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The General Manager advised, as to this particular visit, that these gentlemen had been cared for and that provision was already made to take care of such visitors, as suggested by Mr. Teeple.

Notice from the Tax Supervising and Conservation Commission announcing hearing on the Commission's budget as having been set for Wednesday, June 18th, was read. The Auditor, General Manager, Engineer, Assistant Secretary and other necessary personnel of the Commission were instructed to attend the meeting and it was suggested by the Chairman that any of the Commissioners that desire to attend, should do so.

The General Manager advised that the Engineer had completed plans for the new construction at the Eastern and Western Lumber terminal and that the Commission was in a position to advertise for bids. He suggested that the Commission should give their approval to the plans and authorize such advertisement. The Engineer suggested that the Commission go over the plans in detail and make such suggested changes as they deemed proper. He pointed out that if the bids were to be called that the bidders should be given 30 to 40 days to prepare their bids and also that if the work was to be commenced this year, the work should get under way around August 1st in order to take advantage of the low water stage of the river. Mr. Teeple expressed the opinion that the Commission should examine the plans and be thoroughly familiar with the contemplated work. Mr. Moores pointed out that the delay in starting the work had resulted in a saving to the Commission because of price decline in materials. Discussion followed on this subject and the Chairman referred the matter to the Operating Committee to go over the plans and make recommendations to the Commission relative to their acceptance and whether or not the work should be started now or deferred for another year.

2 The General Manager reported that Pier "B" would soon be ready for use by the American Mail Line and he recommended that this structure be painted and that suitable office space be provided for this company. As to the latter, definite information had not been obtained as to their office space requirements, and when it was, the matter would be reported to the Commission. Mr. Teeple expressed the view that the

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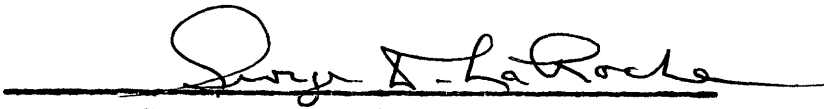
building should be painted in order to be in keeping with the other structures of Terminal No. 1, as the recent repairs would prolong the useful life of the Terminal for ten years. On motion of Mr. Teeple, seconded by Capt. Shaver and which carried, authority was granted for the preparation of plans and specifications and for advertising for bids for the painting of Pier "B".

The General Manager drew the Commission's attention to the advisability of providing another car shakeout to be installed at the old car unloading pit at Pier #5, which, according to the Engineer's estimate, would cost \$11,000.00 installed. The advantage of such a car shakeout and particularly the manner in which it facilitated the handling of coal and bulk cargo at the dock, was pointed out and discussed. On motion of Capt. Shaver, seconded by Mr. Moores and which carried, authority was granted to purchase and install such a car shakeout. Effort should be made to obtain a better price if possible in view of the Commission's previous purchase of such a car shakeout.

The following Absence Reports on account of illness were approved:

Carmen Hargreaves	1 day	- previous absence	3 days
Fae Harless	1/2 "	" "	4 1/2 "

On motion, the Commission adjourned.

  
George D. LaRoche  
General Manager

June 24, 1947

At a regular meeting of The Commission of Public Docks held at 10 a.m. June 24, 1947 at their offices at Portland, Oregon, there were present: Mr. T. H. Banfield, Chairman, Mr. L. R. Teeple, Mr. Chester A. Moores, Commissioners, Mr. George D. LaRoche, General Manager and Secretary, Mr. W. G. Kratt, Engineer, Mr. A. C. Kornahrens, Traffic Director and Mr. L. J. Moore, Assistant Secretary.

The minutes of the regular meeting of June 10, 1947 were approved as written, without reading, as copies had been previously furnished to each commissioner.

The following claims were submitted to the Auditing Committee and upon motion of Mr. Teeple, seconded by Mr. Moores, and which carried, it was ordered that subject to the approval of two members of the Auditing Committee the claims be approved and the Chairman and Assistant Secretary be authorized to issue warrants in payment thereof:

