

OREGON STATE HIGHWAY COMMISSIONERS

IN OFFICE DURING PERIOD COVERED

B Y

VOLUME II

MINUTES OF OREGON STATE HIGHWAY COMMISSION.

3 YEAR TERM SIMON BENSON, PORTLAND, CHAIRMAN

2 YEAR TERM W.L. THOMPSON, PENDLETON

1 YEAR TERM *E.J. ADAMS, EUGENE

G. ED ROSS, SALEM SECRETARY

HERBERT NUNN, SALEM STATE HIGHWAY ENGINEER

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON.

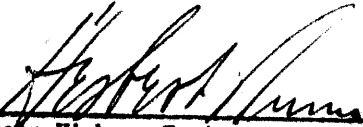
* Term of E. J. Adams expired March 31, 1918
and Mr. R. A. Booth of Eugene was appointed as
Commissioner for a period of three years from
April 1, 1918.


Mr. Calder of Baker, together with the County Court of Baker County, appeared before the Commission desiring to know their intention regarding improvement of the Baker-Cornucopia Highway. Mr. Thompson not being present, the Commission did not feel that they should take any definite action on this matter but informed the delegation that any action that Mr. Thompson saw fit to take in the improvement of this road up to a reasonable amount would be satisfactory to the other two members.

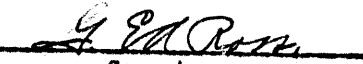
The Commission directed the Right of Way Agent to take the necessary action to bring before the Supreme Court for quick action an interpretation of Chapter 423 to determine whether or not under this act macadamizing of certain portions of the state roads designated by this act would justify the use of money from the paving fund. That is, whether a good water-bound macadam could be legally defined as the kind of hardsurface authorized by this act, the desire of the Commission being to use a good macadam on certain sections of state roads where in their judgment the travel would hardly justify an asphaltic or concrete surface.

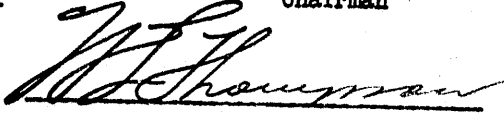
The Right of Way Agent was also instructed to secure as quickly as possible right of way along the Klein survey of the Columbia River Highway in Hood River and Sherman Counties.

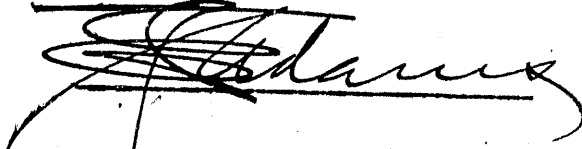
Vouchers Nos. 1652 to 1782 were passed for payment.


State Highway Engineer


Chairman


Secretary





Portland, Oregon, January 9, 1918.

State Highway Commission met in Mr. Benson's office, 1301 Yeon Building, at 2:00 P. M. Those present were:

W. L. Thompson, Pendleton
E. J. Adams, Eugene
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary.

Minutes of November 6th and 27th, December 4th and 10th were approved.

Proposals for the construction of bridges, also for furnishing rock, having been duly advertised to be received by the Commission at this

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date and hour was made the first order of business. Those which were handed in were read by the Secretary in the presence of the Commission, all bidders or their representatives and about 35 other interested parties. At 4 o'clock the following results were announced:

Bridge Construction

	Tualitin Bridge	Umpqua Bridge 2½ mi. south of Dillard.	Umpqua Bridge 1 mi. north of Dillard.
Curtis Gardner	13,341.56		
Monson Construction Co.	14,130.00	21,592.00	26,520.00
Portland Bridge & Bldg. Co.	13,932.00		
Portland Bridge Co.		20,500.00	25,140.00
Warren Construction Co.		21,483.30	31,619.70
Roney & Pyle		20,900.00	25,600.00
Portland Bridge & Iron Co.			33,620.00

For Furnishing Rock

Cascades Contract Co.	\$1.00 per cubic yard at Shedd, Oregon
Warren Construction Co.	1.29 " " " " Turner, Oregon

On motion of Mr. Adams, contract for the Tualitin bridge was awarded to Curtis Gardner for \$13,341.56; contract for the bridge 1 mile north of Dillard was awarded to Portland Bridge Co. for \$25,140.00; and all proposals for the bridge 2½ miles south of Dillard were rejected and the engineer instructed to readvertise on account of there being so much difference between the lowest proposal and the engineer's estimates.

On motion of Mr. Thompson, the proposal of Cascades Contract Co. for furnishing rock at \$1.00 per cubic yard at Shedd, Oregon was accepted, Mr. Adams voting in favor of it on condition that the contract be drawn up to provide for the termination at any time that the desired quantities had been delivered.

A letter from Mr. Benson, regarding a request from the people of Mt. Angel for a road from Woodburn to Mt. Angel, was presented to the Commission and also the recommendation by Mr. Benson that this would not be a good move but that a road from Mt. Angel, Silverton, Lebanon, Brownsville to Eugene might be a good place for a state highway at a later date, was taken under advisement and will be brought up again at the next meeting when Mr. Benson is present.

An order by the County Court of Wheeler County, setting aside \$36,000 for construction work on the John Day Highway, was presented to the Commission, the conditions accepted and the order placed on file.

An order by the County Court of Grant County, setting aside \$50,000 for construction work on the John Day Highway, was presented to the Commission, the conditions accepted and the order placed on file.

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A letter from B. J. Howland of Portland, protesting against toll roads and toll bridges in the state, was called to the attention of the Commission by a communication from Governor Withycombe. The Commission felt in this matter much the same as Mr. Howland expressed himself, and for several months past have been working toward the elimination of these conditions.

On receipt of a petition from the County Court of Lane County and also Peter P. Colgaard of Elmira, requesting investigation of a route from head of Willamette Valley to Eugene via Elmira, the Commission directed the State Highway Engineer to make a reconnaissance survey of the proposed route to determine its feasibility.

A letter from Lon L. Fox, Manager for the Wenandy Livery Company at Bend, complaining about the condition of the road between Bend and Silver Lake, was placed before the Commission. In view of the fact that no money was available at this time for work on this road, Mr. Fox was so notified and advised to take the matter up with the various counties interested.

A letter from Umatilla County, dated January 8, was presented to the Commission and the Engineer was directed to make surveys at once and prepare plans and specifications for the letting of contracts for the construction of the Oregon-Washington Highway from Pendleton to the Morrow County line on the west.

The Right of Way Agent, Jay Bowerman, appeared before the Commission, stating that he had made arrangements and had deeds for two pieces of right of way in Washington County which had been under consideration for some little time. The Commission directed the Secretary to notify Washington County of the conditions under which these purchases had been made and request them to forward remittance to the land owners at an early date. Mr. Bowerman stated that there were other pieces to condemn and the Commission gave him authority to take such action as he found necessary on these matters and to hold the deeds on the above pieces until notice was received from Washington County as to what action they would take.

The Right of Way Agent also reported that five cases for right of way in Union County had been presented to him and was instructed to handle the matter in the usual manner, taking whatever action he considered necessary.

The matter of locating that section of the road in Yamhill County which is in dispute (Three Rivers portion) came up for consideration and the Commission decided to hold it in abeyance until Mr. Benson's return.

Voucher in favor of the County Court of Lake County was presented to the Commission with the information that this would overrun the \$15,000 allotted to them. The Commission authorized the payment of claims in favor of Lake County work not to exceed \$500.00 over the \$15,000 already allotted, in order to permit finishing of work opened up, balance of cost to be borne by county.

Vouchers Nos. 1 to 163 were approved for payment.

The Commission directed that the Secretary and Auditor be placed under a surety bond to the amount of \$10,000 to cover his official acts. They also directed the State Highway Engineer to have timekeepers and district engineers who are authorized to issue bankable checks to employees bonded to the extent of \$1,000 and to take such steps as to safe-guard the interests of the state in these matters. Payment of bonds in both cases is to be from State Highway Funds.

In the matter of securing materials for macadamizing the Lower Columbia River Highway, the Engineer was directed to prepare advertisements at an early date and in the meantime, in order not to delay the work, to continue with the present contracts.

Contracts by the Warren Construction Company in force on suspended contracts in Clatsop County with O. and K. Norfeldt and John Anderson and others, and with Hilmer Swanson and others for delivering rock at Bugby Point Camp No. 2 and Bugby Point Camp No. 3, were presented to the Commission and on recommendation of the State Highway Engineer the Commission accepted the contracts and the conditions therein.

The Secretary was directed to write the County of Clackamas, urging that they begin work immediately on the fulfillment of the conditions of their contract calling for construction of grade between Canemah and New Era. The contractor stated that delay on the part of Clackamas County would greatly increase his costs on the paving work.

The Commission directed the State Highway Engineer to make such arrangements as necessary for the construction of the bridge across Hood River in conjunction with the County Court, which it is understood will cost about \$40,000, of which the county is to pay \$8,000, and also for the construction of the bridge across Deschutes River on which the County Courts are to cooperate to some extent and the necessary funds set aside for this work.

The Secretary was instructed to write Umatilla County and learn what they would do on the Umatilla side of the highway from Pendleton to La Grande. Union County stated that they were willing to go to work on this highway and keep at it until their side was in good condition.

Contractor Oskar Huber requested an extension of time on contracts Nos. 3 and 12 for paving ten miles on the West Side Highway and for grading and paving five miles on the Tillamook-Cloverdale road respectively. The Commission, after due consideration, decided that under the conditions presented he should be allowed 60 days extension on these two contracts.

The following resolution was unanimously adopted by the Commission:

WHEREAS, under Chap. 423 of the General Laws of Oregon for 1917, which was referred to the people by the Legislative

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Assembly and duly adopted by the people at an election held in the State of Oregon on June 4, 1917, the State Highway Commission is authorized to issue bonds of the State of Oregon during the year 1918 in a sum not exceeding Two Million Dollars, and sell the same in order to create a fund to be used in carrying out the purposes of said Act, which bonds are a portion of a total authorized issue of Six Million Dollars; and

WHEREAS, said Act requires that at least ten per cent of such bonds shall be issued in denominations of Five Hundred Dollars, or less; and

WHEREAS, the Attorney General of the State of Oregon is by said Act, required under the direction of the State Highway Commission, to prepare a form of interest bearing Gold Bonds of the State of Oregon, and whereas, said Attorney General has prepared such form of bonds in conformity with the requirements of such statute, which has been ratified and adopted; and

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

WHEREAS, such bonds are required to be paid one-twentieth each year, commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part of all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purpose and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as such Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said Act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvement designated by such statute, and in order to pay therefor it is necessary to sell of said authorized bonds the bonds of the State of Oregon therein authorized, of the par value of Five Hundred Thousand Dollars;

THEREFORE, BE IT RESOLVED by the State Highway Commission in regular session assembled, Mr. Thompson and Mr. Adams being present:

- (a) That of the bonds authorized under Chap. 423, General Laws

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of Oregon for 1917, a third issue of Five Hundred Thousand Dollars par value thereof, shall be sold as hereinafter provided.

(b) That sealed bids for such sale be requested and received by the Secretary of this Commission at Room 1301 Yeon Building, Portland, Oregon, up to and including 11 o'clock A. M. of the 5th day of February, 1918, and that said bids shall be opened by the Commission at Room 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock A. M. of the 5th day of February, 1918.

(c) That notice of such sale shall be given by the Secretary of this Commission by publication thereof for one issue in the Bond Buyer, published in New York City and two issues in the Pacific Banker, published in Portland; Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of Five Hundred Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year, beginning with the sixth year from the date of issue. The first installment to be payable on April 1st, 1923. That at the option of the purchaser any part or all of such issue will be issued in denominations of Five Hundred Dollars, or less; except that ten per cent of the bonds must be issued in denominations of Five Hundred Dollars or less.

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

(f) That said bonds be dated February 1, 1918, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from February 1, 1918, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement.

(g) That the full purchase price from the sale of such bonds shall be payable on delivery of bonds.

(h) That an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bond issue as a prerequisite to issuance thereof.

(i) That the Commission reserves the right to reject any and all bids, which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

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BE IT FURTHER RESOLVED, that said bids be received for two blocks of One Hundred Fifty Thousand Dollars each and one block of Two Hundred Thousand Dollars, par value, of said bonds.

The County Court of Polk County appeared before the Commission, Judge Kirkpatrick acting as spokesman. They requested that ten miles of paving between Dallas and Independence be laid this year. The Commission did not see their way clear to state definitely at this time just what could be done, but were of the opinion that five miles of this work could be done and possibly the ten miles on condition that the County Court put the grade in shape and also prepare the grade on that route south of Independence toward Corvallis which the Engineer may finally decide was the most feasible. This the County Court were willing to do and the matter was left in this state for further consideration.

Commissioner McIntosh of Deschutes County appeared before the Commission, requesting that certain work be done in their county. He urged the Commission to accept the route from Bend to Tumalo via Cline Falls to Redmond as a link of the Dalles-California Highway, inasmuch as this would serve a more populous section of the county than the route on the east side of the river. The State Highway Engineer was requested to look this over and make recommendation.

Mr. McIntosh also requested that the State Highway Commission cooperate with the county of Deschutes in the improvement of that section of the road from Bend to Tumalo and from Cline Falls to Redmond. The Commission were not in position to state definitely what could be done at this time, but suggested that the County Court go ahead and make any improvements they felt inclined to do on these two sections and in the event of money being available at a later date in the post road fund, the Commission would consider whatever money had been expended by the County on this road as being spent in cooperation with the state and Federal Government and give them credit therefor.

Mr. Eggerman and Mr. M. McDonald of Washington County appeared before the Commission in the interest of the improvement of the Orenco-Walker Canyon road. They stated the county was about to take from them the ten mill extra tax which they had voted for the improvement of this road and apply it on other districts. Action on this matter was postponed until Mr. Benson could be present.

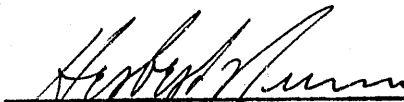
Mr. Bewley and Mr. Thompson of Sheridan appeared before the Commission requesting that one additional mile of concrete pavement 16 feet wide be laid, commencing at the place the work left off last season on the Yamhill-Nestucca Highway. The Commission approved this and the engineer was directed to prepare for the work the coming season.


Mr. Robinson, Commissioner of Josephine County, appeared before the Commission requesting Federal and state aid on the Grants Pass-Crescent City Highway. Mr. Robinson explained to the Commission that he believed Josephine County could expend something like \$20,000 on this work the next two years. The enormous amount of ore being hauled by truck put the road in fearful condition and it was his opinion that on account of the great need of ore by the Government that they would readily consent to cooperate


on this particular project. The Commission requested more definite information in the form of application and ordered that the matter be brought up at the next meeting when Mr. Benson would be present.


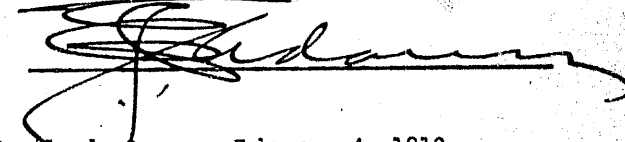
Judge Phy of Union County appeared before the Commission requesting that they be informed the amount of paving they could expect between LaGrande and Hot Lake. Mr. Thompson stated they could expect no paving this year, as the policy of the Commission would be to complete all through roads first, it being generally understood from correspondence and information available that the Government would not look with favor on any other kind of construction and it would undoubtedly be very hard to secure cars for materials on other than through routes for state highway construction.

No further business coming before the Commission, the meeting was adjourned at 7:30 P. M.


 State Highway Engineer.


 Secretary.


 Chairman

Portland, Oregon, February 4, 1918.

The State Highway Commission held a special meeting in Mr. Benson's office, 1301 Yeon Building, at 2:00 P. M. Those present were:
S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

A delegation of nine from Coos County, headed by the County Court and Charles Hall, appeared before the Commission requesting State aid in Coos County from the \$6,000,000 paving fund. Considerable discussion was entered into as to the kind of road that would be best suited to the conditions in Coos County, a statement was filed with the Secretary, and the Highway Engineer was called upon for a recommendation. He stated that on account of the drainage conditions in that county and the large amount of moisture in the soil, that he believed a concrete pavement would be the most desirable pavement for that locality and the only one that he could recommend.

Owing to the fact that the proposals for bonds advertised for sale on the 5th were to be postponed for some time to give the Government an opportunity to investigate the necessity of road construction in Oregon, Mr. Thompson explained to the delegation that no promise could be made to them at this time as to what the Commission would be able to do in Coos County. After going into the matter thoroughly and giving them the Commission's viewpoint and securing suggestions from the various members

present, it seemed to be the opinion of all present that this was the only action the Commission was justified in taking under present conditions.

A delegation from Rufus, Oregon appeared before the Commission in the interest of the location and construction of the Columbia River Highway across the north end of Sherman County. This committee was composed of G. E. Wilkensen, Chairman, W. L. Wilson and C. H. Town. They advised the Commission that they could secure by donation about one hundred days' work, men and teams and the Commission accordingly directed that the Engineer give them stakes on that portion of the road from Rufus to John Day River. Nothing further could be promised definitely, but they were given to understand that the Commission were willing to do something more towards the construction of the highway in that vicinity.

A delegation from Washington County, headed by Dr. Woods and Mr. Tongue, appeared before the Commission urging that some work in Washington County be commenced at once. They were very anxious to have paving laid from the Multnomah County line to Hillsboro and Forest Grove, but at the present time no definite promises could be made them. They were, however, promised a reconnaissance from the Multnomah County line through to Forest Grove and thence south to the Yamhill-Polk County line.

Meeting adjourned until 9:00 A. M., February 5th.

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

W. L. Thompson

Portland, Oregon, February 5, 1918.

The State Highway Commission met in Mr. Benson's office at 9:00 A. M. Those present were:

- S. Benson, Chairman, Portland
- W. L. Thompson, Pendleton
- E. J. Adams, Eugene
- Herbert Nunn, State Highway Engineer
- G. Ed Ross, Secretary

The minutes of the last meeting, January 9, were read and approved.

A letter from Colonel Disque of the Signal Corps, requesting that the State Highway Commission do something toward the improvement of county roads in Clatsop County, was presented to the Commission. The Commission was in hearty sympathy with the project, but as it has no authority over county roads, the Engineer was directed to write the County Court in an endeavor to get some cooperation from them with the Government on this work.

An order from the Public Service Commission, directing that an overcrossing be built at Divide in Lane County was read to the Commission and the Engineer directed to prepare for the State's portion of this construction; also, to prepare plans and specifications for the macadamizing of the Pacific Highway in Lane County from the end of the present macadam road near Divide to the Lane-Douglas County line.

A letter from Jay Bowerman stating that he had arranged for right of way in Washington County which has been paid for by the County officials was presented to the Commission and ordered placed on file.

A letter from the County Court of Coos County, requesting that in view of the fact that the Commission had charge of the supervision of the road work in their county under the bond issue that they continue to pay the expenses for engineering on this work, was presented. In view of the fact that the Commission had already expended \$15,000, they did not feel that they could appropriate any more funds at this time and the Secretary was directed to so notify the County Court of Coos County.

Letters from the Cottage Grove Commercial Club and County Court of Lane County, regarding the improvement of the Pacific Highway from the end of the macadamizing near Divide which was paved this year to the south county line, were presented to the Commission and the Commercial Club informed of the action of the Commission.

The County Court of Lane County also requested a reconnaissance survey from Cottage Grove to Creswell on the Pacific Highway. This request the Commission granted and the Engineer was directed to make the survey as soon as he could secure the proper Engineer to assign to that work.

Letter from Mayor G. F. Puzey of Clatskanie, stating that he had placed \$300.00 in the Clatskanie State Bank of Clatskanie, to the credit of the State Highway Commission for macadamizing through Clatskanie, was presented to the Commission and on motion of Mr. Benson the Engineer was directed to macadamize the Columbia River Highway through the City of Clatskanie on the same width as the balance of the Highway, for which the \$300 was to be used in payment, so far as it held out, the balance to be taken from State Highway Funds available for this purpose.

A letter from O. W. Smith of Klamath Falls regarding the routing of the Dalles-California Highway in the vicinity of Klamath Falls was ordered placed on the table.

Mr. Jay Bowerman, right of way agent, reported that he had consummated the purchase of right of way across the property of J. C. Brickley and A. F. Schultz and A. F. Will on the West Side Highway, the purchase price to be paid by Washington County. He also reported that there is still right of way to be acquired across the J. C. Quigley property and across the farm of Frank James and that he would soon commence condemnation proceedings on these latter two places inasmuch as the County Court of Washington County considered the price asked as excessive. One piece of

property yet remains, aside from the above, that of Mrs. Ramey, which he had hoped to secure very shortly through a satisfactory compromise with her.

The location survey of the Columbia River Highway from Hood River to Mosier, known as the "Middle Route" was definitely adopted by the Commission and the Highway Engineer instructed to prepare plans and specifications for receiving of proposals at an early date.

At the last meeting of the Commission, a delegation from the vicinity of Sheridan was told that one mile of pavement was to be laid east of Sheridan adjoining the 1917 work. Through a misunderstanding, the delegation was of the opinion that this totaled four miles instead of three miles. The State Highway Engineer was directed to ascertain how much these citizens could be depended upon by private subscription for the grading and a portion of the construction, and make a report to the Commission who would then decide as to whether Sheridan was to receive the gross of four miles of pavement or three miles.

The location of the disputed section of the Yamhill-Nestucca Highway in Tillamook County was definitely and unanimously adopted as going up what is locally known as the "Three Rivers Route". This road is already in existence and the \$45,000 now available for its improvement as a forest project should place it in first class condition to accommodate the traffic to be expected for the next few years.

The route in Washington County, known as the "Air Line", from Multnomah County line to Hillsboro, was definitely and unanimously adopted by the Commission as final. The Engineer was directed to take up the matter of construction of the bridge across the Deschutes River between Sherman and Wasco Counties with each of the County Courts, learn the present status of this matter and report to the Commission at an early date.

Mr. Eggerman and Mr. McDonald of Orengo, in Washington County, appeared before the Commission in a final attempt to have them reconsider their action on the location of the state highway from Multnomah County line to Hillsboro and they were informed that when the people of Washington County came before the Commission united and requested this change, then the Commission would give it proper consideration, and until then the selection of the route known as the "Air Line" would stand as final.

Vouchers Nos. 164 to 528, inclusive, were approved for payment.

The following resolution was unanimously adopted by the Commission:

WHEREAS, under Chap. 423 of the General Laws of Oregon for 1917, which was referred to the people by the Legislative Assembly and duly adopted by the people at an election held in the State of Oregon on June 4, 1917, the State Highway Commission is authorized to issue bonds of the State of Oregon during the year 1918 in a sum not exceeding Two Million Dollars, and sell the same in order to

create a fund to be used in carrying out the purposes of said Act, which bonds are a portion of a total authorized issue of Six Million Dollars; and

WHEREAS, said Act requires that at least ten per cent of such bonds shall be issued in denominations of Five Hundred Dollars, or less; and

WHEREAS, the Attorney General of the State of Oregon is by said Act, required under the direction of the State Highway Commission, to prepare a form of interest bearing Gold Bonds of the State of Oregon, and

WHEREAS, said Attorney General has prepared such form of bonds in conformity with the requirements of such statute, which has been ratified and adopted; and

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

WHEREAS, such bonds are required to be paid one-twentieth each year, commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part of all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purpose and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as such Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said Act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvement designated by such statute, and in order to pay therefor it is necessary to sell of said authorized bonds the bonds of the State of Oregon therein authorized, of the par value of Five Hundred Thousand Dollars:

THEREFORE, BE IT RESOLVED by the State Highway Commission in regular session assembled, all members being present;

(a) That of the bonds authorized under Chap. 423, General Laws of Oregon for 1917, a third issue of Five Hundred Thousand Dollars par value thereof, shall be sold as hereinafter provided.

(b) That sealed bids for such sale be requested and received by the Secretary of this Commission at Room 1301 Yeon Building, Portland, Oregon, up to and including 11 o'clock A. M. of the 15th day of March, 1918, and that said bids shall be opened by the Commission at Room 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock A. M. of the 15th day of March, 1918.

(c) That notice of such sale shall be given by the Secretary of this Commission by publication thereof for one issue in the Daily Record-Abstract, published in Portland, Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of Five Hundred Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four percent per annum, interest payable April and October first of each year. Of the issue two and one-half percent will be payable on April 1st and two and one-half percent October 1st of each year, beginning with the sixth year from the date of issue. The first installment to be payable on October 1st, 1923. That bonds will be issued in denominations of One Thousand Dollars, except that each and every thirtieth bond will be for Five Hundred Dollars.

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

(f) That said bonds be dated April 1, 1918, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from April 1, 1918, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement.

(g) That the full purchase price from the sale of such bonds shall be payable on delivery of bonds.

(h) That an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bond issue as a prerequisite to issuance thereof.

(i) That the Commission reserves the right to reject any and all bids, which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for all or any part of said Five Hundred Thousand Dollars, par value, of said bonds.

On request of Polk County the Engineer was instructed to look after the inspection and construction of a bridge over LaCreole Creek in Dallas, on condition that the County Court pay all the expenses of salaries, etc. incident to this inspection, which they readily agreed to do.

The Department of Public Roads and Rural Engineering requested that an additional \$25,000 from the Post Road funds be allotted for work on the John Day Highway covered by the post road project, Sarvice Creek to Valades Ranch. It was also understood by the Commission that Grant County had agreed to increase its appropriation from \$39,000 to \$50,000. This action was agreeable to the Commission and was ordered.

Clackamas County stated that the county was in position to do its share on the construction of the highway from Silverton to Oregon City as a post road project and requested aid from the state. In view of the fact that the Government is insisting that the state improve only main trunk highways, it was felt that it would be unwise to consider a proposition of this nature at this time, although the Commission appreciated the fact that the route had considerable merit and the County Court was so notified.

