware of striking deer that frequently cross the highway at this location. In this connection the Secretary presented letters from the State Parks Superintendent and the Director of the Travel and Information Department offering suggestions relating thereto. It was the State Parks Superintendent's thought that very little benefit would be received from such signs. The Director of the Travel and Information Department took the view that the signs would have some actual value in the promotion of tourist traffic. After a discussion, the Commission signified its approval of the advertising and publicity feature of such signs and accordingly instructed the Engineer to erect appropriate signs at points where deer cross the highway.

The Commission had under discussion the Engineer's report on the complaint made by County Judge M. R. Biggs of Crook County concerning a hazardous place in the Crooked River Secondary Highway between Prineville and Post. He said that this is a narrow, winding road, with very little traffic and to remedy the conditions referred to by Judge Biggs would cost approximately $1,800. It was his thought that the expenditure of such an amount was not justified for this type of road and suggested that it would be satisfactory simply to maintain proper warning signs and to maintain the road in a little better shape. The Commission approved the Engineer's suggestion by unanimous vote.

The Commission had under consideration a petition signed by 43 citizens of Oak Grove, Oregon, stating that traffic conditions on the Super-Highway (East Portland-Oregon City Highway) between Milwaukie and Oregon City are getting so bad that some regulation is necessary to stop the accidents which have taken a number of lives within the last few weeks, and asking the Highway Commission to investigate conditions and install traffic control devices as may be necessary. In this connection the Secretary presented a letter from the Traffic Engineer suggesting two solutions for the problem, one of which involves the installation of overhead traffic signals with flashing yellow lights facing highway traffic, and flashing red lights facing traffic on the crossroads, at a cost of approximately $200 each; and the other involves the installation of traffic-actuated signals at a cost of approximately $2000 each. The Commission decided to do nothing about the matter at the present time.

The Commission had under consideration a letter from M. S. Schrock, Milwaukie, approving the plans of the Highway Commission to experiment with highway illumination and suggesting that the plan should be tried out on the East Portland-Oregon City Highway south of Milwaukie rather than between Milwaukie and Portland, because, he said, accidents occur more frequently in such location. The Engineer advised that, in his opinion, highway illumination should start in Portland and extend south from this center because it is very hazardous to drive suddenly from a lighted zone into an unlighted zone, which would be the case if the lights were installed south of Milwaukie. He recommended that the Commission stay with its original plan to try this out between Portland and Milwaukie. The Commission concurred in the viewpoint of the Engineer and so ordered; however, decided not to undertake this experimental

work until after next legislature adjourns.

The Engineer reported on the cost to oil the Lexington-Sand Hollow Section of the Lexington-Echo Secondary Highway in Morrow County. He pointed out that in May 1936 the Commission took bids for this project, the low bid being in the amount of $39,835, which was considered too high and was rejected with instructions to the Engineer to perform the work as follows: production of rock to be done by contract and the oiling work to be done by state forces. He said that the rock production project has been completed at a cost of $12,502 and that the oiling, which is to be done by state forces, is estimated to cost $19,025 or a total of $31,527, which is approximately $8,308 below the low bid; and besides, the state secured an additional yardage of crushed rock valued at approximately $900, all of which indicates that the Commission acted wisely in rejecting the bid. The Commission ordered the report filed.

The Commission had under consideration the Engineer's report on the cost of widening Young Street in Woodburn, from Front Street to a junction with the Pacific Highway, which was heretofore requested by the Woodburn City Council. It appears that the city of Woodburn proposes to set up a W.P.A. project for the construction of curbs and gutters on this street and wants the State Highway Department to resurface this street to a width of 40 feet. The Engineer estimated that under this setup the city's share of the cost would amount to $12,307 and the State Highway Department's share would amount to $27,262. He gave as his thought that the state could spend its money to much better advantage by oiling the Marion County portion of the Woodburn-Mt. Hood Loop Secondary Highway No. 161, which extends easterly from the Pacific Highway a short distance north of Woodburn, which oiling work has been badly needed for a long time and had been deferred from time to time because of lack of funds. The Commission concurred in the viewpoint of the Engineer and instructed the Secretary to so inform the Woodburn City Council.

Reconsideration was given by the Commission to the construction of a footpath along the right of way of the Oregon-Washington Highway between Freewater and the Washington State line as was requested by Mr. Winfred Nasshohn, Principal of the Ferndale School which is located adjacent to the highway between these points. The Commission had previously inspected this project on November 16 enroute from Portland to Pendleton and at that time tentatively decided to approve the project but deferred definite action pending consultation with the Engineer who was not then present. After some discussion the Commission authorized the Engineer to construct a footpath along one side of the highway between the points in question, and, where water courses are crossed, to construct the cheapest kind of foot bridges, separate and distinct from the existing highway structures, all of which work was estimated to cost approximately $4,000 and is to be done as a Minor Betterment project.

Reconsideration was given by the Commission to the construction of a pedestrian overcrossing on East Court Street, Pendleton, in connection with the East Pendleton Grade Separation project. The Commission inspected this project in Pendleton on the evening of November 16 but deferred action pending consultation with the Engineer who was not present at that time. It appears

that the railroad company demands that East Court Street be closed to all manner of traffic at this point and that the company contemplates the construction of fences along its right of way lines to keep out trespassers. There was a question in the minds of the Commissioners whether or not pedestrian traffic across the railroad tracks could be controlled by the construction of fences and a pedestrian overcrossing; in view of which, the Commission decided to defer further consideration of the matter pending construction of fences by the railroad company. If it is then found that the construction of the overhead crossing cannot be avoided, consideration will be given to the building of an overhead structure of the cheapest type possible.

The Engineer reported that in conformance with authority previously granted him by the Commission he awarded the following contracts for which bids were taken on November 5, the conditions of the awards having been satisfied:

Two bridges and grading and surfacing on Alsea-South Fork Section of Alsea-Deadwood Highway, in Benton County. Awarded on November 5, 1936, to Sig Ash, the low bidder.

Tolman Creek-Siskiyou Section of the Pacific Highway, in Jackson County. 3.69 miles of gravel topping, 7.92 miles crushed rock surfacing, 7.92 miles bituminous macadam construction. Awarded on November 10 to Contractor E. C. Hall, the low bidder.

The Commission by unanimous vote confirmed the award of these contracts as reported by the Engineer.

The Commission also confirmed the rejection of the bid of the Roosevelt Highway Ferry Company for furnishing ferry service at Wilsonville, this company's bid being the only one received for such service on November 5, and it being considered too high. The Engineer was authorized by the Commission to arrange for the continuation of the present ferry service under contract with the Maryhill Ferry Company until spring, when bids are to be taken again for the furnishing of increased service at this point.

The Commission had under consideration the matter of granting one A. L. Thomas, Newport, permission to fill in the right of way of the Oregon Coast Highway in front of his property at Newport, being adjacent to the newly constructed highway a short distance north of Yaquina Bay Bridge. It appears that Mr. Thomas contemplates construction of a business building on his property, which is several feet below the grade of the highway, and needs the right of way filled in between the highway grade and his property line so the general public may have access to his building, and he proposes to construct the fill with materials taken from another source and when this is done he contemplates the construction of a sidewalk on the highway clear across the front of his property. It also appears that he has already filled in the area notwithstanding that he had no permission to do so and the Commission is now requested to pass on the matter. After considerable discussion the Commission decided that it could do nothing about the work that has been done; however, instructed the Engineer to order Mr. Thomas to make no further improvements on

the highway right of way until he has secured permission to do so from the State Highway Commission.

In connection with this matter the Commission considered the adoption of a policy for the maintenance of highways in similar locations. Chairman Cabell gave as his thought that the Highway Commission is justified in opposing construction of any kind on highway rights of way where landscaping work has been done and shrubbery planted, or where it is proposed to develop the right of way in such manner. Commissioners Aldrich and Tou Velle concurred. Before adopting such policy, the Commission decided that there should be reports from the Landscape Engineer and the Parks Engineer in regard thereto and from the Attorney as to the Commission's legal authority to control the same. The Commission ordered such reports and instructed the Attorney to contact the city officials of Newport in the meantime and ask them to cooperate with the Commission in preserving the beauties of the Oregon Coast Highway within the city limits. The Commission also decided to inspect the highway at Newport personally before adopting the proposed policy.

The Secretary presented a letter from Lewis A. McArthur, Secretary of the Oregon Geographic Board, in response to the Commission's request for a recommendation relative to the naming of the Upper Soda Bridge on the Santiam Highway, in Linn County, the Joseph H. Ralston Bridge in honor of the late Joseph H. Ralston of Albany, as was requested by the Albany Chamber of Commerce. It was Mr. McArthur's recommendation that the bridge be named the Joseph H. Ralston Bridge. The Commission approved the recommendation by unanimous vote and so ordered.

The Commission had under consideration a report from the Attorney relative to the controversy with Mr. C. A. Hines, Portland, involving the use of the "4th Street" Highway right of way on which to conduct his service station business. It appears that Mr. Hines contemplates the construction of a service station immediately adjacent to the highway right of way rather than 10 feet back therefrom, as requested by the State Highway Commission. It also appears that when his attention was called to the requirements of the Commission, he stated that he intended to proceed with his original plans, regardless of such requirements. In view of the arbitrary stand taken by Mr. Hines, the Commission ordered that the Attorney notify him to place his service station buildings a sufficient distance from the highway right of way so that cars can be serviced entirely off the highway right of way, and to take legal action as may be necessary to force him to construct the buildings in such location. It was also ordered that the Attorney take similar action in regard to others in the same vicinity who are found to be violating the Commission's requirements in this regard.

The Commission discussed a request from the State Fish Commission, through Mr. Hugh C. Mitchell, Director of Fish Culture, for the services of the Commission's Landscape Engineer to plan certain features in connection with the change of alignment of the highway near the fish ponds at Bonneville. It seems that the Fish Commission is of the opinion that their grounds can be so arranged and landscaped that land needed for the highway can be deeded to the State Highway Department without cost. In other words, the Fish Commission

would trade the right of way across its property for the Landscape Engineer's services in planning changes and other landscaping work around the fish hatchery. The Engineer recommended approval of the request. The Commission approved the Engineer's recommendation by unanimous vote, subject to the condition that the Fish Commission will first give the Highway Commission a deed to the right of way, and provided further that this extra work will not interfere too greatly with the Landscape Engineer's other duties.

The Engineer requested instructions relative to making a location survey for revising the North Santiam Highway between Salem and Mehama. He advised that he has received numerous requests from people of Salem and vicinity for such survey. The Commission decided to defer this for the time being.

The Commission had under consideration the matter of extending the Hubbard-Butteville Road, Secondary State Highway 164, northerly from the Marion-Clackamas County line to a connection with the West Side Pacific Highway near Tigard so as to permit the expenditure of state money in connection with the P.W.A. project which is proposed at the north end of this road. The Commission decided to extend this secondary state highway and ordered that appropriate county and state resolutions covering the matter be prepared for consideration at the next meeting.

The Commission had under consideration Ordinance No. 68804 adopted by the Portland City Council on November 5, 1936, wherein the State Highway Commission is authorized to place and maintain highway markers and highway signs on city street sign posts and to erect and maintain its own sign posts under certain conditions. The Secretary read aloud the ordinance, following which the provisions thereof were discussed by the Commission. It was the thought of the Commission that the obligation imposed on the state is too severe; hence the ordinance was not accepted. It was decided that Chairman Cabell, the Engineer and the Attorney should contact the Portland City Council and secure relief from the liability mentioned in the ordinance, if possible, so that the state can then proceed with the proper signing of state highway routes through this city.

The Secretary reported receipt of information to the effect that the city of North Bend has installed a sign over the Oregon Coast Highway within the city limits, notwithstanding the refusal of the State Highway Commission to grant permission for such installation. The Commission decided to defer action on this matter until adjournment of the 1937 legislature. The legislature is to be asked for an expression relative to the maintenance of such signs over city streets which are designated highway routes, so as to clarify the authority of the State Highway Commission in regard thereto. The Commission ordered that, pending legislative action on this matter, all requests for permission to erect signs on state highway routes within and without the corporate limits of cities and towns shall be denied.

The Commission had under consideration the abandonment of a section of the Salem-Dayton Secondary State Highway No. 150 in Yamhill County, in Sections 16 and 21, T. 4 S., R. 3 W., W.M., and extending from approximately Highway Engineer's Station 20+00 about 800 feet east of Palmer Creek Bridge

near the east city limits of Dayton, southerly and easterly a distance of 1.3 miles more or less, to approximately Highway Engineer's Station 78+00, which section is no longer of value as a state highway, inasmuch as the road has been reconstructed on new alignment between these points. The Engineer recommended that the section be abandoned and turned over to the county for maintenance. The Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, in order to afford a better alignment and a more satisfactory, safe, and convenient highway for the traveling public, the Commission found it necessary to relocate a portion of the Salem-Dayton Highway, otherwise designated as Secondary State Highway No. 150, in Yamhill County, Oregon; and

WHEREAS, by reason of said relocation and reconstruction of said section of highway there was eliminated and made unnecessary as a part of the completed highway a certain section or part thereof, which section or part is more specifically defined and designated hereinafter in this resolution; and

WHEREAS, it is the judgment and opinion of the Commission that there should be recorded in the minutes and records of this Commission the purpose and plan of the Commission to abandon as a part of the state highway system the fragment or portion of right of way hereinafter designated and heretofore included within the area of the right of way of the highway as formerly located, improved, and used;

NOW, THEREFORE, the premises being in general as above stated, it hereby is resolved by this Commission, all members being present and affirmatively participating, as follows:

1. That the fragment of land confined within the area hereinafter designated, which fragment of land was formerly within the limits of the right of way of the Salem-Dayton Highway in Yamhill County, but is now without the limits of the right of way of said highway as said highway has been relocated and constructed, be and said fragment of land is abandoned as a part of the right of way of said highway, and such fragment of right of way is, so far as control and supervision of this Commission is concerned, left to revert to the adjoining and abutting property owners or to the control and supervision of the County Court of Yamhill County, for highway or other public purposes. The fragment or parcel of land affected by this resolution is defined and described as follows, to wit:

A parcel of land in Sections 16 and 21, Township 4 South, Range 3 West, W.M., Yamhill County, Oregon, and being more particularly described as follows:

Beginning at a point on the relocated center line of the Salem-Dayton Highway which is approximately

Engineer's Station 20+00, said point being approximately 800 feet easterly of the bridge over Palmer Creek near the east city limits of Dayton; thence in a southerly and easterly direction for a distance of 1.3 miles, more or less, to an intersection with the said relocated center line of the Salem-Dayton Highway, said point of intersection being approximately at Engineer's Station 78+00.

In addition to the foregoing description of said abandoned right of way there is attached hereto a white printed map marked "Exhibit 'A'", and by this reference made a part hereof, upon which map or exhibit there is shown shaded in red the abandoned section of highway, which exhibit for identification bears the signatures of F. D. Eason, Division Engineer, H. G. Smith, Construction Engineer, and R. H. Baldock, State Highway Engineer, and bears date of October 8, 1936. *

2. In the event there remains any physical connection between any portion of said abandoned right of way or highway and the present highway, and by reason of such physical connection traffic from the existing highway may enter or use the said abandoned portion of the old road to the possible damage or injury of such traffic by reason of any unsafe condition existing with respect to said old or abandoned road, then the State Highway Engineer is hereby authorized and directed to erect such barricade or other safeguards as may be necessary to protect and safeguard traffic using and employing said newly located, constructed, and dedicated section of said state highway.

3. That this resolution be entered in the minutes and records of the Commission and a certified copy thereof promptly delivered to the County Court of Yamhill County, together with a copy of said exhibit or map, for such action as said County Court may desire to take with respect to said fragment of land, and should said abandoned portion of the right of way of said Salem-Dayton Highway be further employed for public or private highway purposes such use shall be entirely under the control and supervision of the County Court of Yamhill County and beyond any responsibility or supervision by the State Highway Commission.

The Engineer requested authority to advertise for bids for the furnishing of maintenance materials for the following projects in Division No. 4:

7350 cubic yards in three stock piles, one at mile post 92.6 on the Crater Lake Highway, one at mile post 1.3 north leg of Chiloquin wye, and one at mile post 2.15 on the south leg of this wye. Estimated cost $15,000.

* Map filed in Right of Way Abandonment and Retention File - No. 38

7700 cubic yards in three stock piles: one stock pile on Klamath Secondary Highway; one at State Highway Shops in Klamath Falls; one near junction of The Dalles-California and Klamath Falls-Lakeview Highways. Estimated cost $20,000.

6000 cubic yards in four stock piles on the Green Springs Highway at mile posts 37.72, 41.33, 44.68 and 49.38. Estimated cost $15,000.

6200 cubic yards in three stock piles on the Klamath Falls-Lakeview Highway at mile posts 9.09, 14.81 and 20.15. Estimated cost $15,000.

6500 cubic yards in three stock piles on the Klamath Falls-Lakeview Highway at mile posts 38.62, 44.0 and 47.46. Estimated cost $16,000.

He said that there is a shortage of maintenance materials in this division and it will probably be necessary to advertise for additional quantities later on. The Commission approved the Engineer's request by unanimous vote.

The Commission had under discussion the Engineer's report on the application of R. J. Strasser for a permit to move a building 30 feet wide by 80 feet long across Eighty-second Street (Cascade Secondary Highway No. 160) just south of the Multnomah-Clackamas County line. The Engineer advised that this highway is carrying approximately 2,850 cars per 24-hour day, with 90 per cent of the traffic between 6:00 o'clock a. m. and 10:00 o'clock p. m. He gave as his thought that it would be too hazardous to detour traffic during the hours of darkness over an uncertain road which is narrow and contains four right-angle turns in a distance of one mile. He further stated that, from a traffic standpoint and considering the value of the building, the inconvenience and possible hazard to traffic and the fact that it would take three hours to move this building across the highway, the granting of the permit, in his estimation, would seem very undesirable, and he recommended that the request be denied. The Commission approved the Engineer's report and recommendation by unanimous vote.

The Engineer reported that, due to the increased highway mileage and traffic, especially concentrated logging traffic, and the number of city streets which have been taken over by the State Highway Commission for maintenance within the past few years, it would be desirable to purchase an additional paving plant. He requested authority, therefore, to purchase such plant, including a roller, six hauling trucks, and one pick-up truck at a total estimated cost of about $10,000. He explained that the purchase of this additional plant would increase the number owned by the State Highway Commission to seven. After some discussion the Commission approved the Engineer's request by unanimous vote.

The Engineer also brought up for discussion the purchase of an additional center line stripe-painting machine and an additional oiling plant. The Commission tentatively approved the purchase of such equipment but deferred definite action thereon until the next meeting, when the Engineer is to submit

an estimate as to what such equipment will cost.

The Commission had under consideration the matter of selling to the Dolan Wrecking Company, Portland, a building located on the right of way of the East Portland-Oregon City Highway near the Ross Island Bridge in Portland, which building is owned by the Juanita Investment Company and is designated as Building "K" in the list of buildings which the Commission advertised for sale on July 17, 1936. It appears that the Dolan Wrecking Company submitted offers of $46.50 and $235.00 for buildings designated as "H" and "K" in the list and deposited with the Commission its certified check in the amount of $281.50 covering full payment for the same. It also appears that the Commission accepted the offer for Building "H" in the amount of $46.50 but did not accept the offer for Building "K" because the Commission had not yet secured title to the building and had no legal right to sell it; furthermore, does not now intend to secure title because of subsequent developments; wherefore, the Dolan Wrecking Company's check in the amount of $281.50 was returned to the company through the First National Bank of Portland, with instructions to return $46.50 to the state covering the price of Building "H" and to turn over to the Dolan Wrecking Company the difference, in the amount of $235. It now appears that the Dolan Wrecking Company has refused to accept the return to them of $235 and intends to contest the failure of the state to deliver Building "K" to them. After considerable discussion and in view of the fact that the Commission has never made any definite statements to the company accepting its offer for this building, the Commission decided to stand suit if the company takes the matter to court.

The Secretary presented a letter from the Attorney in regard to the Commission's application for the vacation of a part of First Avenue in Altamont Acres, Klamath County, which is needed in connection with the enlargement of the Highway Department Shop site at Klamath Falls. The Attorney advised that he has received information to the effect that one of the property owners who will be affected by this change intends to protest the vacation of this street, and, if he does, the vacation proceedings will be delayed thirty or more days unless a compromise settlement of some kind is made with him. It was his suggestion that the property owner might withdraw his objections in the event the state would agree to oil the roadway in front of his premises, so he requested authority from the Commission to negotiate with the property owner on that basis. He asked for an early decision so that the matter can be disposed of at the next term of the county court. The Engineer advised that no inconvenience would be encountered by a delay of 30 days or so and suggested that the matter take its natural course, which might relieve the state from the expense of the extra oiling work. The Commission approved the Engineer's suggestion and so ordered.

The Secretary presented a resolution from the County Court of Curry County, in which the Commission is asked to widen the Oregon Coast Highway through the town of Gold Beach to standard 60-foot width and to authorize the county clerk of Curry County to take such steps as may be necessary for the securing of right of way for such widening and to authorize the County Court to complete the purchase of any right of way needed for such widening. The Engineer advised that the Commission previously gave him authority to investigate

this matter and to make a survey of the project as soon as he could spare an engineering crew for the purpose, but due to stress of other work he has not yet been able to assign a crew for this work, but hopes to be able to do so soon. The Secretary was instructed to transmit this information to the County Court.

The Engineer reported that through the courtesy of the Secretary of State he secured the loan of certain state-owned office furniture and fixtures for use of the Planning Survey Department but this equipment will have to be given up in the near future for use by the 1937 legislature, so it will be necessary to replace it with new equipment if this particular department is to function. He requested authority to purchase equipment as may be necessary. The Commission approved the request by unanimous vote subject to the condition that he shall purchase only sufficient equipment to meet the minimum requirements.

A letter was presented from County Judge C. E. Lyon, Deschutes County, relative to the county assuming jurisdiction over the old highway right of way between Redmond and Terrebonne, which has been abandoned by the state because of the reconstruction of The Dalles-California Highway on new alignment. Judge Lyon states that it will be necessary for the county to maintain this road rather than to turn it back to the property owners, and the county is willing to do that if the road is turned over to the county in good condition, which will necessitate scarifying and regrading. In the discussion of this matter it was brought out that the Commission has already adopted the resolution abandoning this road as a part of the state highway system; hence the Commission is now without legal authority to spend state money to improve or maintain it. In view of the circumstances the Commission denied the request and ordered that the County Court be informed of the facts and that the State Highway Commission can not do what the County Court requests except at its own peril.

A letter was presented from the American Road Builders Association inviting the Commission to maintain an exhibit at the Association's annual convention in New Orleans during the month of January 1937, and offering free space for such exhibit. The Commission declined the invitation and instructed the Secretary to thank the Association for the same.

A letter was presented from the Medford City Council and the City Planning Commission in which the Commission was requested to improve the intersection of East Main Street and Crater Lake Avenue, Medford, by cutting back the corners, installing new curbs and sidewalks, and doing the necessary pavement work in order to lessen the hazard at this point which is the junction of the Crater Lake Highway and the city street which leads to the Pacific Highway in Medford. The Engineer gave as his thought that this project has merit and suggested that he be authorized to make a survey of the same to determine what it would cost. The Commission approved the Engineer's suggestion by unanimous vote and so ordered.

Letters were presented from Durkee Grange No. 653, Durkee, and Dixie Grange No. 843, Lime, Oregon, in which the Commission was requested to erect signs on the Old Oregon Trail between Baker and Huntington as a warning to

motorists to beware of stock running at large on the highway. The Engineer pointed out that stock is permitted to run at large on nearly all of the highways in the eastern part of the state and it would be a very difficult matter to erect signs and probably very little good would be accomplished by the erection of such in any one particular locality. Furthermore, if signs were erected along the highway between Baker and Huntington, it would be necessary to erect them in other locations where similar conditions obtain and eventually the highways would become cluttered with such signs. He suggested that the request be denied. The Commission approved the Engineer's suggestion and ordered that the two granges be informed that, because of the fact that stock is permitted to run at large all over eastern Oregon, the Commission does not know just where to erect signs where they will do the most good. Furthermore, the Commission regrets that it cannot comply with the request and is of the opinion that the elimination of this hazard is out of its jurisdiction.