B-21459	\$1,091.69	Payroll,	Terminal No. 1	6/ 8/47	(Checkers & D.W.)
B-21460	1,164.34	"	Terminal No. 4	"	"
B-21461	591.80	"	Terminal No. 1	6/12/47	(Regular
B-21462	2,720.36	"	Terminal No. 1	"	(Maintenance & Const.)
B-21463	543.40	"	Terminal No. 4	"	(Regular
B-21464	2,225.48	"	Terminal No. 4	"	(Maintenance & Const.)
B-21465	4,155.49	"	Admin. & Eng.	6/15/47	(Semi-mo.
B-21466	516.66	"	Office of Port Director		(Semi-mo 6/15/47
B-21467	1,274.75	"	Terminal No. 1	6/15/47	(Semi-mo.
B-21468	2,123.38	"	Terminal No. 4	"	(General, Semi-mo.
B-21469	674.77	"	Terminal No. 4	"	(Shop, Semi-mo.
B-21470	1,066.18	"	Terminal No. 1	"	(Checkers & D.W.)
B-21471	1,197.10	"	Terminal No. 4	"	"
B-21472	613.06	"	Terminal No. 1	6/22/47	(Regular
B-21473	2,417.60	"	Terminal No. 1	"	(Maintenance & Const.)
B-21474	1,216.66	"	Terminal No. 4	"	(Regular
B-21475	2,206.36	"	Terminal No. 4	"	(Maintenance & Const.)
B-21477	36.00				A.A.A.A. Fire Extinguisher Service
B-21478	38.50				Air Reduction Sales Company
B-21479	11.39				ALJO
B-21480	7.50				Allen's Radiator Shop
B-21481	17.15				American Brush Company
B-21482	36.10				American Sheet Metal Works
B-21483	97.25				A. H. Barbour & Son
B-21484	1.25				Beall Pipe & Tank Corporation
B-21485	14.40				J. E. Berkheimer Manufacturing Co.
B-21486	21.30				Bolliger, The Shade Man
B-21487	183.55				Builders Hardware & Supply Co. Inc.
B-21488	135.00				Bureau of Water Works
B-21489	15.00				Buscher Lewis Buckler
B-21490	71.03				Bushong & Co.
B-21491	19.96				Carter, Rice & Co. of Oregon
B-21492	83.71				Chown Electric Supply Co.
B-21493	3.35				Consolidated Supply Co.
B-21494	32.44				Crane Co.
B-21495	1.10				Crown Mills
B-21496	30.80				Dian Building Material Co.
B-21497	6,443.50				Gerlinger Carrier Co.
B-21498	24.50				Engel Welding Service

B-21499	6.44
B-21500	4.28
B-21501	2.71
B-21502	43.20
B-21503	1.44
B-21504	3.21
B-21505	40.91
B-21506	4.31
B-21507	90.45
B-21508	620.24
B-21509	288.77
B-21510	165.58
B-21511	2.50
B-21512	3.65
B-21513	38.75
B-21514	57.11
B-21515	110.46
B-21516	781.30
B-21517	1.50
B-21518	50.65
B-21519	12.45
B-21520	2.00
B-21521	38.40
B-21522	23.22
B-21523	1.18
B-21524	84.05
B-21525	16.02
B-21526	8.10
B-21527	538.76
B-21528	63.58
B-21529	65.88
B-21530	21.95
B-21531	7.35
B-21532	5.00
B-21533	69.22
B-21534	12.60
B-21535	10.65
B-21536	2.00
B-21537	45.40
B-21538	6.07
B-21539	9.40
B-21540	81.40
B-21541	6.00
B-21542	80.65
B-21543	16.50
B-21544	404.33
B-21545	3.47
B-21546	49.20
B-21547	459.73
B-21548	668.42
B-21549	149.60
B-21550	388.98
B-21551	10.10
B-21552	1.27
B-21553	7.00
B-21554	56.00
B-21555	36.68
B-21556	67.98
B-21557	14.70
B-21558	3,507.06
B-21559	<u>1,705.28</u>