A contract with Ed Olsen of Clatsop County for the furnishing of rock was presented to the Commission and executed in duplicate.

In view of the fact that the Commission was to hard surface a twenty mile stretch in Marion County, the Engineer was directed to request the County Court of Marion County to grade and macadamize the Pacific Highway from Salem to Jefferson. This was considered as a part of Marion County's cooperation in addition to grading from Salem to Aurora, in view of the fact that the grading on the latter section which is to be paved is very light.

The matter of presenting the plans of the State Highway Commission for construction of roads for the present year to the office of the Federal Reserve Bank at San Francisco came up for discussion and in view of the importance of the proposition, Mr. Benson, chairman of the Commission, was authorized to appear before the board at San Francisco personally with a full statement which the Engineer and Secretary were directed to prepare, covering the contemplated program for the present year.

Opinions from the Attorney General on the matter of payment of premiums on surety bonds and public liability insurance, account of contracts with the Warren Construction Company, was presented to the Commission. The Attorney General had ruled that the Commission could not make such payments and the Secretary was ordered to place his opinion on file.

Another opinion from the Attorney General stating that the Commission could not proceed with Federal and State Aid work without advertising for receipt of proposals in the usual manner was placed before the Commission and the opinion ordered placed on file.

An application for assistance on a Post Road in Josephine County from Grants Pass to Crescent City was presented to the Commission, but in view of the fact that the Post Road money was practically all appropriated, no promises for assistance could be made for this year.

The matter of examining a contract covering the 10 year guarantee period for maintenance with the Warren Construction Company on the completed paving job in Umatilla County was brought before the Commission and inasmuch as the execution of this contract is optional and can hold over for some time, the matter was laid on the table for the present.

The matter of maintenance of the completed state highway in Umatilla County, that is, the care of the shoulders and drainage, was brought up for attention and the Commission instructed the Secretary to take up with the Attorney General, the matter of preparation of a suitable contract covering maintenance of state highways with the various county courts on a fifty-fifty basis.

The matter of cancelling the Warren Construction Company's bonds on the Lower Columbia force account work, as requested in their letter of January 28 was taken up by the Commission and the Secretary instructed to continue the bonds in force until all accounts connected with this work were completely and satisfactorily adjusted.

The fact that the paving by the Warren Construction Company in Pendleton on Highways Nos. 6 and 8 was not entirely satisfactory, was brought to the attention of the Commission and the Highway Engineer directed to thoroughly investigate and have such action as was necessary taken by the contractor to put this road in first class condition before final acceptance and payments of estimates due on this account.

Calvert & Wolke applied to the Commission for an assignment of the contract, which they hold, to a new firm which they were incorporating into. The Commission decided that it would be best for it to take no action in this matter.

Advertisements having been duly carried in the proper papers, proposals were opened and read by the Secretary in the presence of the Commission, State Highway Engineer and approximately 100 contractors, county officials and others at the Portland Press Club rooms, Stark and Broadway, at 1:30 P. M. At 6:00 P. M. the result of the tabulation of bids was announced as follows:

PENDLETON - ECHO SECTION
OLD OREGON TRAIL, UMATILLA COUNTY

	Grading with Concrete Pipe	Grading with Corr. Iron Pipe	Gravel Run of bank
Warren Construction Company	50,470.00	49,585.00	147,300.00
United Contracting Company	49,084.00	48,088.00	145,500.00
Twohy Brothers Company	52,307.50	51,767.50	121,800.00

ECHO - MORROW COUNTY LINE
OREGON TRAIL AND COLUMBIA RIVER HIGHWAY

	Grading with Concrete Pipe	Grading with Corr. Iron Pipe	Gravel-Run of Bank	Broken Stone Macadam W-B
E. T. Johnson	53,935.00	52,840.50	117,000.00	193,000.00
Warren Construction Co.	54,672.50	53,986.50	103,720.00	
United Contracting Co.	56,800.00	56,144.60	107,900.00	
Twohy Brothers Company	57,725.40	57,320.20	117,000.00	

UMPQUA BRIDGE, 2 $\frac{1}{2}$ MILES SOUTH OF DILLARD
PACIFIC HIGHWAY, DOUGLAS COUNTY

Grants Pass Construction Company	21,200.00
Portland Bridge & Iron Company	14,753.00
Portland Bridge Company	14,300.00
Fred A. Erixon	16,785.00

ASPHALTUM

Union Oil Company	\$15.50 per ton
Standard Oil Company	15.00 " "

CEMENT

Santa Cruz Portland Cement Company	\$ 3.44 per barrel
Henry Cowell Lime & Cement Company	3.44 " "
Pacific Portland Cement Company	3.44 " "
Oregon Portland Cement Company	3.44 " "

SAND

	Coarse Sand	Muck Sand	Concrete Sand
Hawthorne Dock Company			
f.o.b. Portland	.60	.75	.60
f.o.b. Brooks	1.75	1.90	
Salem Sand & Gravel Co.			
f.o.b. Salem		1.25	1.25
f.o.b. Brooks		2.15	
Oregon Gravel & Contracting Co.			
f.o.b. Independence	.60	.40	.80
Columbia Contract Co.			
f.o.b. Portland	.60	.60	.60
Star Sand Co.			
f.o.b. Portland	.95	.95	.95

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CRUSHED ROCK

	Hopper at Barge at Woodson	Hopper at Barge at Woodson	Hopper at Barge at Knappa	Hopper at Barge at Knappa
Columbia Contract Co.	1.24	1.14	1.24	1.14
Star Sand Co.	1.60		1.60	

On account of the prices bid on macadam in Umatilla County being considered excessive, all bids were rejected.

All bids on the Umpqua Bridge were rejected on account of being excessive, and the State Highway Engineer was directed to readvertise same.

On motion of Mr. Thompson, the award for crushed rock was made to the Columbia Contract Company at \$1.24 per cubic yard f.o.b. hopper at Woodson and \$1.24 per cubic yard f.o.b. hopper at Knappa. On motion of Mr. Adams, the award for asphaltum was made to the Standard Oil Company at \$15.00 per ton f.o.b. Richmond Refinery, California; and on motion of Mr. Thompson the award for cement was made to the Oregon Portland Cement Company at \$3.44 per barrel f.o.b. Sheridan, Oregon. On motion of Mr. Benson, the Engineer was directed to look into the other proposals for muck sand, concrete sand and gravel, have tests made and whichever proposal he decided was to the best advantage of the Commission to accept.

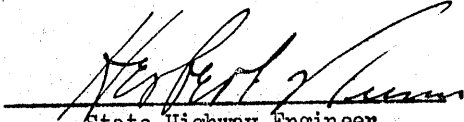

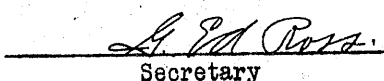
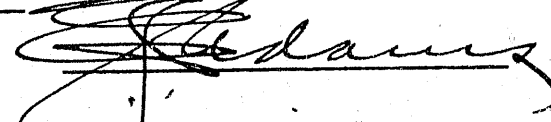
Mr. Thompson explained to the delegation of County officials present, the status of the road situation in the State of Oregon as it confronted the State Highway Commission at the present time and called for an expression as to whether they would recommend, under existing conditions the continuing of a road construction program on the state trunk highways. The sentiment seemed to be very largely in favor of the Commission going ahead with its construction program even though it was necessary to discount the bonds somewhat and pay the prevailing rate for labor. In view of the fact that men in close touch with the general situation felt that conditions would not be more favorable for a good many years to come, even though the war ended at once, and the great need of improved highways for immediate use, they felt would overcome any difference in cost that might be expected if construction was delayed for several years. A few, however, objected to the construction program being carried on further than was absolutely necessary.

Some of the counties represented were, Washington, Benton, Marion, Linn, Polk, Union, Clackamas, Deschutes. Mr. Thompson also requested an expression from the county officials present as to whether they would be in favor of the Commission spending the funds from the \$6,000,000 bond issue for a good macadam, which he explained would secure for the state from three to five miles of road for every mile that could be expected if the asphaltic or concrete surfacing were insisted upon. The general sentiment seemed to be almost unanimously in favor of the macadam construction program at this time, except for those localities

over which the traffic was of such magnitude as to make the concrete or asphaltic surfacing more economical than the macadamizing.

The Deschutes County Court appeared before the Commission requesting that some work be done on the Bend-Klamath Falls route. Three or four miles of this route was in very bad shape they reported. The Commission felt that in view of its financial condition at this time, it would not be able to do more for Deschutes County than had already been done.

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


 State Highway Engineer

 Chairman

 Secretary

 Portland, Oregon, March 5, 1918.

The State Highway Commission met in Mr. Benson's office, 1301 Yeon Building, at 11 A. M., those present being:

W. L. Thompson, Pendleton
 E. J. Adams, Eugene
 Herbert Nunn, State Highway Engineer
 G. Ed Ross, Secretary

Minutes of meetings of February 4th and 5th were approved.

Applications for the construction of post roads were approved by the Commission and executed as follows:

Baker-Cornucopia Highway, that portion known as the Sag Section from Pine Valley through Halfway to Powder River 4.9 miles, estimated cost \$29,277.00.

Baker-Cornucopia Highway, that section known as the Canyon Section east of Richland through Eagle Valley, Richland and Powder River 4.5 miles, estimated cost \$22,498.00.

Baker-Cornucopia Highway, Baker-Middle Bridge section, running through Baker, Palmer and Middle Bridge 17 miles, estimated cost \$42,956.00.

Old Oregon Trail, Union-Telocaset Section 6 miles, estimated cost \$13,917.00.

A resolution from the County Court of Baker County, appropriating

\$6,000.00 for work in the construction of the Baker-Cornucopia post road, the Canyon Section east of Riceland, was presented to the Commission and their proposal accepted.

A resolution from the same court, appropriating \$13,000.00 for the construction of the Baker-Cornucopia post road, the Baker-Middle Bridge section, was presented to the Commission and the offer ordered accepted.

A letter from the same Court, appropriating \$6,000.00 for construction on the Baker-Cornucopia post road, the Sag section, was presented to the Commission and these funds ordered accepted.

The Warren Construction Company petitioned the Commission under date of February 23 for an extension of time on their Contract No. 6, Project No. 9, for the grading of approximately 1.8 miles of road on the Columbia River Highway near Goble, Oregon, to May 1, 1918. The request being considered reasonable, on recommendation of the Highway Engineer was allowed.

A petition from Warren Construction Company, dated February 16, requesting an extension of time for the completion of their Contract No. 13, Project No. 25, in Columbia County for paving between the Multnomah County line and Scappoose until June 1, 1918, was presented to the Commission, and on recommendation of the Highway Engineer was ordered allowed.

A petition from the Warren Construction Company, under date of February 16, for the completion of their Contract No. 5, Project No. 6 for grading and paving between Svensen and Astoria to November 1, 1918 was presented to the Commission and on recommendation of the Highway Engineer, the extension was ordered made.

A letter from Oskar Huber, dated February 28, requesting an extension of time for the completion of his contract No. 12, Project No. 23, for paving on the Tillamook-Cloverdale Road in Tillamook County to August 1, 1918, was presented to the Commission, and on recommendation of the Highway Engineer, this extension was ordered.

A letter from Oskar Huber, dated February 28th, petitioning the Commission for an extension of time on his Contract No. 3, Project No. 4, for the improvement of the Rex-Tigard road in Yamhill and Washington Counties to June 1, 1918, was presented to the Commission, and on recommendation of the Highway Engineer, this extension was granted.

A letter from Judge W. W. Nickell of McMinnville, requesting that improvement be made on the road leading from the Rex-Tigard road through Tillamook the present year, was presented to the Commission and ordered placed on file in view of the fact that the extent of the work which the Commission would be allowed to do this year by the Government was as yet undetermined.

A letter from Judge Watson of Coos County, requesting information as to whether the program outlined by a committee from Coos County at the last meeting was considered in the tentative plan of the Highway Commission for the present year, was presented, but on account of the uncertain elements entering into highway construction this year, the Commission felt that it was impossible to give Judge Watson a definite answer at this time.

A letter from W. W. Black, Major General, Chief of Engineers, Washington, D. C., together with a letter from George A. Zinn, Colonel, Corps of Engineers, regarding proposed highway to be built along the Dalles-Celilo Canal, was presented to the Commission. The reports were to the effect that the Government's interests in the construction of a highway along this canal were not such as to warrant a contribution for this service.

A letter from Congressman C. N. McArthur along the same line and giving the same information, was also presented to the Commission and ordered placed on file.

A reconnaissance report by E. R. LaPointe, Engineer, in Lane County, of the different possible routes for the Coast Road portion of the Eugene-Florence Highway and the Pacific Highway in Lane County, was presented to the Commission with maps supporting same and ordered placed on file.

The matter of the purchase of 19 cars for construction purposes by the Commission recently was brought up for discussion. The fact developed that these cars had been pronounced in bad condition by an Interstate Commerce Commission inspector and were not acceptable on the main lines of the railroads. In view of this fact, the Commission felt that they should not be paid for and that Mr. J. H. LaMoree, from whom they were purchased, should refund the \$6,000.00 paid on account. The Engineer was directed to take the matter up with the Attorney General to determine what proceedings were necessary in this matter to protect the state's interests, and to take such action as was recommended by the Attorney General with full authority to rescind the purchase of this equipment if after investigation, the Highway Engineer found that this was the proper thing to do, and the Attorney General advised that it could be done legally.

The matter of construction of the Deschutes bridge came up for discussion but in view of the fact that right of way matters have not been entirely taken care of, it was considered good policy to defer calling for proposals until these matters were attended to.

Vouchers Nos. 529 to 852, inclusive, were approved for payment.

The matter of appropriation of \$8,000.00 by the State Highway Commission to match an equal sum from the Government on condition that Klamath County appropriate \$20,000.00 on a post road project between Olene and Klamath Falls, was taken up for discussion. The State Highway Engineer

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reported that a reconnaissance of the different highways out of Klamath Falls had been made and he recommended that this money be spent on the Dalles-California Highway north of Klamath Falls instead of from Olene to Klamath Falls. The Commission requested him to take the matter up with the County Court to determine whether or not this would be agreeable to them and report findings at the next meeting of the Commission. Report by L. L. Clarke on this project was ordered placed on file.

The reclassification of materials for the Elliott Contracting Company in Wheeler County was reported to the Commission and the action of the Engineer in making this reclassification and additional allowance of \$1493.55 was approved.

A contract with the Southern Pacific Company, leasing a portion of their right of way near Brooks for which a yearly rental of \$5.00 per year was agreed upon, was ordered executed by the Commission. This lease is dated March 5, 1918.

A contract with the O.-W. R. R. & N. Company, dated September 14, 1917, was executed in triplicate by the Commission.

The matter of additional funds for Lake County, to continue improvement on the highway done under county and state cooperation was requested by Mr. Bentz, Road Engineer. In view of the fact that quarter mill funds were very short at this time, the Commission was unable to act favorably upon this request.

The matter of advertising the construction of that section of the Columbia River Highway from Hood River to Wasco was brought up for discussion with the final result that the Commission decided to lay the matter on the table until the next meeting, March 15, when Mr. Benson will be present.

Proposals for the construction of a bridge at Hood River in Hood River County and one in Douglas County, also for the furnishing of 2200 barrels of cement for the Hood River bridge and for the sale of state equipment which the department had for sale, were advertised to be opened at 11:00 A. M. Owing to the fact that the train from Pendleton on which were both Commissioners was several hours late, the opening of these proposals was postponed until 1:00 o'clock P. M., when they were read by the Secretary in the presence of the Commission, all contractors interested and a number of other persons. At 3:30 the following results were announced:

HOOD RIVER BRIDGE

Parker & Banfield	\$55,914.00
Portland Bridge & Bldg. Co.	43,515.00
Pacific Bridge Co.	45,377.00
Erixon & Jones	47,060.00

UMPQUA BRIDGE, 2½ miles south of Dillard

Portland Bridge Co.	\$18,732.00
Erixon & Jones	21,817.00
Parker & Banfield	19,766.00

CEMENT

Oregon Portland Cement Co.	\$3.05 per bbl. f.o.b. Portland or Oswego
	3.25 " " " " Hood River
Henry Cowell Lime & Cement Co.	3.05 " " " " Portland
	3.27 " " " " Hood River
Santa Cruz Portland Cement Co.	3.35 " " delivered by boat at Hood River docks
	3.25 " " f.o.b. " "

EQUIPMENT

Alaska Junk Co.	\$3,561.10
J. Simon & Bro.	3,001.05

On motion of Mr. Adams, the contract for the construction of a bridge across Hood River in Hood River County was awarded to Parker & Banfield, the lowest bidders, for the sum of \$35,914.00. On motion of Mr. Adams, the contract for the construction of a bridge across the Umpqua River in Douglas County 2½ miles south of Dillard was awarded to the Portland Bridge Company for \$18,732.00, they having the lowest bid.

Proposals for the purchase of cement indicated a lack of competition; therefore, all were rejected. The Engineer was directed to make a private deal or if he could not do this to the advantage of the state, then to advertise, having proposals opened at the next meeting of the Commission.

Proposals for the sale of equipment were considered too low for the character of equipment which is offered for sale, and accordingly all were rejected and the engineer directed to make a private sale if he felt that he could do so to the advantage of the department.

All checks were ordered returned to the unsuccessful bidders except the lowest and next lowest on the Hood River bridge and the Umpqua River bridge. These were to be held until such time as a satisfactory contract had been entered into between the contractor and the State Highway Commission.


Mr. Pearl Morton of Ruthton appeared before the Commission, making an appeal for damages account of right of way through his property for the construction of the Columbia River Highway in Hood River County. Inasmuch as his case is to come before the Supreme Court for a hearing on March 7th, the Commission felt that there was nothing to be done at this time and so informed Mr. Morton. The Engineer, however, was instructed to take every means to conserve and expedite the delivery of water for drinking and irrigation purposes on Mr. Morton's property.

A delegation from Tillamook County, consisting of Messrs. Edwards, Baker, Goynes and Shrode appeared before the Commission requesting that the contemplated paving project from Tillamook City to Hebo be started at as early a date as possible. They reported that the County Court would, within the next three years, have sufficient money for the handling of their part of the work in connection with this paving. This committee was informed by the Commission that owing to the fact that the Government's attitude was yet indefinite on highway construction in Oregon, it would be impossible at this time to give them a definite statement as to what might be done.


The Secretary was directed to write the County Court of Josephine County regarding right of way matters, action on which had been temporarily held up owing to the fact that the county had been slow in answering letters from the right of way agent.

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


State Highway Engineer.


Chairman.


Secretary.


Secretary.

Portland, Oregon, March 15, 1918.

The State Highway Commission met in Mr. Benson's office, 1301 Yeon Building, at 11 A. M. Those present were:

S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
E. J. Adams, Eugene
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

Minutes for the meeting of March 5th were read and approved.

Approval No. 62 by the Capital Issues Committee of the Federal Reserve Board, authorizing the Commission to sell \$500,000 of highway bonds Nos. 1041 to 1560, \$12,500 maturing semi-annually beginning October 1, 1923 and continuing to April 1, 1943 was presented to the Commission. These bonds were to be of \$1,000 each, except that every 13th bond would be for \$500.

A letter from Mr. R. L. Hass, dated March 10th, requesting assistance on the Bend-Burns-Vale highway was presented to the Commission and the Engineer was directed to send Mr. Bennett over there in the near future.

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A petition from Frank Mann of Rose Lodge was presented to the Commission, requesting some assistance on the Salmon River road. Investigation showed this to be a local proposition and not a road in which the state should become interested at this time. The Secretary was directed to write Mr. Mann accordingly.

A letter from M. L. Paget, to Governor Withycombe, protesting against the cutting down of trees along the highway in Clatsop County, was presented to the Commission. The Secretary was directed to inform Mr. Paget that they felt much as he did in the matter -- that it was very desirable to have the trees left along the highway. Mr. Benson called attention to the fact that California was now planting trees along its highways, but the Commission has no funds at its disposal with which to pay for trees owned by private parties and suggested that the public spirited citizens of Seaside and vicinity make such arrangements with the Hammond Lumber Company as were necessary to preserve these trees.

The matter of purchase of blue print machine came up for discussion and it was decided that perhaps at this time it would be well to go a little easy on the purchase of equipment if the department could, without serious inconvenience, do without it.

The matter of adopting the Woodburn-Silverton road as a link of the state highways came up for discussion and in view of the fact that the Government apparently will curtail the construction program of the Commission to a considerable extent and that a much larger construction program is now tentatively before the Commission than it will be possible to complete for the next year or two, they felt it was best at this time not to adopt any new highways and the Secretary was instructed to notify the people interested accordingly.

At 11 o'clock proposals for the sale of \$500,000 in bonds, authorized under Chapter 423 of the laws of 1917 were received by the Commission and opened and read by the Secretary in the presence of the members of the Commission, representatives of those submitting proposals and a few others who were present.

The following resolution was unanimously adopted:

WHEREAS, at a meeting of the State Highway Commission held February 5, 1918, a resolution was regularly adopted directing that bids be invited for the purchase of Five Hundred Thousand Dollars par value of the bonds authorized under Chapter 423 of the General Laws of Oregon for 1917, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Chairman of the Commission at 1301 Yeon Building, Portland, Oregon, up to and including eleven o'clock A. M. on the 15th day of March, 1918, and further directed that said bids should be opened by the Com-

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mission at the office of the Chairman, 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of March 15, 1918; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for one issue in the Daily Record-Abstract, published at Portland, Oregon, and

WHEREAS, such resolution required each bid to be accompanied by a certified check for five percent of the amount of such bid, and further required that such bonds be dated April 1st, 1918, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from April 1st until the date the purchase price is paid, and further requiring that the full purchase price be paid on delivery of the bonds, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

WHEREAS, notice of such sale as required by such resolution was duly given by the Secretary of this Commission by publication thereof for one issue in said publication, proof of which publication has been filed in the form of affidavits and is now before this Commission, and

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 15th day of March, 1918, in special session at the office of its Chairman, 1301 Yeon Building, Portland, Oregon, with all members of such Commission present and participating; and

WHEREAS, pursuant to such resolution and published notice the following bids for said bonds have been received by the Secretary of the Commission and at this time opened and filed in the presence of the Commission, (price bid is for each One Thousand Dollar bond, and proportionate amount for each Five Hundred Dollar bond to be issued, except the proposal of Clark-Kendall & Co., of Portland, which is a lump sum for the full issue of Five Hundred Thousand Dollar bonds), to-wit:

Henry Teal, Portland, Oregon	\$911.70
National City Co., Portland, Oregon	906.30
United States National Bank, Portland, Oregon	906.20
John E. Price & Co., Seattle, Washington	908.30
Lumbermen's Trust Co., Portland, Oregon	910.30
Morris Brothers, Portland, Oregon	897.00
Clark, Kendall & Co., Portland, Oregon	\$450,280.00

Each proposal was accompanied by a certified check to the amount of

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five per cent, as required by such resolution and published notice, and

WHEREAS, the bid of Henry Teal is the highest and best bid received; and

WHEREAS, the said State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is to the best interest of the State of Oregon to accept said bid of said Henry Teal; and

WHEREAS, said Henry Teal requested that if his bid be accepted by this Commission that said bonds be issued in the form heretofore approved by this Commission and designated in the resolution approving the same as "Non-registered" bonds, the amount of each to be One Thousand Dollars, except that each and every thirteenth bond will be in the sum of Five Hundred Dollars.

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION:

1. That said bid of Nine Hundred Eleven and 70/100 (\$911.70), for each One Thousand Dollar bond, and the same proportionate bid for each Five Hundred Dollar, (\$500.00) bond, of said Henry Teal for Five Hundred Thousand Dollars par value of the State of Oregon, authorized under said Chapter 423, General Laws of Oregon for 1917, be and the same is hereby accepted;

2. That the Secretary of this Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed four hundred and eighty (480) One Thousand Dollar bonds, and forty (40) Five Hundred Dollar bonds, of which twelve (12) One Thousand Dollar bonds and one (1) Five Hundred Dollar bond shall be due and payable on October 1, 1923, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated April 1st, 1918, and bear interest from such date, and that such purchaser be required to pay in addition to his bid the interest accrued on all of said bonds from April 1, 1918, until the purchase price thereof has been paid.

THEREFORE, BE IT RESOLVED, That the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twelve One Thousand Dollar bonds and one Five Hundred Dollar bond be issued so as to mature October 1, 1923, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of Five Hundred Thousand Dollars, in the "Non-registered" form of bond.

3. That the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by said law, and that the Secretary of this Commission be directed print the facsimile

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signature of each of said officers upon the coupons attached to such bonds.

4. That the Secretary of this Commission request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Mass., to examine into the validity of said bonds and to render an opinion as to the validity of such bonds, and that immediately upon the receipt of such opinion, if the same be favorable, that said transaction be consummated by exchanging said bonds for such purchase price with accrued interest, and that the same be turned over and paid into the State Treasury of the State of Oregon pursuant to the law of this State.

5. BE IT FURTHER RESOLVED, that the principal and coupons of said non-registered bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder thereof.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that failure to complete the improvement on certain sections of the Columbia River Highway known as the Cascade Locks Section, the Viento Section and the Ruthton Hill section, all in Hood River County, for which contract has been entered into with A. D. Kern to construct, would seriously interfere with through traffic on that road if the work is not completed at the earliest possible time, and

WHEREAS, the shortage of labor makes it practically impossible to secure sufficient competent and skilled labor to make satisfactory progress,

BE IT HEREBY RESOLVED that the State Highway Commission of Oregon declares an emergency to exist on this work and the State Highway Engineer is directed to notify the contractor that he may employ his men for a longer period than eight hours per day or forty-eight hours per week, as required by the laws of the State of Oregon.

BE IT FURTHER RESOLVED that when the cause for declaring an emergency on this work ceases to exist the Engineer will immediately notify the contractor to place his men back on an eight hour per day basis and live rigidly up to that rule.