A letter was presented from Earl C. Reynolds, Executive Secretary, Klamath County Chamber of Commerce, suggesting that the Commission undertake a W.P.A. project for the West Side Secondary Highway and the Lake-o'-the-Woods connection thereto, in Klamath County. The Secretary was instructed to inform Mr. Reynolds that the Commission regrets its inability to approve the suggestion at this time.

A letter was presented from Glencullen Community Center, Glencullen, Oregon, inquiring as to the plans of the Commission relative to extending the Bertha-Beaverton Highway from the viaduct at Bertha Station easterly to Barbur Boulevard, Portland. The Engineer advised that this is a meritorious project but the road is not on the state highway system hence the Commission cannot spend state money for the same unless the road is designated as a state highway; also, that no survey has as yet been made for this project. After some discussion the Secretary was instructed to convey such information to the Association and to state further that it is contrary to the established policy of the Commission to add any more roads to the state highway system until completion of the state-wide planning survey; however, the project will be given due consideration at the proper time. Chairman Cabell stated that he would personally inspect the project as soon as he can do so conveniently.

A letter was presented from the Eugene Chamber of Commerce urging the Commission to oil the McKenzie Highway west from the McKenzie Pass Summit to a point known as Yale Ranch . The Engineer advised that this section is undoubtedly in need of an oil treatment but to do it in a first class manner would cost considerably more money than the Commission can spare. He suggested that it might be satisfactory to add a little more rock to the present surface and oil the same as a temporary proposition to care for summer traffic. The Commission indicated that it would approve such project but deferred definite action thereon pending an investigation and report from the Engineer as to what the work will cost.

The Commission considered and ordered filed a petition signed by 72 residents of Klamath Falls, in which the Commission was requested to improve Tenth Street from its intersection with Prospect Street southerly to Main Street, in Klamath Falls, and to designate such street as a state highway route, the request being denied because of lack of funds to finance the same.

The Commission had under consideration a resolution adopted by the County Court of Wallowa County requesting the designation and improvement as a secondary state highway of the county road which extends from the town of Joseph to the south end of Wallowa Lake, a distance of approximately six miles. In this connection the Engineer advised that it would cost about $25,000 to reshape the present road and construct thereon a surfacing of rock and oil. He said that this work could not be done this winter and suggested, in view of the fact that travel over the road would not be very heavy until next year, that definite action in designating this road as a secondary highway be deferred until that time, which would give the Commission an opportunity to determine what the status of its funds will be after the adjournment of the 1937 legislature. The Commission approved the Engineer's recommendation and instructed the Secretary to convey such information to the County Court and to tell the County Court further that the Commission wants to improve this road and intends to do so next year if the legislature does not make any drastic changes in the Highway Department's financial setup.

The Commission had under consideration the application of one Gladys E. Jones, Administratrix of the estate of one B. F. Jones, deceased, for permission to install a 4-inch water pipe line on the right of way of the Oregon Coast Highway at Otter Rock in Lincoln County and along the road which extends from the Oregon Coast Highway to the Devils Punch Bowl State Park at Otter Rock, and to install said 4-inch water pipe in and through a certain culvert across the Oregon Coast Highway. In a discussion of this matter it was pointed out that the road extending from the highway to the park is neither a secondary nor a primary state highway but is simply a county road under the jurisdiction of the County Court. It was also pointed out that it is contrary to the policy of the Highway Commission to permit the installation of water pipes or any other kind of pipes through highway culverts except in certain instances where the culverts are not needed for drainage purposes. After a discussion the Commission indicated that it would have no objection to the granting of a permit for the construction of a pipe line along the state highway but there is a question whether or not it should permit the pipe to be constructed through the culvert. A definite decision in this matter was deferred pending an investigation and report from the Engineer.

The following communications were considered by the Commission and ordered filed in the department's records:

Letter from Ethel Gardiner representing McEwen Grange No.651, McEwen, Oregon, requesting improvements to the Sumpter Secondary Highway, in Baker County.

Letter from Mrs. J. J. O'Dair, Granite, Oregon, requesting improvements to the Sumpter Secondary Highway and also requesting that said secondary highway be extended and improved to the town of Granite.

Letter from Newport Lions Club requesting favorable consideration for the straightening and widening of the Corvallis-Newport Highway between Toledo and Newport at an early date.

Letter from County Judge C.E.Lyon, Deschutes County, suggesting certain projects for inclusion in the 1938 forest highway program.

Resolution from Reedsport Chamber of Commerce urging the Highway Commission to take immediate steps to complete the 8-mile section of the Umpqua Highway immediately west of Scottsburg.

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

E. C. Hall, contract No. 1771, for grading, surfacing and bituminous macadam wearing surface on the Gardiner-Reedsport Section of the Oregon Coast Highway, in Douglas County, requested an extension of time of 90 days, from June 30, 1936, to September 27, 1936, in which to complete this project, giving as his reason that he was unable to transport material across the Umpqua River Bridge by the first of January as was anticipated; and he was further handicapped in securing labor through the National Reemployment Service. He also gave the following reasons for delay: it was practically impossible to expedite the work by the use of more equipment and there was considerable delay because of his inability to secure mineral aggregates from a commercial plant at Reedsport, the plant being engaged in furnishing rock for several other state projects. The Engineer advised that the contract stipulated that the grading and surfacing, sufficient to carry traffic, should be completed by March 31, 1936, and that all work should be completed by June 30, 1936; also that travel was actually allowed to use the road on July 4, and that all work in connection therewith was finished by September 27. The completion of the work, he said, was dependent upon the completion of the bridge across the Umpqua River and the contract so stipulated and it was contemplated that the bridge would be completed by December 31. However, Contractor Hall was not allowed to haul over the bridge until February 25 and even at that time the bridge contractor was not through with the contract, which hindered the free use of the bridge by Mr. Hall. He further stated that there was delay in securing right of way for the wye connection at Reedsport on account of tax foreclosure sale and delay caused by change of direction for some of the material haul, which had a tendency to hinder the operations of the contractor through his inability to coordinate the work. The State incurred an expense of about $3,300, he said, by reason of delays necessitating continuance of ferry operations. However, this expense is less than the state would have had to pay for bringing up the settlements which occurred on the fills on Bolon Island and at the south end of the Umpqua River Bridge, both of which fills settled badly. Had these malformations occurred after the completion of the job, he said, the state would have lost the surfacing and would have been put to great expense in correcting grade lines; but inasmuch as they occurred before the job was completed the contractor was able to bring the grades up to the proper level several times before the surfacing was placed. He recommended, in view of the circumstances surrounding this project, that the extension requested be granted without penalty and in support thereof submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

Jacobsen-Jensen Company, contract No. 1774, for grading and paving the Turkey Hill Section of the Pacific Highway, in Douglas County, requested an extension of time of 6 days, from August 31 to September 6, 1936, in which to complete this job. The Engineer advised that this extension is necessary because the contractor was required to remove a small slide which occurred a short time before the job was completed, and that the contractor was further delayed 5 or 6 days in developing a new source of water supply, which was occasioned by the fact that the creek from which they had been taking water dried up. He recommended, in view of the circumstances, that the extension requested be granted without penalty, and in support thereof submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Babler Bros., contract No. 1777, for grading, surfacing, widening and oiling Paisley-Chewaucan Narrows Section of the Fremont Highway, in Lake County, requested an extension of time of 25 days, from August 31 to September 25, 1936, in which to complete this project. They gave as their reason for such request that their operations were held up by failure of the bridge contractor to complete the bridge at Station 1797+50 on this section, which was a separate and distinct contract. The Engineer advised that the contractor's statement as to the reason for their failure to complete the project within the specified time limit is correct, that the contractor started his work as soon as weather conditions permitted and prosecuted the work diligently but was unable to complete the work adjacent to the bridge structure because of the failure of the bridge contractor to complete his contract on time. He recommended, in view of the circumstances, that the extension requested be granted without penalty and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Saxton & Looney and J. S. Risley, contract No. 1808, for grading the Polk County Line-Soap Creek Section of the Tampico County Road in Benton County, requested an additional extension of time, from September 30 to November 10, 1936, in which to complete this job, giving as their reason that the extra time is needed in order to finish the surfacing work which they are doing under separate price agreement. The Engineer advised that the work on this contract was increased by the inclusion of certain gravel surfacing under a cooperative agreement between the State Highway Commission and Benton County, which surfacing work was necessary in order to keep the road in usable condition during the winter season. He further advised that neither the work involved nor the extension of time requires the concurrence of the Bureau of Public Roads because federal funds are not being used to finance this extra work and the part that the Bureau is interested in was completed on September 19, which was within the limits of the previous extension that the Bureau approved. He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Theodore Arenz and Oregon Contracting Company, contract No. 1829, for grading and paving the Rainier Section of the Columbia River Highway, in Columbia County, requested an additional extension of time, from August 31 to September 15, 1936, in which to complete this job, giving as their reason that the delay was caused by excessive wet weather conditions in May and June and a consequent difficult traffic situation, as well as by high water in the Columbia River, which inundated foundation work on the concrete culverts. The Engineer advised that the paving work in connection with this job was completed on July 22 and the new paving was opened to traffic during the last week in August; however, the contractor required two weeks additional time to complete the shoulder work and other details. He further stated that wet weather delayed the contractor's operations and that high water in the Columbia River prevented the completion of the culverts at an early date; all of which tended to cause a difficult situation because of the heavy traffic and the necessity of maintaining traffic over the section under construction, as no detours were available or possible. He recommended, in view of the circumstances, that the extension requested be granted without penalty and presented in support thereof a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Warren Northwest, Inc., contract No. 1846, for regrading, surfacing and oiling the Reedsport-Wilson Ranch Section of the Umpqua Highway, in Douglas County, requested an extension of time from August 31 to September 27, 1936, in which to complete this job. They justified their request with the following statement: "We feel this extension of time is justified in view of the fact work was promptly started and prosecuted to the maximum capacity of commercial aggregate plant located at Reedsport, which plant has endeavored to cooperate fully with the State of Oregon in the completion of an unusual amount of local construction projects". The Engineer advised that there was only one plant in the vicinity of the work which could supply sufficient materials for this job and there was so much work within the vicinity that it was impossible to complete the job within the time limit. He recommended, in view of the circumstances, that the extension be granted without penalty. The Commission approved the recommendation by unanimous vote.

Consolidated Highway Company, Inc., contract No. 1850, for construction of approaches to the Yaquina Bay Bridge on the Oregon Coast Highway, in Lincoln County, requested an extension of time from September 30 to October 23, 1936, in which to complete this job. The Engineer advised that this job was delayed due to lack of oiling equipment. He pointed out that there are only a limited number of oiling organizations and oil contractors available for jobs of this kind and it so happens that a great deal of oiling work comes at a late period of the summer and in the early fall. He also said that the oiling crew that was to do the oiling work on this contract was busily engaged in completing other oiling work in eastern Oregon and in Clackamas County, and it was impossible for them to get to this

particular job until the early part of October although the grading and rocking work had been completed for some time prior to the completion date specified in the contract. He recommended, in view of the circumstances, that the extension requested be granted without penalty and presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Consolidated Highway Company, contract No. 1851, for grading, surfacing and oiling the Toledo-Simpson Creek Section of the Corvallis-Newport Highway, in Lincoln County, requested an extension of time from September 30, 1936, to June 30, 1937, in which to complete this job. They said that practically all of the work on this contract has been completed except the oiling, which it is not practical to do at this time of the year on account of embankment settlements and slides. The Engineer advised that the completion date specified in the contract was September 30 and that this was called to the attention of the company, which was advised that unless the job was completed in its entirety, including the oil mat surface construction, by the end of the contract period, the oiling work would have to be delayed until suitable weather in the spring. He further stated that it was desired that the company concentrate its efforts on the completion of the contract for the Yaquina Bay Bridge approaches so that this particular work would be done during the present season, which work the contractor performed, with the result that the actual grading and oiling work on the Toledo-Simpson Creek Project is still unfinished. He further reported that a huge slide occurred in one of the large cuts, which required considerable extra work, and advised that the oil rock has all been produced for both oil mat construction and for maintenance materials. He further advised that, if the contractor had placed sufficient force and equipment on the job, the contract could have been completed by September 30, the specified completion date, but, inasmuch as the work was not done by that time, it has been considered advisable to defer the oiling work until next year. He presented a letter from the Bureau of Public Roads approving an extension of time of 30 days depending on the date that work is resumed in the spring. In view of the circumstances and Mr. Lynch's letter, he recommended that the extension requested by the contractor be granted subject to the condition that the contractor be charged with all extra engineering expense that the state incurs in connection with this job subsequent to the specified date of completion. The Commission approved the recommendation by unanimous vote.

A. J. Anderson, contract No. 1858, for the construction of a frame building on the Highway Commission's property at Salem, requested an extension of time from August 15 to October 31, 1936, in which to complete this job, giving as his reason for such request that inclement weather and delay in securing large timbers which had to be specially sawn, and the performance of work under four extra work orders, delayed the completion of the work. The Engineer advised that this job was substantially completed on August 15, the specified completion date, and that the office portion of the building was occupied at that time.

The extra time needed to complete the work, he said, was consumed in cleaning up the site, in making minor changes to hardware and other small items which did not materially affect the use of the building. He recommended that the requested extension of time be granted without penalty. The Commission approved the recommendation by unanimous vote.

Warren Northwest, Inc., contract No. 1869, for pavement planing and resurfacing on three sections of state highways, in Multnomah County, being more particularly located on the Pacific, Columbia and Mt. Hood Highways, requested an extension of time of 45 days, from August 31 to October 15, 1936, in which to complete this job. They stated that they were unable to complete the job within the specified time limit because foundation conditions on the 47th Avenue contract with the Commission prevented satisfactory construction conditions until the Columbia River water stage was lowered. The Engineer advised that the contractor's statements as to the cause of the delay are substantially correct; furthermore, some delay was caused by reason of traffic interference on the Mt. Hood Highway during the time that the Multnomah County Fair was under way at Gresham. He also advised that the state has not incurred any extra engineering expense because the engineering party handled a number of other jobs at the same time. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Helstrom & Mittet, contract No. 1871, for the construction of a maintenance building at Astoria, requested an extension of time from August 31 to October 22, 1936, in which to complete this job, giving as their reason for such request that the plans of the building were changed in order to provide additional space for a radio room and an office for the state police. The Engineer advised that the contractor's statements as to the cause of the delay are correct. He recommended that the extension requested be granted and that the contractor be not requiredto pay liquidated damages. The Commission approved the recommendation.

Joplin & Eldon, contract No. 1874, for construction of an oil mat surface treatment on the Criterion-Cow Canyon Section of The Dalles-California Highway, in Wasco County, requested an extension of time from November 30, 1936, to July 1, 1937, in which to complete this job and gave the following reasons for such request: (1) Mr. C. J. Eldon, member of the firm who had charge of the job, met with a serious accident on June 3 which prevented him from directing the progress of the work until the latter part of October; (2) considerable trouble was experienced with the crushing plant due to hardness of rock and the change in setup necessary to produce more material of a certain size than was anticipated; (3) impossibility of securing satisfactory labor through the National Reemployment Service; (4) lateness of season, which prevented the laying of oil mat surface until next year. The Engineer advised that the failure of the contractor to complete this job within the specified time limit will cost the state considerable extra money and will also cause the traveling public considerable extra

inconvenience. He said that the contractor has had no logical excuse for such extension unless the difficulties encountered in securing satisfactory labor could be considered as such. He further advised that satisfactory progress is now being made on the job but it cannot possibly be completed until next year. In view of the circumstances he recommended that the extension requested be granted but that the contractor be charged with all extra engineering expenses incurred by the state subsequent to December 1, 1936, provided that the contractor will agree to make no claim for additional compensation for a reduction in the amount of filler that was used on the job after September 15, 1936. The Commission approved the recommendation by unanimous vote.

The United Contracting Company, contract No. 1901, for grade widening and paving the Independence Section of the Independence Secondary Highway, in Polk County, requested an additional extension of time, from October 31 to November 15, 1936, in which to complete this job, giving as their reason that the plans for the drainage structures were revised after the contract was awarded. The Engineer advised that this contract is being financed with state money; also, that this is the second extension requested by the contractor, the first one extending from September 30 to October 31, 1936, without penalty. The grading and paving work, he said, was completed before October 31 but delay was caused in securing materials for additional drainage work and the construction of a guard fence. He further advised that there has been no inconvenience to the traveling public because of the delay and the state has not incurred any additional engineering expense, He recommended that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

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

Contract No. 1771 with E. C. Hall, for grading, paving and surfacing the Gardiner-Reedsport Section of the Oregon Coast Highway, in Douglas County. Completed September 27, 1936.

Contract No. 1774 with Jacobsen-Jensen Company, for grading and paving the Turkey Hill Section of the Pacific Highway, in Douglas County. Completed September 5, 1936.

Contract No. 1777 with Babler Bros., for widening, surfacing and oiling the Paisley-Chewaucan Narrows Section of the Fremont Highway, in Lake County. Completed September 15, 1936.

Contract No. 1803 with E. F. and W. F. Philpott, for the construction of an overcrossing over the O. C. & E. railway near Dairy, on the Klamath Falls-Lakeview Highway, in Klamath County. Completed October 21, 1936.

Contract No. 1806 with Edlefsen-Weygandt Company, for the construction of 102nd Avenue Overcrossing (Craig Road) Bridge No. 2163, in Multnomah County. Completed October 31, 1936.

Contract No. 1810 with G. I. Stebbins Construction Company, for the construction of a subway under the O. C. & E. railway, in Klamath County, near Olene, on the Klamath Falls-Lakeview Highway, bridge No. 2137. Completed October 20, 1936.

Contract No. 1825 with Portland Gravel Company, for the construction of an undercrossing of United Railways track (Nehalem Boom Undercrossing) on the Columbia River Highway, in Multnomah County. Completed October 18, 1936.

Contract No. 1829 with Theodore Arenz and the Oregon Contracting Company, for grading and paving the Rainier Section of the Columbia River Highway, in Columbia County. Completed September 15, 1936.

Contract No. 1840 with J. A. Lyons, for grading the Bear Creek-Bare Mountain Section of the Wolf Creek Highway, in Clatsop and Tillamook Counties. Completed October 31, 1936.

Contract No. 1845 with Consolidated Highway Company, for grading, surfacing and paving the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway, in Lane County. Completed October 29, 1936.

Contract No. 1846 with Warren Northwest, Inc., for regrading, surfacing and oiling the Reedsport-Wilson Ranch Section of the Umpqua Highway, in Douglas County. Completed September 27, 1936.

Contract No. 1849 with James Crick, for grading the Agency Plains-Madras Section of the Warm Springs Highway, in Jefferson County. Completed October 30, 1936.

Contract No. 1850 with Consolidated Highway Company, for grading, surfacing and paving the approaches to the Yaquina Bay Bridge on the Oregon Coast Highway, in Lincoln County. Completed October 23, 1936.

Contract No. 1858 with A. J. Anderson, for the construction of the Salem Sign Shop Building at Salem, Marion County, project No. 2274. Completed October 31, 1936.

Contract No. 1867 with William C. Schmitt, for the construction of the Olalla Creek Bridge on the Corvallis-Newport Highway, in Lincoln County, bridge No. 2275. Completed September 3, 1936.

Contract No. 1871 with Helstrom & Mittet, for the construction of a maintenance building at Astoria, Job No. 2268. Completed October 22, 1936.

Contract No. 1876 with Edward F. Webber, for grading and roadbed topping Unit No. 1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. Completed October 13, 1936.

Contract No. 1878 with R. O. Dail and Warren Bros., for resurfacing, oiling and furnishing crushed rock on the Rocky Point School-South Falls Section of the Silver Creek Falls Secondary Highway, in Marion County. Completed September 30, 1936.

Contract No. 1880 with Saxton & Looney and J. S. Risley, for resurfacing, oiling, and furnishing crushed rock on the Cottage Farm-Aumsville Section of the Silver Creek Falls and North Santiam Secondary Highways, in Marion County. Completed September 28, 1936.

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. 1771 with E. C. Hall, for grading, paving and surfacing the Gardiner-Reedsport Section of the Oregon Coast Highway, in Douglas County. Completed September 27, 1936.

Contract No. 1774 with Jacobsen-Jensen Company, for grading and paving the Turkey Hill Section of the Pacific Highway, in Douglas County. Completed September 5, 1936.

Contract No. 1777 with Babler Bros., for widening, surfacing and oiling the Paisley-Chewaucan Narrows Section of the Fremont Highway, in Lake County. Completed September 15, 1936.

Contract No. 1803 with E. F. and W. F. Philpott, for the construction of an overcrossing over the O. C. & E. railway near Dairy, on the Klamath Falls-Lakeview Highway, in Klamath County. Completed October 21, 1936.

Contract No. 1806 with Edlefsen-Weygandt Company, for the construction of 102nd Avenue Overcrossing (Craig Road) Bridge No.2163, in Multnomah County. Completed October 31, 1936.

Contract No. 1810 with G. I. Stebbins Construction Company, for the construction of a subway under the O. C. & E. railway, in Klamath County, near Olene, on the Klamath Falls-Lakeview Highway, bridge No. 2137. Completed October 20, 1936.

Contract No. 1825 with Portland Gravel Company, for the construction of an undercrossing of United Railways track (Nehalem Boom Undercrossing) on the Columbia River Highway, in Multnomah County. Completed October 18, 1936.

Contract No. 1829 with Theodore Arenz and the Oregon Contracting Company, for grading and paving the Rainier Section of

the Columbia River Highway, in Columbia County. Completed September 15, 1936.

Contract No. 1840 with J. A. Lyons, for grading the Bear Creek-Bare Mountain Section of the Wolf Creek Highway, in Clatsop and Tillamook Counties. Completed October 31, 1936.

Contract No. 1845 with Consolidated Highway Company, for grading, surfacing and paving the Oak Hill-Doty Ranch Section of the Eugene-Veneta Highway, in Lane County. Completed October 29, 1936.

Contract No. 1846 with Warren Northwest, Inc., for regrading, surfacing and oiling the Reedsport-WilsonRanch Section of the Umpqua Highway, in Douglas County. Completed September 27, 1936.

Contract No. 1849 with James Crick, for grading the Agency Plains-Madras Section of the Warm Springs Highway, in Jefferson County. Completed October 30, 1936.

Contract No. 1850 with Consolidated Highway Company, for grading, surfacing and paving the approaches to the Yaquina Bay Bridge on the Oregon Coast Highway, in Lincoln County. Completed October 23, 1936.

Contract No. 1858 with A. J. Anderson, for the construction of the Salem Sign Shop Building at Salem, Marion County, project No. 2274. Completed October 31, 1936.

Contract No. 1867 with William C. Schmitt, for the construction of the Olalla Creek Bridge on the Corvallis-Newport Highway, in Lincoln County, bridge No. 2275. Completed September 3, 1936.

Contract No. 1871 with Helstrom & Mittet, for the construction of a maintenance building at Astoria, job No. 2268. Completed October 22, 1936.

Contract No. 1876 with Edward F. Webber, for grading and roadbed topping Unit No. 1, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway, in Wheeler County. Completed October 13, 1936.

Contract No. 1878 with R. O. Dail and Warren Bros., for resurfacing, oiling and furnishing crushed rock on the Rocky Point School-South Falls Section of the Silver Creek Falls Secondary Highway, in Marion County. Completed September 30, 1936.

Contract No. 1880 with Saxton & Looney and J. S. Risley, for resurfacing. oiling and furnishing crushed rock on the Cottage Farm-Aumsville Section of the Silver Creek Falls & North Santiam Secondary Highways, in Marion County. Completed September 28, 1936.

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 in connection with each is hereby authorized.

The Commission considered a date for its next regular meeting for the receiving of bids for highway construction work and set Thursday, December 17, 1936, as the date for such meeting. The Secretary was instructed to arrange to hold this meeting in the Auditorium of the Public Service Building, Portland, if possible.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:00 o'clock p. m.