\$43,910.18

Geo. Faulkner Co.  
 Joe Fisher  
 W. P. Fuller & Co.  
 Franklin Printing Company  
 The Garlock Packing Company  
 The Gates Rubber Co.  
 General Electric Company  
 General Electric Supply Corp.  
 General Rubber & Supply Co.  
 Goodyear Rubber & Asbestos Co.  
 Graybar Electric Company, Inc.  
 Hanson Blue Print Co. Inc.  
 Harry Rogers, Stationer  
 J. E. Haseltine & Co.  
 The Ivy Press  
 James, Kerns & Abbott Co.  
 Jones Lumber Corporation  
 Kilham Stationery & Printing Co.  
 Kissler's Bicycle Shop  
 Kubli-Howell Company  
 Loggers & Contractors Machinery Co.  
 Marine Electric Co.  
 Marshall-Wells Company  
 Monarch Forge & Machine Works  
 Munnell & Sherrill, Inc.  
 North Coast Electric Co.  
 Pacific Industrial Supply Co.  
 Pacific Stationery & Printing Co.  
 The Pacific Telephone & Telegraph Co.  
 Peerless Pacific Co.  
 Peninsula Foundry & Machine Works  
 The Pennzoil Company  
 Peter's Office Supply Co.  
 Peyton Bag Company  
 Portland Bolt & Manufacturing Co.  
 Preston Faller  
 Readymix Concrete Co.  
 Rose City Plating Works  
 J. J. Ross Mill Furnish. Co.  
 The Ross Carrier Co.  
 Schmitt Steel Company  
 Shannon & Co.  
 Simmons Carbon Company  
 Stubbs Electric Company  
 James A. C. Tait & Company  
 Tracey & Co. Inc.  
 Underwood Corporation  
 United Petroleum Corporation  
 Union Oil Company of California  
 Waterfront Employers of Portland  
 Western Gear Works  
 Westinghouse Electric Supply Co.  
 Western Picture Frame Co.  
 Western Union Telegraph Company  
 Wheel & Radiator Service Co.  
 Williams, Dimond & Co.  
 Woodbury & Company  
 Woodbury Hardware Company  
 Zan Broom Co.  
 John H. Burgard & Co.  
 The Commission of Public Docks

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In connection with the appraisal by the Donald M. Drake Company, the General Manager reported that he and the Engineer had met with Mr. Mecklen, engineer of the above company, and had discussed the discrepancies in their report and as a consequence, assurance had been given that these discrepancies would be corrected and adjusted.

The General Manager reported that the Operating Committee had met and gone over the plans for the construction of the new dock at the Eastern and Western site and had approved the plans and specifications as prepared, except as to some minor recommended changes which had been made, and that the Committee recommended that invitation for bids be advertised for the work. In answer to inquiry, the Engineer reported that no government permit nor city permit was required; that with respect to the city permits, the Commission would merely file their plan with the Building Department of the city. He pointed out that if the work was to be accomplished this year, the work should start the fore part of August because of high water conditions. He also advised that the plans call for the construction being made in two units, the first of which to be completed before the start of the second. The Chairman expressed the opinion that he was not in favor of proceeding with the project at this time because of the scarcity of materials and delays that would be encountered in the completion of the work; in his opinion, if such delays occurred nothing would be gained by starting at this time whereas if the construction was delayed for a year there was a good likelihood of saving up to \$200,000.00 in the cost of the work. He pointed out the experience that the Highway Commission has had with respect to construction, which had been one of continual delays in different projects, necessitating the extension of the completion time in many of their contracts, and in the instance of the Sunset Highway job, he mentioned that the construction was a year behind schedule. In answer to Mr. Teeple's suggestion that the bidders would be required to state time of starting and completion, the Chairman answered that inasmuch as the bidders would incur considerable expense in estimating and bidding on the work, it would not be fair to them to ask for bids unless the Commission was quite certain that it would proceed. Mr. Teeple stated that a decision as to whether the construction should proceed should be determined

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by the Commission as a whole and if possible, unanimously. Mr. Moores stated that he did not have sufficient information to determine what the policy should be but that with the information he did have to date, he would hesitate in voting for the start of the work, at least until the entire Commission could discuss the different problems and features involved. A short discussion was had relative to the movement of lumber in general and fluctuation in shipping that occurs from time to time. Upon the suggestion of Mr. Banfield, it was decided that no action be taken in the matter until a special meeting of the Commission was held to discuss the matter.

The Engineer's first and final estimate and recommendation for payment of 90% of the contract price to the Pitchblend Products Co. for repairs to roof of Pier "B", Terminal No. 1, under Contract No. 217 was read and upon motion of Mr. Moores, seconded by Mr. Teeple and which carried, it was approved. The certificate of the Chairman and Engineer on the completion and acceptance of the work was received and on motion of Mr. Teeple, seconded by Mr. Moores and which carried, the issuance of a warrant in payment was authorized.

The Engineer's first and final estimate and recommendation for the payment of 90% of the contract price of the Hatch Tent Drying Loft at Warehouse #1, Terminal No. 1, on Contract No. 216 was, on motion of Mr. Moores, seconded by Mr. Teeple and which carried, adopted. The certificate of the Chairman and Engineer on the completion and acceptance of the contract was read and approved and payment of 90% of the contract price was ordered made to the General Construction Co.