In view of the fact that the price of cement quoted by the Beaver Portland Cement Company at Gold Hill was only four cents less than that quoted by the Oregon Portland Cement Company when proposals were opened on the 5th instant, the Engineer was directed to make as good a deal as he could with the Oregon Portland Cement Company and to see if it was not possible for them to make the same price which the Government states it is in position to secure on cement furnished to the Government; that is, \$1.70 per barrel net, without packages, f.o.b. Portland.

MAR 18 1918

The Engineer was instructed to investigate the Myrtle Creek crossing for a bridge across the Umpqua and report back to the Commission.

The State Highway Engineer was directed to prepare proposals and specifications for the hardsurfacing of 3800 feet more or less on the Pacific Highway outside of Ashland near that section adjacent to the Billings Hill crossing, to connect up the Pacific Highway at this railroad crossing.

The following resolution was unanimously adopted:

WHEREAS it satisfactorily appears to the Oregon State Highway Commission, that Douglas County has prepared that portion of the roadbed of the Pacific Highway situate in said county, beginning at Lane-Douglas County line and extending southwesterly between stations 1 and 126, a distance of approximately 2.4 miles, for paving, and that said Douglas County has caused everything to be done by way of grading, excavating, filling, and all other things necessary to fully prepare and make said roadbed ready for paving according to requirements of the State Highway Commission:

NOW, THEREFORE, The State Highway Engineer is ordered to forthwith proceed to pave said portion of the Pacific Highway situate in Douglas County, Oregon, and described as aforesaid, by causing the said highway to be macadamized with water bound broken stone, or water bound gravel, according to standard specifications of the State Highway Commission.

The necessary sum realized from the sale of bonds in accordance with the provisions of said Chapter 423, is set aside and appropriated for the purposes aforesaid.

The matter of paving 5 miles in Coos County also came up for consideration, but it was held advisable to postpone definite action on this matter until the Supreme Court handed down this decision, which it was hoped would be out within two weeks.

The matter of rocking the Columbia River Highway in Hood River County came up for discussion, but it was considered advisable to hold this matter up for the time being.

The matter of whether or not the Commission had authority to employ a right of way agent came up for discussion and in view of the fact that the Secretary of State would prefer a decision from the Attorney General on this matter, the Secretary was directed to present the matter to the Attorney General in due form and request an opinion.

On condition that the change in contract was acceptable to the contractor and the surety for the contractor, the Commission authorized the following addition to the contracts of Curtis Gardner, No. 41, dated January 9, 1918, and Portland Bridge Company, No. 42, dated January 9, 1918:

MAR 15 1918

"Materials to be used in the fulfilling of this contract when delivered on the ground may be partially paid for if, in the opinion of the engineer, the payment for such will not result detrimentally to the best interests of the state, and in no event shall more than seventy-five (75) per cent of the value of the material to be paid for, before it is in place."

Lincoln County made application for an appropriation of \$10,000 for work on the Newport-Corvallis road. In view of the fact that in all likelihood the Capital Issues Committee of the Federal Reserve Board will require that all money used by the state on road work be expended on the main trunk highways (Columbia River and Pacific Highways), the Commission could not hold out any encouragement to Lincoln County at this time and the Secretary was directed to so inform them.

Mr. F. J. Shinn of the Ashland Commercial Club appeared before the Commission and submitted a petition requesting that some work be done on the road between Ashland, Klamath Falls and Lakeview. After discussing the merits of the proposition somewhat, the Commission directed the Engineer to make a survey of the Green Spring Mountain road between Ashland and Klamath Falls.

A committee from Yamhill County, consisting of the County Court, Senator Vinton, Mr. Kirby and Mr. Bewley, presented petitions which were ordered filed. They stated they were well pleased with the work which had been done and that they were willing at any time to assist the Highway Commission in any work it felt able to do in their county to the fullest extent, and while they did not wish the State Highway Commission to understand them as attempting to unduly influence them in the expenditure of money in Yamhill County, they did wish it to be known that they were willing to prepare the subgrade for the receiving of the hardsurfacing and in addition to this would pledge \$2000 per mile to be used in payment of any actual paving work done in the county. They especially desired the Commission to pave from Sheridan to Newberg, the Commission to select whichever route it felt would be most feasible. The committee were informed that while the Commission thoroughly appreciated their attitude in these matters, it did not feel at this time that it could pave all the stretch or give a definite answer, inasmuch as considerable work had been done in Yamhill County and other counties must have recognition before further promises could be made to Yamhill County, except that the State Highway Engineer was authorized to prepare proposals and specifications for the hardsurfacing of 2.2 miles on the highway to connect up with the paving laid out of Sheridan last year. This makes a gross of 4 miles, being one additional to that authorized last season. The delegation was told, however, that when the time came that the Commission could spend more money in Yamhill County, that they certainly would take into consideration any improvement on the main state highways which the County Court would do in the meantime.

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

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

W. L. Thompson

Portland, Oregon, March 23, 1918.

The State Highway Commission met in Mr. Benson's office, 1301 Yeon Building, those present being:

- S. Benson, Chairman, Portland
- W. L. Thompson, Pendleton
- E. J. Adams, Eugene
- Herbert Nunn, State Highway Engineer
- G. Ed Ross, Secretary

The meeting was called to order at 11 o'clock to receive proposals on the following work which had been duly advertised as required by law. The proposals received were read before the members of the Commission, contractors interested and a number of others present. Results announced at 3 o'clock were as follows:

Lindstrom & Feigenson, Bridge No. 11 over Beaver Creek and 6x8 culvert near Bridge No. 11	\$6483.60
Lindstrom & Feigenson, half viaduct near Little Jack Falls	2410.00

The above jobs are on the Columbia River Highway in Columbia County.

Warren Construction Co., macadamizing from Svensen to the Columbia County line in Clatsop County	49740.00
Warren Construction Co., paving on Sheridan-MoMinville section of the West Side Highway 2.2 miles.	52438.00

All of the above proposals except the Svensen to Columbia County line macadamizing work in Clatsop County were considered unreasonably high and on recommendation of the State Highway Engineer were rejected by the Commission.

The bid of the Warren Construction Company for the macadamizing work from Svensen to the Columbia County line on the Columbia River Highway in Clatsop County was taken under advisement and Mr. Benson authorized to check up the cost of the work being done by the Highway Department against

the price bid by the Warren Construction Company and take such action as was to the best interest of the State of Oregon and the State Highway Department.

No bids were received on the following projects, which had been advertised according to law:

- Reinforced concrete bridge over Graham Creek in Columbia County.
- Reinforced concrete bridge over Plympton Creek in Clatsop County.
- Reinforced concrete bridge over Little Creek in Clatsop County.
- Reinforced concrete bridge over Big Creek in Clatsop County.
- Macadamizing approximately 14.25 miles of the Columbia River Highway between Clatsop-Columbia County line and Tide Creek in Columbia County.
- 2 half viaducts on Columbia River Highway, Columbia County, two miles west of Clatskanie.
- Stone wall construction in Columbia County on Columbia River Highway.

The State Highway Engineer was directed to do this work on a force account basis, with state forces.

Meeting was adjourned until 1:30 P. M. and immediately went into executive session, all members being present as at the morning session. The time until 3 P. M. was devoted to a careful discussion of the financial status of the department, with a view of securing such data as to intelligently outline the balance of the year's program for highway construction.

The Highway Engineer reported to the Commission in detail the reason for expenditures on the Lower Columbia River Highway, and the matter of the preparation of a more definite monthly report for the benefit of the members of the Commission was taken up and thoroughly discussed. The Engineer was directed to make a careful estimate of all work now under way and that which is expected to be done the coming season, including a definite estimate on engineering costs and present to the Commission at its next meeting. Also to have prepared a definite statement showing expenditures to date from the various funds on all of the work that has been under way, and in addition to this to work out a complete abbreviated summary of the work before the department, which will allow the Commission to get the status of the work before the department in as few items as possible.

The Commission voted unanimously to continue the work on the Lower Columbia River as outlined by the Highway Engineer and in addition, directed the Highway Engineer to have prepared at as early a date as the data could be secured plans and specifications for the hardsurfacing of stretches of the Pacific Highway in the following counties; Linn, Lane, Benton, Polk, Josephine, Jackson, and Washington Counties, and for the paving of certain sections of the Columbia River Highway in the following counties; Wasco, Sherman, Gilliam, Morrow and Union, also for the grading

of the Columbia River Highway from Hood River to Mosier, the above program being contingent upon the opinion to be handed down by the Supreme Court as to just how the term "hard surfacing" may be interpreted by them and the Commission's ability to secure permission to sell the balance of \$1,500,000 bonds made available this year by Chapter 423. The above program as outlined will be modified in a manner necessary to conform to the decision of the Supreme Court, if there develops any conflict.

Vouchers Nos. 853 to 1211 were approved for payment.

The Commission directed the Secretary to inform the county authorities of Columbia County that all the money that they could spare for Columbia County this season had already been allotted to them, and that they must look after the maintenance of the Columbia River Highway from Goble south.

The Secretary was also directed to write the Clatsop County authorities that in view of the large sums of money the Commission had expended in their county the past year and were arranging to spend the present year, they believed that the county should take care of the maintenance of that portion of the Columbia River Highway from Astoria to Warrenton, practically one mile and a half all told, which is badly in need of attention at this time.

The Secretary was directed by the Commission to make application to the Capital Issues Committee for authority to sell the balance of the \$6,000,000 bonds authorized for 1918, amounting to \$1,500,000 with which to make payment of the balance of the highway work under way and the above program as outlined.

Mr. Sidney Smyth appeared before the Commission representing Gilliam County and requested that the Commission allow them to spend on the John Day Highway from the north end of Cummings Hill work at the Wheeler-Gilliam County line and continuing north into Gilliam County the \$5000 which the county promised the Commission on June 27, 1917 (page 261 of minute book) they would spend near Mayville in return for certain money which the Commission promised to spend in Gilliam County. The Commission was unanimous in granting this request.

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

Herbert V. ...

 State Highway Engineer.

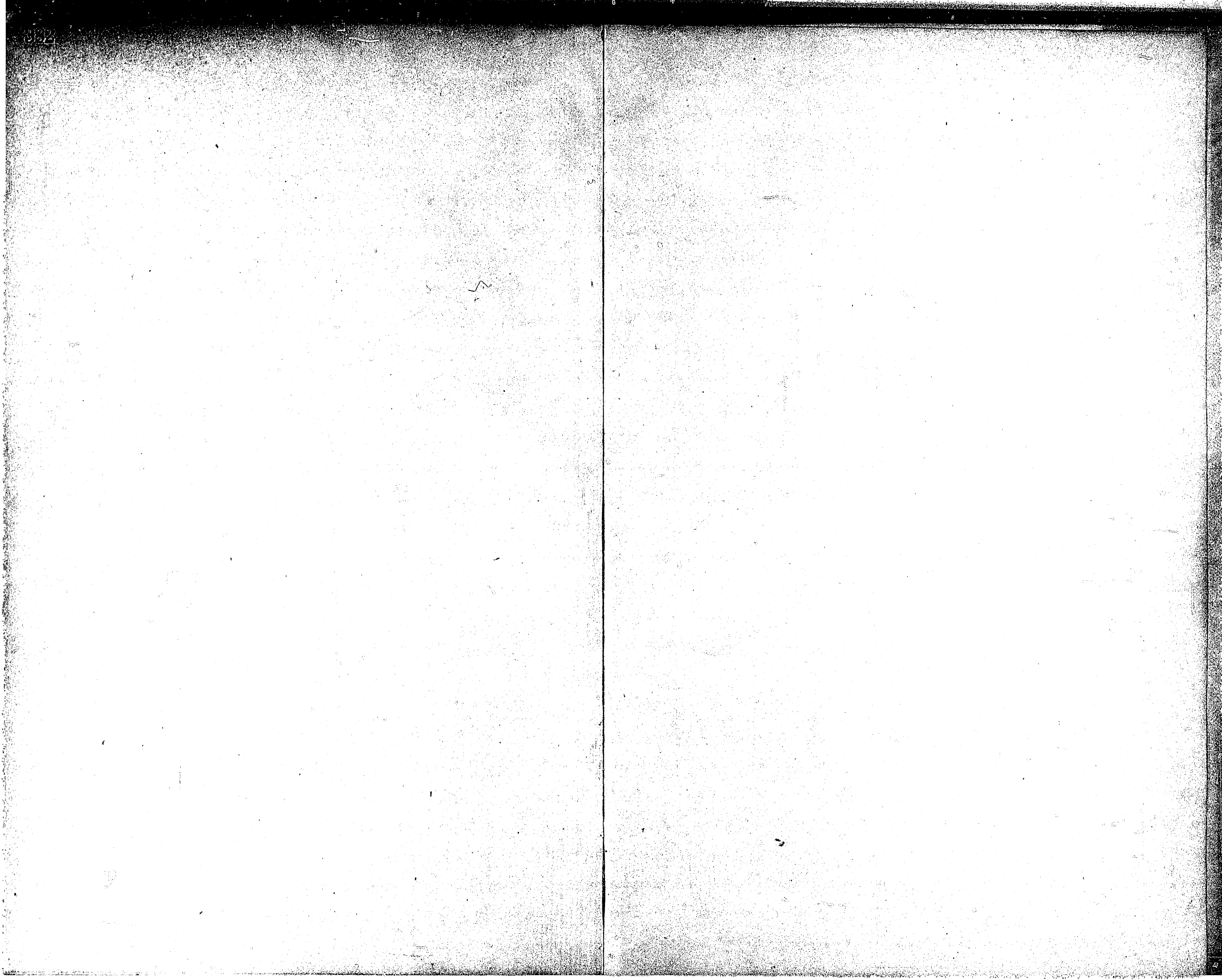
S. P. Benson

 Chairman

L. Ed. Rose

 Secretary.

[Signature]



MINUTES
OF THE
OREGON STATE
HIGHWAY
COMMISSION

APRIL 1, 1918
MARCH 31, 1919

VOL. 3.
PAGES 379-498

OREGON STATE
HIGHWAY
COMMISSION

VOLUME III

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

FROM

APRIL 1, 1918

TO

MARCH 31, 1919

OREGON STATE HIGHWAY COMMISSIONERS

S. BENSON, PORTLAND, CHAIRMAN
W. L. THOMPSON, PENDLETON
R. A. BOOTH, EUGENE

ROY A. KLEIN, SECRETARY
HERBERT NUNN, STATE HIGHWAY ENGINEER

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON.

Page Date Subject

- 1918
- 379 April 9 Minutes of March 15 and 23 read and approved.
Mr. Nunn reported status of suit before Supreme Court to determine interpretation of term "hard-surfacing".
State Highway Engineer recommended that contractor on Rainier Hill work be allowed to proceed and be allowed additional time for completion of this work.
Detailed verbal report on volume of work and written financial statement presented by State Highway Engineer.
Reconnaissance report by G. W. Wanzer on routing of Pacific Highway from Creswell to Cottage Grove.
Proposal of Warren Construction Company received March 23d for laying macadam in Clatsop County was finally rejected.
Vouchers Nos. 1212 to 1319 approved by Commission.
Report by U. S. Office of Public Roads giving results of a reconnaissance survey in Tillamook County and estimated cost submitted by Dr. Hewes.
Office of Public Roads requested to cancel request by Commission for construction of the post road project from Fossil to Sarvice Creek.
Additional payroll bond for \$5,000 by Mr. Nunn approved.
Mr. Nunn asked leave of absence for himself and certain employees to attend convention of Northwestern Society of Highway Engineers at Seattle, April 12th and 13th.
Resolution declaring emergency on work near Sheridan and between Svensen and Clatskanie.
State Highway Engineer directed to do grading near Ashland Crossing by force account.
Charles Hall of Coos County appeared before Commission to learn when work would be started in Coos County.
Judge Malone requested assistance on route branching off from Pacific Highway at Corvallis via Philomath through Alsea and thence through Lincoln County to Waldport.
- 382 Apr. 26 Meeting held in Dr. Hewes' office.
Discussion relative to report to Capital Issues Committee.
Money for post road projects not to revert to Government if contracts are entered into before July 1, 1918.
Meeting adjourned at 12 o'clock and reconvened at 2:00 in Mr. Benson's office.
Letter from Mrs. Estella Strange making claim for \$50 for loss of a horse on Lower Columbia River Highway work presented to Commission for attention.
Letter from Judge Wood recommending certain section of the Coast Highway for improvement with \$50,000 available for that work.
Resolution by Live Wires of Oregon City re paving during 1919 between Oswego and Multnomah County line.
Complete financial statement covering all work up to April 1 presented to Commission.
Estimate by Mr. Dunn, showing approximate loss that would result if state stopped force account work on Lower Columbia, presented to Commission.

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Report by Highway Engineer for Dr. Hewes, in connection with his report to Capital Issues Committee, presented to Commission.
Mr. Booth reported arrangements for meeting of County Courts of Lincoln and Benton Counties.
Matter of inability of I. N. Day to enter into contract for delivering certain material for paving in Marion County brought to attention of Commission.
Advisability of cancelling Fossil-Sarvice Creek project questioned by Dr. Hewes.
Vouchers Nos. 1320 - 1451 approved.
Report by Geo. H. Cecil on location survey of Three Rivers project.

Resolution appropriating money for grading Three Rivers road.
Resolution appropriating money for macadamizing Three Rivers road.

Discussion of location of Eugene-Florence forest road.
Resolution declaring emergency on Clark & Dibblee's work on Delena-Goble section.

345

Discussion of matter of purchase of three Ford cars and of ten surveying instruments.
Discussion of contract for maintenance of Wild Horse road by Warren Construction Co.

Engineer ordered to enter into maintenance contract with Umatilla County for maintenance of Wild Horse road.
Addition made to order entered February 5, 1918, re Divide crossing.

Engineer directed to make arrangements with railroad company for construction of Votaw crossing.

387 May 7

Proposals received for furnishing of crushed rock or gravel for work on Lower Columbia River Highway.

388 May 14

Minutes of April 9 and 26 read and approved.
Petition from Big Elk State Highway Club, re location of highway from Philomath to Coast, presented to Commission.
Extension of time granted A. D. Kern on contracts for work in Hood River County.

Letter to Governor Withycombe from Colonel Brice P. Disque re curtailing construction work during period of war.

Letter of complaint from County Judge of Clatsop County re distribution of \$6,000,000 fund.

Letter from Jackson County Court asking that maintenance work be done on Siskiyou Mountain grade.

Letter from Wesley O. Smith re routes in Klamath County.

Petition from G. A. Walls and others re location of highway south from Independence.

On request of Judge Hare, Engineer directed to make survey to connect up Lincoln and Tillamook Counties.

Report on reconnaissance in Tillamook County by C. W. Wanzer placed before Commission.

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389 May 14

Mr. Dunn reported accidental killing of horse at Sheridan and Engineer authorized to approve claim for \$150 for this horse.

Report of Crandall & Roberts on audit of highway accounts placed before Commission.

Financial statement and detailed cost statement for April presented to Commission.

Authority given for placing C. L. Grutze under bond of \$2000.

Report of Mr. Booth on meeting with County Courts of Lincoln and Benton Counties.

A. D. Kern appeared before Commission re 100 horse power marine boiler for use of paving plant purchased from him.

Force account agreement with Lindstrom & Feigenson for work on Lower Columbia River Highway signed by Commission.

Matter of securing right of way between McBrides Fill and Scappoose taken up with Commission.

Draft of resolution to be executed by Marion County re work between Salem and Aurora and Salem and Jefferson.

Vouchers Nos. 1452 to 1554 approved.

Proposals received for gravelling between Cascade Locks and Hood River.

Force account agreement entered into with A. D. Kern for above work.

Matter of entering into maintenance contract with Wheeler and Gilliam Counties discussed.

Matter of executing application for assistance on forest road in Lincoln County held over until next meeting.

Matter of executing contract with Forest Service for work on Tiller-Drew section ordered placed on table until next meeting.

Grand Ronde project statement executed by Commission and ordered forwarded to Secretary of Agriculture.

Matter of executing contract with Forest Service for work on McKenzie Pass road postponed.

Resolutions covering execution of agreements for grading and macadamizing Three Rivers section of Yamhill-Nestucca Highway.

Secretary directed to request opinion from Attorney General re responsibility of state or Highway Commission for accidents occurring on state highways.

Discussion of policy in regard to surveying, grading or surfacing through small towns on main highways.

Delegation from Portland requested assistance on road leading from Multnomah County line out Canyon road in Washington County.

Messrs. Bramwell and Williams of Grants Pass requested assistance on highway between Kirby and Waldo.

395 June 4

Minutes of May 14 read and approved.

Mr. Booth reported on trip over proposed improvement in Curry County.

Resolution re improvement of Coast Highway in Curry County.

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Subject

Report on location survey between Salem and Jefferson. Commission insisted that Marion County eliminate grades between Salem and Jefferson if they expected state and Government to handle paving between Salem and Aurora. State Highway Engineer reported survey between Jefferson and Albany.

Engineer directed to construct fences along dangerous places on Columbia River Highway between Clatskanie and Svensen and in Hood River County.

Engineer reported on number of men available for work in spruce production in case highway work was eliminated. Mr. Dater of Forest Service appeared before Commission in connection with Canyonville-Galesville section. Additional money necessary.

Secretary directed to ascertain how much of added cost Douglas County would assume.

Engineer directed to advertise Salem-Aurora work as soon as notice has been received from Washington that post road project has been approved.

Mr. Dater brought up matter of funds for Ochoco and Canyon Creek forest road and resolution passed making money available. (Crook County)

Mr. Dater informed Commission that appropriation for Wheeler County was not sufficient.

Division Engineer to make investigations and submit report on post road situation in Wasco County.

Mr. A. L. Clark appeared before Commission in connection with his contract in Columbia County.

Vouchers Nos. 1555 to 1742, inclusive, approved.

Contract with Hattie E. Bagley Estate executed by Commission.

Resolution authorizing sale of \$690,000 bonds.

State Highway Engineer directed to make location survey between Burns and Bend.

Route from Burns to Vale via Crane, Juntura and Malheur River Valley adopted as portion of state highway system.

Funds set aside for improvement of highway from Burns to Crane.

Funds set aside for post road work in Malheur County.

Contract with A. D. Kern for rocking Columbia River Highway in Hood River County, executed by Commission.

Delegation from Lincoln and Benton Counties appeared before the Commission in connection with selection of state route between Philomath and the coast.

Judge Bown of Lane County appeared before Commission re Divide crossing.

Resolution re construction of Divide crossing.

All further business laid on table until notice of action of Capital Issues Committee is received, when special meeting will be called.

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1918

403

June 18

Divide-Comstock section to be macadamized; width 16 feet. Resolution re immediate construction of Divide crossing.

403

June 19

Resolution declaring emergency on paving work between Canby and Oregon City.

Matter of paying storage on dump cars located on Fair Grounds spur taken up for discussion.

Permission requested from Capital Issues Committee for sale of \$590,000 additional bonds.

Oskar Huber to be allowed to close such portions of Rex-Tigard road as desirable to facilitate his work.

405

June 25

Letter from Yamhill County Court re misunderstanding between Commission and County Court. County to pay for grading and state to pay for paving.

Letter from Edward C. Judd re Commission assuming responsibility for payment of liabilities of certain sub-contractors in Clatsop County.

Engineer directed not to construct fences ordered at meeting of June 4.

Engineer instructed not to do macadamizing through city of Clatskanie. Secretary to return deposit slip for \$300 contributed by citizens of Clatskanie.

Matter of maintenance contracts between state and counties of Wheeler and Gilliam laid on table until estimate of cost has been secured.

Canyonville-Galesville project statement and contract signed by Commission.

Resolution approving project statement and setting aside funds for Grand Ronde project.

Proposals opened for construction of Salem-Aurora section of Pacific Highway.

All bids rejected.

Statement of policy of Commission in regard to work during war.

Letter sent to Capital Issues Committee requesting permission to sell \$590,000 additional bonds.

Extensions of time granted as follows:

Warren Construction Company, Oakland-Yoncalla section in Douglas County.

Curtis Gardner, Tualatin Bridge, Washington County.

American Exploration & Contracting Co., Wolf Creek-Grave Creek Section in Josephine County.

Lindstrom & Feigenson, Goble viaduct, Columbia County.

Portland Bridge Co., John Day bridge, Clatsop County.

Clackamas County Court, Canemah-New Era, Clackamas County.

Portland Bridge & Building Co., Onion Flat trestle, Washington County.

Warren Construction Company, Goble section, Columbia County.

Warren Construction Company, Multnomah County line - Scappoose, Columbia County.