Henry F. Cabell
Chairman

State Highway Engineer

Commissioner

Secretary

F. L. Tou Velle
Commissioner

Cottage Grove, Oregon, December 1, 1936.

The State Highway Commission met in the City Council Chambers of the Cottage Grove City Hall at 2:00 o'clock p. m., in accordance with formal notification sent to the City Council on October 21, 1936, for the purpose of securing expressions from the people of this town with respect to the rerouting of the Pacific Highway through this city. Present were:

Henry F. Cabell, Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Also present were about 60 local citizens.

Chairman Cabell opened the meeting by stating its purpose and briefly explaining the law which requires the State Highway Commission to hold a public hearing in an incorporated city or town before it alters or changes the route of a state highway into or through such city or town. He said that the Commission has been requested a number of times by local citizens to decide upon a permanent route for the Pacific Highway through Cottage Grove, so it was decided to hold a public hearing in regard thereto, as required by statute, although the Commission has no plan for the immediate rebuilding of the highway at this place. He called upon the Engineer to explain the engineering features involved.

The Engineer exhibited a map on which was disclosed the present routing of the Pacific Highway through Cottage Grove and the alternate routes proposed, one of which takes off the present highway at the curve at the north end of Ninth Street and approximately parallels the Coast Fork of the Willamette River to a connection with the present highway at Fifth Street; thence extends southerly along the present route on Fifth Street. The other extends southerly from the intersection of Ninth and Main Streets and parallels the Southern Pacific Railway Company's tracks to a connection with the present highway at the south end of Fifth Street. He pointed out that, if the second alternate is adopted, it would then be possible to revise the route still further by extending it north from Main Street parallel to the Southern Pacific Company's tracks, to a connection with the present highway at the bridge over the Coast Fork of the Willamette River, which would eliminate additional curvature in the present highway and would provide a straight road through the town, away from the residential district on Ninth Street and from the congestion in the business district. Chairman Cabell then invited the local citizens to express themselves either for or against the proposed change.

Mr. L. W. Coiner, City Recorder, presented a resolution adopted by the Cottage Grove City Council on November 30, 1936, in which the Council expresses its preference for the realignment and improvement of the Pacific Highway between Cottage Grove and Yoncalla before the highway through the town of Cottage Grove is reconstructed.

The Chairman read the resolution aloud and in response thereto reiterated that the Commission is holding the hearing in Cottage Grove today simply to satisfy the many people in Cottage Grove who have asked the Commission to decide on a permanent location for the highway through this town. He said that he believes it is safe to say that the highway is not going to stay in its present location, which contains two right-angle turns.

The Engineer pointed out that the resolution concurs with the ideas of the State Highway Commission as explained in the past, it being the idea of the Commission that there are many portions of the Pacific Highway which are more hazardous than the section through the town of Cottage Grove, and, in conformity with such idea, the Commission has been expending its efforts on these other sections. However, so many people from Cottage Grove have requested the Commission to adopt a permanent route for the highway through the town that the Commission deemed it advisable to hold the hearing today to secure expressions from the people, so that the ultimate location could be decided on in a legal manner, thus protecting investments along the route.

Mr. Fred Feikert, Division Engineer of the Southern Pacific Company, asked the Commission to consider leaving a 100-foot strip between the proposed highway and the railroad company's property for industrial development purposes, particularly south of Main Street. He said that the opposite side of the railroad is occupied by another railroad track and does not lend itself to industrial development.

The State Highway Engineer pointed out that, if such strip is left between the highway and the railroad, it would simply mean that a lot of cross traffic would develop, which should be avoided if possible on a through trunk

highway and could be avoided if the highway is constructed alongside of the railroad.

Mr. C. D. Lafferty, also representing the Southern Pacific Company, endorsed the remarks of Mr. Feikert. He pointed out that there are now two industries located adjacent to the railroad right of way on the line proposed for the highway, one being a pencil factory and the other the Union Oil Company's plant. The railroad company, he said, could not serve these industries if they were moved back and the highway constructed between them and the railroad right of way. He also maintained that there is no other place in Cottage Grove for industrial development because another railroad occupies an area on the east side of the Southern Pacific Company's right of way.

Mr. Cleo Morelock, President of the Cottage Grove Chamber of Commerce, presented a resolution adopted by the Chamber of Commerce on December 1, in which the State Highway Commission is asked to defer and refrain from taking any action toward relocating the Pacific Highway through the town of Cottage Grove, at least until the highway between Cottage Grove and Yoncalla is reconstructed in a manner to eliminate all existing hazards and is converted into a safe line of travel consistent with present needs.

Chairman Cabell read the resolution aloud and pointed out that it does not express a preference for any particular route through the town of Cottage Grove, which is the purpose of this hearing, but simply asks the deferment of the improvement until the Cottage Grove-Yoncalla Section is reconstructed. He again asked the citizens to express their preference in regard to the rerouting of the highway in Cottage Grove so as to enable the Commission to answer the numerous inquiries it has received from people who wish to develop their properties along the highway route within the city.

Mr. A. W. Hellowell inquired what objections the Commission has to routing the highway along Fifth Street and northerly to the bridge across the Coast Fork of the Willamette River.

Chairman Cabell advised that one objection is that the school is located on Fifth Street and the routing of a trunk highway past this school creates an undue hazard to school children.

Mr. Hellowell then stated that, if the highway is located along the railroad, it would mean the taking of some private property off the tax rolls and it would probably mean a three-mill tax increase for the people of the town. He confirmed the remarks of the railroad company's officials that there are no industrial sites available except adjacent to the railroad.

The Engineer stated that the disadvantage of using Fifth Street as a permanent route is that congestion is bound to occur as the town progresses and difficulties will be encountered in finding places for the parking of automobiles in the business district, and, to eliminate such condition, the highway would have to be widened, which would necessitate the purchase of adjacent property at large expense, whereas a right of way along the railroad could be purchased at nominal cost and the pavement could be widened at any time, as the demand for the same requires.

The Engineer inquired whether or not there would be any objections from the people of Cottage Grove if the Commission located the highway in accordance with the suggestions of the railroad company's officials. Mr. Hallowell said that insofar as he is concerned such location would be satisfactory.

Mr. Vincent Randall, warehouse owner, gave as his thought that the town would be better served and the merchants better satisfied if the highway were kept between the river and the railroad rather than having it located west of the river in the vicinity of Lorane where it would miss Cottage Grove entirely. The main object, he said, is to get the main highway away from the business district.

Mr. Hellowell, speaking again, inquired whether or not the Commission has a tentative date in mind for making this change.

Chairman Cabell replied that the project could not be undertaken, at the earliest, until well along next year and that the Commission did not contemplate doing it at that time. The purpose of the hearing today, he said, is simply to enable the Commission to reply to the people who have inquired about the ultimate location of the highway.

The Engineer pointed out that, if the Commission follows the suggestions offered at this meeting, which are, to reconstruct the Cottage Grove-Yoncalla Section first, then the Cottage Grove improvement would have to wait for quite some time because funds are not available to undertake both improvements.

Chairman Cabell again asked for expressions relative to the routing of the highway through Cottage Grove. He advised that it is possible for the Commission to decide the question on the basis of engineering features alone, but would prefer to have expressions from the people as to their wishes, and now is the time to secure them.

Mr. O. E. Woodson, owner of a garage at the northwest corner of Ninth and Main Streets on the present highway route, stated that he and other businessmen are very anxious to know where the highway is to be routed so they can develop their properties. He said that he is satisfied for the highway to remain on Ninth Street and he has no objections to the Commission buying a portion of his lot and cutting his building back to the proper distance for a standard width right of way.

Mr. C. F. Hoskins stated that he owns property that is now rented and his tenants would like to enter into lease agreements with him but are not doing so until they know where the highway is to go because they want to improve the properties and cannot do so under present conditions. He added that so far as he personally is concerned he has no preference as to where the highway is routed but he insists, on behalf of his tenants, that a permanent location be selected now because properties cannot be improved under present unsettled conditions.

Chairman Cabell advised that the State Highway Commission is a public body and represents primarily the state at large and, in considering matters of this kind, where the advantages of a certain route to the general public outweigh the disadvantages to local interests, the Commission feels obligated to decide in favor of the route that will benefit the greatest number; but where the interests are about equal, and through traffic is not handicapped through the selection of the route that benefits local interests, then the Commission is inclined to favor the local interests.

Mr. G. E. Arnest stated that the vote on the Chamber of Commerce resolution was 13 to 17 in favor of the resolution, which indicated that sentiment was divided about equally. He also said that he has no personal interest in the matter and that he has never heard anyone protest the change indicated on the Engineer's map, which parallels the railroad, and that he has heard no one say that he thought the route was illogical. Furthermore, he has talked to a great many people in the community who are of the belief that the Highway Commission is the authority to state where the highway shall go, as it has the engineering force back of it to support its decision. It was his belief that the people of the community at large will stand back of the Commission in rerouting the highway as it sees fit. He pointed out the possibility of stagnating this project if a new highway is developed about twelve miles west of Cottage Grove.

Mr. Damon Scott inquired whether or not it would be possible to build the highway along the railroad and still leave a little space between the highway and the railroad for industrial development. He was informed that that could be done. He then stated that he would have no objections to the railroad route, if that is done, because the city would then retain the benefit of tariffs that would be derived from the industries that would be located between the highway and the railroad.

The Secretary presented a letter from the Portland Mortgage Company which owns the old Bartell Hotel in Cottage Grove, in which they express their desire for the highway to be rerouted from Main Street, notwithstanding that the hotel would be off the highway. Also, in which they oppose the entire removal of the highway from Cottage Grove. The Commission ordered the communication filed for future reference.

There being no others present desiring to be heard on the matter, Chairman Cabell concluded the hearing by stating that the final responsibility in this matter rests with the State Highway Commission, which will give all of the arguments presented at this hearing due consideration and when a definite decision has been reached, notification thereof will be forwarded to the City Council.

The meeting was adjourned at 2:45 o'clock p. m.

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

H. B. Bellinger
Secretary

F. L. Dunville
Commissioner

Eugene, Oregon, December 1, 1936.

The Oregon State Highway Commission met in special session at 4:30 o'clock p. m. in the Oriental Room of the Osburn Hotel. The meeting was called to order by the Chairman, Henry F. Cabell, and on roll call the following members of the Commission, constituting a majority, answered present: Henry F. Cabell and F. L. Tou Velle, the other member of the Commission, E.B. Aldrich, being absent on account of illness. There were also present the following: R. H. Baldock, State Highway Engineer; J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission, and H. B. Glaisyer, Secretary to the Highway Commission.

The Engineer reported briefly on the cost to construct a one-way ramp leading from the East Portland-Oregon City Highway to Milwaukie Avenue in Portland, as has been previously requested by numerous organizations and business interests in the Sellwood District of Portland. He said that it would cost about $3,000 to construct a one-way road consisting of pavement 10 feet wide, with rock shoulders, on a 24-foot grade, and slightly more if a sidewalk is included. After some discussion the Commission approved the report subject to the condition that the pavement should be constructed 12 feet wide instead of 10 feet. Definite approval of the project was deferred until later.

The Commission discussed the proposed agreement with the Union Pacific Railroad Company, covering the matter of snow removal on the Columbia River Highway in the Columbia Gorge, but deferred action thereon until the meeting which is scheduled to be held on Thursday, December 17, in order to give the members of the Commission an opportunity to study the tentative draft of the agreement in the meantime.

It was considered advisable to discuss the matter with officials of the Union Pacific Railroad Company before that time, and accordingly the Engineer was instructed to arrange for a meeting with such officials in Portland on Wednesday afternoon, December 16th.

The Commission had under consideration the matter of financing the construction of a proposed P.W.A. bridge construction project on the Medical Springs Secondary Highway, in Baker County. After discussion of the offer of the United States of America to aid by way of grant in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way therefor, on Medical Springs Secondary Highway in Baker County, the following resolution entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of a Bridge and Approach Roads Thereto, Including the acquisition of Necessary Lands and Rights of Way Therefor, on Medical Springs Secondary Highway in Baker County" was proposed by Commissioner Tou Velle and read in full:

RESOLUTION NO. 1

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF A BRIDGE AND APPROACH ROADS THERETO, INCLUDING THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR, ON MEDICAL SPRINGS SECONDARY HIGHWAY IN BAKER COUNTY.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way therefor, on Medical Springs Secondary Highway in Baker County, a copy of which offer reads as follows:

"P. W. 63961-32

"FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

"Washington, D. C.,
Dated: Nov. 24, 1936
Docket No. Oreg. 1191-D.

"State Highway Commission
of the State of Oregon

Salem, Oregon.

Subject to the Terms and Conditions (PWA Form No. 210, July 1, 1936) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights-of-way therefor, on Medical Springs Secondary Highway in Baker County (herein called the 'Project') by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 per cent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $5,193.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By E. W. Clark
For the Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all the rules and

regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that work on the project described in the Offer will be commenced as soon as possible and that the progress of the work will be planned so that the project will be completed in any event by July 1, 1937.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon, be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

(Signed) Henry F. Cabell
Chairman

(Signed) F. L. Tou Velle
Commissioner

The above resolution was seconded by Commissioner Cabell and was unanimously adopted. The Chairman of the Commission thereupon declared said resolution carried and a majority of the members of the Commission thereupon signed said resolution in approval thereof.

The Engineer brought up for discussion the matter of permitting log hauling operations to be carried on on the Wolf Creek Highway, between Sunset Camp and Elsie. He said that it has been brought to his attention by Mr. Marshall Dana, Portland, that certain logging interests are making plans to truck logs over this section of the highway and it is Mr. Dana's thought that the Highway Commission should not permit such hauling until the road is completed. He further advised that the highway grade is not yet ready for traffic of this kind; furthermore, the road has not as yet been opened for general public use, and, if operators are allowed to use it in its present condition for logging purposes, it would not only be a bad thing for the road but would also cause interference with highway contractors' operations, with resultant increased cost to the state. He recommended that such logging operations on this section of the highway be not allowed until the road is completed and opened for general public use. The Commission approved the Engineer's recommendation by unanimous vote.

Chairman Cabell reported that he has been approached by Mr. Alfred Kelly, Chairman of the Resources Committee of the Portland Chamber of Commerce, in regard to the purchase by the state of a small timbered area adjacent to the Wolf Creek Highway. It seems that the Sunset Logging Company, which is the owner of the tract in question, plans to cut the timber right away; in fact, is now constructing high lines, etc., to facilitate the logging of the tract; also, that Mr. Kelly is apprehensive about the matter because he is of the opinion that the tract is desirable for state park purposes and

can be purchased for about $4000. It was the thought of the Commission that, if the tract is an outstanding one and if the State Park Superintendent will recommend it, it might be advisable to acquire it, otherwise to let the company proceed with its logging. After a discussion it was decided to have the Parks Superintendent and the Landscape Engineer inspect the area and make a recommendation to the Commission at its meeting on December 17.

The Attorney reported a request from the Corvallis Chamber of Commerce to install and maintain a neon sign on the bridge over Mary's River on the West Side Pacific Highway in Corvallis. The Commission denied the request as a matter of policy and ordered that the Corvallis Chamber of Commerce be so informed.

The Engineer requested authority to trade in fifteen worn-out, obsolete trucks as part purchase price for fifteen new trucks, at a total estimated cash outlay of $12,000. He said that the old trucks have either been wrecked, or worn beyond the point of economical reconditioning, which is the reason for making the request. The Commission approved the request by unanimous vote.

The Engineer reported the cost to purchase an additional stripe-painting machine as instructed by the Commission at its meeting held on November 18. He estimated that the stripe-painting equipment would cost $950 and the truck to operate the same an additional $1,000, or a total of $1,950, and recommended the expenditure in order to facilitate the painting of yellow stripes on the increased mileage of state highways. The Commission approved the purchase of this equipment by unanimous vote.

The Engineer requested authority to purchase an additional road roller for use in connection with the state paving plant operations, the estimated cost of the same being $3,000. He explained that each of the paving plant outfits is now equipped with a roller but during the last two seasons, because of roller break-downs, the operations of the paving crew have been held up and he would like to have an extra roller on hand for use in cases of emergency. The Commission approved the Engineer's request by unanimous vote.

In accordance with instructions from the Commission on November 18, the Engineer reported the estimates of cost to purchase one additional oiling outfit and to modernize one of the outfits that the highway department now owns. He said that the cost of an entirely new plant, including pressure oiler, tenders, retorts, boilers, trucks and spreaders, rollers, trailers, truck shovel, and power brooms would cost about $53,700 as compared to a cost of $17,800 to modernize one of the present outfits. He explained that the modernization of one of the present plants would consist of the purchase of six light hauling trucks and spreaders at an estimated cost of $6,000; three 1500-gallon semi-trailer tenders at $7,200; and two power broom tractors mounted, at $4,600. He gave as his thought that the changing over of one of the present outfits would prove satisfactory because the light trucks are more mobile and faster equipment than the slow, heavy equipment that is now being used and that the oiling work can be done more rapidly and at a cheaper cost with such equipment than with the heavy type. He recommended, therefore, the

modernization of one of the present outfits rather than the purchase of an entirely new one. After considerable discussion the Commission approved the recommendation by unanimous vote and authorized the Engineer to proceed in accordance therewith.

The Commission had under consideration a request from Mr. J. B. O'Mara, Roseburg, for the construction of two private road approaches from his property to the Pacific Highway just south of Roseburg, and the construction of a water pipe line across the highway at this place. The Attorney advised that Mr. O'Mara is making this request as a right of way consideration; that the original right of way was purchased by Douglas County in 1920 from a Mr. W. J. Kellaher and it was stipulated in the deed that Douglas County shall, when the highway is constructed on the right of way, provide a culvert or other suitable conduit across the road for the grantors' water pipe and shall grade approaches to the highway so the grantor may have easy access thereto from both sides. He further advised that the present owner, Mr. O'Mara, alleges that the approaches and the pipe line were never constructed and he now wants the State Highway Commission to do the work because the county has refused to do it. Division Engineer K. D. Lytle, who was present, stated that the deed from Mr. Kellaher to the county contained a provision for the approaches and the pipe line. He estimated that it would cost about $100 to build them. The State Highway Engineer recommended, in view of the circumstances and the low cost, that the state assume the responsibility for this work. The Commission approved the Engineer's recommendation by unanimous vote.

The Engineer reported that in conformance with authority previously granted him by the Commission he awarded the following contracts to contractors submitting the low bids therefor on November 5, the conditions of the awards having been satisfied:

John Day Rock Production Project on the John Day and John Day-Burns Highways, in Grant County. Furnish 4000 cubic yards crushed gravel in stock pile. Awarded on November 25, 1936, to Charles M. Leonard, the low bidder.

Gap Ranch-Silver Creek Section of the Central Oregon Highway, in Harney County. 2.33 miles of grading and 13.34 miles of gravel surfacing and road mix oil treatment. Awarded on November 28, 1936, to Warren Northwest, Inc., the low bidder.

Eagle Point-Crater Lake Section of the Crater Lake Highway, in Jackson County. Furnish 26,100 cubic yards crushed rock or crushed gravel in stock pile. Awarded on November 30, 1936, to A. S. Wallace, the low bidder.

The Commission confirmed the award of these contracts by unanimous vote.

The Commission reconsidered the matter of accepting the City of Portland Ordinance authorizing the State Highway Commission to erect signs

on city streets under certain restrictions, and particularly the report of the Traffic Engineer in regard thereto in which he advises that in his estimation the terms of the ordinance will not permit the State Highway Commission to sign the city without assuming liability for accidents that may occur on account of the signs. After a discussion the Commission referred this matter to the Attorney and the Traffic Engineer to draw up a form of ordinance covering the matter which would be satisfactory from the state's standpoint.

The Commission had under consideration the claim of Settergren Bros. in the amount of $324.05 for expense incurred by them in connection with the Slater damage claim arising out of their contract No. 1574 for the construction of a bridge over Mill Creek on North Capitol Street, in Salem. Mr. Slater claims that his house was severely damaged as a result of the use of powder in placing the piling for this bridge, and sued the contractor for $2000 for repairs because he was unable to effect a satisfactory settlement otherwise. The jury in the case returned a verdict in favor of the plaintiff in the amount of $324.05 including court costs, which the contractor is now asking the state to pay, because the Highway Department Engineer ordered the blasting work done. The Attorney advised that the statute, which authorizes the Commission to pay damage claims, limits the amount of such claims to $200; however, there is a possibility that the Attorney General would rule that the Highway Commission could pay more in this particular instance on account of the circumstances, it being a fact that the Commission's representatives at one time offered to settle with Mr. Slater for the sum of $450. It was his thought that the Commission should pay the full amount of Settergren Bros.' claim, if that could be done legally, and he suggested that a voucher in the full amount be presented to the Secretary of State with a letter explaining the circumstances in detail, his thought being that the Secretary of State might allow the claim as presented; but, if he felt he was not justified in doing so, then he could obtain an opinion from the Attorney General relative thereto and the amount of the claim could be reduced to the statutory limit later, if necessary. He said that he communicated this information to Settergren Bros., who indicated their willingness to settle on that basis. After some discussion the Commission approved the settlement with Settergren Bros. as suggested by the Attorney and instructed him to follow the matter through to its conclusion on that basis.

The Commission discussed briefly a proposed supplemental agreement with the United States of America pertaining to the P.W.A. bridges on the Oregon Coast Highway. Definite action in regard thereto was deferred by the Commission until its meeting which is scheduled to be held on December 17. The Attorney was instructed to send a copy of the agreement to each member of the Commission for study in the meantime.

The Engineer reported that he has been approached by representatives of the American National Red Cross relative to installing emergency first aid facilities in highway department automotive equipment, for rendering first aid to people who are involved in accidents on public roads of this state. This would require, he said, the designation by the American Red Cross of mobile first aid units consisting of one or more men from each crew especially

trained in Red Cross first aid work, to give emergency first aid care to victims of highway accidents as they may come upon them in the course of their regular duties. He further stated that the men would receive instruction from the American Red Cross on their own time so as not to interfere with their regular duties and that the installation would probably cost the State Highway Commission about $1200. He gave as his thought that this is a worthy proposition but hesitated to give his approval of the same because of the expense and complications involved. After some discussion the Commission instructed the Engineer to inform the Red Cross that the matter has had the attention of the Commission and has been taken under advisement.

A letter was presented from Mr. John Salvator, Commander, Rome Post No. 82, American Legion, Portland, requesting in behalf of one Joe Miliucci permission to use some state-owned property adjacent to Grand Avenue in Portland as a garden plot for his own private use. The Commission referred this matter to the Engineer for investigation and report at the December 17 meeting.

A resolution was presented from Klamath-Pomona Grange No. 34, Beatty, Oregon, Pearl Bradshaw, Secretary, in which the Commission was urged to allocate funds at an early date in conjunction with the Bureau of Public Roads to finance improvements on the Klamath Lake Secondary Highway in Klamath County, and to make every effort to secure an early allotment of W.P.A. funds so that the work may be started as quickly as possible. The Secretary was instructed to inform the Grange that the Commission regrets that it is financially unable to undertake the project at this time but will bear it in mind for consideration when arranging future highway construction programs.

The Commission considered and ordered filed a letter from L. M. Lepper, Portland, Director of the East Side Commercial Club, in behalf of a number of organizations in Central Oregon, urging early construction and completion of the Warm Springs Highway.

The Commission also considered a resolution from the City Council of Lakeside, Oregon, urging the completion of the Scottsburg-Reedsport Section of the Umpqua Highway, in Douglas County. The Secretary was instructed to inform the City Council that the Commission expects to give this project very careful consideration in the next allocation of state money but can make no definite promises or commitments thereto at the present time.

The Commission considered a letter from Mr. Dan Kellaher in behalf of the Federal Municipal Ownership League, Inc., Portland, in which the League requests the services of the State Highway Engineer in connection with its appearance before City Commissioner Bean, Portland, regarding Amiesite pavement. The Engineer advised that he dislikes very much to enter into controversies of this nature because he does not feel that it would do the State Highway Department any good; furthermore, he is very busy and does not have the time to give to the proposition, which, in his estimation, is more or less of a private matter. After some discussion the Commission referred the matter to the Engineer to handle as he sees fit.