The Engineer's first and final estimate and recommendation for payment of 90% of the contract price for grading and paving the area north of Pier "B", Terminal No. 1, under Contract No. 218 was read and upon motion of Mr. Moores, seconded by Mr. Teeple and which carried, it was approved. The certificate of the Chairman and Engineer on the completion and acceptance of said contract was read and approved and on motion of Mr. Teeple, seconded by Mr. Moores and which carried, payment was authorized and ordered to be made to the Cascade Construction Company.

A communication from the City Auditor's office advising as to the application of the Hudson Investment Company for vacation of

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portion of S. E. Pine Street, was read. The Engineer submitted blue print showing the location of the area to be vacated and the area to be dedicated. After some discussion, the matter was referred to the Operating Committee for investigation and to report back to the Commission.

An application of the Union Pacific Railroad Company for a permit to make repairs to the dock at the foot of N. Skidmore Street, by cutting off and reposting all piling on the dock, was considered. The Engineer reviewed the history of the poor condition of the dock and stated that its present condition exceeded the amount of depreciation on which the Commission ordinarily would permit repairs to be made. He expressed the opinion that if the proposed construction was carried out, the structure would be safe. He also pointed out that other portions of the property were in poor condition and suggested that there should be some understanding as to what repairs were to be made to them. Mr. Sam Murray, Chief Engineer of the Union Pacific Railroad Company appeared before the Commission in connection with the application and explained that the property was to be used by The Quaker Oats Company and was to be expanded into a major operation by this company. He stated that originally it had been planned to demolish the dock and to build a new one but because of the exceedingly high construction costs, that plan had been modified to the present plan of cutting off and reposting the piling and repairing the present dock structure. He assured the Commission that this structure and other structures would be put in good condition. The Chairman expressed the opinion that the permit should be granted if the Union Pacific Railroad Company would give the Commission a written assurance that the other reconstruction plans would follow. Mr. Murray advised that they would be very pleased to give such a written assurance. Accordingly, on motion of Mr. Moores which was seconded by Mr. Teeple and which carried, it was ordered that upon receipt of such written assurance, that a permit for the repairs to the dock at an estimated cost of \$125,000.00 be authorized, subject to the approval of the Fire Marshal. On motion of Mr. Moores, seconded by Mr. Teeple and which carried, the application for the construction of a frame office at the north end of the upper level of said dock at an estimated cost of \$14,000.00 was authorized.

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A letter from Mr. Edward F. Carter, engineer, advising that he had inspected the Commission's grain elevator at Terminal No. 4, and had determined that the present insurance coverage of the Commission was ample at the present, was read. He further advised that he would proceed with his survey of the property and that a final report would be made at a later date.

Communications from the Rich Manufacturing Company, addressed to the M. F. Brady Equipment Company in connection with the Industrial Works locomotive crane that the Commission had recently sold to the M. F. Brady Equipment Company, were read. These communications complained about a bill from the Commission in the amount of \$52.90 for preparing the crane for shipment and also to the approximate cost of \$1000.00 incurred by the Rich Manufacturing Company in replacing the boiler due to State boiler regulations, and asked for adjustment or relief as to these items. On discussion, it developed that the crane was sold in accordance with the Commission's advertisement on a "as is", "where is" basis. Accordingly, it was the conclusion of the Commission that the suggested relief adjustments could not be made, and it was ordered that the M. F. Brady Equipment Company be so advised.

In connection with the Union Pacific Railroad Company's easement at Pier #5, Terminal No. 4, permitting oil tankers to dock and discharge oil, the General Manager advised that he and the Commission's engineer had met with the local officials of the railroad and had discussed the possibility of concluding the matter; that at the meeting, it was disclosed that the railroad's engineers had elaborated upon the plan for the suggested new dock to the extent that the same would cost an estimated \$97,000.00 and that this cost was the reason that the president of the railroad had objected to proceeding with the matter; that the Commission's engineer had estimated that a satisfactory dock could be constructed for approximately \$25,000.00 and that this had been proposed at the meeting as the construction that should be considered. This proposal had met with good reception by the local officials and they had indicated an adjustment in the dock plan on this basis would probably remove the objection of their president. Accordingly, the Engineer was preparing plans and detailed estimates of the cost of such

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a structure which would be furnished to the railroad. The General Manager was instructed to follow up the negotiations on the basis outlined.