L. O. Herrold, 10 bridges, Columbia County.

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- Oregon Hassam Paving Company, Oregon City - Canby, Clackamas County.
- S. S. Schell, Lane-Douglas County line - Comstock, Douglas County.
- Hall & Soleim, Comstock - Leona, Douglas County.
- Albert Anderson & Company, Locust Hill Section, Josephine County.
- Oskar Huber, Rex-Tigard section, Washington and Yamhill Counties.
- Grants Pass Construction Company, Myrtle Creek - Dillard Section, Douglas County.
- Resolutions, declaring emergency and allowing overtime, adopted covering following sections:
- Hall & Soleim, Comstock - Leona section, Douglas County.
- S. S. Schell, Lane-Douglas County Line - Comstock, Douglas County.
- Warren Construction Company, Yoncalla-Oakland section, Douglas County.
- American Exploration & Contracting Co., Wolf Creek - Grave Creek Section, Josephine County.
- Contract between State of Oregon and Hattie E. Bagley Estate, covering royalty on rock, executed by Commission.
- Agreement between A. L. Clark and State Highway Commission taking over portion of work under Clark's contract.
- Matter of having accounts audited by Crandall & Roberts discussed by Commission.
- Resolution re approval of claims of Storey, Thorndike, Palmer and Dodge, for opinions on bond issues.
- Mr. Randall of Forest Service appeared before Commission with contract agreement for Ochoco-Canyon Creek road in Wheeler County. Held in abeyance.
- Messrs. W. H. Goulet and J. T. Hunt, Commissioners of Marion County presented matter of improvement of Jackson Hill section of Pacific Highway south of Salem.
- Messrs. Sidney Smyth and G. J. Currin, of Morrow County, appeared before Commission to learn policy affecting future road work in Morrow County.
- Delegation from Washington County present in connection with road running through Hillsboro, Forest Grove and south.
- Statement made to Washington County delegation and Commissioner Archie Phillip of Coos County re improvement of roads in case of favorable action by Capital Issues Committee.
- 412 July 9 Petition from Coos County requesting assistance.
- Petition from Washington County presented to Commission.
- Engineer directed to present Mr. Lazell's report on paving plant at next meeting.
- Engineer directed to draw up contract with Gilliam County covering maintenance on John Day Highway.
- Vouchers Nos. 1743 to 2067, inclusive, approved.
- Proposals for construction of Fanno Creek bridge opened.
- Proposals for construction of Elgin-Minam post road project

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413

- in Union County opened.
- No acceptable bids received for Elgin-Minam project and Commission expressed a willingness to consider proposal from Union County Court to do this work.
- Resolution covering sale of \$690,000 bonds.
- Ochoco-Canyon Creek project statement executed by Commission.
- Engineer directed to secure report from Division Engineer on Ochoco-Canyon Creek road in Crook County.
- Discussion of matter of speeding and dimming of lights.
- Engineer directed to place H. C. Compton under bond of \$1000 and authorize him to pay time checks.
- 417 Aug. 6 Mr. Roy A. Klein appointed Secretary of Commission to succeed Mr. G. Ed Ross.
- Vouchers 2068 - 2350 approved.
- Contract with E. A. Simmons for construction of Fanno Creek Bridge signed by Commission.
- Secretary reported delivery of bonds sold recently and receipt of money by State Treasurer.
- Voucher No. 2348, covering interest on Bean-Barrett bonds due September 1, 1918, approved.
- Financial statements submitted.
- Douglas County Court requested to close Canyonville-Galesville section of Pacific Highway during construction.
- Crook County requested that highway up Crooked River to Davis Ranch be designated as state highway. Not granted.
- Engineer directed to make survey for further investigation.
- Resolution providing additional funds for Ochoco Canyon Project in Wheeler County.
- Loggers & Contractors Machinery Company requested to remove the cars returned to them from the Fair Grounds spur.
- Grand Ronde section of Yamhill-Nestucca Highway cut down from 6.8 miles to 2.75 miles. Revised project statement submitted.
- Bids opened for following: Grading Union-Telocaset section, grading Elgin-Minam section, paving Ashland Hill section, macadamizing Divide-Comstock section.
- Union County Court awarded contract for Union-Telocaset and Elgin-Minam sections.
- All bids rejected on Ashland Hill section.
- Divide-Comstock macadamizing awarded to S. S. Schell.
- Judge Phy and county commissioners from Union County present in regard to right of way. Attorney General requested to take charge of these cases.
- Mr. Bennett reported result of conference with Wasco County re work between Seuffert and Deschutes River. Highway Engineer directed to prepare plans for Deschutes River bridge and submit estimate of cost.
- Highway Engineer reported agreement with A. L. Clark to cancel his contract. Commission ordered final estimate prepared covering amount of work done and the retained percentage paid in full.

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421

Discussion of matter of turning into General Fund money received from sale of equipment. Secretary directed to turn over to State Treasurer check of Hammond Lumber Company and check of the Loggers & Contractors Machinery Company.

Reports from Dr. E. W. Lazell covering inspection of asphalt plant. Commission decided to accept plant. L. O. Herrold granted extension of time on bridge contract. A. D. Kern & Co. granted extension of time on grading contract in Hood River County.

Portland Bridge Company granted extension of time on John Day bridge.

Hall & Soleim granted extension of time for grading on Pacific Highway.

Letter from Judge Wood of Curry County, covering appropriation for Coast Highway, postponed until next meeting.

Warren Construction Co. refused final estimates on contract No. 16 and contract No. 35.

Discussion of matter of road signs.

Highway Commission appropriated \$2500 for warehouse to be built at Salem.

Letter from County Clerk of Gilliam County re completion of road in Gilliam County and construction of bridge across John Day River between Gilliam and Sherman Counties.

Resolution by State Highway Commission re construction of bridge across John Day River and payment for same.

Copy of resolution by Harney County Court appropriating \$8,000 for use on post road between Burns and Crane, presented to Commission.

423 Sept. 10 Vouchers Nos. 2350 to 2650 approved. Voucher No. 2708 for interest on bonds approved.

Financial statement presented to Commission.

Minutes of previous meeting read and approved.

Resolution re taking over Elgin-Minam and Union-Telocaset work to be done by state forces.

Union County agreed to cooperate to extent of \$12,500 and offered use of machinery, camps and equipment.

Bids opened for construction of viaduct and approaches at Divide.

Bids opened for construction of warehouse at Salem.

Contract for viaduct awarded to Guy F. Pyle.

Contract for grading awarded to E. T. Johnson.

Bids for warehouse rejected and Engineer directed to do the work by day labor.

Commission signed contract agreement with Southern Pacific for construction of Divide overhead crossing.

Warren Construction Company made claim for additional compensation on contract on Pacific Highway between Yoncalla and Oakland.

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Judge Hare of Tillamook County requested survey between Neskowin and Hebo. Engineer directed to make survey. Mr. Bennett reported meeting with Sherman County Court re Deschutes River bridge.

Resolution appropriating additional money for Canyonville-Galesville project. Supplementary project agreement signed by Commission.

Southern Pacific Company presented contract agreement for undercrossing on West Side Highway near Votaw.

Matter of forcing county courts to place road signs upon the roads discussed by Commission.

Proposal of Warren Construction Company for maintenance on the Multnomah County line to Scappoose section of the Columbia River Highway rejected.

Mr. Bennett submitted project statements for John Day-Fisk Creek and Hall Hill-Prairie City projects. Commission approved and signed same.

Extension of time granted Grants Pass Construction Company for completion of Myrtle Creek-Dillard contract.

Extension of time granted Parker & Banfield for completion of Hood River bridge.

Communication from Hood River County Court demanding construction of connecting road near Ruthton Hill.

Letter to Judge R. R. Miller from Geo. H. Cecil, setting forth policy of Forest Service in re Alsea road, read to Commission.

Engineer directed to make reconnaissance of route between Philomath and the Coast.

Engineer directed to make reconnaissance and investigation of route between Junction City and Blachly.

Engineer instructed to make survey of Pacific Highway between Latham and through Cottage Grove parallel with the railroad.

Commission ratified and approved action of engineer in taking over Hall & Soleim work in Douglas County.

Plan outlined for handling work on the Hall & Soleim contract.

Reconnaissance report of Highway Engineer, re adoption of route of Dalles-California Highway, presented. Recommendation of Engineer adopted.

Engineer directed to make reconnaissance over route between Klamath Falls and Lakeview.

Discussion of announcement of United States Highways Council, with reference to policy and procedure on highway work during the war.

City of West Linn asked approval of project involving about one mile of concrete pavement.

Engineer directed to investigate route of Dalles-California Highway between The Dalles and Bend, with reference to locating highway on west bank of river south of Dufur.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1918	
430		Commission decided it was advisable to defer construction of Coos Bay-Reedsport road until after war. Highway Engineer reported that he had attended meeting of United States Highways Transport Committee in Portland. Route of Pacific Highway between Jefferson and Albany adopted.
431	Sept. 17	Discussion of matter of contract of Hall & Soleim. Decided to advertise macadamizing of approximately eight thousand feet at Divide. Question of paving between Aurora and Salem discussed and laid on table. Resolution setting aside funds for graveling or macadamizing in Coos, Douglas and Deschutes Counties.
432	Oct. 8	Vouchers Nos. 2650 to 2900 approved. Minutes of meetings of September 10 and 17 approved. Bids opened for macadamizing Coast Highway four miles south of Marshfield. Discussion of matter of building approach to Hood River bridge. Resolution appropriating funds for macadamizing in Douglas County at meeting of September 17, tabled. Order for report on route between Philomath and Alsea discussed and tabled. Order for report on Junction City-Blachly route laid on table. Secretary instructed to inquire from District Engineer policy of his department as to approval of highways, not previously designated as state highways, for improvement under Federal Aid Road Act. Engineer reported that permit for purchase of necessary material for Divide overcrossing had been refused by United States Highways Council. Discussion of preparation of standard form of contract between state and railroad company for construction of grade elimination structures. Request from Lane County for permission to construct grade crossing at Divide. Discussion of Hall & Soleim work. Burns-Crane project statement approved. Mr. James Stewart requested state aid in placing gravel on macadam previously laid on Cummings Hill section in Wheeler County. Mr. Sidney Smyth requested improvement of macadam south of Condon in Gilliam County. State Highway Engineer directed to advertise for proposals on this project. Contract with Office of Public Roads for construction of Three Rivers forest project signed by Commission. Matter of fence or curb on dangerous points between Canemah and New Era referred to Engineer.
435	Oct. 19	Resolution fixing location of Pacific Highway between Goshen and Cottage Grove.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1918	
436	Oct. 21	Discussion of work on Lower Columbia. Commission decided to complete work under conditions set forth in minutes.
438	Nov. 22	Vouchers Nos. 2900 to 3194 approved. Dr. Donnelly asked Commission to take over grading of Columbia River Highway between John Day River and Arlington in Gilliam County. Prof. Scudder, Mr. W. H. Crawford and Mr. Hirschberg requested information regarding definite location of West Side Highway between Corvallis and Independence. Judge Malone of Benton County requested that state pave from Polk County line to Corvallis. Engineer directed to make survey between Monroe and Junction City. Proposals received for Hall Hill-Prairie City section. Resolution re construction of Hall Hill-Prairie City section by state forces. Capital Issues Committee's approval of \$590,000 bonds. Resolution authorizing sale of \$250,000 bonds at meeting of December 10. Secretary directed to request Capital Issues Committee to state their attitude on improvement bonds. Commission advised regarding lifting of restrictions on materials, fuel and supplies. Engineer directed to request counties to outline their road programs for next year. Discussion of matter of undertaking work at Divide crossing. Delegation from Yamhill County requested funds for Grand Ronde section of Yamhill-Nestucca Highway. Offered \$5000 for cooperation on this project. Same delegation requested location of road from Newberg to junction of Dayton and Lafayette roads. Mr. Allan requested completion of pavement between Bellevue and McMinnville. Mr. Morris requested that county and state cooperate on construction of concrete bridge at Newberg. Discussion of post road project from The Dalles south two miles. Decided not to enter into maintenance contracts for second five year period on contracts with Oskar Huber and Oregon Hassam Paving Company. Communication from Governor Withycombe in regard to planting trees along highways. Letters from various counties requesting improvement work. Commissioner Miller of Deschutes County requested survey on Oregon Central Highway southwest of Bend, also requested that Commission undertake work on McKenzie Pass project. Secretary directed to take up with Public Service Commission matter of reduction in freight rates. Chas. Hall requested action on Coos County paving program. Resolution re Deschutes River bridge. Discussion of matter of annual report.

Page Date Subject

1918

445 Dec. 10 Vouchers Nos. 3195 to 3371 and -1 to 75 approved.
Wasco County. Petition for paving between Chenowith and The Dalles and The Dalles and Seuferts.
Curry County. Request for aid on Coast Highway between Port Orford and Brush Creek. Request for further aid from Forest Service.
Baker County. Judge Duby requested early action on Baker-Middle Bridge project.
Baker County. Judge Duby requested surfacing between Haines and Baker.
Clatsop County. Delegation requested hard surfacing of road through to Tillamook, but particularly to Seaside.
Resolution correcting error in resolution re sale of bonds passed on November 22, 1918.
Bids for sale of \$250,000 bonds opened.
Resolution re sale of bonds.
Order to return certified checks to bidders on bonds.
Harney County. Request for state and Federal cooperation on Central Oregon Highway between Crane and Burns.
Union County. Right of way matter near city of Union referred to Mr. Bennett for adjustment.
Tillamook County. Request for ten miles of paving in 1919.
Henry Teal requested Commission to support plan to be submitted to Board of Control re registering bonds.
Washington and Yamhill Counties. Delegation urged paving of West Side Highway from Multnomah County line via Beaverton, Hillsboro, Forest Grove, Carlton to McMinnville.
Deschutes County. Judge Barnes requested that survey of Central Oregon Highway south and east of Bend be made so that work can be done in early spring.
Deschutes County. McKenzie Pass project. County wishes to do some work on the Windy Point section.
Columbia County. Judge Morton requested aid on a section of highway between St. Helens and Pittsburg.
Gilliam County. Judge Parman tendered \$60,000 to Commission with request for appropriation for construction of roadbed across county.
Wheeler County. James Stewart requested appropriation for graveling one and one-half miles between Fossil and Sarvice Creek.
Klamath County. Mr. William Duncan, District Attorney requested state and Federal cooperation.
P. H. Dater, Engineer for Forest Service, requested Commission to outline 1919 program. Discussion of forest projects.
Grant County. Judge Hagny asked cooperation on 38 miles of construction between John Day and Dayville. Survey ordered.
Hood River County. Hood River-Mosier Section ordered advertised and proposals to be received January 7.
Mr. Booth moved to take up contract with Standard Oil Company for 2200 tons of asphalt for Salem-Aurora paving.

Page Date Subject

1918

451 Dec. 11 Requests of various counties for state aid were considered.
Gilliam County. Resolution accepting offer of \$60,000 from county and appropriating \$140,000 additional to be used in grading across the county.
Wasco County. Resolution accepting cooperation offered by county and appropriating sufficient sum to complete the grading and paving of Columbia River Highway between The Dalles and Chenowith Bridge. Appropriation for paving Columbia River Highway from The Dalles to Seuferts.
Resolution making appropriations for 1919.
Engineer directed to submit at January meeting list of projects which he recommended to be advertised at February meeting.
Engineer to file with Commission complete estimates before opening of bids.
Grant County. Hall Hill-Prairie City Section awarded to A. D. Kern at unit prices submitted.
Maintenance of Cascade Locks-Hood River Section by day labor authorized.
Engineer's plans of districting state approved.
Secretary directed to consult with Bureau of Public Roads in re agreement on Salem-Aurora work.
Cascades Contract Company desires to make shipments of rock under their contract entered into last year. A. D. Kern asked for information in order to get his plant ready for operation.
Discussion of freight rates on gravel for Hall & Soleim.
Engineer given authority to purchase blue print machine and necessary engineering instruments.
1919
455 Jan. 7 Vouchers 76 to 325 approved.
Sherman County. Messrs. Wilson and Payne requested that work be commenced on grading of Columbia River Highway.
Douglas County. Judge Marsters requested construction of Drain-Yoncalla and Pass Creek Canyon sections of Pacific Highway.
Columbia County. Mr. Harvey requested construction of section between Scappoose and McBrides Fill. Commission appropriated \$90,000 and ordered construction.
Harney County. Mr. R. L. Hass appeared re post road project between Burns and Crane. Engineer instructed to make definite location and prepare project statement.
Wallowa County. Mr. F. W. Falconer requested state aid to construct highway between Minam River and Joseph.
Mr. Lunger advised that people of Lafayette were satisfied to have decision on definite route from West Dayton south postponed until later date.
Delegation from Dayton asked Commission to route highway between Newberg and McMinnville through town of Dayton.
Delegation from vicinity of Sheridan asked Commission to pave stretch between Bellevue and McMinnville.

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1919

Subject

456

Multnomah County. Senator Orton presented matter of paving Canyon Road.
Proposals received for following projects:
Salem-Aurora Section; Hood River-Mosier Section; Blalock-Arlington Section.
Sherman County. Highway between Wasco and Moro. County Court requests that this be designated state highway and makes tentative appropriation of \$15,000.
Tillamook County. Matter of paving 16 feet in width instead of macadamizing 9 feet in width as planned on road between Hebo and Sulphur Springs.
Request for survey between Tillamook and Clatsop County line.
Wheeler County. Request that state gravel Service Creek Hill section.
Contracts awarded as follows:
Hood River-Mosier Section, all three units, A. D. Kern
Salem-Aurora Section, Unit No. 1, Blake-Compton Company
Salem-Aurora Section, Unit No. 2, Oskar Huber
Blalock-Arlington Section, Johnson Contract Company
Engineer instructed to prepare as post road project the Salem-Dallas Highway.

459 Jan. 8

Resolution covering matter of final payment to Oregon Hassam Paving Company for adjustment of price of rock on Oregon City-Canby job.
Discussion of recommendations to legislature.
Mr. Thompson reported conference with Mr. Moody, owner of Deschutes Bridge site.
Extension of time on contract of Portland Bridge Co. for two bridges over Umpqua River near Dillard.
Survey ordered from Lakeview north to Silver Lake and from Lakeview west to Klamath County Line.
Cooperation offered by Morrow County for construction of Columbia River Highway across Morrow County.
Definite limits for paving in Clatsop County agreed upon.
Cooperation offered on paving between Multnomah County line and Oregon City via Oswego.
Engineer instructed to prepare plans and specifications for various projects and advertise for proposals to be opened on February 4.
Divide overcrossing ordered advertised.
Previous appropriation for paving between Winchester and Roseburg reconsidered and other projects substituted.
Engineer instructed to investigate alternate route on Dalles-Chenowith project.
Resolution ordering that Galesville-Canyonville section be submitted to Forest Service as supplementary cooperative project.
Secretary instructed to advise Linn County that Commission was ready to pave between Jefferson and Albany as soon as they had prepared the grade.

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1919

Subject

462

Secretary instructed to correct distances and approximate costs of certain projects in program outlined at meeting of December 10.
Engineer instructed to investigate and report of Corvallis-Newport road.

463 Jan. 18

Curry County requested construction of Port Orford-Brush Creek Section this season and offered cooperation.
Request from citizens of Gold Hill for state aid on construction of bridge over Rogue River near that town.
Vouchers Nos. 325 to 400 approved.
Consideration of joint resolution by the Legislature re employment of soldiers, sailors and marines.
Oskar Huber, Daniel Kern, J. C. Compton and H. M. Johnson reported on number of soldiers they could use on their work.
Soldiers' and Sailors' Commission appeared before the Commission and outlined their plan of relief for soldiers and sailors and urged Highway Commission to provide work.
Mr. Booth and Mr. Thompson outlined position of Commission re above.
Commission instructed Engineer to place 60 soldiers on Three Rivers Project at once for a tryout.
Engineer instructed to rush plans, in order to provide further work.
Commission authorized widening of roadbed on the Three Rivers project.
Commission approved contracts of Blake-Compton Company, Oskar Huber and Johnson Contract Company.
Vouchers Nos. 400 to 552 approved.
Mr. Booth reported that Douglas County had agreed to support decision of the Commission on construction of Stage Road Pass section.
Douglas County. Request by Commissioner St. John for survey and estimate providing for elimination of two railroad crossings.
Josephine County. Judge Gillette requested state aid in reducing grade on Sexton Hill Section.
Clackamas County. Judge Anderson asked cooperation on grading through Oswego to Oregon City. County has \$20,000.00.
Mr. Booth suggested that Clackamas County advise Commission what they can do toward preparing Canby-Aurora Section for pavement.
Deschutes County. Asked if Commission would match an equal amount raised by bonds. Request location of McKenzie Pass Highway and Dalles-California Highway.
Bids opened on following projects:
Morrow County Grading and Graveling
Grants Pass-Jackson County Line Grading and Paving
Corvallis-Polk County Line Grading and Paving
Hillsboro-Multnomah County Line Section Paving
Bee Ranch Section, Yamhill-Nestucca Highway, Grading

465 Feb. 4

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1919

Subject

468

Drain-Yoncalla Section Grading
Stage Road Pass Section Grading
Divide Overhead Crossing
Contracts awarded as follows:
Porter & Conley, grading and graveling in Morrow County.
S. S. Schell, Grants Pass-Jackson County Line Section.
Oskar Huber, Corvallis-Polk County Line Section.
A. Guthrie & Co. Hillsboro-Multnomah County Line Section.
Elliott & Scoggin, Bee Ranch Section.
H. J. Hildeburn, Drain-Yoncalla Section.
John Hampshire & Co., Stage Road Pass Section.
Albert Anderson, Divide Overhead Crossing
Crook County. Judge Wallace requested state aid on Prineville-Redmond Highway and highway from Prineville to Shorty Davis Ranch.
Washington County. Delegation requested paving of Canyon Road from County line to Beaverton.
Lane County. Judge Bown urged Commission to abandon plans for Divide overhead and proposed crossing underneath the tracks.
Discussion of matter of Mt. Hood Loop Highway.
Discussion of forest matters with Mr. Cecil.

471 March 6 Vouchers Nos. 552 to 802 approved.
Yamhill County. Delegation requested paving between Bellevue and McMinnville, offering cooperation.
Yamhill County. County Court requested report on Newberg to West Dayton survey.
Judge Wallace of Crook and Judge Barnes of Deschutes appeared re Redmond-Prineville Road.
Mr. J. H. Burch represented city of Gold Hill in matter of location of Pacific Highway.
Senator Orton appeared re paving of Canyon Road from Multnomah County Line to Beaverton and Pacific Highway between Canby and Aurora.
Supplementary agreement with Forest Service on the Three Rivers Project, substituting concrete bridges for timber, executed by the Commission.
Tillamook County. Delegation requested that state match their proposed bond issue.
Tillamook County. Paving south of Tillamook on Coast Highway to be considered cooperative work.
Engineer instructed to take up with Public Service Commission matter of P. R. L. & P. Co. tracks between Oregon City and Canemah.
Bids opened on following projects:
John Day-Fisk Creek Section Grading and Graveling
Wolf Creek-Grave Creek Section Macadam
Albany-Jefferson Section Grading and Paving
Grand Ronde Section Grading and Macadam

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1919

Subject

484

Proposals received for cement.
Proposals received for asphaltum.
Location of West Side Highway between Newberg and Corvallis.
Engineer instructed to recall post road project between Salem and Greenwood Corners and substitute entire project between Salem and Dallas.
Engineer instructed to ask for proposals for paving from Amity south to Holmes Gap Crossing.
Location of West Side Highway through Hillsboro, Forest Grove, etc.
Engineer instructed to make survey and prepare specifications for paving between Rickreall and Monmouth.
Mayor Bunn requested cooperation for paving through town of North Yamhill.
Bellevue-McMinnville Section to be advertised for paving.
Route of Yamhill-Nestucca Highway between Willamina and Sheridan adopted.
Report of Mr. Booth on cooperation on Ashland-Klamath Falls Highway.
Jackson County. Request for loan from Commission for use on Ashland-Klamath Falls Highway.
Jackson County. Judge Gardner offered cooperation on Rocky Point bridge and overcrossings at Tolo and Gold Hill.
Jackson County. Matter of Crater Lake Post road from Medford to Eagle Point.
Location of Pacific Highway between Central Point and Rocky Point.
Jackson County. Highway from Jacksonville to the Applegate River.
Lane County. Senator Jones appeared in behalf of location of Pacific Highway between Junction City and Eugene.
Clatsop County. Delegation requested bridge across Youngs Bay.
Marion County. Delegation requested Commission to pave from Newberg bridge to Woodburn to encourage issue of market road bonds.
Washington County. Request for paving from Hillsboro to Gaston.
Columbia County. 20 miles of paving ordered between Deer Island and Clatskanie.
Salary schedule recommended by Engineer adopted.
Engineer instructed to prepare plans and specifications for paving between Multnomah County line and the city of Hood River and for grading between city limits of Hood River and top of Ruthton Hill.
Matter of bond of Albert Anderson for Divide overhead crossing.
G. E. Kibbe appeared for A. D. Kern in matter of surety bond for Albany-Jefferson contract.
Tabulation of bids read.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
489	1919	Contracts awarded as follows: Grand Ronde Section, Yamhill-Nestucca Highway, W. N. Trent. Divide Overhead Crossing, Albert Anderson. Sarvice Creek Summit Section, John Day Highway, Macadamizing, Copenhagen Bros. Echo-Morrow County Line Section, Columbia River Highway, Grading and Graveling, Porter & Conley. Wasco County. Report by Mr. Bennett, recommending adoption of foot hill route between city limits of The Dalles and Chenoweth Bridge. Secretary instructed to request Mr. H. M. Parks of Bureau of Mines and Geology to be present at next meeting to consider cooperation. Advertisements for paving to state that contractor shall not take into consideration the royalty. Bids on cement rejected. Contract for asphalt divided on basis of 60% to Standard Oil Company and 40% to Union Oil Company. Engineer's reconnaissance estimate of cost of paving between Astoria and Seaside submitted. Preliminary estimate for grading Scappoose to Deer Island Section of Columbia River Highway presented. Clackamas County. Matter of advancing funds to county. Grading of Multnomah County Line-Oregon City section ordered advertised. Matter of securing right of way through Drain and Yoncalla. 490 March 27 Engineer instructed to complete survey of Camas Valley-Myrtle Point section of Roseburg-Coos Bay Highway and prepare estimate. Wasco County. Engineer instructed to make survey and estimate for grading and paving Dalles-Dufur Section of Dalles-California Highway. Discussion of post road project between The Dalles and Dufur. Reconnaissance survey ordered from Dufur to connection near Madras. Reconnaissance ordered between Bend and Klamath Falls. City of Amity requested pavement by Commission on Trade Street. Mr. Crane of Oregon Hassam Paving Co. explained bid on Adams-Athena Section of Oregon-Washington Highway. Mr. A. J. Hill of Warren Construction Co. called before Commission to discuss question of royalty on above bid. Resolution re royalties. Contract for construction of Dalles-Seufert Section of Columbia River Highway awarded to United Contracting Company. Contract for construction of Milton to Oregon-Washington State Line Section of Oregon-Washington Highway awarded to Warren Construction Co. Paving on Dillard-Myrtle Creek Section ordered advertised for next meeting; also slide removal on same section. Decision on location of Pacific Highway between Eugene and Junction City postponed until April meeting. Roseburg-Wilbur section ordered prepared for advertising. Eugene-Goshen section ordered advertised.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
493	1919	Douglas County requested state cooperation on Scottsburg-Reedsport project. Beaverton-Multnomah County Line Section ordered paved. Multnomah County. Request that funds be advanced for paving Bertha-Multnomah County line Section. Representatives of surety companies appeared re matter of personal surety bonds. Engineer instructed to investigate matter of location of Pacific Highway north of Roseburg at Edenbower. Mr. Dan Kellaher appeared in behalf of Knights of Columbus Soldiers' and Sailors' Employment Service. Tillamook County. Request for 20 miles of paving. Mr. J. C. Burch made statement in behalf of Beaver Portland Cement Co. Commission awarded contract for 50,000 barrels of cement to this company. Matter of Albert Anderson's bond on Divide crossing. Dr. Hewes advised Commission of action of Bureau of Public Roads in furnishing TNT free to contractors on forest road work. Resolution setting forth program for construction for year 1919. Resolution authorizing surveys for cooperation with Government. Discussion of federal aid projects. Survey between Klamath Falls and Lakeview authorized. Discussion of policy of Commission in extending state aid on projects not included in present state highway system. Commission authorized employment of assistant auditor working under direction of Secretary of State. A. D. Kern submitted names of Dan Kern and John Kiernan as surety on his bond for paving Pacific Highway between Albany and Jefferson. Next meeting postponed from April 8 to April 15.