A letter was presented from the Obsidians of Eugene in which the Commission is urged to keep the McKenzie Highway open and free from snow as

long as possible for the benefit of winter sports enthusiasts; and, when the upper portion of the road can no longer be kept open, that efforts be expended to keep the lower portion of the road open as far as the top of Dead Horse Grade. The Engineer advised that the State Highway Department does not have available sufficient equipment of the type necessary to keep this road open, and, if the Commission approved the request, it would be necessary to purchase an additional rotary snowplow, which is very expensive; otherwise, it would be necessary to transfer equipment from some other locality, which could not be done without seriously handicapping snow removal operations at those places. He recommended against the purchase of new equipment and the transfer of equipment and suggested that the Obsidians be informed that, because of the expense, the Highway Department cannot keep the road open as they desire but will do what it can with push-type snowplows. The Commission approved the Engineer's recommendation by unanimous vote.

A letter was presented from Ballou and Wright, wholesalers of automotive equipment, Portland, urging improvements to the Central Oregon Highway between Bend and Burns and declaring that it is of vital interest to the manufacturers and wholesalers of Portland that this road be kept in good condition. The Secretary was instructed to reply to the effect that the State Highway Commission realizes the importance of this road and intends to give it very careful consideration in the allocation of future highway funds; also to call attention to the fact that the Highway Commission is making some progress on the road now and eventually the entire section will be put in first class condition, but, due to limited funds, the entire project cannot be undertaken at one time.

The Commission had under consideration the following requests for extension of time in which to complete certain highway construction projects:

Myers & Goulter, contract No. 1778, for grading the Grade Creek-Storm Creek Section of the Santiam Highway, in Linn County, requested an extension of time of 30 days, from October 31 to November 30, 1936, in which to complete this project, giving as their reason for the delay that there was considerable cleaning up and burning to do that could not be done until some time in November after the fall rains set in, because of fire hazard. The Engineer advised that the grading on this project was practically all done within the time limit specified in the contract but that the contractor was caused to shut down all of his operations in October because of the Governor's orders which prohibited burning during the period of fire hazard. The only work that remains to be done, he said, is the burning of numerous piles of stumps and debris, which was not permitted until conditions were satisfactory. He recommended, in view of the circumstances, that the request be granted without penalty and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

S. S. Montague, contract No. 1820, for grading, surfacing and bituminous macadam on the north approach to the Coos Bay Bridge, on

the Oregon Coast Highway, in Coos County, requested an extension of time of 60 days, from July 31 to September 30, 1936, in which to complete this project. He said that repeated and extensive delays were encountered, particularly in the late spring, on account of unusually late rains which rendered operations wholly impracticable; also, that extensive slides occurred which had to be removed, requiring extra time. He said, further, that late rains made it inexpedient to construct the north end of the fill, as the fill buries the present highway, with no detours available, which made it necessary to handle a large volume of traffic over the fill during construction. The Engineer advised that the weather was very bad during the early part of the summer and it was practically impossible for Mr. Montague to carry on the work on his two contracts expeditiously. He also advised that engineering costs on the job will be somewhat increased; however, he did not believe that the contractor should be penalized on that account because of conditions. He recommended, in view of the circumstances, that the extension requested be granted without penalty, provided the oiling work required is completed by September 1. He submitted a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the recommendation by unanimous vote.

S. S. Montague, contract No. 1821, for grading and paving the south approach to the Coos Bay Bridge on the Oregon Coast Highway, in Coos County, requested an extension of time of 30 days, from July 31 to August 31, 1936, in which to complete this job. He said that the only portions of this contract that he anticipates will remain in an uncompleted state after July 31, the specified date of completion, are the fill under the bridge structure and the placement of top soil on slopes of fills, and in the park under the bridge. He also said that completion of the job was delayed in order to permit the newly laid sidewalks and curbs to properly set before they were used, and it was also delayed pending determination of the landscape design that was to be used under the bridge. The Engineer advised that the contractor encountered adverse weather conditions during the early part of the summer and it was impossible for him to make very good progress on this contract as well as on the contract for the north approach to the bridge. He recommended, in view of the circumstances, that the extension requested be granted without penalty notwithstanding the fact that the state has incurred some extra expense for engineering supervision. He presented a letter from the Bureau of Public Roads supporting such recommendation. The Commission approved the recommendation by unanimous vote.

Harold Blake, contract No. 1832, for the construction of the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway, in Klamath County, requested an extension of time, from September 30 to October 15, 1936, in which to complete this job. The Engineer advised that this project was prosecuted diligently and all contract items, except the cable guard fence, were completed in advance of the specified date for completion, and the road was opened for traffic on

September 11. He further advised that the contractor encountered difficulties in securing delivery of the structural grade lumber for use in the guard fence and as a result was unable to complete this particular part of the job within the specified time. He recommended, in view of the circumstances, that the extension requested be granted without penalty inasmuch as the state has suffered no loss on account of the delays and the traveling public has not been inconvenienced. He presented a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the recommendation by unanimous vote.

Oregon Contracting Company and Theodore Arenz, contract No. 1852, for regrading and paving the Columbia County Line-Portland Section of the Columbia River Highway, in Multnomah County, requested an extension of time from August 31 to September 30, 1936, in which to complete this job. They stated that the progress of their work was delayed by wet weather and a consequent difficult traffic condition during the months of May and June. Also, they allege that the work was delayed by right of way difficulties. The Engineer advised that the contractor was awarded this job on April 16 but was requested to withhold the starting of construction operations until certain right of way settlements had been completed. He further stated that the contractor commenced operations about the middle of May notwithstanding that all of the right of way matters had not been settled. He gave as his thought that the contractor is entitled to the extension requested, without penalty, and so recommended. He submitted a letter from the Bureau of Public Roads recommending that the extension be granted to November 17, 1936, instead of September 30, 1936. The Commission approved the extension to September 30 by unanimous vote and ordered that the matter of extending the time limit to November 17 be made the subject of a separate application.

Saxton & Looney and J. S. Risley, contract No. 1897, for resurfacing and the production of rock for the Klaskanine Summit-Jewell Section of the Nehalem Secondary Highway in Clatsop County, requested an extension of time from November 30, 1936, to June 1, 1937, in which to complete this project. They said that the surfacing work will be completed within the time limit specified in the contract, but they would like to postpone the production of the oil rock because they feel they could secure better results by not operating during the extremely stormy weather which they will encounter during the next two or three months. The Engineer advised that the macadam work required in this contract will be completed within the specified time limit. He also said that the contractor experienced some difficulty in dealing with the County Court of Clatsop County for rock from the Fishhawk Falls quarry, which is owned and operated by the county and was specified for this project; so it was necessary for them to find another source of materials, which has been done, although it will require a separate setup from the two plants which are now being operated for the macadam work. He gave as his thought that a better material will be secured if the contractor is permitted to produce the oil rock early in the spring when weather conditions

are favorable, rather than at the present time. He therefore recommended that the extension requested be granted without penalty inasmuch as the delay will not in any way affect traffic and the engineering work will not be any more expensive at the latter period than it would be at this time. The Commission approved the recommendation by unanimous vote.

Collins Radio Company, contract No. 1889, for furnishing and installing a state-wide radio and telephone network, requested an extension of time of 30 days, from December 2, 1936, to January 2, 1937, in which to complete this installation, giving the following reasons for such request: one day's delay at Astoria, caused by a change in plans requiring the use of a pole instead of a tree; 3 days' delay in Portland awaiting plans for the tower base; 2 days' delay in Eugene on account of a change of plans requiring the painting of poles; and 3 days' delay at Eugene because of inability to secure labor from the National Reemployment Service; 2 days' delay at Roseburg on account of change of location of towers; 5 days' delay at Coquille due to inability to secure labor, and 4 days' delay at Coquille placing ground wires in the city park; one day's delay at Baker painting poles, not specified in the contract; one day's delay at Pendleton painting poles, not specified; 3 days' delay at The Dalles due to change in location of tower; and 5 days' delay due to holidays, making a total of 30 days. The Engineer advised that the reasons given by the contractor for not completing the project within the specified time limit are correct. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote, subject to concurrence by the P.W.A. officials.

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. 1778 with Myers & Goulter, for grading the Grade Creek-Storm Creek Section of the Santiam Highway, in Linn County. Completed November 7, 1936.

Contract No. 1801 with E. H. Itschner & E. L. Rigdon, for grading the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway, in Lane County. Completed October 24, 1936.

Contract No. 1820 with S. S. Montague, for grading, surfacing and paving the North Approach to the Coos Bay Bridge on the Oregon Coast Highway, in Coos County. Completed September 30, 1936.

Contract No. 1832 with Harold Blake, for bituminous macadam surfacing on the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway, in Klamath County. Completed October 10, 1936.

Contract No. 1852 with Oregon Contracting Company and Theodore Arenz, for paving the Columbia County Line-Portland Section of the Columbia River Highway, in Multnomah County. Completed November 17, 1936.

Contract No. 1891 with McNutt Bros., for grading the Small Creek-Dolph Section of the Little Nestucca Secondary Highway, in Tillamook County. Completed July 31, 1936.

Contract No. 1901 with United Contracting Company for grade widening and paving the Independence Section of the Independence Secondary Highway, in Polk County. Completed November 2, 1936.

Contract No. 1903 with Mountain States Construction Company, for grading and paving the Ashland-Tolman Creek Section of the Pacific Highway, in Jackson County. Completed November 25, 1936.

Contract No. 1907 with the Coos Bay Dredging Company, for roadside improvement at the South Approach to the Coos Bay Bridge on the Oregon Coast Highway, in Coos County. Completed October 31, 1936.

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. 1778 with Myers & Goulter, for grading the Grade Creek-Storm Creek Section of the Santiam Highway, in Linn County. Completed November 7, 1936.

Contract No. 1801 with E. H. Itschner & E. L. Rigdon, for grading the Awbrey-Eugene Section of the Junction City-Eugene Secondary Highway, in Lane County. Completed October 24, 1936.

Contract No. 1820 with S. S. Montague, for grading, surfacing and paving the North Approach to the Coos Bay Bridge on the Oregon Coast Highway, in Coos County. Completed September 30, 1936.

Contract No. 1832 with Harold Blake, for bituminous macadam surfacing on the Klamath Falls-Midland Section of the Klamath Falls-Weed Highway, in Klamath County. Completed October 10, 1936.

Contract No. 1852 with Oregon Contracting Company and Theodore Arenz, for paving the Columbia County Line-Portland Section of the Columbia River Highway, in Multnomah County. Completed November 17, 1936.

Contract No. 1891 with McNutt Bros., for grading the Small Creek-Dolph Section of the Little Nestucca Secondary Highway, in Tillamook County. Completed July 31, 1936.

Contract No. 1901 with United Contracting Company, for grade widening and paving the Independence Section of the Independence Secondary Highway, in Polk County. Completed November 2, 1936.

Contract No. 1905 with Mountain States Construction Company, for grading and paving the Ashland-Tolman Creek Section of the Pacific Highway, in Jackson County. Completed November 25, 1936.

Contract No. 1907 with the Coos Bay Dredging Company, for roadside improvement at the South Approach to the Coos Bay Bridge on the Oregon Coast Highway, in Coos County. Completed October 31, 1936.

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 in connection with each is hereby authorized.

The meeting adjourned at 6:00 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 Oriental Room of the Osburn Hotel, Eugene, with the same members being present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

The Commission had under consideration the report of the Engineer on the special traffic count taken in the city of Salem as heretofore requested by the City Council, for use in connection with its plans for the installation of traffic signals. Entering into the discussion of the matter was Mr. John Beakey, Traffic Engineer of the State Highway Department. The Engineer's report, dated November 30, 1936, was read aloud and was discussed in considerable detail, special attention being given to the type and location of traffic signals that are to be installed. The Commission by unanimous vote approved and adopted the report as written, which includes a recommendation that traffic signals shall be of a type that meets with the approval of the National Conference on Street and Highway Safety and the American Association of State Highway Officials, and that the three-lens type (red, green, and yellow) be installed at the far right-hand corner at street intersections. The Engineer was authorized and instructed to communicate the Commission's action to the Mayor and Common Council of the City of Salem.

The Engineer requested additional instructions in regard to the making of special traffic surveys in Eugene, Klamath Falls, and Pendleton, as has been requested by the governing bodies of these cities. The Commission authorized him to proceed with these surveys and to render similar reports to the city councils in connection with each.

The Commission had under consideration the claim of Northwest Roads Company in the amount of $40,082.24, arising out of its contract No. 1625 with the Commission for the construction of Units A. C. and D of the Coos Bay Bridge on the Oregon Coast Highway, in Coos County. The Engineer explained each item briefly and pointed out that some of them are for increased quantities of contractual items, while others represent extra items not included in the contract. He further explained that he made a very careful study of all the items and eliminated those which he considered were not justified, leaving a balance of $8,549.46, which he considers legitimate. This balance, he said, represents payment for increased quantities of contractual items in the amount of $3,669.44, and extra items in the amount of $4,880.02. He also said that he had a conference with the officers of the Northwest Roads Company, who have indicated that they will accept payment of their claim on this basis. He recommended approval of the settlement by the Commission. After a lengthy discussion of this matter, during which each item was discussed in detail, the Commission approved by unanimous vote the settlement as outlined by the Engineer, subject to concurrence by the P.W.A., and ordered that the same be covered by appropriate agreement between the company and the state.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the state. He submitted a list of such properties together with prices that he recommended be paid for each. After careful consideration the Commission approved the Engineer's recommendation and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
Necanicum Junction - Oregon Coast Highway				
1430-Crown Willamette Paper Co.	Quarry Site	8.5	$1000 Lump Sum	DeSouza
Poison Creek Section - John Day-Burns Highway				
3916-Cronin, Chas.	Stock Pile	1.23	$30 Lump Sum	McCallister
Tiller-Trail Section - Tiller-Trail Highway				
2771-Dwinnell, Stanley W. (Correction)	R/W	3.40	$15 per a.	Parker
Sage Hen Hill-Hines Mills Section - Central Oregon Highway				
3917-Locher, Pauline	Stock Pile	1.94	$75 Lump Sum plus construction of fence	McCallister
Caves Junction - Oregon Caves Highway				
4013-Watkins, Bert-Maintenance	Quarters	1.00	$250 Lump Sum	DeSouza
City of Baker Section - Old Oregon Trail Highway				
3729-Baker City	Maintenance & Scale Site	73,750 Sq. Ft.	$300 Lump Sum	DeSouza
S. E. Grand Avenue-S. E. 17th Street - East Portland-Oregon City Highway				
2782-Inman-Poulsen Co. (Correction)	R/W	53,993 Sq.Ft.	50,706 Sq.Ft. at 31¢ per Sq.Ft. less credit of $2500 for property to be deeded to Inman-Poulsen Lumber Co. by State plus 3287 Sq.Ft. given in exchange for an equal amount of property with State plus $13,981.94	Gardiner
Alsea-South Fork - Alsea-Deadwood Highway				
3941-Alsea Community Park Association	R/W & Channel Change	0.694	$100 per a. plus $15.50	Gardiner
3836-First Nat'l Bank of Corvallis	R/W & Channel Change	0.721	$100 per a. plus $30.25	"
Z. L. Pearson	Gravel Pit & Hauling Road	0.28	Gratis	"
3832-Chapman, Roy	R/W	2.942	$100 per a. plus $25	"
Fossil-Kinzua Junction Section - John Day Highway				McCallister
3746-Westfall, A.C.	R/W	5.25	$100 per a. plus $513 plus construction of siphon	"
3745-Westfall, A.C.	"	2.43	$100 per a. plus $269	"
3747-Hartzell, Ira	"	6.96	$100 per a. plus $639 & reconstruction of ditches & construction of siphon	"
3763-Hartzell. Ira	"	1.31	$25 Lump Sum	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Fossil-Kinzua Junction Section - John Day Highway (continued)				
3743-Miller, J. A.	R/W	2.06	1.00 a. at $100 1.06 a. at $8.00 Lump Sum plus $192	McCallister
3759-Dukek, Jane	Talus Pit	4.30	$150 Lump Sum plus construction of fence if necessary	"
3749-Farleigh, Byrd	R/W	5.97	5.00 a. at $100 0.97 a. at $25 Lump Sum plus $975 and provide drain pipe and lay 3/4" water pipe	"
3761-Stephens, W. H.	Talus Pit	2.04	$50 per a.	"
3774-Stephens, W. H.	R/W	1.05	$100 per a. plus $60	"
3750-Stephens, W. H.	"	7.58	5.58 a. at $100 2.00 a. at $25 plus $870	"
3760-Wattenburg, Sydney	Quarry	5.35	$150 Lump Sum	"
3748-Van Horn, Wm. F.	R/W	3.83	$100 Lump Sum plus construction of fence	"
3762-Van Horn, Wm. F.	Talus Pit and Road Easement	0.64	$50 Lump Sum	"
4048-Loomis, Jos. M.	R/W	0.29	Land $15 plus $80	"
Powers Ranch-Powell Creek Section - Williams Highway				
3953--Hyde, L.W.	R/W	1.12	$200 per a. plus $68.50	Benson
3959-Loesch, Louis	"	0.97	$150 per a. plus $33.50	"
3925-Redsull, Josephine et al	Gravel Pit	5.00	$250 Lump Sum	"
3958-Trumbley, Clarence A.	R/W	2.16	$200 per a. plus $197	"
3954-Hyde, Fred R.	"	1.14	$200 per a. plus $80.50	"
3926-Trumbley, Clarence A.	Stock Pile	1.50	$100 per a. plus $7.50	"
3952-Weeden, Grover C. & O. S. Weeden	R/W	2.84	$150 per a. plus $374	"
3957-Davis, Will W.	"	0.22	$200 per a. plus $14.50	"
Murphy Bridge Section - Williams Highway				
3521-Ainsworth, M.M.	Drainage Easement	0.06	$25 Lump Sum	McCallister
Shedd-Halsey Section - Pacific Highway				
3812-First Nat'l Bank of Portland and Kern & Kibbe	Quarry	5.86	$1000 Lump Sum	Benson
Pumping Plant Hill Section -Old Oregon Trail Highway				
3862-Malheur County	R/W	0.47	Gratis	Wells
3861-Payette-Oregon Slope Irrigation Dist.	"	1.58	0.22 a. at $100 1.36 a. at gratis plus $37.50	"
3851-Payette-Oregon Slope Irrigation Dist.	"	0.30	$100 per a. plus $40	Wells
3858-Newton, Jesse	"	0.50	$80 per a. plus $40	"
3856-Cox, Mowatt	Gravel Pit	5.69	$20 per a.	"

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Pumping Plant Hill Section - Old Oregon Trail (continued)				
3860-Precht, Ella A.	R/W	0.30	$100 per a. plus $38	Wells
3857-Howard, John H.	"	1.05	$50 Lump Sum	"
3959-Masterton, Rob't A.	"	0.66	Land $5 plus $20	"
3855-Buckley, C. W.	"	0.21	$10 Lump Sum	"
Forest Boundary-Elgin Section - Weston-Elgin Highway				
4012-Gent, Bessie	R/W	1358 Sq.Ft.	at 10 ¢ per sq.ft.plus $16.35	Wells
Elgin Section - Weston-Elgin Highway				
3941-Mason, Edward T.	R/W	0.60	$25 Lump Sum	Wells
3935-Hallgarth, Arthur	"	3.24	Gratis	"
3934-Hill, William C.	"	0.46	Gratis	"
3969-Chandler, E. E.	"	1.85	Land Gratis plus $80	"
3945-Hallgarth, Goldie	"	0.02	Gratis	"
McCleod-Prospect Section - Crater Lake Highway				
3890-California-Oregon Power Company	Stock Pile	0.92	10-yr Lease $50 Lump	Benson
3891-California-Oregon Power Company	"	0.52	10-yr.Lease $50 Lump	"
3893-Tucker, Nion R.	"	2.26	$10 per a. plus $5.00	"
Catherine Creek Section - Medical Springs Highway				
3919-Cotner, Ben and W.H.Berry	R/W	0.04	Gratis	Wells
3920-Benson Bros.	"	4.09	$100 Lump Sum	"
3921-Hall, G. F.	"	1.96	$100 per a.	"
Tigard-Marion County Line - Tigard-Hubbard Highway				
4035-1-Carney, James P.	R/W	1.257	$250 per a. plus $183.68	McChesney
4035-2-Carney, James P.	"	1.015	$250 per a. plus $148.32	" "
4036-1-Ball, Elmer E.	"	1.494	$250 per a. plus $220.14	" "
4036-2-Ball, Elmer E.	"	0.771	$250 per a. plus $113.61	" "
Brookings Section - Oregon Coast Highway				
3790-7-Brookings Land & 3811 Townsite Company	R/W	4.11 plus 7280 Sq.Ft.	$500 Lump Sum	Parker
4027-Rice, Chas.	R/W Slope Easement	5440 Sq.Ft.	$1.00 Lump Sum	"
4027-Rice, Chas.	R/W	0.09	$1.00 Lump Sum	"
John Day-Canyon City Section - John Day-Canyon City Highway				
3915-Canyon Creek Placer Co.	Gravel Pit	3.79	$350 Lump Sum	McCallister
Neskowin-Otis Section - Oregon Coast Highway				
3593-Affolter, Victor	Stock Pile	0.48	3-yr. Lease $50 Lump	Collins

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Illahe-Miller Creek Section - Pacific Highway				
3770-Feller, Louise	R/W	4.23	$800 Lump Sum	McCallister
3771-Travelers Ins.Co. (Correction)	"	2.63	$100 per a. plus $158	"
McAllister Section - Little Butte Highway				
3963-Conley, Milo	R/W	11.03	Land Gratis plus $337.50	"
Condon-Fossil Section - John Day Highway				
3924-Shaffer, Adolph	Stock Pile	0.83	$30 Lump Sum	Weaver
S.E. 17th Ave.-S.E.Grand Ave. Section - East Portland-Oregon City Highway				
2964-Portland Terminal Investment Co.	R/W	1082 Sq.Ft.	$108.20 Lump Sum	McChesney
Roseburg Section - Pacific Highway				
3455-Roseburg, City of	R/W	3550 Sq.Ft.	$1.00 Lump Sum	Parker
Alsea-Deadwood Section - Alsea-Deadwood Highway				
3846-Wren, Bennie	R/W	3.952	$100 per a. plus $185.50	DeSouza
White Rock-Valley Falls Section - Fremont Highway				
3387-Nelson, Albert	R/W	0.14	$7.50 Lump Sum	Gardiner
Salem Undercrossing - Pacific Highway				
3228-Durnin, Peter F.	Drainage Easement	0.11	$225 Lump Sum	DeSouza
Dayton-Amity Section - Dayton-Amity Highway				
3333-Kiesling, Chas.	R/W	1345 Sq.Ft.	$0.015 per Sq.Ft. plus $54.82	Gardiner
Baker County - Old Oregon Trail Highway				
1723-Hosey, T. A.	R/W	4.05	$1350 Lump Sum	Parker

The Attorney reported that he has encountered difficulties in acquiring right of way that is needed in connection with the Fossil-Kinzua Junction Section of the John Day Highway across the property of one Johnnie Gertrude Rushing. He requested authority to condemn this property in the event that further negotiations reveal that to be necessary. The Commission approved the Attorney's request and by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, the State Highway Commission is by law authorized and directed to lay out, locate, designate, construct, improve, and maintain a system of state highways in the State of Oregon, and to acquire rights of way and to declare the necessity and need for the acquisition thereof, and the advantages to be gained thereby;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the State Highway Commission as follows:

1. That the State Highway Commission does hereby find and declare that it is necessary and will be of advantage to the State of Oregon and there is need that the State acquire for right of way purposes in connection with the permanent location, construction, improvement, and maintenance of the following section or sections of the state highway system of the State of Oregon, to wit:

Fossil-Kinzua Junction Section of the John Day Highway

land and property owned by or in possession of the following parties and/or persons, to wit:

Johnnie Gertrude Rushing

as their respective interests may appear, and this Commission does hereby declare further that the said property or properties are necessary, are needful, and the acquisition thereof will be of advantage to the State of Oregon for right of way purposes in order to make it possible for the State Highway Commission to properly locate, construct, and maintain said portion or portions of the said state highway system in accordance with standards adopted by this Commission relative to curvature, grades, alignment, drainage, and factors of safety.