The application of "The Anchorage" for a permit to use the end of S. E. Clatsop Street for the maintenance of a landing and requesting that the ends of S. E. Sherrett and S. E. Marion Streets be opened, was read and discussed. The Engineer discussed the matter and the history in back of the application and further advised that the Portland Rowing Club and others objected to the granting of the permit. After further discussion, upon motion of Mr. Teeple, seconded by Mr. Moores, which carried, it was ordered that the request be denied and the City Council be advised as to the Commission's action.

In connection with the proposed agreement covering Pier #2, Terminal No. 4, with the Matson Navigation Company, the General Manager advised that his draft of the agreement was acceptable to the Matson Navigation Company with the exception of the provision which would permit the Commission to use the terminal when not used by Matson or when it would not interfere with Matson's operations. In connection with this provision, Matson had requested that if the Commission did so use the property that an appropriate credit would be given to them on the same basis that they were charged and covering the time the Commission would so use the pier. After discussion and upon recommendation of the General Manager that the agreement be approved as amended, it was moved by Mr. Moores, seconded by Mr. Teeple and carried, that the agreement, as amended, be approved and that the execution on behalf of the Commission be authorized.

A communication from the Assistant Secretary relative to the cost of additional coverages on the Commission's Public Liability and Employers' Liability policies, copy of which had been furnished to each of the Commissioners, was considered. After discussion, on motion of Mr. Moores, seconded by Mr. Teeple and which carried, it was ordered that the Public Liability policy be increased from \$50,000/\$100,000 limits to \$100,000/\$300,000, be authorized, and that the question of increasing the coverage for the Employers' Liability policy be referred

to the Insurance Committee for their consideration and recommendation.

A letter from the Fireman's Fund Insurance Company in connection with renewal of policies covering the floating barge crane, which expires August 1, 1947, was read and considered. The Assistant Secretary advised that the Hull policy provided coverage of \$100,000.00 and the premium costs amounted to \$5000.00 per year and that the Protection and Indemnity policy, with coverage of \$100,000.00, has a premium cost of \$1000.00. It was the Commission's opinion that it is necessary to have such insurance protection and on motion of Mr. Moores, seconded by Mr. Teeple and which carried, renewal of the policy was authorized.

The Chairman presented a letter received from the Willamette Tug & Barge Company making a proposal as to their operation of the water crane for the Commission. The communication outlined in detail their proposal which was that the crane would at all times be available in the port and that the Commission would pay all cost of operation and maintenance and that the company would receive for its services, two per cent of the gross revenue earned by the crane. The arrangement to be subject to 30-day cancellation by either the Commission or the Company. After discussion, the Commission indicated that they would favor such an arrangement and the General Manager was instructed to ascertain further details of the proposal and particularly what might constitute operating costs and to report back to the Commission.

Application of the Morrison Knudson Company for permit to repair dock structure for the L. B. Nickols Investment Company at the foot of S. E. Belmont Street, was received. On motion of Mr. Teeple, seconded by Mr. Moores and which carried, said application was granted.

Application of C. R. Herlbert for a permit to install a Marine station for dispensing gasoline and oil at the foot of S. E. Clatsop Street, in accordance with plans and specifications prepared by the Standard Oil Company was, on motion of Mr. Moores, seconded by Mr. Teeple and which carried, granted, subject to the approval of the Fire Marshal, upon the Engineer's advice that the installation would be an improvement over the present method of dispensing gasoline at this location.

The Chairman brought before the meeting the question of the pending negotiations with the Corps of Army Engineers in connection with Terminal No. 4, and advised that Col. Weaver, Division Engineer, had told

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him that the settlement, tentatively agreed upon, had not met with favor by the Chief of Engineers and that a different solution might have to be determined. After discussion, the General Manager was directed and instructed to take the matter up with Col. Weaver and to ascertain the exact status of the settlement.


The General Manager verbally reported as to the several discussions he had had with Mr. Clayton Jones in connection with satisfying his firm as to rates for the handling of coal at Terminal No. 4. He stated that Mr. Jones was still insistent upon being relieved from the accrued service charges and also adjustment in the rates; he advised that no definite solution had been found but that discussions would continue and they would endeavor to arrive at a satisfactory conclusion. The General Manager was instructed to continue such negotiations in an endeavor to find a solution.