Portland, Oregon, April 9, 1918.

State Highway Commission met at 10 o'clock in Mr. Benson's office, 1301 Yeon Building, those present being:

S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
R. A. Booth, Eugene
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

The minutes for the meeting of March 15th and 23d were read and approved.

Mr. Nunn reported to the Commission that the Attorney General has been delayed somewhat in bringing suit before the Supreme Court to determine whether or not the term "hard-surfacing" legally interpreted would mean so-called "standard macadam". The Attorney General is working with the District Attorney in Douglas County and hopes to have something started soon.

The State Highway Engineer reported to the Commission that the contract of Clark & Dibblee for construction on the Rainier Hill section in Columbia County was proceeding very slowly and under ordinary conditions he would recommend that the Commission cancel same, but in view of the fact that a very low unit price was secured on this work and the contractor believes that he is going to be able to pull out without serious loss, he recommended to the Commission that he be allowed to proceed and additional time be allowed for the completion of this work. The Commission approved this action.

A detailed report on the work before the department was made verbally by the State Highway Engineer, giving the volume of the work before the Department at this time and the amount necessary to complete. A written financial statement was also presented to the Commission, setting out the funds available and those spent to date. The Engineer was directed to prepare a tabulated statement showing separately the actual work under contract and under way at this time and another statement showing the work tentatively agreed upon in the various counties as outlined by the Commission at its meeting on March 23. The Commission also directed the Secretary to prepare a financial statement to accompany this report by the Engineer, that they may have in a condensed form a resume of the work before the department in such manner as to definitely act at the next meeting or as soon as authority is granted by the Capital Issues Committee to sell the remaining bonds and a decision reached by the Supreme Court as to the interpretation of the term "hardsurfacing".

A reconnaissance report by Mr. C. W. Wanzer on the proposed routing of the Pacific Highway from Creswell to Cottage Grove with a map was presented to the Commission and Mr. Booth requested to investigate the matter a little further on the ground and report his recommendation to the Commission at its next meeting.

APR 9 1918

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The proposal of the Warren Construction Company as noted in the minutes of March 23d, to lay certain macadamizing in Clatsop County for \$49,740.00, was taken up for discussion and a report made by Mr. Benson on his investigations into the matter. His recommendation to the Commission was that in view of the fact that state forces were now doing work at a considerably less cost than that represented by the bid of the Warren Construction Company, he was in favor of rejecting the Warren Construction Company's bid and continuing the work on a force account basis. The recommendation of Mr. Benson was adopted unanimously and the bid of Warren Construction Company finally rejected.

Vouchers Nos. 1212 to 1319 were approved by the Commission for payment.

A report by the United States Office of Public Roads and Rural Engineering, giving the results of a reconnaissance survey on the Three Rivers Route in Tillamook County and estimated cost of the project, was submitted by Dr. L. I. Hewes, District Engineer. In view of the fact that his recommendation was that the Highway Department add \$41,814 to the amount already allotted for this work, the action was held up until further attention could be given this matter.

The Secretary was directed to request the Office of Public Roads and Rural Engineering to cancel the request submitted by the Commission some time ago for construction of the post road project on that portion of the John Day Highway from Fossil to Sarvice Creek. Notification of approval was transmitted from the Portland Office of Public Roads and Rural Engineering under date of December 13, 1917. The reason for this cancellation is that the construction of the section of road from Sarvice Creek to Valades Ranch on John Day Highway which is also before the department for approval is considered of more importance at this time.

A payroll bond to the amount of \$5,000 by Mr. Nunn in favor of the State of Oregon, making a total of \$35,000 payroll bond, was approved by the Commission.

Mr. Nunn requested permission from the Commission for leave of absence from the department Friday and Saturday, April 12th and 13th, for himself and such other employes as he might designate to attend a convention of the Northwestern Society of Highway Engineers at Seattle. On inquiry as to the nature of the convention, the Commission decided favorably on Mr. Nunn's recommendation, in view of the fact that the meetings were to be of an educational character and subjects discussed which would be of practical value to the employes of the department in their work.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that unless the paving work now being done on the Yamhill-Nestucca Highway in the vicinity of Sheridan, Oregon, and also that work on the Columbia River

Highway between the city of Clatskanie in Columbia County and Svensen in Clatsop County is completed at the earliest possible date, it will seriously interfere with the moving of the crops, lumber and regular business of a large section of the territory adjacent thereto, and

WHEREAS, the shortage of labor makes it practically impossible to keep a full crew of competent men on this work, and

WHEREAS, the laborers have expressed themselves as desiring to work a ten hour day instead of an eight hour day,

BE IT RESOLVED, that the State Highway Commission of Oregon declare an emergency to exist on this work, and the State Highway Engineer is directed to put into force if required a ten hour working day, he to adjust the wages in such manner that double time will be paid the workman for the two hours overtime.

BE IT FURTHER RESOLVED that in case conditions warrant it, and the men are willing to accept these conditions that when necessary men be allowed to work longer than 10 hours on this particular job until such time as these extraordinary conditions will be such as not to warrant the continuing of this emergency program.

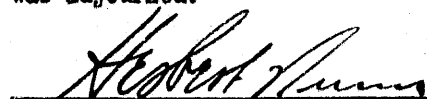
The grading on the Pacific Highway near Ashland Crossing in Jackson County was duly advertised as required by law, but inasmuch as no proposals for construction were received, the Commission directed the State Highway Engineer to make arrangements to do this work on a force account basis, it being understood that the county was willing to handle the work with its regular force under the direction of a Division Engineer from the Department.

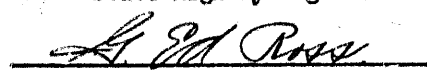
Charles Hall of Coos County appeared before the Commission to learn when work would be started in Coos County. This the Commission was unable to say at this time on account of no definite information from the Capital Issues Committee or the outcome of the suit before the Supreme Court.


Judge Malone appeared before the Commission, requesting assistance on the route branching off from the Pacific Highway at Corvallis via Philomath and bearing southerly through Alsea and thence through Lincoln County to Waldport. He stated they would have something like \$18,000 to apply toward the improvement of this highway and a report from the Lincoln County authorities indicated that they were willing to apply \$10,000 a year for the next five years on this particular route if the state and Federal Government could cooperate with them. This matter was referred to Mr. Booth for further attention. However, in view of the present status of financial conditions and the road work, no encouragement was held out to the counties for the beginning of work on this project in the immediate future. Maps covering the project were filed with the Commission by Judge

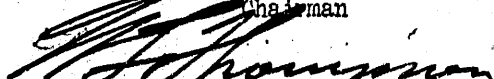
Malone and an application to the Forest Service for that portion running through Lincoln County was filed by the County Court of Lincoln County. These matters will be discussed further at the next meeting of the Commission.

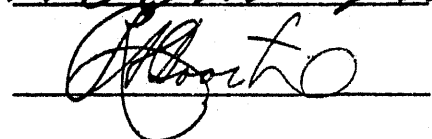
No further business coming before the Commission, the meeting was adjourned.


State Highway Engineer


Secretary


Chairman





Portland, Oregon, April 26, 1918.

Meeting of the State Highway Commission was called to order in Room 1301 Yeon Building, at 10 o'clock, those present being:

S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
R. A. Booth, Eugene
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

On request of Dr. Hewes, meeting was held in his office in the Broadway-Yamhill Building, Mr. Purcell, Bridge Engineer, also being present.

Dr. Hewes had been requested by the Capital Issues Committee of the Federal Reserve Board to investigate conditions in this state with a view to reporting back to them what action would be advisable on the Commission's request to issue bonds authorized by Chapter 423 during the year 1918 to the extent of \$1,500,000. After a very thorough discussion of the situation in which there developed the fact that approximately \$700,000 more would be required to complete work already contracted for and under way and that the expenditure of the balance of the funds derived from the contemplated bond issue was equally important in order that the missing links in the improved sections of the Columbia River and Pacific Highways might be completed, making available the use of those sections which are now being constructed. The Engineer was directed to prepare a statement setting out completely all the matters discussed at this meeting and forward in duplicate to Dr. Hewes for transmittal to the Capital Issues Committee of the Federal Reserve Board.

At the meeting with Dr. Hewes, the fact developed that in case the State's plans for the construction of certain post road projects were approved by the Secretary of Agriculture and contract entered into before July 1, 1918 that the money would not revert to the United States Treasurer, regardless of the time when it might finally be actually expended on the work.

The meeting was adjourned at 12 o'clock and reconvened at 2 P. M. in Room 1301 Yeon Building, same members being present as at the morning session.

A letter from Mrs. Estella Strange of Portland, making claim of \$50 for the loss of a horse on the Lower Columbia River Highway work, was presented to the Commission for attention. The fact developed that the Highway Department employed this horse on a monthly basis and was responsible for its care. The horse was injured while in the employ of the Highway Department under these conditions and the Commission felt that the claim of \$50 should be paid and the Engineer was accordingly directed to pass through a voucher for this amount.

A letter from W. A. Wood, County Judge of Curry County, recommending that a certain section of the Coast Highway be improved with the \$50,000 available for that work, was presented to the Commission. Mr. Booth suggested that he and Mr. Nunn visit this locality together some time during the month of May and at that time decide on the ground what action would be most desirable. This arrangement was agreeable to the Commission.

A resolution by the Live Wires of Oregon City, stating that the State Highway Commission had promised to do certain paving during 1919 between Oswego and the Multnomah County line, was presented to the Commission. The Secretary was directed to state to these people that no record of such promise had been made by the Commission and in view of the large expenditures already made in Clackamas County, it was not at all certain at this time that further expenditures would be made from the paving fund in Clackamas County.

A complete financial statement covering all work up to April 1, showing the funds expended and the amount still required to finish the work now under way, both contract and force account work, and the balance for new work in case the Commission was allowed to sell all the bonds provided for in Chapter 423 for this year's work, was presented to the Commission, a detailed copy for each Commissioner.

An estimate dated April 24th, by Mr. C. A. Dunn, Construction Superintendent, to the Highway Engineer, covering the approximate loss that would result if the State stopped its force account work on the Lower Columbia River at this time, was presented to the Commission (a copy to each Commissioner) which indicated that something over twenty-eight percent of the cost to complete this work would be entirely lost if the Commission found it necessary to stop the work at this time.

The report which the Engineer was directed at the morning session to provide for Dr. Hewes in connection with his report to the Capital Issues Committee was presented to the Commission for approval at the afternoon session. This indicated that approximately \$1,387,500 would be required to take care of the tentative work before the department at the present time, exclusive of that which is now under construction. This report appeared satisfactory and he was directed to transmit it to Dr. L. I. Hewes at once.

Mr. Booth reported that he had arranged for a meeting of all the members of the county courts of Lincoln County and Benton County for next Tuesday, the 30th, to go over the matter of the advisability of the location of a highway from Corvallis to Philomath, through the Alsea Valley to Waldport. A tentative outline of the proposition he expected to make at this meeting was presented to the Commission and met with their approval.

The fact that Mr. I. N. Day has been unable to enter into a contract with the Commission for the delivering of certain material for paving on the Pacific Highway between Salem and Portland was brought to the attention of the Commission, who decided that for the present it would be unwise to return the cashier's check which was deposited with them to insure the execution of this contract.

The advisability of cancelling the post road project from Fossil to Sarvice Creek was questioned by Dr. Hewes and he was informed that Mr. Bennett would go over this matter with him in detail very shortly.

Vouchers Nos. 1320 to 1451 were passed for payment.

A report from Geo. H. Cecil, District Forester, dated April 9, 1918, indicated that after a location survey on that section of the Yamhill-Nestucca Highway known as the Three Rivers project, on which the state, county and government set aside \$15,000 each for the improvement of a 10.3 mile section, would cost to grade \$52,500. He also reported that to macadamize this road 9 feet wide would cost approximately \$41,810 additional.

The following resolutions were adopted unanimously:

BE IT ORDERED that application from Tillamook County Court for cooperation in the grading of that section of the Yamhill-Nestucca Highway within or partly within the Siuslaw Forest Reserve, locally known as the Three Rivers route, wherein the said county proposes to cooperate with the Federal Government and state to the extent of \$17,500.00 be and is hereby approved and recommendation made to the Secretary of Agriculture that work be commenced on this project at as early a date as is practicable.

BE IT FURTHER RECOMMENDED that the Department of Agriculture be requested to allot for this work the sum of \$17,500.00 from funds under Sec. 8 of the Federal Aid Road Act, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds provided by Chapter 175 of the Laws of 1917. (H. B. No. 21, known as the Bean-Barrett bill.)

BE IT ORDERED that application for cooperation in the macadamizing of that portion of the Yamhill-Nestucca Highway,

within or partly within the Siuslaw Forest Reserve, locally known as the Three Rivers route, be and is hereby approved and recommendation made to the Secretary of Agriculture that work be commenced on this project at as early a date as is practicable.

BE IT FURTHER ORDERED that on condition that the Department of Agriculture allot \$20,907.00 for this work from funds under Section 8 of the Federal Aid Road Act that the State Highway Commission will appropriate \$20,907.00 from funds made available by the sale of bonds as provided in Chapter 175 Laws of 1917. (H. B. No. 21, known as the Bean-Barrett bill.)

The matter of the location of the Eugene-Florence forest road was taken up with Mr. Cecil and it developed that as yet no definite location on this highway had been made but that the project had been listed on Mr. Cecil's schedule for a definite location survey the present season.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that failure to complete the improvement on certain sections of the Columbia River Highway known as the Delena to Goble Section, in Columbia County, for which contract No. 11 has been entered into with Clark & Dibblee, and the Goble Section in Columbia County, for which contracts Nos. 6 and 24 have been entered into with Warren Construction Company, would seriously interfere with through traffic on that road if the work is not completed at the earliest possible time, and

WHEREAS, the shortage of labor makes it practically impossible to secure sufficient competent and skilled labor to make satisfactory progress,

BE IT HEREBY RESOLVED that the State Highway Commission of Oregon declares an emergency to exist on this work and the State Highway Engineer is directed to notify the contractor that he may employ his men for a longer period than eight hours per day or forty-eight hours per week, as required by the laws of the State of Oregon.

BE IT FURTHER RESOLVED that when the cause for declaring an emergency on this work ceases to exist the Engineer will immediately notify the contractor to place his men back on an eight hour per day basis and live rigidly up to that rule.

The matter of purchase of three Ford cars and of ten additional surveying instruments was placed before the Commission by the State Highway Engineer. Until authority had been granted for selling additional bonds, the Commission felt it would be unwise to purchase additional equipment and the Secretary was instructed to bring the matter up again as soon as the money question had been settled.

The matter of entering into a contract with the Warren Construction Company for the maintenance of 11 mile section of the Oregon-Washington

Highway known as the Wild Horse section in Umatilla County, the construction of which was recently completed by the above named contractor, was brought up for discussion. In view of the fact that a very careful inspection had been made of this work as it was constructed and a statement from the engineer that the maintenance cost would undoubtedly be very much smaller to the state than the price of two cents per square yard per year after the fifth year as agreed upon with the Warren Construction Company, the Commission considered it inadvisable to enter into this contract.

A form of maintenance contract between the State and county officials to cover the maintenance of such state roads as have been constructed or improved by the State Highway Commission, in accordance with Section 11 of Chapter 237 Laws of 1917 was presented to the Commission and, in view of the fact that the Attorney General had passed on this maintenance contract, the form was accepted and the Engineer directed to enter into a maintenance contract with the County of Umatilla covering the Wild Horse section of the Oregon-Washington Highway, the construction of which had recently been completed by the Warren Construction Company. This comprises a distance of 11 miles. The contract provides for the maintenance to be handled by the county under the direction of the State Highway Engineer. The state and county each to bear fifty per cent of the cost. The maintenance for the first five years, however, will consist only of cleaning out culverts and ditches along the highway, inasmuch as the contract under which the work was constructed provides that the contractor shall do all maintenance work on the paving itself for the first five year period without cost to the state.

With reference to an order appearing at the top of Page 355 of the minute book of the Commission under date of February 5th, 1918, directing the State Highway Engineer to prepare plans and specifications for cooperation with Lane County and the Southern Pacific Company on the construction of an overhead crossing in Lane County near Divide and the macadamizing of that section of the Pacific Highway from the south end of the present macadam road in Lane County and continuing to the Lane-Douglas County line, Mr. Booth made a motion to make the following addition to this order:

That the first available funds be set aside for the completion of this work and that the Highway Engineer be directed to immediately proceed when these funds became available.

This motion was seconded by Mr. Thompson and, being agreeable to the entire Commission, was so ordered. The Secretary was directed to notify the County that the state would be ready to proceed with its portion of this work as soon as funds were available.

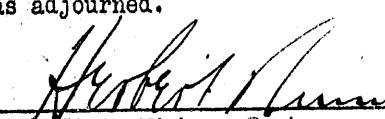
In view of the fact that Washington County had set aside \$10,000 for use of the Commission toward the grading of the Rex-Tigard road in Washington County, on condition that the state take care of the county's portion of the construction of the Votaw crossing, which will not exceed this amount, the Commission directed that the State Highway Engineer make the necessary arrangements with the railroad company for the construction of this overcrossing, payment to be made from unexpended Washington County funds or any of the state funds which may be available for this purpose.


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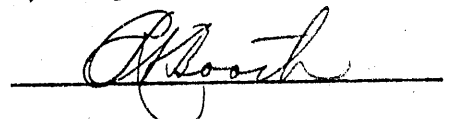
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In view of the fact that it might be impossible for a quorum of the Commission to be present at the regular meeting on May 7, the Chairman and the Secretary were authorized to receive proposals for gravel which had been advertised for opening on that date and to take such action as might be considered advisable after consulting by wire with one of the other members of the Commission.

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


State Highway Engineer


Secretary


Chairman



Portland, Oregon, May 7, 1918.

The regular meeting of the State Highway Commission was called to order at 1301 Yeon Building at 11 A. M., by S. Benson, Chairman. Those present were:

S. Benson, Chairman, Portland
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

Proposals for the furnishing of crushed rock or gravel on the Lower Columbia River work were received by the Chairman and Secretary as authorized by the Commission at its last meeting, opened in the presence of the contractors bidding, and results announced as follows:

A. D. Kern - \$2.35 cu. yd. for first mile or any fraction thereof and 50¢ additional cu. yd. for each additional mile or any fraction thereof. Mileage to be figured from hopper at Knappa to point of actual delivery upon work.

Columbia Contract Co. - \$1.00 cu. yd. f.o.b. quarry at St. Helens. Three barges of 500 cu. yd. capacity each at \$12.50 per barge per day and tow same to Knappa and return to quarry for \$125.00. Steam derrick, fully equipped, with engineer and bargeman and hopper sufficiently large for your requirements for \$51.00 per day. Equipment to be paid for every day except Sunday.

Columbia Digger Co. - \$1.35 per cu. yd. bunkers at Knappa at rate of 900 cu. yds. per week - ample bunker facilities to be provided for unloading two barges of 300 yards each in two successive days - after which time a demurrage charge of \$30.00 per day on derrick and \$10.00 per day each for barges will be made, except where delays are due to breakdowns to our equipment or other faults for which we are properly chargeable.

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Action on these proposals was taken under advisement and a decision will be reached when the matter can be placed before the other Commissioners.

Inasmuch as the other two Commissioners were unable to be present, the Chairman adjourned the meeting until such time as would be convenient for Mr. Thompson and Mr. Booth to be present.

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

Portland, Oregon, May 14, 1918.

The State Highway Commission met at 1301 Yeon Building, at 9:30 A. M., those present being:

S. Benson, Chairman, Portland
R. A. Booth, Eugene
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

Minutes of the meetings of April 9th and 26th were read and approved.

A petition was presented to the Commission from the Big Elk State Highway Club, dated at Philomath, April 30th, requesting that a highway be located from Philomath through Noon's Camp, Peak, Harlan, down the Big Elk River to Elk City and Toledo; rather than up the Little Elk River and Alsea route. No action was taken by the Commission at this time.

A letter from A. D. Kern, dated April 30, requesting an extension of time of sixty days from May 1 on the contracts he has with the state for work in Hood River County, was presented to the Commission and on recommendation of the Engineer the extension requested was granted.

A letter to Governor Withycombe from Colonel Erice P. Disque of the Spruce Production Division, was presented to the Commission. In view of the fact that labor was going to be very scarce on the Pacific Coast, Colonel Disque requested that all highway construction work which was not absolutely necessary be suspended during the period of the war. This matter was taken under advisement by the Commission, who wished to in no wise hinder the war program, and the Engineer was directed to immediately ascertain how many laborers on highway work would report on war industries, should the highway work cease. The Commission also went on record as favoring the loaning of either men or equipment needed at any time for either the planting and gathering of crops or assistance on other war industries, which it could legally render. This matter was ordered placed before the Commission for further discussion at its next meeting.

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A letter from the County Judge of Clatsop County dated May 11, complaining that they were not being treated fairly in the distribution of the \$6,000,000 fund, and asking the Commission to notify them definitely what could be done this year, was placed before the Commission. In view of the fact that approximately \$460,200.00 has been appropriated to Clatsop County by the present Commission and the previous State Highway Commissions of the state have spent \$120,500.00, the Commission was at a loss to understand the attitude of the County Judge. The Secretary was directed to send him a statement of the state funds expended in Clatsop County and to state to them that it was the Commission's belief that Clatsop County had received all, and perhaps more, than they were entitled to and that the Commission was unable to say when any more funds would be allotted to their county.

A letter from Jackson County Court, complaining as to the condition of the Siskiyou Mountain grade and asking that some maintenance work be done, was presented to the Commission. The Engineer had already been directed to look after this work and had indicated that it was his intention to visit the ground personally with Mr. Booth the latter part of the week. The Secretary was directed to so inform the County Court.

A letter from Wesley O. Smith, regarding certain routes in Klamath County, was placed before the Commission. In view of the fact that Mr. Booth and Mr. Nunn were soon to be in that vicinity, the matter was placed on the table until such time as they might be able to make a verbal report on local conditions.

A petition from Mr. G. A. Walls and five others from Independence, Oregon, requesting that the State highway south from Independence be located through Busna Vista to the Benton County line, was presented to the Commission. In view of the fact that the Commission was not familiar with this route, the Chairman was instructed to answer the petitioners that no action could be taken at the present time.

A letter from Judge Hare of Tillamook County, dated April 15th, to the Commission, requesting a survey on the Pacific Coast to connect up Lincoln and Tillamook Counties, was presented to the Commission. The Engineer estimated that this survey and the keeping of a man on the road during the construction period would cost in the neighborhood of \$1000 and he was accordingly directed to make this survey as soon as he could conveniently secure a man to do it.

A report on the recent reconnaissance survey made over this proposed route by C. W. Wanzer was placed before the Commission and ordered filed.

A report by Mr. C. A. Dunn on an accident on the paving job near Sheridan at which time a horse belonging to Willis Harty was killed, was presented to the Commission. In view of the fact that the department was undoubtedly liable for this matter, the Engineer was authorized to approve a claim to the extent of \$150 for this horse if Mr. Harty would accept this as full payment.

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The report of Crandall & Roberts, covering the audit of the highway accounts to November 30, 1917, was placed before the Commission. Special attention was drawn to several recommendations made by the auditors. A letter from the State Highway Engineer to the Commission, dated April 25, outlining the present method of handling these matters, was also presented to the Commission and their opinion was that the Auditor for the State Highway Department should continue to follow about the same method outlined in the Engineer's letter in the payment of workmen and that the other recommendations of the Certified Public Accountants be followed as closely as practicable and that a journal entry be made at the close of the fiscal year, November 30, 1918, to make an adjustment in the various funds for the two years, 1917 and 1918, when a complete adjustment would be made with the Secretary of State's office in one detailed statement.

A financial statement was presented to the Commission by the Auditor and a detailed cost statement was also presented by the Engineer covering the costs for the month of April. In view of the fact that some difficulty in keeping up payments on the Lower Columbia has been experienced, the Commission authorized that Mr. C. L. Grutze be placed under a bond of \$2,000 to cover his liability in the handling of checks on that work, if the engineer so desired.