2. That the State Highway Engineer be and he hereby is instructed and directed to properly survey the parcel or parcels of land required for such right of way purposes and prepare proper and adequate descriptions thereof, which descriptions shall be employed in the preparation of a deed or deeds or other instrument or instruments necessary to complete the acquisition of the said property or properties or which descriptions may be used in the preparation of a complaint in the event that condemnation proceedings are necessary.

3. That the boundaries of the said parcel or parcels of land, as defined and determined by the said survey made by the said Highway Engineer, along the route or location adopted by the Highway Commission, shall be and the same hereby are adopted and the lands defined therein are hereby declared to be and the same are included within the rights of way of the said portion or portions of the said state highway system and hereby are declared to be necessary for the proper location, improvement, construction, and maintenance of the said portion or portions of the state highway system.

4. That I. H. Van Winkle, Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested, authorized, and directed to attempt to agree with the owner or owners and/or with the tenants or persons in possession, if there be any, of said parcel or parcels of land with respect to the compensation to be paid for the taking of the same and the damage, if there by any, and in the event that no satisfactory agreement or agreements can be reached, then it is hereby further resolved that the Attorney General

of the State of Oregon, and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they hereby are requested to commence and prosecute to a final determination such suit or action, or suits or actions, as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

5. That this resolution be entered in full in the minutes and records of this Commission.

The Assistant Attorney brought up for discussion the matter of the Commission's petition for the vacation of a part of First Avenue, Altamont Acres, in Klamath Falls, which is needed in connection with the enlargement of the Highway Department's shop site at that place. He said that there is a possibility that one of the property owners affected by this street vacation will object thereto, which will delay the vacation proceedings at least 30 days; but he believed that, if the Commission would agree to oil the roadway in front of this man's property, he might be induced to refrain from filing his objection. He requested authority from the Commission to make such offer to the property owner if that appears necessary when the matter is being considered by the County Court. The Engineer advised that it would cost about $90 to do such oiling work. After a discussion the Commission approved of doing the oiling work if that is absolutely necessary, which reverses the action taken on November 18, 1936.

The Assistant Attorney also brought up for discussion the matter of revising the alignment of the Oregon Coast Highway through the town of Brookings. He said that the people of Brookings are very anxious for the highway to be reconstructed and have offered to furnish an 80-foot right of way through the town, free of cost to the state, for such revision if the state will pay the cost of removing certain buildings from such right of way. The Commission deferred action on this matter until its next meeting on December 17. The Engineer was instructed to bring to such meeting his reconnaissance survey report on this proposed change so as to enable the Commission to determine definitely what to tell the people of this town.

The Attorney requested instructions in regard to a certain building owned by the State Highway Commission in the town of Enterprise. He said that the Commission acquired this building as a right of way consideration although there is now some question as to title; also, that at one time the Commission authorized the renting of the building to the Enterprise School District for housing school children from rural districts, but the offer was not accepted, hence the building is now standing unoccupied and the insurance covering the building is accordingly not in effect. He suggested that it would be advisable to rent the building if possible and to insure it so that it would not be a total loss in the event that it is destroyed by fire. The Commission approved the suggestion by unanimous vote and instructed the Attorney to take care of the matter.

The Attorney presented the question of the maintenance of concrete walls, which are to be constructed on the right of way that was acquired from

School District No. 4 for the revised Pacific Highway through the city of Roseburg. After consideration, the Commission decided that it would be satisfactory for the Department to assume the responsibility for the maintenance of the walls for a period of 20 years, covering defects in workmanship and materials.

The Engineer brought up for discussion the question of cooperating with the city of Marshfield in the construction of a dredge fill along the Oregon Coast Highway at the south city limits. He said that investigation reveals that the city, in cooperation with the port of Coos Bay and the County Court, proposes to fill in a certain area at this location and that about 18,000 or 20,000 cubic yards of material will be placed on the proposed highway right of way, which will be of considerable benefit to the state in reconstructing the Oregon Coast Highway at this point. He estimated the value of the fill on this right of way at about $6000 and gave as his thought that the state should cooperate in the cost of the work because of the savings that will accrue. He requested instructions as to what to tell the sponsors of the project. The Commission decided to take advantage of the dredging operations and instructed the Engineer to so inform those who are arranging for the work. He was also authorized by the Commission to proceed with the taking of options for right of way as may be necessary for the proposed highway revision. Division Engineer Lytle was instructed to prepare the right of way descriptions and forward them to the right of way department at once.

The Engineer brought up for discussion the matter of installing signals at certain strategic points on the East Portland-Oregon City Highway as a warning to motorists to be on the lookout for school children and other pedestrians who are obliged to cross this road. He recommended that continuously flashing signals be installed at the following intersections: Tacoma Street in Portland; Monroe Street in Milwaukie; Oak Avenue in Oak Grove; Concord Avenue, and at the River Road intersection in Gladstone. He explained that it would be his idea to have the lights equipped with lenses of two colors, yellow lenses facing the highway traffic and red lenses facing side road traffic. He estimated that such installation would cost approximately $1000. He further advised that there is considerable agitation for actuated time signals at some of these intersections but it is his belief that, if it is necessary to go to the expense of automatic signals, it would be advisable to use the traffic-actuated type, with a push button control for pedestrians, which type of signals, he said, would cost approximately $2000 per intersection. He gave as his thought that it would be advisable to try out the cheaper installation first and if it does not prove satisfactory, then to give further consideration to the installing of the more expensive type, although he did recommend that one manually-operated signal be installed at the Concord intersection as an experiment, the same to be operated by the school-boy patrol at such times as school children are obliged to cross the highway, and to be locked up during other periods. After a lengthy discussion of this matter and in view of the fact that there is apparent need that something be done soon to safeguard school children and other pedestrians who have to cross this four-lane highway, the Commission decided to try out the signal installations and accordingly authorized the Engineer to proceed with the installation of the same as he recommended.

In a discussion of this matter the Commission also considered the advisability of constructing what are known as safety islands between opposing lines of traffic. The Commission authorized the Engineer to construct one of such islands at the Tacoma Street intersection in Portland, as an experiment. The Traffic Engineer was instructed to prepare a design for such island.

Consideration was given by the Commission to the selection of its 1938 Regular Federal Aid program. The Engineer submitted for the Commission's consideration a list of desirable projects from which the Commission tentatively selected a sufficient number of projects to provide a partial program for 25 per cent of such funds. Definite action on this matter was deferred by the Commission until its meeting when all commissioners will be present; however, the Commission authorized the Engineer to proceed with the preparation of plans for the following grade separation projects: (1) separation of the Coos River Secondary Highway and the Southern Pacific Railroad in the Bunker Hill District just south of Marshfield; (2) separation of The Dalles-California Highway and the Southern Pacific Railroad in Klamath Falls; (5) Southern Pacific grade separation and Tualatin River Bridge project on the Beaverton-Aurora Secondary Highway, in Washington County.

The Commission considered and signed a warranty deed conveying unto the United States of America two parcels of land, 11.03 acres and 8.29 acres, respectively, situated in Government Lot No. 2 of Section 22, T. 2 N., R. 7 E., W. M., Multnomah County, representing the conveyance of the portion of the property acquired under the Gudhart condemnation proceedings involving the relocation of the Columbia River Highway in the vicinity of Bonneville. Consideration involved is $15,146.90 and the conveyance is in accordance with previous agreement with the United States Forest Service.

There being no further business to come before the Commission at this time, the meeting was adjourned at 11:00 o'clock p. m.

R. H. Baldock
State Highway Engineer

Henry F. Cabell
Chairman

A. L. Peairs
Secretary

F. L. Dowell
Commissioner

Portland, Oregon, December 16, 1936

The State Highway Commission met in special session at 9:00 o'clock p. m. in room 204, Benson Hotel. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission discussed informally matters pertaining to the allocation of a portion of the state highway revenues to cities as has been proposed by the League of Oregon Cities. After a lengthy discussion the Commission decided that it would be advisable to confer with the officials of the League of Oregon Cities before making any statements in regard thereto. The Engineer was accordingly instructed to arrange for a conference with such officials on Thursday, January 7, 1937, in Portland.

The Commission also at this time set Thursday, January 21, 1937, as the date for its next regular meeting for the receiving of bids for highway construction projects.

Mr. Harold B. Say, Director of the Travel and Information Department, reported briefly on the activities of his department during the year 1936 and the proposed program for 1937 as recommended by the Advisory Committee on Travel Promotion. The Commission deferred action on this matter until the following day when members of the Advisory Committee are to be present.

The Engineer presented a budget for primary and secondary highway maintenance and minor betterments which provides the following amounts:

Class of Work	Primary Highways	Secondary Highways
Section Maintenance	$ 1,238,395	
Extra Gang Maintenance	1,011,605	
Special Maintenance	350,000	
Minor Betterments	200,000	
Maintenance, Betterments, etc.		$ 600,000

The Commission by unanimous vote approved the budgets as submitted by the Engineer.

The State Parks Superintendent was present and reported on the following park matters:

(1) Sale of burned timber in Cape Arago State Park, Coos County. He reported two offers of $750 each for the purchase of this timber, most of which he said is second growth, one being that of H. M. Counts, Charleston, and the

other that of the Spruce Veneer Products Company of North Bend. He said that the removal of this timber from the park would not hurt the park in any way and he recommended the acceptance of the offer of Mr. Counts, his bid having been the first one received. The Commission approved the recommendation by unanimous vote.

(2) 57-acre addition to Silver Creek Falls State Park in Marion County. He advised that the Commission previously authorized him to secure options to purchase this property but the owners, Messrs. Fred Volz and James C. Hamill, refuse to set prices. He requested, in view of the circumstances, authority to acquire the property by condemnation. The Commission granted the request, subject to the condition that the Commission need not complete the purchase of the properties if the prices set by the jury are considered exorbitant. The following resolution in regard thereto was adopted by the Commission by unanimous vote:

WHEREAS, by the terms and provisions of Chapter 201, General Laws of Oregon, 1925, and other laws of the State of Oregon, the State Highway Commission is authorized and empowered to acquire land or ground necessary for the development, maintenance, and operation of parks, parking places, automobile camps, camp sites, public squares, recreation grounds or resorts and land for the preservation of trees or timber growing thereon; and

WHEREAS, in the judgment and opinion of the State Highway Commission it will be for the convenience of and is for the best interest of the general public that there be acquired for public purposes, to-wit: for the purpose of developing and maintaining a park, parking place, automobile camp, recreation ground and/or resort, and for the purpose of making it possible for the Highway Commission to preserve the timber growing thereon, the following described parcels of land, to-wit:

Fred Volz and Kittie Volz

All of Blocks 12 to 33, inclusive, of Silver Falls City as surveyed, platted, and recorded in the office of the County Clerk of the County of Marion, State of Oregon, excepting therefrom Lots 6 to 11, inclusive, of Block 21 and excepting Lot 16 of Block 24 of said plat; being in Section 14, Township 8 South, Range 1 East, W.M., Marion County, Oregon.

James C. Hamill and Mary C. Hamill

All of Lots 6 to 11, inclusive, of Block 21 and Lot 16 of Block 24 of Silver Falls City as surveyed, platted, and recorded in the office of the County Clerk of the County of Marion, State of Oregon, being in Section 14, Township 8 South, Range 1 East, W.M., Marion County, Oregon.

and

WHEREAS, in the opinion and judgment of the State Highway Commission it is necessary that title to the said parcels of land be procured for the purposes herein stated;

NOW, THEREFORE, BE IT RESOLVED that the said parcels or tracts of land be and the same hereby are declared by this resolution to be necessary for the purposes herein stated; and

BE IT FURTHER RESOLVED that title to the said parcels or tracts of land be acquired by the State of Oregon for the purposes herein stated.

BE IT FURTHER RESOLVED that the best interests and convenience of the general public require that title to the said tracts of land be acquired for the purpose of developing and maintaining the same for park, parking place, automobile camp, recreation grounds and resort purposes, and for the purpose of preserving the timber growing thereon and making the said parcels or tracts of land generally available for the use and enjoyment of the general public.

BE IT FURTHER RESOLVED that an effort be made to agree with the owner or owners of the said parcels or tracts of land upon the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached it is further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the State Highway Commission, be and they are hereby requested to negotiate with the said owners for the purchase and acquisition of the said parcels or tracts of land, and in the event that they are unable to reach a satisfactory agreement with the owners of said parcels of land they are hereby requested and instructed to commence and prosecute to a final determination such actions, suits, or proceedings as may be necessary and appropriate to acquire title in and to the said parcels or tracts of land and all rights therein for the purposes herein stated.

(3) Recreational area fronting on the Rogue River in Jackson County. He requested authority to secure options on this tract which contains 120 acres of land, has a 3/4 mile frontage on the Rogue River, and joins the present state park at this location. The Commission granted the request by unanimous vote.

(4) Parking area at the outlet to Devils Lake in Lincoln County. He said that he inspected this property and is of the opinion that it would cost at least $5,000 to improve it so that it could be used for purposes for which the State Highway Commission intends it; and a first class improvement would cost about $15,000. He gave as his thought that the State is not justified in spending such a large sum for the improvement of this property and recommended that the offer of the owner, Mr. C. E. Hostetler, to sell the property for $2,200, be declined. The Commission approved the recommendation by unanimous vote.

(5) Timber strips along the Salmon River Highway. The Parks Superintendent reported an offer from the James Churchill Estate to sell wayside timber to the State at the rate of $2.50 per thousand. The Commission declined the offer and ordered that the company be informed that the State is not financially able to purchase any more timber along this highway at the present time. In this connection the Secretary presented a letter from Mr. Ed. W. Miller, Manager of the Oregon Coast Highway Association, urging the Commission to secure options for the purchase of additional timber owned by the Schroeder interests with a view of exchanging such timber for timber owned by the Miami Corporation adjacent to this highway. The Commission ordered the communication filed.

(6) Proposed park adjacent to the Wolf Creek Highway, in Washington County. The Parks Superintendent advised that he inspected this property in company with the Landscape Engineer in accordance with previous instructions from the Commission and found that this property lies south of the highway and that it contains about 2,000,000 feet of timber consisting of red fir for which the Sunset Timber Company wants the sum of $2.00 per thousand; and a 40-foot waterfalls on the South Fork of Wolf Creek which is in a deep canyon and inaccessible without considerable expensive development work. He further stated that, if the Commission acquires this 40-acre tract, it would also be necessary to acquire a similar wooded area containing 80 acres on the north side of the highway in order to round out the park. He estimated that the acquisition of the entire area would require an outlay of about $10,000. He suggested that this amount could be spent to much better advantage by acquiring cut-over timber lands adjacent to state highways which could be allowed to grow up into new forests and in years to come would be equally as beautiful as the present day forests. He pointed out that cut-over lands can be acquired for from $5 to $10 per acre and, at $5 an acre, strips 33 miles long could be purchased for the $10,000 that it would cost to acquire the timbered area under consideration. He suggested that the offer of the Sunset Timber Company be declined and that he be authorized to acquire cut-over wayside strips in lieu thereof. The Commission approved the suggestion by unanimous vote.

(7) Purchase of land between the Oregon Coast Highway and the Pacific Ocean south of Newport. The Parks Engineer requested authority to take options to purchase vacant wayside strips along the west side of the Oregon Coast Highway between Newport and Gold Beach, same to extend from the highway to the Pacific Ocean, so as to preserve these areas for general public enjoyment, and an unrestricted view of the ocean from the highway at all points possible. The Commission granted the request by unanimous vote.

(8) Overnight camping privileges in state parks. The Parks Engineer advised that he has received inquiries from the Reedsport Chamber of Commerce and camp site owners along the Crater Lake Highway as to whether or not the State Highway Commission intends to grant overnight camping privileges in state parks. It appears that these people are fearful that, if the State permits overnight camping, it will react adversely because it would be entering into competition with private camps. He pointed out that it is contrary to the Commission's present policy to allow overnight camping and recommended that the

present policy be continued. The Commission approved the recommendation by unanimous vote and instructed the Parks Superintendent to inform the Chamber of Commerce and others that the Commission has no plans with respect to changing this policy in the near future.

(9) Nelson concession at Silver Creek Falls State Park. The Parks Superintendent advised that Mrs. Nancy A. Nelson, who has a concession to operate in this park for a period of six months at $20 per month, has requested the cancellation of her concession notwithstanding that it still has about four months to run. He recommended the granting of the request in view of the fact that park patronage has dropped off considerably since the middle of September making the concession unprofitable. The Commission approved the recommendation by unanimous vote.

(10) Purchase of public lands under lease from the Federal Government, on rental basis, as recreational sites. The Parks Superintendent said that the State has withdrawn 1,538 acres under the recreational act for which it is paying an annual rental of $897.72 whereas the properties could be purchased outright at a cost of $20,063.28. He suggested that he be authorized to continue his efforts to secure congressional legislation that would make it possible for the State to acquire ownership to these properties without cost and that in the meantime the regular annual rentals be continued until it is known definitely whether or not his efforts are to be successful. After discussion the Commission approved the recommendation by unanimous vote and authorized him to confer with the Oregon delegates in Congress relative thereto.

Reconsideration was given by the Commission to the matter of safeguarding school children and other pedestrian traffic which crosses the East Portland-Oregon City Highway at various points between Oregon City and Milwaukie. In this connection the Engineer read a summary of replies that he has received from other state highway departments relative to their experience in handling this problem. In practically all of the cases the highway departments advise that they do not believe that pedestrian overcrossings or undercrossings prove satisfactory unless they are properly policed, inasmuch as experience indicates that pedestrians will not use the facilities unless they are forced to do so. Some of the states have solved the problem by using light signals and appropriate signs. Others, in the case of school children, handle the matter by using school boy patrols. The Engineer suggested the installation of actuated light signals at certain intersections and the flasher type of light signals at certain other locations. After a lengthy discussion the Commission referred the matter to the State Highway Engineer and the Traffic Engineer to work out a satisfactory solution of the problem.

The Engineer requested authority to acquire certain parcels of real property that are needed for various highway improvements throughout the State. He submitted a list of such properties together with prices that he recommended be paid for each. After a careful study the Commission approved the request and by unanimous vote adopted the following resolution in regard thereto:

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

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been 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 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
McCallister Section, Little Butte Highway				
3962-Erickson, E. W.	R/W	6.21	$100 Lump Sum	Benson
3961-Terrill, Dalton	"	6.83	$150 " "	"
White Rock-Valley Falls Section, Fremont Highway				
3391-State Land Board	R/W	4.63	at $10 per ac.	Gardiner
Elgin Section, Weston-Elgin Highway				
3950-Keen, W. I.	R/W	0.03	$12.50 Lump Sum	Wells
-Masterson, Rob't A.	"	0.38	$10.00 " "	"
3947-Desilet, May White	"	0.23	$10.00 " "	"
3948-McIntyre, Lucy A.	"	3.54	at $40.00 per ac. plus $409.00	"
3951-Keen, Flora M.	"	0.30	$50.00 Lump Sum	"
3949-Keen, Flora M.	"	0.25	Land $50 plus $10	"
3943-Grand Ronde Meat Co.	"	0.71	Land $25 plus $45	"
Tigard-Marion County Line, Tigard-Hubbard Highway				
3631-Hogue, Fred E.	R/W	0.294	at $1500 per ac.	Bentley
4032-Ball, Nancy A. Est.	"	1.137	at $250 per ac. plus $25.00	McChesney
-Varns, Frank S.	"	1.91	at $200 per ac.	"
-Varns, Frank S.	"	0.96	at $200 per ac.	"

continued -

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Tigard-Marion County Line, Tigard-Hubbard Highway - continued				
4094-McConnell, Ada O.	R/W	1.078	at $250 per ac. plus $40.00	McChesney
3633-Sweeney, James H.	"	0.637	$1000 Lump Sum	"
-Harrison, John D.	"	0.38	at $250 per ac. plus $14.00	"
4078-Porter, Geo. M.	"	1.67	at $200 per ac. plus $166.00	"
Town of Condon, John Day Highway				
4077-Portwood, Nora	Maint Hdqrts	9 Lots & part of 1 Lot	$275 Lump Sum	Benson
Alsea-South Fork, Alsea-Deadwood Highway				
3834-Malone, Wm. H.	R/W	1.715	Land gratis plus $5.00	Gardiner
Burns-Poison Creek Section, Central Oregon Highway				
4028-Fry, Geo.	Easement for hauling Road	0.82	$50 Lump Sum plus construction of cattle guards	McCallister
3914-Triska, Frank	Gravel Pit & hauling road	2.92	Land $250 plus $5 and moving fence	"
Gales-Lime Section, Old Oregon Trail Highway				
4020-Langley, Geo. M.	Quarry	3.38	at $60 per ac.	Wells
Dayton Section, Dayton-Amity Highway				
3334-Ames, O. K.	R/W	4035 Sq.Ft.	at 1½ cents per Sq. Ft. plus $33.00	Gardiner
Forest Creek-Paisley Section, Fremont Highway				
3912-Withers, C. W. Est.	R/W	1.02	at $50 per ac. plus $256 and cattle guard	McCallister
3909-Currier, Wm. Manley	"	0.33	$50 Lump Sum	"
Bend-Crescent Section, The Dalles-California Highway				
-Brooks-Scanlon Lbr.Co.	Stock pile	0.92	$50 Lump Sum	Gardiner
Branson Creek-Ochoco Junction Section, John Day Highway				
2625-Humphreys Rhys, Est. (Correction)	Stock pile	0.52	10 Yr. Lease $46.25 Lump Sum	Benson
Unity Section, John Day Highway				
3057-Elms, Sidney	Snow Fence		1 Year Lease $10 Lump Sum	Williams

Section, Hwy., and Owner	Purpose	Acres	Approximate Amounts	Agent
Clackamas County, Mt. Hood Highway				
U. S. Government	Park	120.00	Annual Rental $75.60	Boardman
Lane County, Siuslaw Highway				
U. S. Government	Park	206.00	Annual Rental $220.20	Boardman
Douglas County, Umpqua Highway				
U. S. Government	Park	200.00	Annual Rental $187.25	Boardman
Marion County, Silver Creek Falls Park				
U. S. Government	Park	200.00	Annual Rental $35.00	Boardman
Jackson County, Crater Lake Highway				
U. S. Government	Park	320.00	Annual Rental $166.98	Boardman
Bonneville Section, Upper Columbia River Highway				
3913-Montague, Ellen B.	R/W	1.57	$3000.00 Lump Sum	Gardiner
North Roseburg Section, Pacific Highway				
3493-Brown, Elizabeth D. (Revised settlement)	R/W	2 Lots or 12,000 Sq.Ft.	at $300 per lot	DeSouza
Toledo-Olalla Creek Section, Corvallis-Newport Highway				
3960-Wagner, Roy	R/W	1.05	at $139.05 per ac. plus $4.00	DeSouza
Newberg-Middleton Section, West Side Pacific Highway				
4039-Clark, Willis P.	Borrow Pit	1.25	$525.00 Lump Sum	Parker
4039-Clark, Willis P.	R/W	0.23	at $340.00 per ac. plus $46.50	"
Tolman Creek-Siskiyou Section, Pacific Highway				
3964-Talent Irrigation District	Gravel Pit	4.16ac.	at 3 cents per Cu. Yd. 3 Year Lease	DeSouza
Rocky Point Section, Lower Columbia River Highway				
3180-Biddle, Spencer	R/W	0.12	$25.00 Lump Sum	Gardiner
Fossil-Kinzua Section, John Day Highway				
3744-Rushing, Johnie G.	R/W	2.54	$535 Lump Sum	DeSouza
Condon-Fossil Section, John Day Highway				
3923-Smith, C. M.	Quarry	2.95	$150 Lump Sum plus $68.00	DeSouza
Columbia County Line-Linnton Section, Columbia River Highway				
612-Knight, F. L.	R/W	2.62	(Survey is to be made to determine amount of land taken and gravel land is to be paid for at rate of $200 per ac. and land where no gravel is located at rate of $50 per acre.)	DeSouza

The Attorney reported that in connection with negotiations for right of way for the East Portland-Oregon City Highway an option was secured at a price of $2,000 for Lot 2, Block 2 of Holgate Addition to Portland and that the State Highway Commission approved the purchase of the property at that price, it being needed for conveyance to the Southern Pacific Company in connection with negotiations relative to the protection of its so called "K" line. It now develops that there are three owners of the property, one of whom is insane, and that the bill for partition of the property has been filed in the Circuit Court of Multnomah County and the property has been ordered sold on December 21. He requested authority in view of the circumstances to be present at this sale and to bid the property in, in behalf of the State, for $2,000, if possible, or for $2,250 if necessary, rather than to allow the property to get into the hands of a third person which would necessitate condemning it at a later date. After discussion the Commission approved the request by unanimous vote.