The General Manager reported on the prospective movement of phosphate rock and advised that the initial 100,000 ton movement had been held up because of the manner in which the contract with the producer had been drawn and because of other factors that had arisen due, apparently, to the objection of the Army Transportation group to the arrangement for Portland. He stated that the matter was still alive and every effort was being made to obtain the movement for Portland. In this connection, he told the Commission that Major Murphy of the U. S. Quartermaster's Office had called and had inspected the Commission's facilities and was very enthusiastic about phosphate rock being handled through Portland; also reported that he had had Mr. Suberg, supervising foreman at the bulk facilities, Mr. Ingman, Superintendent of Terminal No. 4 and Mr. Gordon, maintenance superintendent, make a trip to Olympia where such shipments were now in progress. As a consequence, they had obtained some useful information and were very much impressed with the labor efficiency at that port. The matter would be further followed by him and every effort would be made to obtain this cargo.

The following absence reports account of illness were approved:

A. T. Boardman	1 day,	previous absence,	4 days
T. M. Brewer	1/2 "	" "	None
Elinor Todd	1/2 "	" "	1-1/2 days

On motion, the meeting adjourned.

  
George D. LaRoche  
General Manager

June 30, 1947.

At an adjourned meeting of The Commission of Public Docks held at their offices at 1884 N. W. Front Avenue, Portland, Oregon on June 30, 1947, there were present: Mr. T. H. Banfield, Chairman Mr. George H. Buckler, Vice-Chairman, Mr. L. R. Teeple and Capt. Homer T. Shaver, Commissioners, Mr. George D. LaRoche, General Manager, Mr. W. G. Kratt, Engineer and Mr. L. J. Moore, Assistant Secretary.

The Chairman stated that the meeting was principally for the purpose of determining whether or not bids should be called for at this time for the new construction at the Eastern and Western mill site.

The General Manager advised that Commissioner Moores was unable to attend and had requested that the circumstance of his absence be explained and that Mr. Moores had stated that he was willing to abide by the decision of the Commissioners but if in the event there was a division in opinion as to proceeding that he would, if he were present, vote in such an event for delaying construction.

The Chairman stated that his personal views were that because of possible scarcity of materials and delays that would occur in the construction that no particular benefit would be obtained by proceeding at this time whereas if the construction should be delayed for another year, he thought that a considerable saving in costs would result; that the bids could not be opened before August 1st and that before the contractor could have his equipment and materials ready to start work it would probably be the latter part of September or the fore part of October which would probably prevent any early completion which was the primary incentive for going ahead with the construction.

Mr. Buckler stated that he had given the matter serious consideration and had personally investigated the availability of materials that would be required in the construction; that as a result of his investigation, he believed that materials would be readily available and that there would be no difficulty experienced in securing them, with the possible exception of the necessary rails and switches. He expressed the opinion that there would be no decreases in material costs although labor efficiency would probably increase within the

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next year as it had bettered recently. He pointed out that there were 7000 construction workmen out of work in Portland at the present time; also that the construction should proceed in order to be in a position to take care of increased shipping that had been predicted. He recommended strongly that the bids be called for and that construction proceed. Mr. Teeple concurred in the expressions of Mr. Buckler and also favored proceeding with the construction. Commissioner Shaver expressed the opinion that the work should proceed as designed and planned. Whereupon, upon motion of Mr. Buckler, seconded by Capt. Shaver and which carried, it was ordered that invitation for bids be advertised at once - the same to be opened August 5, 1947.

Mr. Teeple inquired as to the status of the negotiations relative to the restoration of Terminal No. 4 and Mr. Banfield in reply advised that Col. Weaver had called on him recently and had informed him that the settlement tentatively agreed upon between the Commission and Col. Weaver had met with disapproval by the office of the Chief of Army Engineers; that he had not obtained any detailed information from Col. Weaver other than that the Chief of Engineers Office apparently took the position that the expenditures they had made of some \$700,000.00 at the terminal would be justification for the property being turned back to the Commission without any compensation. Commissioner Shaver stated that he had talked to Col. Weaver at Walla Walla in connection with the subject and had gained similar information as related by Mr. Banfield; that the government apparently wanted the Commission to accept the terminal in its present condition without reimbursement or allowance being made by the government. He said that he understood that Col. Weaver had some authority to effect a settlement but that such a settlement apparently would be much less than the tentative settlement previously agreed upon. He expressed the opinion that the net balance resulting in the tentative settlement of \$66,000.00 represented a compromise and that any further offers should be submitted by Col. Weaver. Mr. Teeple suggested that the Commission might submit the controversy to the Oregon Congressional Delegation in Washington in order to obtain some action. The Chairman questioned the wisdom of this as it might antagonize the Army

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Engineers. After very extensive discussion of the matter, it was decided that no action be taken until after the General Manager had met with Col. Weaver and ascertained some further details as to the exact situation.