Mr. Booth reported on the meeting with the County Courts of Lincoln and Benton Counties, as follows: Both counties were invited to meet him at Corvallis on April 30th. All members of both courts were present except Judge Miller of Lincoln County, also the local representative of the Forest Service was present. After thoroughly discussing the merits of the two routes to the coast, one via Toledo and Newport, the other through the Alsea Valley to Waldport and after being told by Mr. Booth that only one of these roads could receive assistance from the State Highway Commission, those present were unanimous in the belief that the Alsea-Waldport road was the logical one for designation as a state highway and cooperative improvement.

The County Courts, which were to go into regular session the next day in their respective counties, were requested by Mr. Booth to draft resolutions to this effect and transmit to the Highway Department, that a definite and official record of their action might be in evidence.

Mr. A. D. Kern appeared before the Commission and stated that he had purchased a 100 horse power marine boiler for the use of the paving plant which the state recently purchased from him and he hoped to have this delivered in the near future, or if the Engineer could find a more suitable boiler in Portland, he would be glad to make the purchase, as he desired to have the plant in first class condition when it was turned over to the state.

A force account agreement with Lindstrom and Feigenson, covering work which had been formally advertised and on which no proposals were received, was duly executed by the Commission. This contemplated the expenditure of approximately \$5,000 on the Lower Columbia River Highway in Columbia County.

The matter of securing right of way, which the state started to do between McBrides Fill and Scappoose, was taken up with the Commission and it was their opinion that the County Court should proceed to secure this right of way.

The fact that the County Court of Marion County had objected to carrying out a portion of the conditions set forth in a resolution adopted by the Commission on February 5, in connection with the paving of the Pacific Highway in Marion County, was placed before the Commission. The Secretary was directed to present to Marion County a draft of a resolution to be executed by their Court, as follows:

To the Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

With reference to your resolution under date of February 5, 1918, authorizing the surfacing of a certain section of the Pacific Highway between Salem and Aurora, on condition that Marion County prepare the grade for surfacing, and in further consideration that the County Court of Marion County grade and macadamize the Pacific Highway from Salem to Jefferson, wish to advise that this arrangement is agreeable to our County Court and we agree to handle the work as above outlined.

As soon as the survey of the Pacific Highway between Salem and Jefferson has been completed, we will immediately commence the grading of this section on the location made by the State Highway Engineer and will macadamize same at as early a date as possible.

IN WITNESS WHEREOF, we have hereunto set our hands
this _____ day of _____, 1918.

COUNTY COURT OF MARION COUNTY,

By _____
County Judge

Commissioner

Attest:

County Clerk

Commissioner

Vouchers Nos. 1452 to 1554 were approved by the Commission.

At 11:00 A. M. proposals which had been duly advertised for the receipt of prices on 20,000 cubic yards of crushed rock or gravel for surfacing the Columbia River Highway on the Cascade Locks section in Hood River County, were received by the Commission, opened and read by the Secretary before the Commission, contractors bidding and a number of other interested persons. But one proposal was received -- that of A. D. Kern -- accompanied by check for \$1,500, which provided as follows:

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State of Oregon,
Highway Commission,
Salem, Oregon.

Gentlemen:-

On your proposal for furnishing, hauling and spreading gravel upon the Columbia River Highway between Hood River and Cascade Locks, I will do this work for cost plus fifteen (15) per cent, on all labor and material.

For the 15%, I will provide camps, timekeeper, book-keeper, interest charges, bonds and all equipment excepting heavy equipment, such as steam shovels, any loading or unloading equipment, rollers, auto trucks, crushing or screening plants, for which I will expect a reasonable rental, and be it understood and agreed that this is a part of the cost of the work and that the State Industrial Tax is to be regarded as a part of the cost of the work.

Be it further understood that this proposal is based upon the award of all the contract or none, and if such award is made that the work shall be carried on under the direction and supervision of the State Highway Commission.

Yours truly,

(Sgd) A. D. KERN.

After careful consideration by the Commission and certain indistinct matters were cleared away, the Engineer was directed to prepare a contract with A. D. Kern on the basis of the bid and the verbal understanding, the work to be done on a force account plus 15 per cent basis.

The matter of entering into a maintenance contract with Wheeler County and Gilliam County, covering that section of the John Day Highway constructed by the State Highway Department, was taken up for attention and the Commission directed that a contract be drawn up providing that the county pay 50 per cent of the cost and the state 50 per cent, and present it to the two courts for execution.

The matter of executing the application for assistance from the National Forest Service on that portion of a route in Lincoln County, presented by the County Court of Lincoln County, was ordered held over until the next meeting of the Commission, when it was hoped that all Commissioners would be present and the matter of finances could be gone into more thoroughly. The Secretary was directed in the meantime to secure from the County Courts of Benton and Lincoln Counties the resolutions which they promised at the meeting on April 30th.

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The matter of executing a contract with the Forest Service, covering construction work on the Tiller-Drew section of a forest road branching off from the Pacific Highway a distance of approximately 3 miles, was discussed somewhat and finally ordered placed on the table until the next meeting of the Commission when all members will be present for a more thorough discussion as to its relative importance to the state highway system now under consideration.

A project statement covering the post road known as the Grand Ronde project, for which the county appropriated \$10,000.00, the state and the Government each \$15,000.00 was presented to the Commission, duly executed and ordered forwarded through the proper Government channels to the Secretary of Agriculture at the earliest possible date.

The matter of signing up a contract with the Forest Service for construction work on the McKenzie Pass road was brought up for action, but on account of a desire to go into this matter more thoroughly when all members of the Commission were present, the execution of the contract was postponed until a later meeting of the Commission.

The following resolutions were adopted unanimously:

WHEREAS, the United States Department of Agriculture has signified its intention of cooperating with the State of Oregon, sharing equally the cost of macadamizing that certain section of the Yamhill-Nestucca Highway locally known as the Three Rivers section at a cost to each the state and the Government estimated to be \$20,907.00, and

WHEREAS, the Oregon State Legislature and the national laws have given both the Government department and the state authority to enter into such an agreement,

BE IT HEREBY RESOLVED by the State Highway Commission assembled in special session this 14th day of May, 1918, to accept the terms of the agreement set forth by the United States Department of Agriculture, and have this day signed the original and duplicate agreements and directed the Secretary to place the official seal of the Commission on said contracts.

WHEREAS, the United States Department of Agriculture has signified its intention of cooperating with the State of Oregon and the County of Tillamook, sharing equally the cost of grading that certain section of the Yamhill-Nestucca Highway locally known as the Three Rivers section at a cost to each the county, the state and the Government estimated to be \$17,500, and

WHEREAS, the Oregon State Legislature and the national laws have given both the Government department, the state and the county authority to enter into such an agreement,

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BE IT HEREBY RESOLVED by the State Highway Commission assembled in special session this 14th day of May, 1918 to accept the terms of the agreements set forth by the United States Department of Agriculture and the County of Tillamook and have this day signed the original and duplicate agreements and directed the Secretary to place the official seal of the Commission on said contracts.

The Secretary was directed to request an opinion from the Attorney General as to whether or not the state or the members of the State Highway Commission would be responsible for accidents which might occur on a highway constructed partly or wholly with state funds under the direction of the State Highway Commission.

The matter of a definite policy in regard to surveying, grading or surfacing through small towns on main state highways was placed before the Commission by Mr. Nunn for attention. This matter was ordered held over until the next meeting when a full membership of the Commission would be present.

A committee composed of Messrs. Wessington, Olds and John Hall of Portland presented to the Commission the urgent need of assistance on the road leading from the Multnomah County line out the Canyon Road in Washington County. This road was reported in very bad condition and the committee urgently requested that the Commission at once prepare for hardsurfacing. Inasmuch as the Commission had already given Washington County all that they could see their way clear to do for the present, no action was taken at this time.

Mr. F. H. Bramwell and Mr. Fred A. Williams of Grants Pass, representing the County Court of Josephine County, appeared before the Commission, requesting assistance on the improvement of six miles of highway on the Crescent City-Grants Pass road at a point between Kirby and Waldo. On account of the great value of chrome ore in that vicinity and the desire for easy transportation through Grants Pass, these gentlemen were very insistent that the Commission help them. The matter was thoroughly discussed, but in view of the fact that the only fund which could be drawn upon for this work; namely, the quarter mill fund, was already oversubscribed, the Commission could find no way by which assistance could be rendered and the gentlemen were so informed.

No further business coming before the Commission, the meeting was adjourned at 5:30 P. M.

Herbert Nunn
State Highway Engineer
G. Ed Ross
Secretary

S. Benson
Chairman
W. L. Thompson
R. A. Booth

Portland, Oregon, June 4, 1918.

State Highway Commission met at 10 A. M. at 1301 Yeon Building, those present being:

- S. Benson, Chairman, Portland
- W. L. Thompson, Pendleton
- R. A. Booth, Eugene
- Herbert Nunn, State Highway Engineer
- G. Ed Ross, Secretary

The minutes of the meeting of May 14th were read and approved.

Mr. Booth reported on a recent trip over the proposed improvement of the Coast Highway in Curry County, and on his motion and agreeable to the other members of the Highway Commission, the following resolution was unanimously passed:

In view of the necessity for improvement of the Coast Highway in Curry County and the fact that there has been provided in former resolutions \$50,000 for construction work from the Bean-Farrett bonds in Curry County,

BE IT RESOLVED that the State Highway Commission commit itself to the improvement of the road recently located by the engineering department, notes and maps covering which are on file in the general office, covering that section of the Coast Highway between Port Orford and Brush Creek approximately 10 miles in length; that the State Highway Commission favors the completion of this line as a post road and that a further contribution be made for construction on this project when funds are available to continue the work to completion, provided the County officials of Curry County were willing to cooperate on a reasonable basis and that the State Highway Engineer be authorized to make such agreements with the County Courts as may be necessary, with the understanding that the work will not be rushed but will be done as soon as the Commission can see its way clear to allot further funds for this work.

The State Highway Engineer presented to the Commission a report and maps showing the result of location surveys on the Pacific Highway from Salem to Jefferson. Three possible routes were investigated. The Engineer recommended to the Commission that they designate as a state highway what is known locally as the Jackson Hill route, which is 17 miles in length from Salem to the Marion-Linn County line, in view of the fact that it was the only route over which there were no railroad crossings, the bridges necessary would be small, very few overflowed sections and the entire distance could be made on 5% maximum grades, with good alignment, and it is the most direct route. The recommendation of the Engineer was approved by the Highway Commission and this route adopted as a link in the Pacific Highway.

The Engineer was directed to inform the County Court of Marion County that if they expected the state and Government to handle the paving on the Pacific Highway between Salem and Aurora, the Commission must insist that the County Court at once arrange to eliminate all the grades between Salem and Jefferson on that portion of the Pacific Highway as adopted by the State Highway Commission on this date. The grades to be eliminated as indicated by the State Highway Engineer and under his direction. The Commission further directed that such portions of this highway as may be indicated by the State Highway Engineer be rocked by the County Court in such a manner as to provide for winter travel and that all of this work be prosecuted in such a manner as to make the road available for use by the time the rainy season starts this fall. In view of the large amount of funds expended in Marion County by the Highway Commission, they felt that it was absolutely necessary that Marion County do this much and start work at once, and all the expense for this work should be covered absolutely by the County Court of Marion County from county funds.

The State Highway Engineer reported a survey from Jefferson to Albany and recommended that it be accepted as a link in the Pacific Highway between those two points. The Engineer's maps and recommendations were accepted and the route indicated by same was definitely adopted as a link in the Pacific Highway between Jefferson and Albany.

The Engineer recommended that 7940 lineal feet of fence at an estimated cost of 75 cents per foot be constructed along the dangerous places on the Lower Columbia River Highway between Clatskanie and Svensen. This action was approved by the Commission. The Engineer was also directed to construct fences along the dangerous places on the Columbia River Highway in Hood River County at such points as he considered them necessary.

The matter of a survey to determine how many men employed by the State Highway Commission would be available for work in the spruce production camps in case highway work was eliminated, indicated by a verbal report from the State Highway Engineer, based on statements from practically all the engineers in the department that not over three per cent of the men employed by the Highway Department would be available for such work in case all work by the department was suspended.

Mr. Dater of the Forest Service appeared before the Commission in connection with the construction of a forest road project on the Pacific Highway in Douglas County known as the Canyonville-Galesville section. He stated that the funds set aside by the Commission on October 9 and 10, 1917, to be matched by an equal amount from the Government and \$23,000 by the County, were not sufficient to do the work at that time contemplated, but that a mile of the heavier construction could be postponed until a later date by using the county road across the canyon. In view of the fact that this connection was a very important link in the Pacific Highway and that it would necessarily have to be constructed very soon, that the whole section could be constructed more economically by doing it at one time rather than making two jobs of it, the Commission informed the representative of the Forestry Department that it was willing to guarantee sufficient

additional state funds to cover one-half of the additional cost that would be necessary to handle the construction of this entire project at one time, and urged that the Government start construction at as early a date as possible.

In connection with the above resolution, the Secretary was directed to get into communication with the Douglas County Court at their session on June 5th and ascertain from them how much of this added cost they would be willing to assume.

On motion of Mr. Booth, the following order was entered: that in the event of the District Engineer of the Office of Public Roads and Rural Engineering receiving notice from Washington that the post road project covering the paving of that section of the Pacific Highway from Salem to Aurora had been approved, that the Engineer be directed to immediately proceed to advertise this work for construction and take all the steps necessary to expedite the receiving of proposals and that a special meeting of the Commission be called to receive these proposals at such date as may be agreed upon between the Engineer and the officials of the Office of Public Roads and Rural Engineering.

Mr. Dater of the Forest Service appeared before the Commission with reference to funds for the Ochoco and Canyon Creek forest road, and the following resolution was unanimously adopted:

WHEREAS the appropriation set aside by the State Highway Commission on October 9 and 10, 1917 for improvement of a forest road in Crook County, known as the Ochoco and Canyon Creek Section, is not sufficient to meet the cost of the construction as determined by a recent definite location survey, the estimated cost of this improvement being \$52,500,

THEREFORE, BE IT RESOLVED, that on condition that the County of Crook and the Federal Government assume one-third each of this expense, the State Highway Commission hereby agrees to assume one-third.

Mr. Dater also informed the Commission that the appropriation set aside by the Commission on October 9 and 10, 1917, on condition that the Government and Wheeler County appropriate certain funds, was not sufficient to cover the cost of the amount of work contemplated at the time the original estimate was made. The Commission did not see its way clear to enlarge this appropriation, and accordingly instructed the representative of the Forestry Department to carry on construction of this road only so far as the funds available would permit. It was also suggested by the Commission that the State Highway Engineer request the Division Engineer in Eastern Oregon to accompany Mr. Dater over this route to determine just which sections should be improved.

The matter of the post road situation in Wasco County was taken up for discussion and the State Highway Engineer was directed to request the Division Engineer in Eastern Oregon to make further investigations and submit a complete report as to what should be done in Wasco County.

Mr. A. L. Clark appeared before the Commission in connection with his contract on the Lower Columbia River Highway in Columbia County. From a careful investigation by the Engineer, it seemed that Mr. Clark's bid price was less than he could possibly hope to do the work for. There seemed to be no method by which the Commission could lawfully assist Mr. Clark and Mr. Clark indicated that he preferred to follow out the terms of the contract. He believed that he would be able to finish the work without loss to himself. The State Highway Engineer was directed to meet the contractor, go over the plan of work together and if possible devise some means by which the work could be rushed without undue injury to the contractor.

Vouchers Nos. 1555 to 1742, inclusive, were approved for payment.

A contract with the Hattie E. Bagley Estate, of Eugene, dated June 1, covering a royalty on rock for use on the Columbia River Highway in Clatsop County, was executed by the Commission.

The following resolution was unanimously adopted by the Commission:

WHEREAS, under Chap. 423 of the General Laws of Oregon for 1917, which was referred to the people by the Legislative Assembly and duly adopted by the people at an election held in the State of Oregon on June 4, 1917, the State Highway Commission is authorized to issue bonds of the State of Oregon during the year 1918 in a sum not exceeding Two Million Dollars, and sell the same in order to create a fund to be used in carrying out the purposes of said Act, which bonds are a portion of a total authorized issue of Six Million Dollars; and

WHEREAS, said Act requires that at least ten per cent of such bonds shall be issued in denominations of Five Hundred Dollars, or less; and

WHEREAS, the Attorney General of the State of Oregon is by said Act, required under the direction of the State Highway Commission to prepare a form of interest bearing Gold Bonds of the State of Oregon, and whereas, said Attorney General has prepared such form of bonds in conformity with the requirements of such statute, which has been ratified and adopted; and

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

WHEREAS, such bonds are required to be paid one-twentieth each year, commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part or all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purpose and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as such Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said Act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvement designated by such statute, and in order to pay therefor it is necessary to sell of said authorized bonds the bonds of the State of Oregon therein authorized, of the par value of Six Hundred Ninety Thousand Dollars;

THEREFORE, BE IT RESOLVED by the State Highway Commission in regular session assembled, Mr. Benson, Mr. Thompson and Mr. Booth being present:

(a) That of the bonds authorized under Chap. 423, General Laws of Oregon for 1917, a fourth issue of Six Hundred Ninety Thousand Dollars, par value thereof, shall be sold as hereinafter provided.

(b) That sealed bids for such sale be requested and received by the Secretary of this Commission at Room 1301 Yeon Building, Portland, Oregon, up to and including 11 o'clock A. M. of the 9th day of July, 1918, and that said bids shall be opened by the Commission at Room 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock A. M. of the 9th day of July, 1918.

(c) That notice of such sale shall be given by the Secretary of this Commission by publication thereof for two issues in the Bond Buyer, published in New York City, and two issues in the Pacific Banker, published in Portland, Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of Six Hundred Ninety Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year, beginning with the sixth year from the date of issue. The first installment to be payable on October 1st, 1923. That these bonds shall be in denominations of One Thousand Dollars each, except that each eighteenth bond will be issued in denominations of Two Hundred Fifty Dollars. They will be known as Series No. 2 and numbered

from 1561 to 2280, both numbers inclusive.

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

(f) That said bonds be dated July 1, 1918, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from July 1, 1918, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement.

(g) That the full purchase price for the sale of such bonds shall be payable on delivery of bonds.

(h) That an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Mass., showing the validity of such bond issue as a prerequisite to issuance thereof.

(i) That the Commission reserves the right to reject any and all bids, which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for one block of Six Hundred Ninety Thousand Dollars, par value, of said bonds.

The State Highway Engineer was directed to make a location survey on two stretches of the road from Burns to Bend, one stretch of approximately five miles west of Burns, the other covering a stretch of about fifteen miles, to determine the proper route on which future improvement should be done. The State Highway Commission adopted as a portion of the state highway system the route from Burns to Vale via Crane and through Juntura and the Malheur River Valley. The following resolution was adopted by the Commission on motion of Mr. Thompson:

On condition that Harney County appropriate \$5,000, BE IT RESOLVED that the State Highway Commission set aside \$20,000 and the Federal Government be requested to set aside an equal amount for the improvement of the highway from Burns to Crane as a post road project.

The following resolution was also adopted by the Commission on motion of Mr. Thompson:

On condition that Malheur County set aside \$20,000 and that the Government is willing to cooperate on a fifty-fifty basis with the state, the State Highway Commission hereby sets aside \$40,000 from the Bean-Barrett bonds to cooperate with Malheur County on the improvement of such post road projects in Malheur County on state highways as may be determined upon by the State Highway Engineer and the County Court after a careful survey of the needs and conditions in Harney County has been made by the State Highway Engineer.

Mr. A. D. Kern appeared before the Commission and the matter of a tentative contract covering the rocking of the Columbia River Highway in Hood River County was taken up for discussion. Mr. Kern's bid price was 15% on the actual cost of the work, which contemplated the furnishing of considerable heavy equipment which it was understood was already on the job. It developed, however, that but very little of this equipment was on the job and that the state would necessarily be required to pay freight on the major portion of any equipment used on the work, and in view of this fact, the Commission agreed that 15% commission on all labor charges and 12 1/2% on all other charges in connection with the work as outlined by the terms of the contract would be the proper basis on which to enter into a contract with Mr. Kern. This being agreeable to him, the contract was accordingly executed.

A delegation from Lincoln and Benton Counties, consisting of County Judge Malone of Benton and County Judge Miller of Lincoln and ten others, appeared before the Commission in connection with the selection of a state route between Philomath and the coast. After some discussion, it developed that the committee was divided in its opinion as to whether the Alsea or the Toledo route should be selected, and it was the final concensus of opinion that at this time, inasmuch as the state would have no funds this year for development of either of these routes that it would probably be best to let the matter stand without action, and accordingly the matter was placed on the table. However, the delegation was informed by the Commission that but one route could be selected for improvement by the state and that the selection of this route would be left largely to the officials and citizens of the two counties interested. There also developed in the discussion the fact that the Forest Service and the County of Lincoln would undoubtedly get together on a cooperative improvement scheme in Lincoln County without action or the appropriation of funds by the State Highway Commission.

Judge Bown of Lane County appeared before the Commission in connection with the improvement known as the Divide crossing over the Southern Pacific railroad tracks on the Pacific Highway in the lower end of Lane County. On motion of Mr. Booth and being favorable to the other members of the Commission, the following resolution was adopted:

In view of the importance of the improvement of a short section of the Pacific Highway in Lane County from the end of the improvement on the Pacific Highway in Douglas County near the Lane-Douglas County line and extending a short distance into Lane County which contemplates the construction of an overcrossing at the point

where the Pacific Highway crosses the Southern Pacific tracks (the expense of this structure to be borne jointly by the county, the railroad and the Highway Commission) and also a short stretch of paving between the finished road in Lane County to connect up with the improved section in Douglas County just over the county line, and further in view of the fact that the State Highway Commission at the present time has no funds by which its portion of this improvement can be taken care of.

BE IT RESOLVED by the State Highway Commission that in view of the importance of the immediate completion of this improvement that it agrees with Lane County that, in case funds are not available for the use of the Highway Commission to make payment of its portion of this expense, that it does agree in the event of this construction being done at once to reimburse Lane County, any citizen or group of citizens who may be sufficiently interested to advance the necessary funds for this work to the extent of the state's share as prorated by the Public Service Commission in the construction of the overhead crossing and for all of the cost of the surfacing between the south end of the improved section of the Pacific Highway in Lane County and the north end of the improved section of the Pacific Highway in Douglas County, this being a short stretch on either side of the Lane-Douglas County line. The Secretary was instructed to immediately notify the Public Service Commission ^{that the Highway Commission} very much favors the immediate construction of the crossing on the Pacific Highway over the Southern Pacific tracks at Divide.

The matter of approval by the Capital Issues Committee of the issuing by the Commission of highway bonds to the extent of \$1,500,000 received considerable discussion and in view of the fact that action to be taken by the Capital Issues Committee on this question had not yet been made known to the Commission, and further in view of the fact that the funds available by Chapter 423 were now practically exhausted, on motion of Mr. Booth all further business to come before the Commission was laid upon the table, and the meeting adjourned to be called in special session as soon as notice of the action of the Capital Issues Committee had been received.

Herbert Nunn
State Highway Engineer
G. Ed Ross
Secretary
S. Benson
Chairman
W. L. Thompson
Commissioner
Herbert Nunn
Commissioner

Portland, Oregon, June 18, 1918.

The State Highway Commission met at 10:00 o'clock at Mr. Benson's office. Those present were:

- S. Benson, Chairman, Portland
- W. L. Thompson, Pendleton
- R. A. Booth, Eugene
- Herbert Nunn, State Highway Engineer

The following resolutions were offered: That the Divide-Comstock section in Douglas County, now under contract to Mr. Schell for grading, be macadamized to a width of 16 feet and that the engineer be ordered to prepare the necessary estimates and advertise for same.

The following resolution was also offered in regard to the building of the Divide crossing and the macadamizing of the Divide section of approximately 8000 feet, all in Lane County.

In regard to the Divide overhead crossing, the Commission decided that inasmuch as the grade elimination program had been curtailed this year on the Southern Pacific to this one crossing and that it was particularly dangerous and would entail considerable expense and cost to defer same that it be immediately constructed.

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

Herbert Nunn
State Highway Engineer
S. Benson
Chairman
W. L. Thompson
Herbert Nunn

Portland, Oregon, June 19, 1918.

The State Highway Commission met at 1301 Yeon Building, those present being:

- S. Benson, Chairman, Portland
- W. L. Thompson, Pendleton
- R. A. Booth, Eugene
- Herbert Nunn, State Highway Engineer
- G. Ed Ross, Secretary

On urgent request by John Crane of the Oregon Hassam Paving Company, the following resolution was unanimously adopted:

WHEREAS, owing to the fact that unless the paving work

now being done on the Pacific Highway between Oregon City and Canby is completed at the earliest possible date, it will seriously interfere with the moving of the crops and regular business of a large section adjacent thereto, and

WHEREAS, the shortage of labor makes it practically impossible to keep a full crew of competent men on this work,

BE IT RESOLVED, that the State Highway Commission of Oregon declare an emergency to exist on this work, and the Oregon Hassam Paving Company is hereby authorized to put into force if required a ten hour working day, on condition that he carefully observe the laws of the state regarding the number of hours men may be employed on public work and that he pay as required by law for overtime and in every way follow out the intent of the state laws.

The matter of paying storage on a number of dump cars which the State Highway Engineer had located on the Fair Grounds spur near Salem, was taken up for discussion. Mr. Benson was requested to see what he could do with the owner of the cars toward assuming the responsibility for payment from this date on. The Secretary was directed to see if it were not possible to get the Southern Pacific to waive this storage charge or at least a portion of it.

The matter of requesting permission from the Capital Issues Committee to sell additional bonds was taken up for discussion and the Commission finally decided to make application for the sale of \$590,000 additional, as outlined in letter to the Capital Issues Committee, dated June 25, 1918, which was sent to Senator McNary in duplicate, with request that he deliver it to the Capital Issues Committee. A copy was also sent to the Federal Reserve Board at San Francisco.