The Commission adjourned at 12:00 o'clock midnight to reconvene on the following morning in the Auditorium of the Public Service Building.

Portland, Oregon, December 17, 1936

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

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

MEDICAL SPRINGS SECONDARY HIGHWAY
MILES BRIDGE SECTION - GRADING AND SURFACING
BRIDGE OVER POWDER RIVER

W. C. White	$ 12,087.50
Tom Lillebo	13,585.00
C. J. Montag & Son	14,780.00

EMPIRE-MARSHFIELD SECONDARY HIGHWAY
EMPIRE-MARSHFIELD SECTION - RESURFACING, OIL MAT TREATMENT

Babler Bros.	$ 20,998.00
Warren Northwest, Inc.	22,098.00
Oregon Contracting Co.	22,488.00

CENTRAL OREGON AND JOHN DAY-BURNS HIGHWAYS
BURNS ROCK PRODUCTION PROJECT

W. C. White	$10,480.00
Altree & Sanford	12,032.00
Hart Construction Co.	12,820.00

FREMONT HIGHWAY
CHALK CLIFF-PAISLEY SECTION
GRADING, GRAVEL SURFACING, ROAD MIX OIL SURFACING

Itschner & Rigdon	$77,549.60
Fisher Bros.	81,345.00
Babler Bros.	86,739.00
Harold Blake	90,405.50
Warren Northwest, Inc.	91,311.00
McNutt Bros.	94,186.00
Consolidated Highway Co., Inc.	99,393.74
F. C. Dillard	109,533.00

LAKEVIEW-BURNS AND FREMONT HIGHWAYS
VALLEY FALLS-CINDER BUTTE ROCK PRODUCTION PROJECT

Medford Concrete Construction Co.	$60,060.00
Fisher Bros.	67,470.00
Joslin & McAllister	69,260.00
Itschner & Rigdon	69,340.00
A. Milne	72,150.00
Babler Bros.	72,635.00
Dunn & Baker	72,900.00
R. L. Houck	78,000.00
Consolidated Highway Co., Inc.	86,970.00
McNutt Bros.	92,175.00

OREGON COAST HIGHWAY
BRIDGE OVER NECARNEY CREEK - 5 MILES NORTHWEST OF NEHALEM

E. F. & W. F. Philpott	$83,205.00
Mountain States Construction Co.	87,325.00
Joplin & Eldon	91,470.00
Kern & Kibbe	92,650.00
Tom Lillebo	92,880.00
Hoffman Construction Co.	94,640.00
Dolan Construction Co. & Curtis Gardner	96,040.00
C. J. Montag & Son	96,050.00
Ralph A. Bell	100,970.00
Gilpin Construction Co.	103,720.00

JOHN DAY HIGHWAY
FOSSIL-KINZUA JUNCTION SECTION
GRADING, OIL MAT TREATMENT - CRUSHED ROCK IN STOCK PILE

Fisher Bros.	$69,624.50
R. L. Houck	72,275.00
James Crick	77,849.00
Itschner & Rigdon	79,539.00
Joplin & Eldon	81,912.00
Jacobsen-Jensen Co.	82,000.00
E. L. Gates	82,601.00
McNutt Bros.	83,412.50
Coos Bay Construction Co.	83,799.00
Diesel Oil Sales Co.	84,197.50
Consolidated Highway Co., Inc.	85,192.00
F. J. Kernan	86,213.00
Wren & Greenough	86,951.50
Oregon Contracting Co.	89,240.00
J. A. Lyons	89,912.00
Giant Construction Co.	90,653.00
Parker-Schram Co.	92,500.00
F. C. Dillard	93,607.50
Chas. H. Leonard	94,430.00
Newport Construction Co. & Kern & Kibbe	106,128.50

WEST SIDE PACIFIC HIGHWAY
REX HILL-NEWBERG SECTION - GRADING AND PAVING

	Using Oil	Using Tar
Mountain States Construction Co.	$83,445.00	$ - - - -
Oregon Contracting Co.	- - - -	85,432.00
Harold Blake	- - - -	92,523.50
Jacobsen-Jensen Co.	92,983.60	92,955.60
Edlefsen-Weygandt Co.	- - - -	93,671.50
Warren Northwest, Inc.	- - - -	94,613.00
Parker-Schram Co.	95,670.00	- - - -
The United Contracting Co.	97,601.50	- - - -
Kern & Kibbe	101,831.00	101,761.00

Chairman Cabell announced that the award of contracts would be made at 2:00 o'clock p. m. in the same room.

The Commission discussed matters pertaining to the Marshfield-Bunker Hill Project on the Oregon Coast Highway in Coos County and particularly right of way matters in connection therewith. The Commission tentatively agreed upon certain prices that it would pay for such right of way but deferred definite decision in regard thereto pending a conference with certain city officials who are to be present later in the session.

A delegation from Hood River County, representing the County Wide

Committee, was present and asked the Commission for continuance of the improvement of the Hood River Secondary Highway northerly from the section completed in 1936. The delegation consisted of J. R. McIsaac, Chairman; E. O. Blanchard, President, First National Bank, Hood River; Forrest Moe, County Commissioner; Rory Collins, Dee, representing Hood River Grange; and C. M. Hurlburt, County Engineer. They expressed their preference for the resurfacing and oiling of the the present road rather than the grading of the proposed Tucker Hill revision and also expressed their preference for this project over other secondary highway projects in Hood River County.

Chairman Cabell advised that the Commission does not yet know how much money it is to have in 1937 and will not be in a position to arrange a definite program until adjournment of the 1937 Legislature and until the rules and regulations that are to govern the expenditure of federal funds are received. He assured the delegation that the Commission will bear its project in mind and will give it due consideration in arranging the 1937 program.

Mr. Moe reiterated that the County would rather have the State spend its money for resurfacing and oiling the present road north from the end of the 1936 construction rather than for regrading the Tucker Hill Section although they would like to have eliminated a certain 20° curve on the Tucker Hill grade. He said that the elimination of this curve will require right of way across some county-owned property but the County will donate its land for such purpose. He then asked the Commission to reconstruct a section of the Mt. Hood Highway to eliminate the railroad crossing at what is known as Fikes Place. He said that this is a very hazardous point and should be improved at the earliest possible time, in fact it is a preferred project in the minds of the County Court.

Mr. McIsaac brought up the matter of eliminating the Interstate Bridge Secondary Highway No. 280 from the secondary highway system as previously requested by the County Court of Hood River County. He said that, if the Commission decides to take this road off the system, they would like to have substituted therefor the county road which extends from the town of Odell to a connection with the Mt. Hood Highway.

The Engineer advised that this is involved in the plans of the Army Engineers for the proposed Columbia River improvement and that the Army Engineers submitted one plan to the Commission for the reconstruction of this road but it was not satisfactory so they have indicated that they would like to have a conference in regard to it.

Mr. McIsaac stated that they would like to sit in on the discussion of this matter when it comes up; whereupon the Commission approved and instructed the Engineer to notify the County Engineer as to the time and place for such conference when it has been arranged.

Mr. Wm. M. Hartford, Portland, headed a delegation, representing the Southeast 39th Avenue Improvement Club, which asked the Commission to make a survey for a proposed extension of Southeast 39th Avenue across the Portland

Electric Power Company's railroad and Johnson Creek near the Multnomah-Clackamas County line to a connection with the East Portland-Oregon City Highway at some point south of Milwaukie, so as to provide for a north and south arterial highway across Portland between Union Avenue and 82nd Street. He asked particularly that the survey be made to locate the structure over Johnson Creek and the railroad. Included in this delegation were the following: Wilson Scott, representing the Southeast Portland Chamber of Commerce; City Commissioner O. R. Bean; County Commissioner C. A. Bigelow; G. H. Magary; Ted Greenwood; Russel Ward; W. P. Yaw; L. M. Lepper, representing the East Side Commercial Club; Herman Leddring; W. J. Dell; M. J. Walsh; and Thomas Pumfrey.

Mr. Bean stated that the City Planning Commission and the City Council feel that 39th Avenue is the logical location for a through street and to that end proposes to include this street in a master plan for future development of the City of Portland. He said that it is certain that 39th Avenue will be selected for such through street south of Sandy Boulevard but the location north of Sandy Boulevard has not been definitely decided as yet. He urged the Commission to make necessary surveys.

Mr. Ward, representative of the Hollywood Booster Club and member of the Portland Planning Commission, said that the Planning Commission is very much interested in this matter from the standpoint of eliminating the bottleneck that now exists for north and south traffic between the super highway and east 82nd Street. He said that under present conditions it is practically impossible to travel south on 39th Avenue and very difficult to travel north on 39th Avenue after reaching the terminus at each end. He predicted that eventually a grade separation structure will be built across the railroad and Johnson Creek and they want to go on record as favoring the project as soon as it can be done, the location of the structure to be established by the State Highway Engineer. He advised that the City Planning Commission has it in mind to establish a set-back line on 39th Avenue so as to provide for a much wider street than now exists and at those places, where zone changes are being recommended, they are asking the property owners to set back their buildings now to conform with the proposed widened roadway.

Mr. W. J. Dell, City Councilman of Milwaukie, said that the town of Milwaukie will be greatly benefitted if it is provided with a direct connection with 39th Avenue.

Mr. Wilson Scott endorsed the statements of the other speakers. He said that the Southeast Portland Chamber of Commerce recommends the opening up of an arterial street across Portland between the East Portland-Oregon City Highway and 82nd Street.

County Commissioner Bigelow added his endorsement to the request for a survey of the project.

At this juncture the State Highway Engineer advised that a reconnaissance survey has already been made of this project which indicates that it would be much cheaper and shorter to provide a connection between 39th Avenue

and the East Portland-Oregon City Highway at Tacoma Avenue, in Portland, rather than to extend 39th Avenue to Milwaukie. Preliminary plans for this project, he said, include a cloverleaf grade separation structure at the junction of Tacoma Avenue and the four-lane highway which would eliminate the necessity for left-hand turns and cross traffic.

Chairman Cabell advised that the Commission feels that its first obligation is to maintain properly present highway routes into and through Portland and, until a first class highway connection through Portland between Oregon City and Vancouver has been provided, it should not consider the 39th Avenue connection, so no immediate hopes can be given that project until the present work is completed. He added that the Commission has nothing against the 39th Avenue project but it is simply a question of priority.

Mr. Greenwood also spoke in favor of this project. He exhibited a map showing approximately the location of the highway as they desire it, which extension connects with the East Portland-Oregon City Highway a short distance south of the town of Milwaukie.

Mr. Pumfrey, representing the Portland Electric Power Company, stated that his company has no objections to the construction of an overcrossing structure over the railroad right of way.

Mr. Lepper stated that there is immediate need for this project so as to encourage the development of the territory southeast of Portland and east of Milwaukie. He suggested that the overcrossing structure be given early attention, the balance to come later at the convenience of the Commission. This concluded the discussion of the matter.

The Attorney reported with respect to the Rocky Point right of way on the lower Columbia River Highway and stated that Mr. Reed, Attorney for the City Motor Trucking Company, which is the owner of the property needed by the State, has outlined certain provisions that they want incorporated in the proposed agreement covering the matter. The Commission authorized the Attorney to prepare the agreement and instructed him to include therein such provisions as are not inconsistent with the terms of the settlement and as might be approved by the Engineer.

The Attorney brought up for discussion a proposed form of grant agreement between the State Highway Commission and the United States of America having to do with the coast highway bridge construction. He said that there are certain clauses in this agreement, which was prepared by the P.W.A., that he objects to, one of which specifies that bridge accounts shall be kept in a bank which is a member of the Federal Reserve System and the other which prohibits the naming of the bridges without the approval of the administration; however, the Government authorities have agreed to change them and his object in bringing the matter to the attention of the Commission at this time is simply to ascertain whether or not the Commission wishes to sign the agreement in its present form, the changes to be made later, or wait until the changes have been made. The Commission decided that it would be better to wait until the agreement has been corrected.

The Commission had under consideration the offer of one Ranie P. Burkhead to purchase for the sum of $20, a portion of an old state-owned quarry site at Yachats. The Commission declined the offer.

The Commission also had under consideration the matter of acquiring right of way for a revision of the Oregon Coast Highway between Port Orford and Brushes Creek, particularly across land owned by one W. P. Young of Port Orford. The Commission authorized the Attorney to negotiate for the purchase of right of way across Mr. Young's property.

The Commission also had under consideration the purchase of a three-fourths acre tract of land lying between the Pacific Highway and the Rogue River at Birdseye Creek about two miles south of the town of Rogue River in Jackson County, which property is needed for a proposed recreational development at this place. The Commission authorized the securing of an option for the purchase of this tract.

The Commission by unanimous vote adopted the following resolution pertaining to the deeding of Lot 12, Block 1, town of Newport, to the United States of America for use in connection with a C. C. C. camp operation at that place:

WHEREAS, the United States of America, by its Secretary of Commerce, heretofore conveyed to the State of Oregon, by and through its State Highway Commission, certain real property situate and lying in Section 7, Township 11 South, Range 11 West, W. M., in Lincoln County, Oregon; and

WHEREAS, as a part of said transaction and agreement the State of Oregon, by and through its State Highway Commission became obligated to convey to the United States certain real property situate and lying in Lincoln County, State of Oregon, being lot 12 in Block 1 of the Town of Newport in said county and state; and

WHEREAS, by deed executed and delivered to the United States under date of May 2, 1935, said property was conveyed by the State of Oregon, by and through its State Highway Commission, to the United States of America, but inadvertently said deed was not properly executed. The said deed was executed by the Oregon State Highway Commission instead of by the State of Oregon, by and through its State Highway Commission; and

WHEREAS, in the judgment of the Oregon State Highway Commission the land described in said deed is no longer useful or needed for highway or other purposes and said land should, in accordance with the agreement heretofore made with the United States of America, through its Secretary of Commerce, be sold and conveyed to the United States of America.

NOW, THEREFORE, Be it and it hereby is resolved by this Commission as follows:

1. That this Commission does hereby approve and ratify the action of the Commission taken on May 2, 1935, with respect to the conveyance of said property to the United States of America, by which deed or conveyance there was conveyed to the United States of America the following described property, to wit:

All of Lot 12 in Block 1 of the Town of Newport in Lincoln County, State of Oregon.

2. That the Commission does hereby authorize and direct that the said deed be corrected so that its execution may read "State of Oregon, by and through its State Highway Commission", and that when said correction has been made said deed as corrected shall, in triplicate, be by J. M. Devers, Attorney for the Commission, delivered to Carl C. Donaugh, United States Attorney, and such delivery shall be deemed delivery to the United States of America.

The Attorney reported receipt of a letter from Mr. J. J. Tobin, Mayor, City of Newport, in regard to the preservation of natural scenery along the Oregon Coast Highway in that town, wherein Mr. Tobin states that the city has every respect and sympathy for the attitude of the Highway Commission in regard to such matter but wishes to impress upon the Commission that Newport needs growth and that the City Council does not favor any action or attitude on its part which will in any way detract from the essential growth of the City. Also in which the State Highway Commission is urged to send a delegation to Newport at the earliest possible time to confer with the city officials on this subject. The Commission accepted the invitation for a conference and set Wednesday, December 23, as a date for the same in Newport.

The Commission had under consideration the following requests for extensions of time in which to complete highway construction projects:

General Construction Company and Gilpin Construction Company, contract No. 1635, for the construction of a bridge over Yaquina Bay on the Oregon Coast Highway at Newport in Lincoln County requested an extension of time to November 28, 1936, in which to complete this contract including the removal of construction trestles and equipment from the bridge site. The Engineer advised that bids for this work were received by the State Highway Commission on May 17, 1934, and that the completion date specified in the contract was May 31, 1936. The contract, he said, was not awarded by the Commission until July 25, 1934, and accordingly the contractors were granted one extension of time to compensate for the delay in awarding the contract establishing the completion date therefor as August 28, 1936. Construction, he said, had progressed to such an extent that on August 25, 1936, it was possible to open the roadway of the structure to limited use by the grading contractor who was building the approach roads and on August 28, 1936, the bridge was opened for unlimited use by the general traveling public and on that date ferry service across Yaquina Bay was discontinued and the bridge has been in

continuous use since that time. He also said that the contractors did not have the site cleaned up on August 28 and the purpose of the extension now requested is simply to allow sufficient time to complete the general cleaning up and to remove the equipment from the job. He submitted a letter from the contractors formally applying for the extension and an additional letter from the contractors agreeing that no bonus or penalty is due either party to the contract and further agreeing that this extension of time will not be the basis of any claim for bonus. He exhibited letters from the various surety companies that underwrote the contractual bond consenting to the extension without prejudice to the bond and recommended, in view of the circumstances and the fact that the State has not been put to any additional expense and the traveling public has not been inconvenienced by the delay, that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote subject to concurrence therein by the P.W.A. authorities.

Fisher Bros, contract No. 1761, for regrading, surfacing and construction of bituminous macadam on the Clear Lake-Clear Creek Section of the Wapinitia Highway in Wasco County requested an extension of 30 days from August 31 to September 30, 1936, in which to complete this job. The Engineer advised that the contractor used every effort to complete the job within the specified time limit but was unable to do so, hence the necessity for the extension. He further stated that the delay has not seriously inconvenienced traffic neither has the State incurred a large amount of extra engineering expense. He recommended in view of the circumstances that the extension requested be granted without penalty and in support thereof submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the Engineer's recommendation by unanimous vote.

McNutt Bros., contract No. 1772, for grading the Gales-Tunnel Section of the Old Oregon Trail, in Baker County, requested an extension of time from October 31, 1936, to January 31, 1937, in which to complete this project, basing such request on the fact that their operations were delayed by the noncompletion of certain bridges on this section which were being constructed under a separate contract. The Engineer advised that according to provisions of the contract it was contemplated that the bridges would be completed and ready for backfill by June 30 and provision was made also that, if the bridges were not completed by that time, the time limit would be extended an amount equal to the delay caused thereby. He further stated that the bridges were not ready for backfill until September 30 which would justify a 90-day extension to McNutt Bros. In view of the circumstances he recommended that the extension requested be granted without penalty. He submitted a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the recommendation by unanimous vote.

Parker-Schram Company, contract No. 1781, for the construction of an overcrossing over the Union Pacific Railroad on the Columbia River Highway at Big Eddy, in Wasco County, requested an extension of time of 55 days, from September 30 to November 24, 1936, in which to complete this project. They attributed the delay to complete the project within the specified time limit to the following: 14 days' delay in transporting equipment from Portland to Big Eddy between December 16, 1935, and January 2, 1936, due to an unusually severe storm in the Columbia Gorge; 9½ days' delay on account of proposed revision in design of rockers for the south abutment; 10 days' delay on account of change in plans for the footings and columns of the overhead structure and revision in design of reinforcing steel; and 120 days' delay on account of changes required in the design and erection of structural steel, et cetera. The Engineer advised that the reasons given by the contractor for the delay are substantially correct. However he suggested that the extension be granted for only 48 days instead of 55 days because the job was completed within that time. He recommended therefore that the extension requested be granted to November 17, 1936, without penalty, and he submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

C. J. Montag & Son, contract No. 1813, for the construction of a bridge over Owyhee River on the I.O.N. Secondary Highway near Rome, in Malheur County, requested an additional extension of time of 30 days from September 30 to October 30, 1936, in which to complete this job giving as their reason for such request that they were delayed in securing structural steel because of the waterfront strike in Los Angeles, and also because they encountered difficulties in securing satisfactory labor, with the result that they had to carry on their work shorthanded. The Engineer advised that this contract was previously extended from August 31 to September 30, 1936, because the contract was not awarded until about one month after bids for the same were opened. He also said that the contractor was further delayed by reason of not being able to secure structural steel on account of the longshoremen's strike. He recommended in view of the circumstances that the extension be granted without penalty, and submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Mountain States Construction Company, contract No. 1814, for the construction of a bridge over Clackamas River and 0.7 mile of grading and oil mat surface treatment on the Woodburn-Sandy Highway, in Clackamas County, requested an extension of time from September 30 to November 14, 1936, in which to complete this job. They stated that this job was completed by October 1 except for the burning of some debris which they were not allowed to do because of prevailing low humidity conditions. This extension is simply to give them sufficient time to burn this debris when conditions are satisfactory.

The Engineer advised that all work in connection with this job with the exception of the cleaning up of the site and burning of the debris, was completed by September 26 and the contractor was not permitted to do the burning work because of low humidity and extreme fire hazard until November 9 when they were permitted to resume such burning and completed the same on November 14. He recommended in view of the circumstances that the extension requested be granted without penalty and submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Umpqua River Navigation Company, contract No. 1831, for furnishing 11,000 cubic yards of crushed materials in stock pile on the Winchester Bay-North Bend Section of the Oregon Coast Highway, in Coos and Douglas Counties, requested an extension of time from June 30 to October 22, 1936, in which to complete this job giving as their reason for such request that they experienced an exceptional amount of trouble with their crusher. The Engineer advised that this company furnished all of the rock that was needed for maintenance work this year hence the delay has not caused the State any special amount of inconvenience. He further stated that the road has been in use by the general traveling public at all times and while the delay caused the State a small amount of expense for engineering supervision this was kept to a minimum because the engineering crew was engaged in other work at the same time. He recommended in view of the circumstances that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

O. N. Pierce and Frank Connor, contract No. 1841, for the construction of two artificial oases near Castle Rock and Boardman on the Columbia River Highway, in Morrow County, requested an extension of time from May 15 to June 30, 1936, in which to complete this job. The Engineer advised that the contractors were unavoidably delayed in completing this contract because of the depth that it was necessary to drill the wells to obtain needed water for the oases, it being necessary to go to a depth of 250 feet at the Castle Rock oasis or about 100 feet deeper than was anticipated. He further stated that the contractors prosecuted their work diligently, nevertheless were unable to complete the project within the time limit, wherefore, due to the fact that the delay was beyond the contractors' control and the traveling public had not been inconvenienced, he recommended that the extension requested be granted without penalty. He submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Tom Lillebo, contract No. 1843, for the construction of the Halsey Street Overcrossing on Halsey Street, Portland, Multnomah County, requested an extension of time of 10 days, from October 31 to November 10, 1936, in which to complete this job. He based his

request on the fact that the contract was not awarded to him until 12 days after the bids were opened, and because there was delay in securing satisfactory disposal of a city water main which interfered with construction operations. The Engineer advised that the contractor's statements as to the cause of the delay are substantially correct. He further stated that the public has not been inconvenienced by the delay, neither has the State incurred any additional expense for engineering. He recommended that the extension requested be granted without penalty and in support thereof submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Consolidated Highway Company, contract No. 1844, for grading, surfacing and bituminous macadam construction on the Doty Ranch-Danebo Road Section of the Eugene-Veneta County Road, in Lane County, requested an extension of time of 60 days from August 31 to October 30, 1936, in which to complete this job. The Engineer stated that the award of this contract was delayed fifty days because of right of way difficulties. He also said that there was unavoidable delay caused by difficulties encountered in securing an oiling crew to do the oiling work. He explained that for short jobs of this nature it is impractical to organize a special oiling crew to perform the work and the contractor must depend upon securing other oiling outfits and in this particular instance he had some difficulty in doing so. He recommended in view of the circumstances that the extension requested be granted without penalty and in support thereof presented a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Consolidated Highway Company, contract No. 1845, for grading, surfacing and bituminous macadam on the Oak Hill-Doty Ranch Section of the Eugene-Veneta County Road in Lane County requested an extension of time of 60 days, from August 31 to October 30, 1936, in which to complete this job. The Engineer advised that the award of this contract was held up on account of right of way difficulties from February 6 to March 28, a total of 50 days; hence the contractor would be entitled to a 50 day extension of time. He also stated that the contractor experienced further delay in securing an oiling crew to perform the oiling operations this being a short job and it being impractical to organize a special crew to perform this work. He recommended in view of the circumstances that the extension requested be granted without penalty and submitted in support thereof a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

Oregon Contracting Company and Theodore Arenz, contract No. 1852, for paving the Columbia County Line-Portland Section of the Columbia River Highway in Multnomah County requested an additional extension of time from September 30 to November 17, 1936, in which to complete this job. They gave the following reasons for failure to complete

the project within the specified time limit: (1) excessive wet weather conditions during the months of May and June with consequent difficult traffic situation during the summer months caused by heavy beach traffic; (2) quicksand conditions in excavations requiring a large increase in the amount of base rock materials; (3) interference with their operations by noncompletion of the overcrossing structure at Station 125, by another contractor; (4) suspension of operations on certain sections because of right of way difficulties. The Engineer advised that the reasons given by the contractor for failure to complete this project within the specified time limit are substantially correct. He recommended in view of the circumstances that the extension requested be granted without penalty, notwithstanding that the State has incurred some extra expense for engineering supervision and there has been considerable inconvenience to the traveling public, because the delay was caused by conditions that were entirely beyond the control of the contractor. He submitted a letter from the Bureau of Public Roads concurring in such recommendation. The Commission approved the recommendation by unanimous vote.