The General Manager called the Commission's attention to some required changes in the Commission's Tariff. Whereupon the following ordinance was submitted; the roll was called and the ordinance was passed by the following vote:

AYE Mr. Banfield, Mr. Buckler, Mr. Teeple, Capt. Shaver

ABSENT Mr. Moores

ORDINANCE NO. 375

An Ordinance amending the Commission of Public Dock's Terminal Tariff No. 2-A by cancelling the present rate and adopting a new rate for the Service Charge on certain soft wood lumber, logs, bolts, piling and posts moving out bound in all trades except Coastwise; by cancelling the present Wharfage rate on cargo moving over Pier #2 Terminal No. 4 in the Hawaiian Islands traffic and adopting a Wharfage rate for such cargo at rates named in the Matson Terminal Tariff No. 5, and by redefining the minimum charge set forth in Item 53-A.

THE COMMISSION OF PUBLIC DOCKS DOES ORDAIN AS FOLLOWS:

Section 1. Item 81 of Terminal Tariff No. 2-A is hereby amended by cancelling the present rate and adopting a new rate of 30¢ per 1000 FBM for soft wood logs, bolts, piling, posts, poles and soft wood-lumber other than kiln-dried lumber moving out bound in traffic or trades other than Coastwise.

Section 2. Item 53-A of Terminal Tariff No. 2-A is hereby amended by excluding Wharf Demurrage from the combination of services and charges in connection with a single shipment for which a maximum charge of 60¢ is fixed.

Section 3. Item 111-A of Terminal Tariff No. 2-A is hereby amended by cancelling the present Wharfage rate for cargo moving to or from Pier No. 2, Terminal No. 4 in the Hawaiian Island trade and prescribing that such Wharfage rates shall be those named in the Matson Terminal Tariff No. 5.

Section 4. The provisions of sections 1 and 2 shall be effective from and after August 1, 1947 and the provisions of section 3 shall be effective from and after July 10, 1947.

The General Manager advised that W. J. Jones & Son had filed a petition requesting the right to intervene in a Maritime Commission case which had been heard in February of this year and which was awaiting decision. That this case involved the Seattle tariff, but all terminal operators of the Northwest were parties to it and would be affected by the outcome, and that the purpose of the Jones petition was an attempt or endeavor to be relieved from paying the Service

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Charge against coal that he had shipped over the Commission's properties. The Commission's attention was drawn to the fact that if the Service Charge should be eliminated the Commission's revenue would be reduced and accordingly it might be inadvisable to give consideration to any reduction in coal rates until the matter was determined.

Capt. Shaver inquired about the situation at Seattle in connection with the American Mail Lines/<sup>lease</sup> of the Great Northern dock and particularly as to whether or not it was likely that this line would change or reduce terminal rates so as to disrupt uniformity. The General Manager, in answer, stated that he had no specific information on the subject but he did not believe that there would be any reduction of Terminal rates by this line.

The Commission, in executive session, considered the matter of their Engineer and the fact that he was not a registered engineer under the laws of Oregon and the objections in this connection registered by the Oregon Board of Engineering Examiners. After discussion, it was concluded that Mr. Kratt, presently designated as Engineer, should be appointed to the position of General Superintendent of Construction and Maintenance. Upon motion of Mr. Buckler, seconded by Mr. Teeple and which carried, the position of General Superintendent of Construction and Maintenance was established and Mr. W. G. Kratt was transferred from the position of engineer to said newly created position.

On motion of Mr. Buckler, seconded by Capt. Shaver and which carried, the General Manager was authorized and directed to sign plans and specifications for the new construction at the Eastern and Western property on behalf of the Commission. The General Manager and Mr. Kratt were authorized to fix the starting and completion time and to insert the same in the specifications for said new construction.

On motion, the meeting adjourned.

  
George D. LaRoche  
General Manager

*minutes read  
for year ended  
6-30-27  
Geo. D. LaRoche  
Gen. Mgr.*