The Commission also directed the State Highway Engineer to allow Oskar Huber, contractor, to close such portions of the Rex-Tigard road on which he was at work now laying pavement as he may desire to facilitate his work, provided, however, that he close only such sections of the road as may not seriously interfere with the public traffic or sections on which the public may detour conveniently.

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

Herbert Nunn

State Highway Engineer
G. Ed Ross

Secretary

S. Benson

Chairman
W. L. Thompson

R. A. Booth

Portland, Oregon, June 25, 1918.

The State Highway Commission met at 9:30 o'clock at 1301 Yeon Building, those present being:

S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
R. A. Booth, Eugene
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

A letter from the County Court of Yamhill County, dated June 20, explaining their version of an apparent misunderstanding between the Commission and the County Court, in connection with the construction of the two miles of paving east of Sheridan as to just how much the county was to pay, was brought before the Commission for attention and in view of the conditions connected with the matter, the Engineer was directed to cooperate with the County Court on the basis of them paying for all grading work and the state paying all expense in connection with the paving.

A letter from Edward C. Judd, Attorney in Clatsop County, complaining because the Commission had not assumed responsibility for the payment of liabilities of certain sub-contractors in Clatsop County, was presented to the Commission for their attention. The Secretary explained to the Commission that the usual manner of handling claims of this kind was to refer the claim to the contractor and notify the claimant that the Commission required a surety bond from all contractors to cover the payment of all just claims and that the settlement of these claims was a matter which was entirely between the claimant, the contractor and the surety for the contractor, and that the State Highway Commission would be very glad to furnish the name of the surety if this was desired. The Commission suggested that this method of handling these matters be continued.

Under date of June 4, the State Highway Engineer was directed to construct certain protecting fences along the dangerous portions of the Columbia River Highway in Clatsop and Columbia Counties and also in Hood River County. Owing to the fact that on further investigation the cost of this work seemed to be unreasonably high, the Engineer was directed not to construct these fences.

In connection with an order entered by the Highway Commission under date of February 5, directing the State Highway Engineer to macadamize through the city of Clatskanie, the estimated cost of this work was considered too great an expense for the Commission to assume at this time and the Engineer accordingly was instructed not to do the macadamizing through the city of Clatskanie. The Secretary was instructed to return the deposit slip, showing \$300 on deposit in the local Clatskanie Bank to be used on this work, with a statement of the facts confronting the Commission.

The maintenance contract which had been signed by the County Courts of Wheeler County and Gilliam County, which contemplated the handling of maintenance work on the John Day Highway under a cooperative arrangement

between the state and counties, was presented to the Commission for attention. In view of the fact that no definite estimate as to what this maintenance work might cost was before them, the matter was laid on the table and the Engineer directed to secure for the Commission at an early date an estimate of the cost of this maintenance work that they may be able to act intelligently.

The Canyonville-Galesville project statement and contract was signed by the Commission with the understanding that the original estimate would only be sufficient to do a portion of this work, there being one mile that must be left for the present unimproved, and the contract was signed with the further understanding that when this work is finally completed, Douglas County will pay their portion of improving this final mile.

The Commission, on recommendation by the State Highway Engineer, approved the project statement and set aside funds for the Grand Ronde Project as follows:

Be it ordered that application for cooperation in construction of that section of the Yamhill-Nestucca Highway in Yamhill County, beginning at the west boundary of the Indian Reservation and continuing to the Grand Ronde Store, wherein the said Yamhill County proposes to cooperate to the extent of \$10,000, be approved and recommendation made to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

Be it further ordered that on condition that the Department of Agriculture allot \$35,657.98 from funds under Section 8 of the Federal Aid Road Act that the State Highway Commission will appropriate \$35,657.98 from funds made available by the sale of bonds as provided in Chapter 175 Laws of 1917.

At 11 o'clock, proposals for construction of the Salem-Aurora section of the Pacific Highway in Marion County were opened by the Secretary in the presence of the Commission, contractors interested and about twenty-five other citizens of the state. Following is a tabulation of the results:

UNIT NO. 1		Type D	Type E
Warren Construction Co.		\$164,671.00	\$171,916.00
Burrell Engineering & Construction Co.		Cost plus 15%	
UNIT NO. 2			
Warren Construction Co.		\$238,782.00	\$249,552.00
Burrell Engineering & Construction Co.		Cost plus 15%	

On motion of Mr. Thompson, all bids were rejected and the Secretary directed to return the surety bonds accompanying bids to the unsuccessful bidders.

In commenting on the rejection of all bids on the above work, the following formal statement was given out by the Commission: In rejecting all bids on the paving work contemplated between Aurora and Salem, the Commission has committed itself to the completion only of road work under construction, thus reducing to the minimum expenditure of funds for the present year on road work. This is done in sympathy with their approval of the Federal Government in conserving both the financial and the labor resources of the country. Notwithstanding the mandatory nature of the state law which created the Commission and provided funds for road work under it, the Commission believes that this course is fully warranted by the conditions imposed by the war, and feels confident that its action will be supported by the people of the state.

A letter to the Capital Issues Committee, asking for authority to issue additional bonds to the amount of \$590,000 was approved by the Commission and duplicate copies forwarded to Senator McNary for personal presentation to the Capital Issues Committee in Washington, also a complete copy with maps was sent to John Perrin, Chairman of the Federal Reserve Board at San Francisco.

A request from Warren Construction Company for an extension of time for the completion of their Contract No. 19 in Douglas County for grading between Yoncalla and Oakland from June 1, 1918 to August 1, 1918, was presented to the Commission, and on recommendation of the Highway Engineer, the extension was allowed, on condition that it is agreeable to the County Court of Douglas County and to the surety of the Warren Construction Company.

A letter from Curtis Gardner, dated June 22, requesting an extension of time for the completion of his contract No. 41, for construction of Tualitin bridge, from June 1 to July 15, was presented to the Commission and on recommendation of the Highway Engineer, this extension was ordered, on condition that it is agreeable to his surety.

A request from American Exploration & Contracting Co., for an extension of time for the completion of their Contract No. 28 for grading the Wolf Creek-Grave Creek section of the Pacific Highway in Douglas County from June 1 to August 1, was presented to the Commission and on recommendation of the Highway Engineer, the extension was allowed, on condition that it is agreeable to their surety.

An extension of time from June 1 to July 1 was granted Lindstrom & Feigenson for the completion of their contract No. 30 for constructing the Goble viaduct, on the Columbia River Highway in Columbia County, on condition that it is agreeable to their surety.

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An extension of time from June 1 to August 1 was granted the Portland Bridge Company for the completion of their contract No. 31 for construction of John Day River Bridge in Clatsop County, on condition that it is agreeable to their surety.

An extension of time from June 1 to August 1 was granted the Clackamas County Court for the completion of their contract No. 36 for improvement of the Pacific Highway in Clackamas County between Canemah and New Era.

An extension of time from March 1 to July 1 was granted the Portland Bridge and Building Company for the completion of their contract No. 37 for construction of the Onion Flat trestle in Washington County, on condition that it is agreeable to their surety.

An extension of time from May 1 to July 1 was granted the Warren Construction Company for the completion of their contract No. 6 for grading the Goble section of the Columbia River Highway, on condition that it is agreeable to their surety. This extension of time is the second on this contract, the first having been granted at the meeting of March 5.

An extension of time from June 1 to July 1 was granted the Warren Construction Company for the completion of their contract No. 13 for paving on the Columbia River Highway between Multnomah County line and Scappoose, on condition that it is agreeable to their surety. This extension of time is the second on this contract, the first having been granted at the meeting of March 5.

An extension of time from June 1 to August 1 was granted L. O. Herrold for the completion of his contract No. 14 for constructing 10 bridges on the Columbia River Highway in Columbia County, on condition that it is agreeable to his surety.

An extension of time to September 1 was granted the Oregon Hassam Paving Company for the completion of their contract No. 18 for paving on the Pacific Highway between Oregon City and Canby, on condition that it is agreeable to their surety.

An extension of time from June 1 to August 1 was granted S. S. Schell for the completion of his contract No. 21 for improving the Pacific Highway in Douglas County between the Lane-Douglas County line and Comstock, on condition that it is satisfactory to the County Court of Douglas County and the surety for S. S. Schell.

An extension of time from June 1 to August 1 was granted Hall & Soleim for the completion of their contract No. 20 for the improvement of the Pacific Highway between Comstock and Leona, on condition that it is agreeable to the County Court of Douglas County and to the surety of Hall & Soleim.

An extension of time from November 30, 1917 to June 1, 1918 was granted Albert Anderson & Company for the completion of their contract No. 25 for the improvement of the Locust Hill section of the Pacific Highway, on condition that it is agreeable to their surety.

An extension of time from June 1 to August 1 was granted Oskar Huber for the completion of his contract No. 3 for the improvement of the Rex-Tigard road on condition that it is agreeable to his surety. This extension of time is the second on this contract, the first having been granted at the meeting of March 5.

An extension of time from July 1 to September 1 was granted the Grants Pass Construction Company for the completion of their contract No. 29 for the improvement of the Pacific Highway in Douglas County between Myrtle Creek and Dillard, on condition that it is agreeable to their surety.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that unless the construction now being done on the Pacific Highway between Comstock and Leona is completed at the earliest possible date, it will seriously interfere with the moving of the crops and regular business of a large section adjacent thereto, and

WHEREAS, the shortage of labor makes it practically impossible to keep a full crew of competent men on this work,

BE IT RESOLVED, that the State Highway Commission of Oregon declare an emergency to exist on this work, and Hall & Soleim are hereby authorized to put into force if required a ten hour working day, on condition that they carefully observe the laws of the state regarding the number of hours men may be employed on public work and that they pay as required by law for overtime and in every way follow out the intent of the state laws.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that unless the construction now being done on the Pacific Highway between the Lane-Douglas County line and Comstock is completed at the earliest possible date, it will seriously interfere with the moving of the crops and regular business of a large section adjacent thereto, and

WHEREAS, the shortage of labor makes it practically impossible to keep a full crew of competent men on this work,

BE IT RESOLVED, that the State Highway Commission of Oregon declare an emergency to exist on this work, and S. S. Schell is hereby authorized to put into force if required a ten hour working day, on condition that he carefully observe the laws of the state regarding the number of hours men may be

employed on public work and that he pay as required by law for overtime and in every way follow out the intent of the state laws.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that unless the construction now being done on the Pacific Highway between Yoncalla and Oakland is completed at the earliest possible date, it will seriously interfere with the moving of the crops and regular business of a large section adjacent thereto, and

WHEREAS, the shortage of labor makes it practically impossible to keep a full crew of competent men on this work,

BE IT RESOLVED, that the State Highway Commission of Oregon declare an emergency to exist on this work, and the Warren Construction Company is hereby authorized to put into force if required a ten hour working day, on condition that they carefully observe the laws of the state regarding the number of hours men may be employed on public work and that they pay as required by law for overtime and in every way follow out the intent of the state laws.

The following resolution was unanimously adopted:

WHEREAS, owing to the fact that unless the construction now being done on the Pacific Highway between Wolf Creek and Grave Creek is completed at the earliest possible date, it will seriously interfere with the moving of the crops and regular business of a large section adjacent thereto, and

WHEREAS, the shortage of labor makes it practically impossible to keep a full crew of competent men on this work,

BE IT RESOLVED, that the State Highway Commission of Oregon declare an emergency to exist on this work, and the American Exploration and Contracting Company is hereby authorized to put into force if required a ten hour working day, on condition that they carefully observe the laws of the state regarding the number of hours men may be employed on public work and that they pay as required by law for overtime and in every way follow out the intent of the state laws.

A contract dated June 1, 1918, between the State of Oregon and the Hattie E. Bagley Estate, covering a royalty of five cents on rock quarried in Columbia County, was formally executed by the Commission.

An agreement between A. L. Clark and the State Highway Commission, taking over a portion of the work originally let to Mr. Clark covered by contract No. 11 in Columbia County, was signed by the Commission.

The matter of having the accounts of the Secretary and Auditor

for the Commission audited by Crandall & Roberts was brought up for attention of the Commission. They considered it advisable to withhold this action until toward the close of the fiscal year, as it would undoubtedly be more expensive to make the two audits than the one, and the Chairman was given authority to employ the auditor at that time without further action by the Commission.

In view of the fact that some difficulty is experienced in securing payment on claims of a legal nature, the following resolution was unanimously passed in order to expedite claims of this nature:

RESOLVED that approval and payment of the claims of Messrs. Sterey, Thorndike, Palmer & Dodge, Bond Attorneys of Boston, Massachusetts, for services rendered and to be rendered in examining and passing upon the record of the issuance of bonds of the State of Oregon by direction of this Commission be requested, for the reason, and it is hereby declared that this Commission has by investigation and experience in the sale of such bonds found, that in addition to the decision of the Supreme Court of this state upon the authority of this Commission to direct such issuance and sale, it is necessary and indispensable to secure such examination and certificate of attorneys of generally established reputation as bond attorneys and so recognized by dealers in public bonds, and that the firm of attorneys above named are so known and recognized, and have been retained for this reason for such purpose in order to make possible and facilitate the sale of such bonds, and it is further declared that in the judgment of this Commission, the contemplated sale of such bonds is for the public welfare.

Mr. Randall of the Forestry Department appeared before the Commission with the contract agreement covering the Ochoco-Canyon Creek road in Wheeler County for execution. This was held in abeyance until such time as a report could be received from Mr. Bennett as to what part of this highway should be improved with the money available.

Messrs. W. H. Goulet and J. T. Hunt, Commissioners of Marion County, appeared before the Commission in connection with the improvement of what is known as the Jackson Hill section of the Pacific Highway south of Salem. They agreed to prosecute this work as rapidly as is possible on condition that the state go ahead with its paving program north of Salem.

Messrs. Sidney Smyth and G. J. Currin, Commissioner of Morrow County, appeared before the Commission to learn if possible their policy affecting future improvement of road work in Morrow County. After some discussion, they were informed that the Commission considered the improvement of the Pacific and the Columbia River Highways of first importance in the state, and when these had been placed in serviceable condition and money became available for the improvement of roads in the same class as those in Morrow County, the Commission would consider the improvement done by Morrow County as applying to some extent on cooperative work that may be contemplated for their county.

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A delegation from Washington County, consisting of the County Court and seven others, appeared before the Commission in the interest of the road running through Hillsboro, Forest Grove and south. This committee was informed by the Commission that they were not in position at this time, owing to war conditions, to make any promise whatever, but that when the present request for authority to issue \$590,000 additional bonds had been acted upon by the Capital Issues Committee, if favorable action was taken, then it was possible that the Commission would make another request covering such roads as the one mentioned by the Hillsboro delegation and some of those roads in Coos County which would be impassable during the winter months unless improved and attempt to secure authority from the Capital Issues Committee to issue additional bonds to cover this work. However, the delegation was impressed with the fact that favorable action on this proposition would be very doubtful. Commissioner Archie Phillips of Coos County was present at this time and the statement was for his benefit as well as for the Washington County delegation.

No further business coming before the Commission, the meeting was adjourned at 5:00 P. M.

Herbert Nunn
State Highway Engineer

G. Ed Ross
Secretary

S. Benson
Chairman

W. L. Thompson

W. L. Thompson

Portland, Oregon, July 9, 1918.

The State Highway Commission met at 10:00 o'clock in Mr. Benson's office, 1301 Yenn Building, those present being:

S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
Herbert Nunn, State Highway Engineer
G. Ed Ross, Secretary

A petition from Coos County Court was read to the Commission and the Secretary directed to inform them that the Commission was not in a position to assist them at this time in view of the fact that the Government would not allow the state to issue additional bonds for that purpose.

A petition from Washington County was also received and read to the Commission and the Secretary was directed to give them the same information that was given Coos County.

The Engineer was directed to present to the Commission at the next meeting the report of Mr. Lazell on the paving plant, with a view to making payment if everything was acceptable.

The Engineer was also directed to draw up a contract with Gilliam County, covering the maintenance of approximately three-quarters of a mile of work on the John Day Highway, which should have attention at once, and also to prepare a maintenance contract for the maintaining of the balance of the John Day Highway constructed by state forces in Wheeler and Gilliam Counties.

Vouchers Nos. 1743 to 2067, inclusive, were ordered paid by the Commission.

At 11 o'clock, proposals for the construction of a bridge over Fanno Creek in Washington County were opened by the Secretary in the presence of the contractors bidding and other interested persons. The following results were announced:

E. A. Simmons, Portland	\$1191.10
Erixon & Jones, Salem	1238.90
John W. Ash, Corvallis	1260.00
Curtis Gardner, Portland	1350.00
Parker & Banfield, Portland	1383.90
Robert Wakefield, Portland	2120.00

Proposals were also opened for the construction of a post road project in Union County between La Grande and Enterprise, known as the Elgin-Minam project. The only proposal received was from E. T. Johnson, as follows:

Portland, Oregon, 7/9/18

Oregon Highway Commission
Portland, Ore.

Gentlemen:

I will do the grading work in Union County between LaGrande and Enterprise for your Commission upon a cost plus basis.

The per centage of plus would depend upon how much of the complete expense was allowed in the bill.

The purpose of this proposition is to do your work for you in a faithful economical manner and hold myself safe from loss.

Respectfully,

(Sgd) E. T. JOHNSON

In view of the fact that no acceptable bids were received on this piece of work, the State Highway Commission expressed a willingness to consider a proposal from Union County Court to do this work, the proposal to be submitted at the August meeting of the Commission, and Judge

Phy, who was present, stated that he would look into the matter carefully and make such a proposal.

The following resolution was adopted by the Commission:

WHEREAS, at a meeting of the State Highway Commission held June 4, 1918, a resolution was regularly adopted directing that bids be invited for the purchase of Six Hundred Ninety Thousand Dollars par value of the bonds authorized under Chapter 423 of the General Laws of Oregon for 1917, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Chairman of the Commission at Portland, Oregon, up to and including eleven o'clock A. M. on the 9th day of July, 1918, and further directed that said bids should be opened by the Commission at the office of its Chairman, at Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of July 9th, 1918; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications, to-wit: Pacific Banker, published at Portland, Oregon, and The Bond Buyer, published in New York City, and

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the amount of such bid, and further required that such bonds be dated July 1st, 1918, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from July 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

WHEREAS, notice of such sale as required by such resolution was duly given by the Secretary of this Commission by publication thereof for two issues in said publications, proof of which publications has been filed in the form of affidavits and is now before this Commission, and

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 9th day of July, 1918, in regular session at the office of its chairman, Portland, Oregon, with all members of such Commission present and participating, except Mr. R. A. Booth; and

WHEREAS, pursuant to such resolution and published notice the following bids for said bonds have been received by the Secretary

of the Commission and at this time opened and filed in the presence of the Commission, to-wit:

A. B. Leach & Co., of Chicago)	
E. H. Rollins & Sons of Chicago)	\$643,770.00
Henry Teal of Portland, Oregon	642,873.00
Blodget & Co. of Boston)	
John E. Price & Co. of Seattle)	642,838.50
The National City Co.	642,721.20
Carstens & Earles, Incorporated, Seattle)	
Seattle National Bank)	642,045.00
Field, Richards & Co. Cleveland, Ohio)	
Guaranty Trust Company of New York	638,940.00
Harris Trust & Savings Bank, Chicago)	
Morris Bros. Inc., Portland)	637,008.00
William Salomon & Co. Chicago	633,696.00
Clark, Kendall & Company, Portland	629,763.00

Each proposal was accompanied by a certified check to the amount of five per cent, as required by such resolution and published notice, and

WHEREAS, the bid of A. B. Leach & Co., of Chicago, and E. H. Rollins & Sons of Chicago, is the highest and best bid received; and

WHEREAS, the said State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is to the best interests of the State of Oregon to accept said bid of said A. B. Leach & Co., and E. H. Rollins & Sons;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION:

1. That said bid of Six Hundred Forty-three Thousand Seven Hundred Seventy Dollars (\$643,770.00) of said A. B. Leach & Co., of Chicago and E. H. Rollins & Sons, of Chicago, for Six Hundred Ninety Thousand Dollars par value bonds of the State of Oregon, authorized under said Chapter 423, General Laws of Oregon for 1917, be and the same is hereby accepted;

2. That the Secretary of this Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed six hundred and eighty (680) One Thousand Dollar bonds, and forty (40) Two Hundred Fifty Dollar bonds, of which seventeen (17) One Thousand Dollar Bonds and one (1) Two Hundred Fifty Dollar bond shall be due and payable on October 1, 1923, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated July 1st, 1918, and bear interest from such

date, and that such purchaser be required to pay in addition to his bid the interest accrued on all of said bonds from July 1, 1918, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, That the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that seventeen One Thousand Dollar bonds and one Two Hundred Fifty Dollar bond be issued so as to mature October 1, 1923, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of Six Hundred Ninety Thousand Dollars.

3. That the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by said law, and that the Secretary of this Commission be directed to print the facsimile signature of each of said officers upon the coupons attached to such bonds.

4. That the Secretary of this Commission request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Mass., to examine into the validity of said bonds and to render an opinion as to the validity of such bonds, and that immediately upon the receipt of such opinion, if the same be favorable, that said transaction be consummated by exchanging said bonds for such purchase price with accrued interest, and that the same be turned over and paid into the State Treasury of the State of Oregon pursuant to the law of this State.

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

6. BE IT FURTHER RESOLVED, that on the request of the purchasers, all bonds be in the form heretofore adopted by the said State Highway Commission as non-registered.

The project statement covering the Ochoco-Canyon Creek work (a forest project) was executed by the Commission.

The Engineer was also directed to secure a report from the Division Engineer on the Ochoco-Canyon Creek road in Crook County.

The matter of speeding on the Lower Columbia River Highway by various motorists was called to the attention of the Commission and they directed the Engineer to look into the matter of properly policing the highway by the various counties through which it passes, with a view to holding motorists within the speed designated by law. Mr. Thompson also called attention to the fact that the using of proper dimmers on the cars in this state was not, in his opinion, properly enforced, and the Engineer was directed to secure a copy of the laws of Washington and their methods of enforcing this law and working out some method whereby these laws may be more closely observed in this state.

On request of the State Highway Engineer, the Commission directed him to place H. C. Compton under a bond of \$1000 and authorize him to pay timechecks.

No further business coming before the meeting, it was adjourned.

Herbert Nunn
State Highway Engineer

G. Ed Ross
Secretary

S. Benson
Chairman

W. L. Thompson
Portland, Oregon, August 6, 1918.

The State Highway Commission met at 10:00 o'clock in Mr. Benson's office, 1301 Yeon Building, those present being:

S. Benson, Chairman
W. L. Thompson, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

On motion of Mr. Thompson, seconded by Mr. Benson, Mr. Roy A. Klein, now employed by the department as Assistant Engineer, was appointed Secretary of the Commission to succeed Mr. G. Ed Ross who resigned to take up work under the Federal Government, Washington, D. C.

Vouchers Nos. 2068 - 2350, inclusive, were approved.

The contract covering the construction of timber bridge at Fanno Creek on the Rex-Tigard Highway near Tigard, awarded at the last meeting to E. A. Simmons, was approved and signed by the Commission.

The Secretary reported that the recent issue of bonds, in amount \$690,000 par value, sold to E. H. Rollins & Sons and A. B. Leach & Co., of Chicago had been delivered and check for the amount of the bid price plus accrued interest had been received by the State Treasurer on August 5th and placed to the credit of the Commission.

Voucher No. 2348 in favor of Thos. B. Kay, State Treasurer, covering six months interest due on \$400,000 par value of Bean-Barrett bonds, due September 1, 1918, was approved.

A financial statement for the period from December 1, 1916 to August 1, 1918, accompanied by a statement of expenditures in detail for the previous month of July, was submitted. A financial statement in blue print form was also submitted showing the funds requested to complete the projects outlined as of August 1, 1918, accompanied by a supplementary report showing in detail expenditures from December 1, 1916 to July 1, 1918, showing segregation as to different projects and different funds.

In view of the fact that the Federal Government, through the U. S. Office of Public Roads, was about to advertise for bids on the Canyonville to Galesville section of the Pacific Highway, it was represented by the

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Federal Engineer that better bids could be secured if assurance was given that the road might be closed for travel thereon by the public for such hours, days or period of time as set aside by the Federal Engineer. As there was no doubt that this course would be necessary for the economical prosecution of the work, and since, during a period in the winter months, travel is very light or shut off entirely anyway by condition of adjacent sections of the highway, the Secretary was directed to request the County Court of Douglas County to issue such an order, closing the road for such period as was necessary, but urging that since this is a main highway and the artery of travel between California and Oregon, that construction work be expedited during the closed period and the inconvenience to the travelling public made of as light a nature as possible.

Mr. M. O. Bennett reported that Crook County, having passed a bond issue, was about to begin construction of a highway up the Crooked River to Davis Ranch, a distance of approximately 28 miles and requested that it be designated as a State Highway. This request was not granted but on the merits of the project, the State Highway Engineer was directed to make a survey of this route for further investigation. The cost of this survey to be paid by the State.

In the matter of providing additional funds for the Ochoco Canyon Project in Wheeler County, the following resolution was adopted:

WHEREAS, the appropriation of \$12,500 appropriated by the State Highway Commission on October 9 and 10, 1917 for the improvement of the Forest Road in Wheeler County, known as the Ochoco Canyon Road, was not sufficient to meet the cost of the construction as determined by a recent definite location survey, the estimated total cost being \$45,000,

THEREFORE, BE IT RESOLVED, that on condition that the County of Wheeler appropriate an additional \$1,900.00, making a total amount of \$4,900.00 and the Federal Government through the Department of Agriculture cooperate to the extent of \$20,050.00, the State Highway Commission appropriate \$7,800.00 in addition to the \$12,500.00 previously provided, making available a total of \$20,050.00 from the funds obtained from the sale of bonds as provided in Chapter 175 of the Laws of 1917.