P. L. Crooks & Company, contract No. 1857, for construction of an undercrossing under the Oregon Trunk Railway Company's tracks on The Dalles-California Highway in Bend, requested an extension of time of 12 days, from November 30 to December 12, 1936, in which to complete this job. They said the delay was caused by inability to secure skilled labor, the work being on a 130-hour per month basis. The Engineer advised that this job was severely handicapped because of a shortage of skilled labor. He explained that under the specifications labor was permitted to work 130 hours per month but there was not sufficient labor available so that more than this amount of time could be worked on the project. He recommended in view of the circumstances the extension requested be granted without penalty, and in support thereof submitted a letter from the Bureau of Public Roads concurring therein. The Commission approved the recommendation by unanimous vote.

J. W. and J. R. Hillstrom, contract No. 1884, for resurfacing and production of rock on the McKenzie Pass-Little Butte Section of the McKenzie Highway, in Deschutes County, requested an extension of time of 40 days in which to complete this job, said 40 days to extend into the year 1937, if necessary, because of the probability that work will have to be closed down before then by adverse weather conditions. The Engineer advised that this project is approximately 59 per cent complete but it does not seem possible for the contractor to complete it this season; therefore the time limit would have to be extended to some indefinite date in the year 1937. He said that the contractor's work has been steady and entirely satisfactory in every respect and there has been no inconvenience to the traveling public due to the delay and very little increase in engineering cost. He recommended in view of the circumstances that the extension requested be granted to May 31, 1937, which would give them

sufficient time to complete the work next year if it is not completed this year. The Commission approved the recommendation by unanimous vote.

H. C. Nelson, contract No. 1885 for construction of an office building on state highway property at Bend, in Deschutes County, requested an extension of time of 12 days from October 15 to October 27 in which to complete this job. The Engineer advised that this contract was awarded on June 26, 1936, and specified that the job should be completed by October 15, 1936. He said that subsequent to the award of the contract certain changes were made, consisting of moving a partition and additional work such as building a coat closet in the main office and furnishing another door. These changes he said delayed the completion 12 days. He recommended in view of the circumstances that the extension requested by the contractor be granted without penalty. The Commission approved the recommendation by unanimous vote.

Charles H. Leonard, contract No. 1895, for grading and surfacing the Grub College-Amity Section of the Amity-Dayton Secondary Highway, in Yamhill County, requested an extension of time of 15 days from November 30 to December 15, 1936, in which to complete this job. He gave as his reason for the delay that he was required, during the progress of the job, to produce additional oil rock for maintenance purposes. The Engineer advised that all of the work on the road contract itself was completed prior to the expiration of the contract time limit and the extension requested is for the purpose of completing the production of maintenance rock, the part of the work having been delayed because the contractor was required to furnish materials for the highway department's maintenance forces during the time that the other rock was being produced. He recommended in view of the circumstances that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

Saxton & Looney and J. S. Risley, contract No. 1898, for resurfacing the Necanicum-Elsie Section of the Wolf Creek Highway, in Clatsop County, requested an extension of time from November 30 to December 31, 1936, in which to complete this job, giving as their reason that they were required to change the method of building the road because of dry weather conditions and also because they were required to produce extra rock for the Elsie-Jewell road. The Engineer advised that the reasons given by the contractor for the delay are correct, that they were required to produce some 5,000 cubic yards of maintenance materials for the Elsie-Jewell Section which delayed completion of the Wolf Creek Project. He recommended in view of the circumstances that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

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

Contract No. 1635, with The Gilpin Construction Company and General Construction Company, for the construction of a bridge over Yaquina Bay, on the Oregon Coast Highway, at Newport, in Lincoln County, being P.W.A. docket No. 982. Completed November 28, 1936 .

Contract No. 1781, with Parker-Schram Company, for construction of the Big Eddy Overcrossing near The Dalles on the Columbia River Highway, in Wasco County, Bridge No. 2088. Completed November 17, 1936.

Contract No. 1808, with Saxton & Looney and J. S. Risley, for grading the Polk County Line-Soap Creek Section of the Tampico County Road, in Benton County. Completed October 19, 1936.

Contract No. 1813, with C. J. Montag & Sons, for the construction of a bridge, No. 1945, over the Owyhee River, on the Jordan Creek Section of the I. O. N. Secondary Highway, in Malheur County. Completed October 26, 1936.

Contract No. 1814, with Mountain States Construction Company, for construction of the Clackamas River bridge near Estacada, Bridge No. 2208, on the Woodburn-Sandy Secondary Highway, in Clackamas County. Completed November 14, 1936.

Contract No. 1831, with the Umpqua River Navigation Company, for furnishing crushed rock in stock piles for the Winchester Bay-North Bend Section of the Oregon Coast Highway, in Coos and Douglas Counties. Completed October 20, 1936.

Contract No. 1843, with Tom Lillebo, for construction of the Halsey Street (Barr Road) Overcrossing, Bridge No. 2142, just east of Portland. Completed November 10, 1936.

Contract No. 1844, with Consolidated Highway Company, for grading and bituminous paving on the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway, in Lane County. Completed October 29, 1936.

Contract No. 1857, with P. L. Crooks & Company, Inc., for construction of the Franklin Avenue Undercrossing in Bend, Bridge No. 2168. Completed December 12, 1936.

Contract No. 1885, with Henry C. Nelson, for construction of a division office building at Bend, Job No. 2110. Completed October 27, 1936.

Contract No. 1893, with Charles H. Leonard, for grading and surfacing the Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County. Completed September 30, 1936.

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. 1635, with The Gilpin Construction Company and General Construction Company, for the construction of a bridge over Yaquina Bay, on the Oregon Coast Highway, at Newport, in Lincoln County, being P.W.A. docket No. 982. Completed November 28, 1936.

Contract No. 1781, with Parker-Schram Company, for construction of the Big Eddy Overcrossing near The Dalles on the Columbia River Highway, in Wasco County, Bridge No. 2088. Completed November 17, 1936.

Contract No. 1808, with Saxton & Looney and J. S. Risley, for grading the Polk County Line-Soap Creek Section of the Tampico County Road, in Benton County. Completed October 19, 1936.

Contract No. 1813, with C. J. Montag & Sons, for the construction of a bridge, No. 1945, over the Owyhee River, on the Jordan Creek Section of the I. O. N. Secondary Highway, in Malheur County. Completed October 26, 1936.

Contract No. 1814, with Mountain States Construction Company, for construction of the Clackamas River Bridge near Estacada, Bridge No. 2208, on the Woodburn-Sandy Secondary Highway, in Clackamas County. Completed November 14, 1936.

Contract No. 1831, with the Umpqua River Navigation Company, for furnishing crushed rock in stock piles for the Winchester Bay-North Bend Section of the Oregon Coast Highway, in Coos and Douglas Counties. Completed October 20, 1936.

Contract No. 1843, with Tom Lillebo, for construction of the Halsey Street (Barr Road) Overcrossing, Bridge No. 2142, just east of Portland. Completed November 10, 1936.

Contract No. 1844, with Consolidated Highway Company, for grading and bituminous paving on the Doty Ranch-Danebo Road Section of the Eugene-Veneta Highway, in Lane County. Completed October 29, 1936.

Contract No. 1857, with P. L. Crooks & Company, Inc., for construction of the Franklin Avenue Undercrossing in Bend, Bridge No. 2168. Completed December 12, 1936.

Contract No. 1885, with Henry C. Nelson, for construction of a division office building at Bend, Job No. 2110. Completed October 27, 1936.

Contract No. 1893, with Charles H. Leonard, for grading and surfacing the Dayton-Foster Ranch Section of the Salem-Dayton Secondary Highway, in Yamhill County. Completed September 30, 1936.

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 are hereby accepted and final payment in connection with each is hereby authorized.

The Secretary presented a report from A. W. Orton of the State Treasurer's Department, who is in charge of securing collection of delinquent traffic fines, covering his activities during the month of November, 1936, and for the period October 1, 1935, (when he was placed in charge of this work) to December 1, 1936. Mr. Orton reported that, as a result of his activities, traffic fines in the amount of $1,976.40 were turned in to the State Treasurer during the month of November, 1936, and that during the fourteen months that he has had charge of this feature there has been collected and sent to the State Treasurer a total of $30,950.57, an increase of $12,783.94 over the fourteen-month period immediately preceding. Mr. Orton suggested that the collection of traffic fines could be facilitated greatly if the law were amended, requiring courts, justices of the peace, and city recorders, who assess such fines, to file a monthly report with the Secretary of State and the State Treasurer, because, under present conditions, there does not seem to be the proper coordination of effort in this regard. He also suggested that the law should be amended to require either the Department of State Police or the Secretary of State to compile a list of traffic law violators and that such list be given to those that assess fines for traffic violations so that such information would be available at all times when handling cases of this kind; and those who are found to be habitual violators could be dealt with as the case merits and gradually the more flagrant cases could be eliminated. The Commission deferred action on this matter pending a discussion of the same with the Secretary of State and the Superintendent of State Police. In the discussion it was brought out that all of Mr. Orton's services would soon be required by the State Treasurer to handle escheat matters and when that time comes no one will be in charge of the collection of delinquent traffic fines unless the Commission should appoint someone in his place. The Commission decided it would be advisable to continue such activity and accordingly referred the matter to the Attorney to work out a method of handling the same.

The Attorney reported that Mr. J. L. Torrens has submitted another claim for damages to his property at Newport, a portion of which was taken by

the state for right of way for the Oregon Coast Highway improvement in that town. He said that Mr. Torrens is demanding an additional payment of $72. The Commission considered that Mr. Torrens's claim was definitely settled previously, hence denied the claim for additional compensation.

The Commission by unanimous vote adopted the following resolution authorizing the Secretary of State to pay to Lane County the sum of $4,500 out of the motor vehicle and gasoline tax funds allocated by law and payable to the county during December 1936, which said funds were heretofore assigned to the state by Lane County:

> WHEREAS, an agreement in writing was entered into on the thirtieth day of October, 1930, by and between the STATE OF OREGON, by its State Highway Commission, and LANE COUNTY, by its County Court, by the terms of which agreement Lane County assigned to the State of Oregon its share of the motor vehicle fund for the years covered by said agreement, which said agreement is still in full force and effect; and
>
> WHEREAS, thereafter, to wit: on the first day of October, 1936, the said County and the said State entered into an agreement in writing, by the provisions of which the State agreed to release to Lane County out of its share of the motor vehicle fund due and payable December 15, 1936, the sum of $4,500, which sum of money the County is to use and to apply toward the payment of the cost of constructing an overhead crossing and approach road in the town of Oakridge, Lane County, Oregon, so as to afford safe means of communication for vehicular traffic between said town and the Willamette Highway;
>
> NOW, THEREFORE, BE IT RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION, all members being present and affirmatively voting, as follows:
>
> 1. That Honorable Earl Snell, as Secretary of State, be and he hereby is authorized to remit and pay to Lane County as its share of the motor vehicle and gasoline funds allocated by law and payable to said County during December, 1936, the sum of $4,500.
>
> 2. It is the purpose of this Commission by this resolution and to the extent only set out herein to modify the said agreement entered into by the said County and the said State on the thirtieth day of October, 1930, by which agreement the Secretary of State is authorized and directed to withhold from Lane County all of its share of said fund, which said authorization and direction is modified to the extent stipulated in this resolution.

The Commission had under discussion the matter of the purchase of powder for use in connection with W.P.A. projects. It appears that such powder can be purchased at considerable less cost through the office of the W.P.A. and that an attempt was made to do so for use in connection with the Wilson River Highway project, but when the voucher covering reimbursement to

the W.P.A. was presented to the W.P.A. officials, they refused to sign it because of the regulations which govern their procedure, and as a result the state will have to pay full price for the powder unless other arrangements can be made with the W.P.A. officials. The Commission decided, in view of the fact that considerable saving can be made in purchasing powder through the W.P.A., that it would be advisable to make further attempts to do so and accordingly the matter was referred to the Engineer and the Attorney to work out a solution in conjunction with the W.P.A. officials.

The Commission reconsidered the matter of cancellation of the lease agreement with Mr. B. J. Lindeman covering his concession at Bradley Park. It was decided to let Mr. Lindeman retain the concession as long as he keeps the park premises and facilities in a clean condition. The matter was referred to the State Parks Superintendent to inspect the premises.

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

The State Highway Commission reconvened at 1:30 o'clock p. m. in the Auditorium of the Public Service Building, with all members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

Donald J. Sterling, Acting Chairman, John A. Laing, Dr. E. B. McDaniel, Merle R. Chessman, and Charles H. Reynolds, all members of the Advisory Committee on Tourist Promotion, were present and reported briefly the results and activities of the Travel and Information Department during 1936, and made certain recommendations for a tourist promotion program for 1937. Mr. Sterling presented a written report dated December 10, 1936, which contains the following resolution adopted at the December 4 meeting of the Advisory Committee, wherein the Committee recommends that the sum of $100,000 be set aside for tourist promotion work during 1937:

> WHEREAS the 1936 tourist promotional campaign of the Oregon State Highway Commission has shown conclusively the value of such effort;
>
> WHEREAS non-resident motorists have spent a gross of approximately $18,000,000 in Oregon this year, of which sum about $750,000 has accrued to the state in gasoline tax revenue;
>
> WHEREAS the increase in non-resident motor traffic this year has been about 40% over 1935, which increase in the opinion of the Advisory Committee is due in substantial measure to the promotional effort and advertising by the Highway Commission;
>
> AND WHEREAS in this committee's opinion this traffic and its consequent benefit to the state as a whole can be further increased;

BE IT RESOLVED that the sum of $100,000 be set aside for this work for 1937.

The report also contains the recommendation of the Advisory Committee for an approximate division of the operating budget as follows:

Newspapers (California, Mid-west and Rocky Mountain region)	$16,011.00	
Canadian newspapers (Victoria, Vancouver, Calgary and Winnipeg)	990.00	
General newspaper contingency - - -	1,500.00	
National magazines and radio media - - -	51,084.00	
Production for advertisements (drawings, plates, and radio recordings)	4,000.00	
	$73,585.00	
Maps and booklets - - -	11,050.00	
	$84,635.00	
Photography, postage, express, travel, office rental, supplies, salaries, and miscellaneous items	15,365.00	
		$100,000

Relative to the item of $51,084.00 for advertising through the medium of national magazines and radio, Mr. Sterling advised that the Committee has not yet definitely decided as to the amounts that would be spent through each of these media, but a recommendation will be made by the committee at an early date. During a discussion of this matter Chairman Cabell advised that the Commission considers that the activities of the Travel and Information Department during the 1936 season have been very successful and the Commission wants to continue the work during 1937 but does not want to be extravagant in its expenditures and do anything that the people of the state will not approve. He asked the committee for assurance that an expenditure of $100,000 during 1937 for tourist promotion is justified. Mr. Sterling, speaking in behalf of the committeem stated that they are fully convinced that an expenditure of such amount in 1937 is fully justified;otherwise, they would not have recommended the same. The Commission thereupon, by unanimous vote, approved and adopted the report in its entirety, including an amount of $100,000 for expenditure in 1937 for publicity purposes.

Mr. L. E. Spraker, Condon, and Mr. R. S. Misener, Fossil, representing the John Day Highway Improvement Association, were present. Mr. Spraker stated that the Association wants to send a delegation to confer with the Commission in regard to securing additional improvements to the John Day Highway during the 1937 season, and they would like to know when it would be convenient for the Commission to hear them. He was informed by Chairman Cabell that the Commission cannot arrange a program for next year's funds until the legislature meets and it is known what state funds the Commission is going to have next year. Furthermore, the program for federal funds cannot be arranged until the rules and regulations governing the expenditure of such moneys have been received; however, the Commission will be glad to hear the delegation any time it is present.

The matter of improving the John Day Highway in the vicinity of John Day was discussed. Commissioner Aldrich advised that the people of Prairie City are particularly anxious for the improvement of the section between John Day and Prairie City, whereas the people of John Day prefer oiling of the highway west of that town on the present alignment, although they want the Commission to acquire the right of way for the ultimate location. The Commission is of the belief, he said, that the most good would be accomplished by continuing the present improvement between Dayville and Mt. Vernon rather than by improving a short section here and there, which would provide a continuous improvement where the road carries the most traffic.

Mr. Spraker asked for additional improvements south of Kinzua junction to the foot of Butte Creek Mountain. although he said they will not oppose the other improvements. Chairman Cabell pointed out that the highway does not carry a great amount of traffic between Kinzua Junction and Ochoco Junction, so the Commission thought it would derive the most benefit by improving the highway further east where there is considerable traffic. Mr. Spraker then asked the Commission to investigate the possibilities of the Kinzua Junction-Butte Creek Mountain project, which the Commission agreed to do.

Chairman Cabell assured Mr. Spraker that the Commission would make an allotment for the John Day Highway in arranging a program for next year's funds, and will give due consideration to the projects discussed today, one of which is east of the town of John Day, one west of the town of John Day, and a third south of Kinzua Junction.

Mr. Spraker then asked the Commission to erect a marker on the John Day Highway at the point where it crosses the Old Oregon Trail. The Commission referred the matter to the Engineer for investigation.

At 2:00 o'clock p. m. Chairman Cabell announced the following awards of contracts for which bids were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Miles Bridge Section of the Medical Springs Secondary Highway in Baker County. P.W.A. Project. 0.180 mile grading and surfacing and construction of a bridge over Powder River. The low bid is that submitted by W. C. White, Vale, at $12,087.50. The next low bid is that submitted by Tom Lillebo, Reedsport, at $13,585.00. There was only one higher bidder. The Commission has awarded this contract to the low bidder, W. C. White, at his bid price of $12,087.50.

"Empire-Marshfield Section of the Empire-Marshfield Secondary Highway, in Coos County. 2.86 miles of resurfacing and oil mat surface treatment. The Commission received three bids for this job, the low one being that of Babler Bros., Portland, at $20,998.00. The next low bid is that of Warren Northwest, Inc., Portland, at $22,098.00. The Commission has awarded this contract to the low bidder, Babler Bros., at their bid price of $20,998.00.

"Burns Rock Production Project on the Central Oregon and John Day-Burns Highways, in Harney County. Furnish crushed gravel in stock pile. The low bid is that submitted by W. C. White, Vale, at $10,480.00. The second low bid was submitted by Altree & Sanford, Toledo, at $12,032.00. The only other bid submitted is that of Hart Construction Company, La Grande, at $12,820.00. The Commission has awarded this contract to the low bidder, W. C. White, at his bid price of $10,480.00.

"Chalk Cliff-Paisley Section of the Fremont Highway, in Lake County. Federal Aid Project. 9.84 miles grading, gravel surfacing and road mix oil surfacing. The Commission received eight bids for this project, the low bid being that of Itschner & Rigdon, Barlow, at $77,549.60. The next low bid is that of Fisher Bros., Oregon City, at $81,345.00. The Commission has deferred the award of this contract and has referred all of the bids received therefor to the Engineer with power to award the contract to the low bidder when certain conditions have been satisfied.

"Valley Falls-Cinder Butte Rock Production Project, on the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties. Furnish crushed rock and gravel in stock piles. The Commission received ten bids for this project, that of Medford Concrete Construction Company, Medford, being low, at $60,060.00. The bid of Fisher Bros., Oregon City, at $67,470.00, was the second low bid received. The Commission has awarded this contract to the low bidder, Medford Concrete Construction Company, at its bid price of $60,060.00.

"Construction of a bridge over Necarney Creek on the Oregon Coast Highway five miles northwest of Nehalem, in Tillamook County. The low bid received for this job is that of E. F. and W. F. Philpott, Portland, at $83,205.00. The next low bid is that of Mountain States Construction Company, Eugene, at $87,325.00. There are eight higher bidders. The Commission has awarded this contract to the low bidder, E. F. and W. F. Philpott, at their bid price of $83,205.00.

"Fossil-Kinzua Junction Section of the John Day Highway, in Wheeler County. 4.1 miles of grading, surfacing and oil mat surface treatment, and furnishing crushed rock in stock pile. The low bid for this job is that of Fisher Bros., Oregon City, at $69,624.50. The next low bid is that submitted by R. L. Houck, Salem, at $72,275.00. There are eighteen higher bidders. The Commission has awarded the contract to the low bidder, Fisher Bros., at their bid price of $69.624.50.

"Rex Hill-Newberg Section of the West Side Pacific Highway, in Yamhill County. 1.92 miles of grading and paving. The Commission received nine bids for this project, the low one being that of Mountain States Construction Company, Eugene, at $83,445.00, based on the use of road oil. They submitted no bid based on the use of tar. The next low bid is that of Oregon Contracting Company, Portland, at

$85,432.00, based on the use of tar. They submitted no bid based on the use of road oil. The Commission has deferred the award of this contract and has referred all bids received therefor to the Engineer with power to award the contract to the low bidder, Mountain States Construction Company, at its bid price of $83,445.00, based on the use of road oil, when certain conditions have been satisfied."

Messrs. George N. Peck and Frank S. Parker, representing the County Court of Morrow County, and Harry Tamblyn, County Engineer, came before the Commission and asked for the oiling of the Wasco-Heppner Secondary State Highway No. 300, especially the section between Heppner and Rhea Creek, in Morrow County. They said that this section of the road is in very bad condition; in fact is almost impassable, and should be improved at the earliest possible time. The Engineer advised that the Commission has included in its secondary highway P.W.A. program a grading project on this road between Rock Creek and the Morrow County line, which is estimated to cost about $63,000, and that the job will be placed under contract as soon as the federal authorities have approved it. He also stated that, while the Heppner-Rhea Creek Section needs an oil surface, it should be resurfaced before the oil is applied. He estimated that the resurfacing and oiling would cost about $50,000. The alignment of this road, he said, is satisfactory.

The County Court also asked for about 2000 cubic yards of rock to be placed on the Hardman Grade Section of the Heppner-Spray Secondary Highway, but advised that the project of first importance to them is the reconditioning of the Heppner-Rhea Creek Section.

Commissioner Aldrich explained that the Commission is not in position at the present time to commit its funds and will not be until after the legislature meets, and it is known how much state money is to be available; also, that the Commission cannot commit federal moneys because the rules and regulations which are to govern the expenditure of such moneys have not yet been received. He confirmed the statements of the Engineer that the Rock Creek Grade will be constructed as soon as approval of the P.W.A. authorities has been received.

A delegation from Roseburg, consisting of W. C. Harding, Secretary, Chamber of Commerce; A. C. Marsters; and B. S. Nichols, County Commissioner, came before the Commission in the interests of the North Umpqua Road. Mr. Marsters was spokesman for the group. He urged the Commission to authorize a standard survey of this road from Roseburg to Rock Creek because the County Court and the Highway Improvement District have some money that they want to spend for construction on this section during the coming season, but they hesitate to do so until they know where the road is to be located. He advised that this is a county road and that the county reconstructed it some five years ago, but the improvement does not conform to present day standards, which is their reason for wanting to reconstruct it now. He pointed out that the survey of the section between Rock Creek and Diamond Lake has already been made and that the United States Forest Service is now constructing a portion of it at the upper end, but there is still about twelve miles to complete at that end.

Mr. Nichols stated that the forest service work will be completed in about eighteen months. He also said that they feel that this is going to be a very important road for the county and for the state as a future state highway; and, while the county has a small amount of money at the present time to finance some construction work at the Roseburg end, it does not have enough money to do this and finance the survey as well, which is their reason for asking the Commission to conduct the survey. He submitted two propositions for the Commission's consideration: (1) if the State Highway Commission will take over this road as a secondary state highway now, the county and the Improvement District will pay the cost of the survey; (2) if the State Highway Commission will make the survey, the county and the district will spend their moneys for construction.

Mr. Harding indorsed the remarks of the other speakers. He said that all they want is a good road connection between Roseburg and Rock Creek, a distance of about 22 miles, the survey for which he estimated would cost about $12,000.

The Engineer advised that the Highway Commission is now conducting a state-wide planning survey for the purpose of classifying road improvements in the order of their importance, so as to provide an orderly program for the same. He explained that this survey is being conducted in conjunction with the Bureau of Public Roads, which undoubtedly will require certain roads to be placed on the highway system, and this road will be given consideration along with others.

Chairman Cabell stated that, in his estimation, Douglas County is entitled to additional secondary highway mileage. He inquired whether or not this project would be the county's first choice as a farm-to-market road in the event that the secondary system in Douglas County is enlarged. Mr. Nichols replied in the affirmative and added that this is the most heavily traveled road in the county.

Chairman Cabell then inquired whether or not the county would pay one-half the cost of the survey if the Commission finds that it can pay the remaining costs legally with state money.

All members of the delegation joined in an affirmative reply, to the effect that the County and the Improvement District will pay one-half of such expense, whereupon the Commission by unanimous vote authorized the Engineer to make such survey on that basis if the Attorney advises that state money can be spent legally for such purpose. The Attorney was instructed to prepare a form of resolution for the County Court to adopt, making formal request of the State Highway Commission for the designation of this road as a secondary state highway so that it will be available to the Commission when it considers enlarging the secondary highway system.

A delegation from Clackamas County, headed by Hon. Harvey G. Starkweather, came before the Commission in regard to safeguarding pedestrians, particularly school children, who are obliged to cross the East Portland-Oregon City Highway between Milwaukie and Oregon City. Included in the

delegation were W. F. McKinney, Jennings Lodge; M. S. Shrock, representing the city council of Milwaukie and the Businessmen's Club; C. I. Landsverk, President of the Oak Grove Community Club; Mrs. C. W. Smith, President, Concord P.T.A.; Mrs. Katherine McRae, Clackamas County School Superintendent; and Lewis Denny, President, Youth Planning Board of Oregon City. Mr. Starkweather introduced the speakers.

Mr. McKinney, Past President of the Oregon State Motor Association, said that the principal problem at Oak Grove is the control of speed of traffic on the highway. He asked the Commission to designate a safe speed limit and to mark the intersections accordingly and see if it is observed. He advised that a number of deaths have occurred along this highway recently, attributable to excessive speed, and gave as his thought that the placing and enforcement of a maximum speed limit would do much to reduce the number of such accidents. He suggested the erection of large signs at about 1000 feet from each side of each intersection, stating the maximum allowable speed, would serve the purpose and would be of great service to some 942 heads of families who reside in the district served by this road. He also suggested that a maximum speed limit of 25 or 30 miles per hour be established.

Mr. Schrock stated that conditions in the town of Milwaukie are not quite as bad as they are outside of the city because, for the most part, children attending grade school are transported to the school in busses and those that use the street car are guided across the highway by school-boy patrols located opposite the station. Outside of the town of Milwaukie, he said, conditions are different and must be handled in a different manner. He suggested the erection of signs not smaller than eight feet square at strategic points along the highway, instead of the small signs that are now used, and that the speed limit be cut down to 30 miles per hour. He objected to a 20-mile speed limit because he did not believe that motorists would observe it. He suggested also that the installation of a flashing yellow signal at the Monroe Street intersection in Milwaukie would be of considerable benefit and advised that the City Council will cooperate with the Commission in installing such signal if the Commission so desires. He gave as his thought that school-boy patrols would not solve the problem south of the town of Milwaukie because it would be unsafe to maintain them.

Mr. Landsverk spoke for the construction of overhead crossings at strategic locations. He recommended the adoption of a program that will have for its purpose an immediate survey of the situation, to be followed by such remedial measures as may be required to alleviate present serious conditions.

Mrs. C. W. Smith also spoke for overhead crossings. She said that cattle passes are constructed by the Commission to protect cattle, so why not some sort of pass for the children whose lives she considers more valuable. She urged the Commission to take action of some kind to eliminate the present hazards which, she said, to date have cost seventeen lives because no protection was provided for their safety.

Mrs. McRae presented a petition signed by 546 taxpayers, parents of school children, and citizens of Clackamas County, in which the Commission is

requested to carefully consider and take active participation in a program that will eliminate the hazards presented to the youth of Clackamas County by the increasingly dangerous traffic on the East Portland-Oregon City Highway extending through their school districts, and suggesting that this be accomplished by overhead crossings, undercrossings, or traffic regulations, using signals or other mechanical devices with adequate enforcement. She inquired as to what plans the Highway Commission has for the solution of the problem, to the end that school children and other pedestrians may be assured of proper protection.

Mr. Denny advocated the construction of overcrossings so as to entirely separate pedestrian and vehicular traffic. He gave as his thought that such crossings would solve the problem very nicely and would retain the highway in the category which was intended; namely, as a speedway. He pointed out that since January 1, 1936, eight persons have been killed on this highway, six of whom were pedestrians.

Mr. Starkweather concluded the presentation by stating that he believed that an overhead crossing at three different points at least on the highway would be the best solution to the problem. He added: "I realize that it is a matter that you people will perhaps not decide today but certainly it should be attended to soon, and in closing this argument I realize that, in making this appeal that the super-highway be made as safe as possible to pedestrians and motorists, we are aware that the Highway Commission has made careful study of the situation and that you have the desire to do everything possible to protect the pedestrians and school children. We feel confident that you will provide proper safeguards for the protection of human lives." He urged the Commission to give this matter immediate attention.

Chairman Cabell stated that the question of overhead crossings has given the Highway Commission a great deal of concern and that he personally is opposed to such crossings because he is convinced that they will not be used by pedestrians unless they are properly policed and people are forced to use them. He advised that the Commission sent a circular letter to the highway departments of all the other states, inquiring as to their experience in this matter and how they are solving the problem, and the replies indicate that practically all of the states are opposed to grade separation structures, because they are not used by pedestrians, for whose convenience they were constructed. He gave as his thought that overhead crossings would increase the hazards, because motorists, seeing the crossings, would assume that pedestrians did not cross the highway at grade in such locations, and accordingly would not be as cautions as they would otherwise be. He advised that the Commission has considered other things that might be done to alleviate the situation, and called upon the Engineer to explain the details of the same.

The Engineer confirmed the remarks of Chairman Cabell that evidence from other states is overwhelming to the effect that overhead crossings will not solve the pedestrian problem satisfactorily unless the crossings are policed and pedestrians are forced to use them. He explained that in crossing a four-lane highway the danger to pedestrians is much greater than in crossing a two-lane highway. In some states, he said, this danger has been somewhat

alleviated by the construction of safety islands ten or twelve feet wide between the two opposite lanes of travel, the idea being that pedestrians will cross one lane of travel, reaching safety on the island, and will not cross the other lanes carrying traffic in the opposite direction until it is safe to do so. He also advised that some of the states have experimented with actuated stop-and-go signals, and gave as his thought that such signals would prove satisfactory in certain locations when operated in conjunction with manually operated lights for pedestrian traffic. He suggested that a combination of traffic islands and stop-and-go signals would go a long way toward alleviating the present hazardous situation and advised that the Highway Commission has it in mind to experiment with them.

Chairman Cabell pointed out that no two of the fatalities that have occurred on the East Portland-Oregon City Highway have been at the same place, which would indicate that, if overhead structures were to be constructed at each place where a fatality has occurred, it would be necessary to construct such overhead structures at innumerable places throughout the state, which the Commission could not do because of the expense involved. He concluded the conference by stating that there is no responsibility that weighs more heavily upon the Highway Commission than this, and it is the Commission's responsibility to decide the solution, and it was that problem that prompted the Commission to circularize the other states. He also said that the Commission intends to experiment with the overhead flashing-type signals and manually operated signals to ascertain whether or not they will serve the purpose, because it seems that there is no better solution.

A delegation, composed of residents of Salem, Dayton, Wheatland, and other points along the Salem-Dayton Secondary Highway, appeared before the Commission and urged the completion of this road. The delegation was headed by Mr. G. B. Foster, Dayton, and included Mr. Earl Coburn, Mayor of Dayton; Mrs. R. W. Craig, Salem; C. E. Wilson, Salem, Manager of the Chamber of Commerce; Fred Withee; Harry Sherman; Floyd Willett, postmaster, Dayton, and president of the Chamber of Commerce; Mr. and Mrs. Clyde Lafollette, Wheatland; Worth Wiley and Charles Nelson, Grand Island; and Urie Alderman, Unionvale. Mr. Foster headed the group and introduced the speakers. The speakers reiterated arguments previously presented in behalf of this improvement, which consists of the grading, surfacing, and oiling of a gap 9 or 10 miles in length, in order to complete the entire road.

Chairman Cabell advised the delegation that the Commission appreciates the fact that this is an important project and accordingly has filed an application for P.W.A. funds with which to finance the construction of a portion of it; also, if additional moneys become available, which can be spared for this project, the Commission will be glad to consider budgeting them for such purpose, but no definite commitments can be made at this time. He added that the Commission hopes it will not be long before the project is completed. This concluded the conference.

A delegation from Marshfield, consisting of Charles H. Huggins, Mayor; R. J. Hillstrom, Councilman; J. W. McInturff, City Attorney; Charles Nunn and Mr. Maxwell, came before the Commission in regard to the proposed

improvement to the Oregon Coast Highway at the south city limits of Marshfield, involving a revision of the alignment of the highway to eliminate an existing trestle and a right-angle turn at the intersection of South Broadway and Kruse Avenue. Mayor Huggins advised that the city has already made arrangements with the Federal Government for filling in certain city property at this location with material to be dredged from Coos Bay, whereby the city is required to pay the Government about $4000, the estimated extra cost to pump the material to this location; and is also required to construct bulkheads as may be necessary to confine the dredged materials. He gave as their thought that the state should be interested in this improvement and could afford to join with the city in the cost of the work because of the savings that would accrue to the state by having the highway embankment completed now, it being his thought that the cost would be much greater if the fill were made by other methods later on. He asked the Commission to cooperate to the extent of assuming the cost of raising the trestle on the present highway about two feet to accommodate the fill, and the cost to raise a certain service station located within the boundaries of the fill, at the intersection of Broadway and Kruse Avenue. He advised that, according to present estimates, it is going to cost the city about $10,000 as its share of the cost of the improvement. He also discussed with the Commission the matter of right of way for the proposed highway revision across city property. In this connection he said that the city has no intention of asking the state an exorbitant amount for its property, but on the other hand is not in position to donate the right of way, because it is involved in their Bancroft bonds, which were sold to finance the trestle on the present road.

Chairman Cabell advised that the Commission has discussed this matter and has tentatively agreed that it would be proper for the state to purchase the right of way from the city and to assume the cost of raising the trestle, on the theory that the state would have to route traffic over the trestle during construction of the highway revision, but cannot pay the cost of raising the service station or trestle which extends westerly from the intersection of Broadway and Kruse Avenue, because it believes that is a city obligation; furthermore, the Commission does not believe that it has legal authority to spend state money for such purposes.

After considerable discussion of this matter the Commission by unanimous vote finally approved the following arrangement: the state to pay to the city the sum of $3,620 for right of way across the city property and an additional amount of $1,080 as the state's share of the cost of a dredge fill on such right of way. The state is also to pay the cost to raise the trestle on the existing highway route as may be required and to advance the cost to raise the trestle on Kruse Avenue westerly from the Broadway intersection, which is estimated at $400, reimbursement to be made by the city later for such expense by a deduction of an amount of not more than $400 from the $4,700 that the state is to pay the city. The city is to pay the cost to raise the service station to conform to the new grade of the trestle.

The Attorney was instructed to prepare a form of agreement between the city and the state in accordance with this arrangement. He was also instructed to send a letter to the City Council outlining briefly the arrangement and assuring the council that the Commission intends to proceed with the

improvement and to abide by the oral arrangement effected today so that the Council can use such information in adopting its ordinance on the following Monday, establishing new grade lines on the streets involved.

Consideration was then given by the Commission to the matter of acquiring the balance of the right of way that is needed for this improvement, After discussion, the Commission by unanimous vote approved the following prices for such properties and authorized the Attorney to take options on the basis of such prices:

International Cedar Co.	2,890 sq.ft.	Gratis
E. B. Gehrke	9,050 sq.ft.	Land $550 plus $1800 damages
Coos County	Parts of 22 lots	Gratis

In view of the fact that the proposed improvement involves a change in the routing of the highway into the city of Marshfield, the Commission decided to hold a public hearing in regard thereto, in Marshfield, as required by law. The Commission set Tuesday, January 19, 1937, as the date for such public hearing and instructed the Secretary to send formal notification thereof to the City Council.

Mr. James O. Convill, City Manager, Astoria, was present in regard to the proposed rerouting of the Oregon Coast Highway along the extension of Astor Street, in Astoria. He said that in conformance with previous understanding with the Commission, arrangements have been made for an 80-foot right of way for this improvement and the city stands ready to take deeds for this right of way and move all buildings therefrom with the exception of two, a metal warehouse and an apartment house, if the Highway Commission will approve the project and move these two buildings, which he estimated would cost about $3,680, such amount being the housemoving contractor's estimate of the cost of such moving. He said that the property owners demand assurance from the Highway Commission that this project will be constructed before they will deed the right of way for the same, and his reason for coming before the Commission at this time is to secure such assurance. He also said that the city is not pushing the Commission to construct this project at an early date nor to move the two buildings off of this right of way at once, but simply wants assurance from the Commission that the project will be constructed so that the right of way may be secured.

After a discussion the Commission voted unanimously to accept the city's offer with the understanding that the buildings would not have to be moved until money is available to finance the construction work. The Engineer was instructed to write a letter to the City Council to that effect so that they can use it in securing the right of way.

Mr. Convill also brought up for discussion the matter of realigning this highway between Hamburg and Florence Avenues, being an extension of a project heretofore constructed by the Commission near Youngs Bay Bridge. He said that the city has made arrangements to construct a dredge fill at this location and they thought the Highway Commission might be interested, because, no doubt, the

highway fill could be taken care of at the same time at considerably less expense than if done as a separate project. However, it would involve the construction of bulkheads. He said that the city is willing to construct the fill free of cost to the state if the state will pay the cost of constructing the bulkheads. The Commission referred this matter to the Engineer for investigation and a cost report. Chairman Cabell advised Mr. Convill that both of these projects are preferred projects and it is anticipated that they will be constructed before additional improvements are made at the Youngs Bay Bridge location.

Messrs. John O'Neil, business representative of the Bridge, Structural, Ornamental Iron, and Reinforced Steel Workers Union, Local No. 29, Portland, and B. R. Mathis, representative of the Building Trades Council, Portland, came before the Commission concerning the practice of subletting structural and reinforcing steel items in connection with state highway contracts. Mr. O'Neil said that he is not opposed to the subcontracting of these items provided the subcontractor is a legitimate contractor and pays the wages that are set up in the specifications, and carries the required amount of insurance; but he is opposed to the subcontracting of such work to men who enter into an agreement with the general contractor at a certain price per ton and then are carried on the general contractor's payroll. He explained that his reason for opposition to this practice is because these men do practically all of their own work without hiring any help except when absolutely necessary, and when they employ laborers they pay them only 50 cents per hour to place steel, whereas the scale of wages set up in the specifications calls for the payment of $1.20 per hour for reinforced steel workers. He said that he is not asking the Highway Commission to specify that its bridges be built with either union or non-union labor but he is simply asking that the laws that apply to general contractors be made to apply also to subcontractors and that a subcontractor be a legitimate contractor and not one who is simply posing as such in order to defeat the legal provisions of the contract as to hours, wages, restrictions as to counties in which the men should be hired, and other regulations. He urged the Commission to give this matter full consideration in behalf of the numerous steel workers who are forced out of employment by reason of the conditions that he outlined. He also said that, in his estimation, the present practice obtains for unfair competition among the general contractors of the state.

The Engineer advised that subcontractors are carried on the general contractors' pay roll, in accordance with the special provisions pertaining to labor which provide that each subcontractor performing work on the contract shall be paid wages by the contractor and that such wages shall not be less than the minimum wage specified for men employed on the work in a like capacity. This procedure, he said, is not carried out with the idea of avoiding compliance with the rules laid down by the Government for expenditure of work relief funds, and subcontractors who perform work on a project are limited to the same number of hours as are persons directly employed by the contractor. He further advised that the procedure of subcontracting does not necessarily deprive local residents of employment, skilled labor being specifically excepted from the requirements of employment through the United States Employment Service. In other words, the subcontractor as well as the general

contractor may secure skilled labor from any source that he wishes, and subcontractors are not exempt from the provisions which require the employment of skilled men at the proper rate of pay for such skilled work. Also, the subcontractor as well as the general contractor is permitted to hire assistants who are under the direction of skilled men in carrying out the various operations. He pointed out that reinforcing steel labor is listed as unskilled labor and according to the specifications is only entitled to a rate of 50 cents per hour, their work being simply to carry the steel to the job and place it in locations as may be designated by the skilled men. He further advised that the Highway Department employs engineers whose special duties are to see that the contractors live up to the specifications in regard to employment of labor.

Mr. Mathis inquired if they could be assured by the Commission that, if they should cite to the Commission in the future cases where there have been violations of the labor provisions of the contracts, the Commission will cooperate with them in investigating such cases. He was informed that the Commission will be glad to cooperate and will investigate all violations that are reported.

Mr. Charles H. Reynolds, La Grande, President of the Oregon Trail Association, was present and inquired as to the Commission's plans for additional improvements on the Old Oregon Trail during 1937. He was informed that the Commission is not in a position at the present time to arrange a definite program for next year's funds because of uncertainties of state revenue and because the rules and regulations that are to govern the expenditure of federal moneys have not yet been received; however, the Commission is now considering the adoption of a 25 per cent program and has tentatively included therein an amount of $200,000 for the Old Oregon Trail between Pendleton and Stanfield. Mr. Reynolds also discussed with the Commission informally several other matters.

Mr. George Gorman, Port Orford, came before the Commission in regard to the road which leads to the dock at Port Orford. He said that the company that he represents has reconstructed the dock at this place and they are wondering whether or not the Commission still has this road project in its road program and will construct it if the right of way is furnished. He predicted that he could acquire this right of way by the middle of January and said that he would exert his efforts to do so if the Commission will assure him that construction will proceed as soon as the right of way has been obtained. The Commission assured Mr. Gorman that this project will be contracted as soon as possible after the right of way has been acquired, provided the Federal Government has not changed its attitude in regard to the funds that have heretofore been set up for such work. It was explained, however, that the federal moneys cannot be held indefinitely and that if the project is to proceed it would be necessary that the right of way matters be given immediate attention. It was also explained to Mr. Gorman that, if this particular road has not already been designated as a county road by the County Court, that should be done so as to avoid difficulties that might arise on that account.

Mr. Chester E. Hostettler, De Lake, came before the Commission in regard to the sale of his beach property located between the Oregon Coast

Highway and the Pacific Ocean at the outlet of Devils Lake, in Lincoln County, which matter heretofore has had the attention of the Commission. He inquired whether or not the Commission has taken definite action on his offer. He was informed by Chairman Cabell that the Commission appreciates the offer but has found it necessary to decline it, in view of a report from the Engineer, who estimates that it would cost about $15,000 to improve the property so that it could be used as a parking area, it being the thought of the Commission that such expenditure is not justified.

In connection with this matter the Engineer brought up the matter of acquiring additional right of way for the Oregon Coast Highway through Mr. Hostettler's property. He was authorized to continue negotiations with Mr. Hostettler for the purchase of an additional 10-foot strip for such purpose before he sells the property to someone else.

Mr. John Boyer, Grand Ronde, was present and urged the Commission to make arrangements for the preservation of additional timber strips along the Salmon River Highway. He said that logging operations are being carried on extensively in this location and that if something is not done soon to preserve this timber it will all be cut right up to the roadway and the virgin timber scenery will be entirely destroyed. He urged the Commission to take some action to preserve this timber for the benefits that would be received from increased tourist travel. He was informed by Chairman Cabell that the Commission would like to be able to purchase numerous timber strips along state highway routes but is precluded from doing so because of lack of funds for the purpose. The Commission, he said, has spent all of the money that it can spare now for the purchase of timber along the Salmon River Highway and accordingly has made no plans to buy any in the near future.

Reconsideration was given by the Commission to the adoption of a new route for the Ontario-Spur Section of the Old Oregon Trail in the town of Ontario, Malheur County, in connection with which a public hearing was held in the town of Ontario on Tuesday, November 17, 1936. The Commission decided to route this highway on Montana Avenue and accordingly adopted the following resolution in regard thereto by unanimous vote, upon motion of Commissioner Aldrich, which was duly seconded by Commissioner Tou Velle:

WHEREAS, pursuant to notice given as required by Section 44-120, Oregon Code 1930, as amended by Chapter 64, Oregon Laws, 1931, the Highway Commission met in the City Hall of the City of Ontario on the seventeenth day of November, 1936, for the purpose of conducting a hearing as provided for in said law with respect to the proposed change in the point or place of entrance of the Old Oregon Trail into said City from the easterly boundary thereof, and the proposed change of a portion of the route in said City; and

WHEREAS, said meeting was called to order by Henry F. Cabell, Chairman of the State Highway Commission, who explained to those assembled the purpose of the meeting and the proposed change in the route and the proposed change in the point of entrance of said highway into said City from the easterly direction thereof,

and the chairman then invited discussion with respect to said matters and extended to all persons present an opportunity to be heard for or against said proposed change; and

WHEREAS, after all who evidenced a desire to be heard had entered their names in the records and minutes of the meeting and had declared their approval or disapproval of said proposed change, the Chairman of the Commission announced that said matter would be taken under advisement by the Commission and a decision made and announced at a later date; and

WHEREAS, after due and full consideration of said matter and of the arguments and declarations made for and against the said proposed change at said public hearing, both with respect to the point of entrance of said highway into said City and with respect to the change of route in said City, and the Commission now being fully advised with respect to all of said matters, it is the opinion and judgment of the Commission that the interests of the State at large will be best served by the adoption of the said proposed change of the route of said highway in said City and the change in the point of entrance into said City from the easterly direction thereof, all of which changes will, in the judgment of the Commission, make possible a better alignment and a more serviceable, convenient and safe thoroughfare into and through said City, and, therefore, it is the opinion of the Commission that the route and alignment of said highway should be altered and modified, and the point of entrance into said City from the easterly direction thereof and the route in and through said City should be changed and fixed and determined all as in said notice announced and at said hearing heard and directed;

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

1. That said route and location of the Old Oregon Trail as the same enters the City of Ontario from an easterly direction, and the route in and through said City shall be and the same hereby is located along a route and streets defined and described as follows, to wit:

Beginning at a point in the center of the present Old Oregon Trail Highway which is located South 89° 53' East approximately 1500 feet from the intersection of the present highway with the easterly city limits of Ontario, thence in a northwesterly direction approximately 1530 feet to the easterly city limits of Ontario, said point being 30 feet southerly from the north line of North First Avenue; thence continuing northwesterly parallel to and 30 feet southerly from the said northerly line of North First Avenue approximately 2025 feet to a point of intersection with Oregon