The matter of nineteen cars belonging to the Loggers & Contractors Machinery Company, which had been turned back to the owners, but were still standing on the spur tracks at the Fair Grounds, was brought up. Since the Southern Pacific Company has insisted on their removal in order to facilitate switching and since the State Fair Board has requested their removal in order to provide space for cars shipped in for exhibit purposes, the Secretary was directed to notify the owners that the Commission ceased to be responsible for the cars at this date and request them to remove them at once.

In the matter of the Grand Ronde Section of the Yamhill-Nestucca Highway, 6.8 miles in length, for which a Project Agreement was previously

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signed and on which an estimate had been made of \$81,315.96, for which the County agreed to contribute \$10,000 leaving \$35,657.98 to be borne by the State and the same amount by the Federal Government under the Post Road Act, the Highway Engineer reported that the river gravel which it had been intended to use for surfacing was found on testing to be not suitable for this purpose and it will be necessary to open up a quarry and build a crushed rock macadam surface, which would add about \$15,000 to the cost for an eight foot pavement. It was thought advisable not to construct the road unless surfaced, as it would be impassable in winter, also in view of the fact that the District Engineer of the U. S. Office of Public Roads had requested that additional facts be submitted to show that on that portion of the project not now in use as a mail route, a reasonable prospect existed that it would be so used after the completion of the road. No further facts being obtainable, it was considered certain that the project would not be approved as a whole, so it was decided to cut the project to that portion now used as a mail route, beginning at the Yamhill River bridge and extending to the Grand Ronde Store, a distance of 2.75 miles, all in Yamhill County. The Highway Engineer reported that with a crushed rock surface 18' wide this could be constructed for \$39,683.38, including engineering and contingencies. As this was within the limits agreed upon at a previous meeting, a revised project statement was submitted to the U. S. Office of Public Roads showing the cost of construction divided as follows:

Yamhill County	\$10,000.00
State of Oregon	14,841.69
Federal Government	<u>14,841.69</u>
Total	\$39,683.38

At 11:00 o'clock, bids were opened for the grading of the Union-Telocaset section of the Old Oregon Trail in Union County. The work comprises six miles of grading and is a Federal Post Road Project. The result of the proposals was announced as follows:

County Court of Union County, LaGrande	\$27,484.00
Warren Construction Company, Portland	36,419.50
Johnson Contracting Company, Portland	41,004.50
E. T. Johnson, Portland	Cost plus 10% with estimated unit costs submitted.

The following bids were submitted for the grading of the Elgin-Minam section of the LaGrande-Enterprise Highway in Union County. This work comprises 9.55 miles of grading and is a Federal Post Road Project. The result of the proposals was announced as follows:

County Court of Union County, LaGrande	\$37,410.00
Warren Construction Company, Portland	58,600.50
E. T. Johnson, Portland	Cost plus 10% with estimated unit costs submitted.

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Bids were also submitted for 3800 lineal feet of paving on the Ashland Hill Section of the Pacific Highway in Jackson County. The result of the proposals was as follows:

Warren Construction Company,	Gravel Bitulithic	\$19,291.50
United Contracting Co., Portland	1:2:3 $\frac{1}{2}$ concrete	17,719.50
" " " "	1:1 $\frac{1}{2}$:3 "	18,535.50

Bids were also opened for the construction of 8600 lineal feet of broken stone water bound macadam on the Divide-Comstock section of the Pacific Highway in Douglas County. S. S. Schell of Oakland submitted a bid of \$14,537.50. He also submitted a bid at cost plus 10%, covering the same work.

Meeting adjourned at 12 o'clock noon for lunch.

The Commission met again at 1:30 o'clock and the results of the tabulation of bids received were considered. On the Union-Telocaset section of the Old Oregon Trail, on motion of Mr. Thompson and seconded by Mr. Benson, the work was awarded to the Union County Court for \$27,484.00.

For the Elgin-Minam section of the LaGrande-Enterprise Highway, on motion of Mr. Thompson and seconded by Mr. Benson, the bid of the Union County Court of \$37,410.00 was accepted and the work awarded to them.

On the paving of the Ashland Hill section of the Pacific Highway, on motion of Mr. Thompson and seconded by Mr. Benson, all bids were rejected and the State Highway Engineer was directed to do the work with state forces. On the Divide-Comstock section of the Pacific Highway, on motion of Mr. Thompson and seconded by Mr. Benson, the contract was awarded to S. S. Schell of Oakland, Oregon, at \$14,537.50.

Judge Phy, accompanied by the Commissioners from Union County, was present and represented to the Commission that they had been unable to secure right of way through certain pieces of property on the Old Oregon Trail in Union County between Hot Lake and La Grande, and requested the Highway Commission to acquire the same by condemnation proceedings. Since the Union County Court offered to pay all expenses in connection with these proceedings, the Secretary was instructed to request the Attorney General to take charge of these cases.

Mr. Bennett reported as a result of his conference with the Wasco County Court, represented by Commissioners Butler and Clausen, that they would guarantee \$25,000 to be spent on the Deschutes River Bridge and right of way for the Columbia River Highway on the Lower or River Route, between Seuffert and Deschutes River. Mr. Bennett was instructed to interview the Sherman County Court regarding the amount which they would appropriate for the Deschutes River bridge. The Highway Engineer was directed to prepare plans for the bridge and submit an estimate of cost together with map showing right of way required, etc.

The Highway Engineer reported that a mutual agreement was

reached with A. L. Clark, who holds Contract No. 7 for grading 2.2 miles west of Rainier, to cancel same. The Commission ordered a final estimate to be prepared on this work covering the amount of work done and the retained percentage paid in full. It was mutually agreed with Mr. Clark to cut the width of the balance of the macadam to nine feet on his Contract No. 11, west of Rainier.

The matter of turning into the General Fund of the State, money received from the sale of equipment not required by the Department, was brought up and in accordance with the ruling of the Attorney General in an opinion submitted to the Commission, the Secretary was directed to hand to the State Treasurer for deposit in the General Fund of the State, check of the Hammond Lumber Company for \$2,678.13 received in the sale of second hand rail and also check (on deposit in the Treasurer's office, to the credit of the Commission) for \$6,000.00. This check is a refund for six second hand gravel cars purchased by the Commission from the Loggers & Contractors Machinery Company and later returned to them since they proved to be defective.

The State Highway Engineer submitted reports from Dr. E. W. Lazell, Chemical and Mechanical Engineer, covering inspection of asphalt plant of the Oregon Independent Paving Company, which showed the plant to be in good condition. Assistant Engineer Dunn reported also that the plant was in good condition and that a boiler had been secured by the owner and had been tested, also that two 40 H. P. engines had been secured for the plant. On account of the fact that it would cost several hundred dollars to assemble the plant for a trial turnover, and then tear it down again for shipping, it was decided by the Commission to accept the plant for the agreed price of \$13,500 and to make payment of \$13,000.00, holding back \$500.00 until the plant was assembled and found O. K.

A request from L. O. Herrold for an extension of time to complete the bridges on his contract on the Lower Columbia River Highway in Columbia County to September 15, was presented to the Commission and on recommendation of the Highway Engineer, an extension was awarded, on condition that it is agreeable to his surety.

A request from A. D. Kern & Co., for an extension of time to complete their grading contracts on the Columbia River Highway in Hood River County to September 15 was allowed under the same conditions.

A request from the Portland Bridge Company for an extension of time on the John Day Bridge to August 15 was allowed under the same conditions.

A request from Hall & Soleim for an extension of time to August 25 for grading on the Pacific Highway was allowed under the same condition.

A letter received from Judge Wood of Curry County, covering the resolution of the County Court appropriating money for the Coast Highway was brought up and postponed for further discussion until the next meeting, when Mr. Booth would be present.

The Secretary reported that the final estimate for the Warren Construction Co., covering work on contract No. 16 (Svensen to Westport macadam) and Contract No. 35, covering small bridges in Columbia and Clatsop Counties, had been refused as finals by the Warren Construction Company. The Secretary was instructed to inquire why they were not accepted and request this company to submit a statement of their claims.

The matter of the absence of road signs on state highways and the confusion to travellers resulting from the same, was brought to the attention of the Commission by Mr. F. E. Watkins, President of the Portland Automobile Club. The Secretary was directed to ascertain from the Attorney General what, if any proceedings could be taken to force the various counties to remedy this condition.

The Highway Commission appropriated \$2500 for a building at Salem about 40'x80' on state property to properly house state equipment. The Highway Engineer was directed to secure the necessary site and prepare plans and advertise for proposals for the construction of the same.

A letter from the County Clerk of Gilliam County was presented to the Commission by Mr. Sidney Smyth, as follows:

"To the Honorable State Highway Commission,
Salem, Oregon.

Gentlemen:

The Supreme Court having decided the case relative to building highway along the Columbia River in Gilliam County, wish to advise you that Gilliam County is prepared to proceed with the construction thereof. Before beginning construction, we would like to be informed relative to the State Highway Commission's attitude towards completing the road in Gilliam County and constructing the bridge across the John Day River between Gilliam and Sherman Counties. This special tax plus the amount promised for the construction of the bridge will not, in our judgment, be sufficient to finish the grade across the County.

Very respectfully,

(Sgd) C. N. LAUGHRIGE,
County Clerk."

On consideration of this matter, the following resolution was presented by Mr. Thompson and agreeable to Mr. Benson:

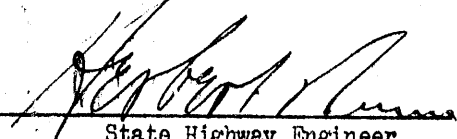
WHEREAS, Gilliam County having appropriated certain funds for the construction of the Columbia River Highway on the location adopted by the State Highway Commission and since this amount will not complete the same,

THEREFORE, BE IT RESOLVED, on condition that Gilliam County use for grading purposes on the above mentioned highway,


the funds set aside, in amount \$10,000, for building the bridge across the John Day River, the State Highway Commission will undertake to build the bridge across the John Day River and pay for the same out of funds at its disposal.

A copy of the resolution of the Harney County Court appropriating \$8,000.00 to be used in connection with State and Federal Aid on the post road between Burns and Crane, was presented to the Commission, but no further action was taken.

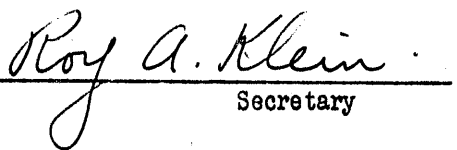
No further business coming before the meeting, it was adjourned.



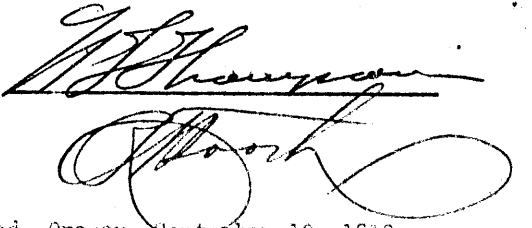
State Highway Engineer

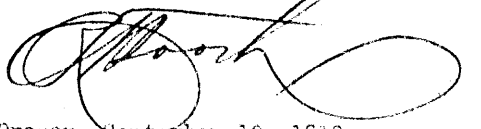


Chairman



Secretary





Portland, Oregon, September 10, 1918.

The State Highway Commission met at 10 o'clock at 1301 Yeon Building, those present being:

- S. Benson, Chairman
- W. L. Thompson, Commissioner
- R. A. Booth, Commissioner
- Herbert Nunn, State Highway Engineer
- Roy A. Klein, Secretary

Vouchers number 2350 to 2650, inclusive, were approved. Voucher No. 2708, in favor of Thos. B. Kay, covering payment of interest on bonds of the six million dollar fund issued to date, due October 1, 1918, was approved.

A financial statement, showing expenditures to date and funds available, together with detail expenditures for the month of August, was submitted to the Commission.

The minutes of the previous meeting were read by the Secretary and approved by the Commission.

In the matter of the Union County contracts on post road projects No. 5 and No. 8, the following resolution was offered by Mr. Thompson and seconded by Mr. Benson:

WHEREAS, the opinion of the Attorney General of the State having been presented to the Commission, holding that the County Court of Union County exceeded its authority in becoming a bidder and entering into a contract for the construction of the Union-Telocaset section of the Old Oregon Trail and the Elgin-Minam

section of the LaGrande-Enterprise Highway,

THEREFORE, BE IT RESOLVED, that the action of the Commission on date of August 6 in awarding these contracts to the Union County Court be rescinded, and

WHEREAS, other bids received for these two projects on August 6 are deemed excessive, and

WHEREAS, it is desirable that the work be done at once,

THEREFORE, BE IT RESOLVED that the State Highway Commission proceed to do the work with its own forces.

BE IT FURTHER RESOLVED that monthly estimates of the work done be prepared under the direction of the State Highway Engineer, showing quantities of work done and at the unit prices on which the project agreement was based, for the purpose of securing from the Federal Government the amount due the State of Oregon as per project agreements No. 5 and No. 6, dated August 22, 1918.

The Engineer was therefore directed to proceed with the work with his own forces and Judge Phy and Commissioner Townley, representing Union County, in consideration that the work was being done in their county, offered the use of county machinery, their camps which had been set up, and such county equipment as the engineer might desire. They also agreed to cooperate to the extent of \$12,500 and in addition such sum as may be necessary to complete according to specifications.

At 11 o'clock, bids were opened for the construction of the viaduct and approaches across the Southern Pacific railroad at Divide in Lane County. Proposals were received as follows:

For the steel only in viaduct,	Truscon Steel Co., Portland	\$1160.95
For the viaduct complete,	Guy F. Pyle, Eugene	6940.00
For grading the approaches,	Johnson Contracting Co. "	17875.50

These were the only proposals received.

Bids were also opened for the construction of a warehouse at Salem, authorized at the last meeting of the Commission. Proposals were

submitted by

Siewert & Engstrom, Salem	\$2,141.00
Erixon & Jones, Salem	2,509.00

The Commission adjourned for lunch.

At 2 o'clock, the results of the tabulation of the bids received was read, and since the proposals for both jobs exceeded the engineer's estimate, the advisability of doing the work with state forces was discussed. However, in view of the fact that the department already had undertaken considerable work in various counties with its own forces, it was thought advisable to award the contract for the viaduct to Guy F. Pyle at his bid price of \$6940.00.

Mr. E. T. Johnson was called before the Commission and advised that the contract would be awarded to him for the grading provided he would start construction immediately when ordered by the engineer. He was willing to do this.

Both of these awards were made contingent upon the agreement for this project being approved by the county of Lane and the Southern Pacific. Both proposals for the construction of the warehouse at Salem were deemed excessive and, on motion of Mr. Booth, and agreeable to Mr. Benson and Mr. Thompson, were rejected. The Engineer was directed to do the work by day labor.

Mr. P. P. Farrrens, representing the Southern Pacific Company, submitted the contract agreement as proposed for the construction of the Divide overhead crossing. This contract having been examined by the engineer and approved as to engineering features and also approved by the Attorney General as to form, the Commission signed the agreement. The Court of Lane County, in a letter, objected to certain points of the agreement as written, and after discussion, the matter was left with Mr. Booth to present to them to the end that the project be carried through without further delay.

The Warren Construction Company, through their representative, A. J. Hill, appealed to the Commission for additional compensation on their contract on the Pacific Highway between Yoncalla and Oakland, setting forth in their claims the additional cost of labor, teams and material due to changed conditions from those under which they bid on the work. They also made claims for a higher classification than that allowed by the engineer. The engineer reported that the contractors had finished up their work in a very acceptable manner and had done an excellent job. He also stated that the classification had been agreed to by representatives of the Warren Construction Company and engineers of the department during the progress of the work, and that in his opinion, the classification was correct. The quantities of material moved had also been carefully measured and the computations checked so there was no chance for an error. Mr. Hill submitted a plan to have

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a disinterested engineer or a committee of three engineers go over the ground and reclassify the work. In view of the fact that the Commission, from personal observation and the report of the engineer, considered that the contractors had received all that they had earned at the unit prices bid and that the classification had been made during the progress of the work, the Commission decided to accept the report of the engineer as final and decided that they did not care to arbitrate in this manner or be bound by the findings of a committee of engineers not familiar with the work while under construction and unable to go into the detail required. Therefore it was decided to close the matter and approve the final estimate of the engineer, who was authorized to secure the services of an outside consulting engineer to examine the classification if he so desired.

A letter from Judge Hare of Tillamook County, requesting a survey for the Coast Highway between Neskowin and Hebo, was presented to the Commission and on motion of Mr. Thompson and agreeable to Mr. Benson and Mr. Booth, the engineer was directed to make this survey at a time when he had a party available.

Mr. Bennett reported that he had visited Sherman County Court and, in regard to cooperation on the bridge across the Deschutes at Millers, found that they would cooperate to the extent of \$25,000 to cover the right of way charges and a portion of the cost of the bridge. Wasco County had previously guaranteed the sum of \$25,000 toward the building of this bridge and the right of way between Seufferts and the Deschutes River on the river route. The total cost of the bridge was estimated to be about \$75,000. The engineer was directed to investigate right of way matters in connection and report to the Commission. In view of the conditions governing labor, construction materials, etc. at this time and the necessity for a Federal permit, arrangements for construction were deferred.

In the matter of providing additional funds for the construction of the forest road project locally known as the Canyonville-Galesville section of the Pacific Highway in Douglas County, the following resolution was adopted:

WHEREAS, the appropriation of \$57,000.00 made by the State Highway Commission on October 9 and 10, 1917, for the construction of the Canyonville-Galesville section of the Pacific Highway in Douglas County was not sufficient to meet the State of Oregon's portion of the expense as now determined by bids received on August 17, and

WHEREAS, this road is an important link in the highway system of this state, and

WHEREAS, it appears that the cost of the said project will be approximately \$211,000.00,

THEREFORE, BE IT RESOLVED, that on condition that the Federal Government, through the Department of Agriculture will cooperate to the extent of \$94,000.00 and the County of Douglas to the extent of \$23,000.00, the State Highway Commission will appropriate in addition to the sum of \$67,000.00 previously appropriated the additional sum of \$27,000.00, making the total amount available \$94,000.00 from the funds obtained from the sale of bonds as provided in Chapter 175 of the Laws of 1917.

A supplementary project agreement, covering these additional funds, was approved and signed by the Commission.

A representative of the Southern Pacific Company also presented the contract agreement for the undercrossing on the West Side Highway near Votaw. An agreement was submitted on a plan differing from the order of the Public Service Commission in that the company proposed to build a temporary wooden pile bridge instead of a permanent concrete and steel structure as ordered. The horizontal clearance would be 20 feet, while the permanent structure would provide for 24. It was estimated that the life of this structure would be about eight years and it was agreed that the cost of the structure, together with the excavation for the roadbed should be divided equally between the Commission and the Company. Inasmuch as a temporary structure was necessary in any event to carry the railroad traffic during construction of the permanent bridge, the Commission considered the plan a good one and the Secretary was directed to submit the contract agreement to the Attorney General for his approval as to form and to the engineer for approval of the engineering features.

The Secretary reported that the matter of forcing the county courts of the various counties to place road signs upon the road had been taken up with the Attorney General and he advised that there was at the present time no law on the statute books by which they could be compelled to do so. He suggested that this subject should be brought up by the Commission at the next session of the legislature.

The proposal of the Warren Construction Company for maintenance on the Multnomah County line to Scappoose Section of the Columbia River Highway in Columbia County, which was submitted with their bid for the construction of this pavement on August 7, 1917, was rejected and the Secretary was directed to return their certified check for \$200 which had been held on deposit.

Mr. Bennett submitted project statements for two sections of the John Day Highway in Grant County. The first section begins at the city of John Day and ends at Fisk Creek, length 7.4 miles; the second section begins at Hall Hill 2.2 miles west of Prairie City and ends at Prairie City. These projects were presented as post road projects since they are now in use as post roads, and it was thought that Federal Aid could be secured readily since these two projects are also important in view of the fact that chrome ore is being hauled over these roads in large quantities to the terminus of the railroad at Prairie City. The preliminary estimate

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on the first project is \$145,051 and on the second, \$51,433. Since the county is already improving the intermediate section between points above mentioned, no cooperation was provided by the county. Federal aid was requested to the extent of fifty per cent on the first project and \$22,000 on the second, the state to provide the balance, \$101,959. The project estimate provided, in addition to grading, draining and ditching, a gravel surface. The project was approved and signed by the Commission. It was provided, however, that this proposed improvement replaces that section of the John Day Highway in Grant County between Dayville and John Day, the improvement of which had been previously authorized by the Commission.

A letter was read from Mr. J. T. Logan, representing the Grants Pass Construction Company, requesting an extension of time for the completion of their contract between Myrtle Creek and Dillard to November 15, 1918. On recommendation of the engineer, the extension was granted.

A similar request from Parker & Banfield, for an extension of time for the construction of the Hood River bridge, was read. On recommendation of the Engineer, the extension of time was granted to November 1, 1918.

A communication was read from Hood River County Court demanding the construction of a connecting road near Ruthton in a different location and on a better grade than the one provided by the Commission. On consideration of this matter, the Commission decided as a matter of policy that where through state highways were being built, the counties must provide connecting roads at their own expense.

A copy of a letter setting forth the policy of the Forest Service in regard to the Alsea road was read.

Portland, Oregon,
August 22, 1918.

Honorable R. R. Miller,
County Judge,
Toledo, Oregon.

Dear Sir:

As you are perhaps aware, the undertaking of new road projects of the character of the Alsea River Road is now subject to the supervision of the United States Highways Council. The Council has recently promulgated a statement of its policy, from which it appears that only those roads will, in general, be approved which are of considerable military or national economic value, or which are of such extreme local importance as to cause serious hardship if their construction or completion is postponed. After a careful consideration of the matter, it appears, therefore, in view of the policy stated above, that we will be unable to cooperate in the construction of the Alsea River Road during the period of the war. This decision is made necessary on account of the national emergency, however, and will not prejudice a re-

consideration of the case after the end of the war if you still desire such reconsideration at that time.

Very truly yours,
(Sgd) GEO. H. CECIL,
District Forester.

In regard to this route, Mr. Booth brought before the Commission the matter of the section of this route between Philomath through Alsea and to the east boundary of the National Forest which should come up at the same time as the forest project and should be made a cooperative post road project between state, county and Federal Government. This was agreeable to the other members of the Commission and the engineer was directed to make a reconnaissance and investigate this route between Philomath and the Coast.

On motion of Mr. Booth and seconded by Mr. Thompson, the engineer was directed to make a reconnaissance and investigation of the route between Junction City and Blachly with a view to designating this as a post road, looking toward cooperation in its construction between Lane County, the state and the federal government.

A motion was made by Mr. Thompson and seconded by Mr. Benson that the engineer be instructed to make a survey of the Pacific Highway between Latham and through Cottage Grove parallel with the railroad.

The Highway Engineer reported regarding the failure of Hall & Soleim on the contract for the grading and macadamizing of the Pacific Highway between Comstock and Leona in Douglas County. He stated that he had taken this matter up with the Aetna Casualty and Surety Company, who are surety for these contractors, and that they had requested that the engineer take over the work, using state forces to complete this contract. As it is very necessary to complete the work this year to protect the interests of the state and to avoid delays incident to re-advertising and getting new equipment on the ground, the action of the engineer was ratified and approved by the Commission.

It was understood that arrangements were to be made to take over the Douglas County bonds at par and the funds to be placed in a bank by the surety company and the engineer is to draw on this fund to meet current expenses. The plan outlined was that the engineer would take over the equipment owned by Hall & Soleim, complete payments on machinery and hold the equity of Hall & Soleim as an asset. He should also pay labor bills and bills for materials and supplies previously incurred by Hall & Soleim from the funds placed at his disposal by the surety company.

The engineer is to make monthly estimates of the work performed and at the completion of the work, submit a detailed report to the surety on the costs and the estimates. In this manner, a balance would be struck and in the event of the estimates exceeding the cost, the surplus would be returned to the contractor and in event of the cost exceeding the estimates, the surety would pay the excess, as provided in the contract.

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This agreement was confirmed by Mr. Ted Wood and Mr. Ekwall, representing the Aetna Casualty and Surety Company, who stated that this agreement was satisfactory to them.

The reconnaissance report of the Highway Engineer, recommending the adoption of the route of the Dalles-California Highway in Klamath County be definitely located by way of Klamath Falls, Klamath Agency, Fort Klamath and Sand Creek, was presented. After discussion, a motion was made by Mr. Booth and agreeable to the other members that the recommendation of the Engineer on this route be adopted.

The matter of the location of the state highway between Klamath Falls and Lakeview, in Klamath and Lake Counties, was discussed with a view to county, state and federal cooperation as a post road project, and the engineer was directed to make a reconnaissance over the route at a future date.

The Commission discussed the announcement of the United States Highways Council, with reference to policy and procedure on highway work during the war. It was noted that all proposed highway, street and bridge construction involving the issuance of bonds, the use of rail or water transportation, the use of oil or coal as fuel, the use of cement, brick, asphalt, oil, tar, crushed stone or steel (also sand and gravel where shortage exists as highway material) should first be submitted for the approval of the United States Highways Council through the State Highway Department. The Highway Engineer reported that he had advised the counties in a circular letter to prepare a statement of their projected improvements for the balance of 1918 and to submit as soon as possible a program for the year 1919. Applications for permits for the purchase of materials by the contractors on state work, principally coal and fuel oil and asphaltic products, had already been forwarded to Washington.

The city of West Linn presented a project involving about one mile of concrete pavement on which they asked the approval of the Highway Commission. This being a meritorious project, it was approved.

The Engineer was directed to investigate the route of the Dalles-California Highway between The Dalles and Bend and determine if feasible to locate the highway on the west bank of the river south of Dufur, crossing the river at Gateway instead of making the detour through Antelope.

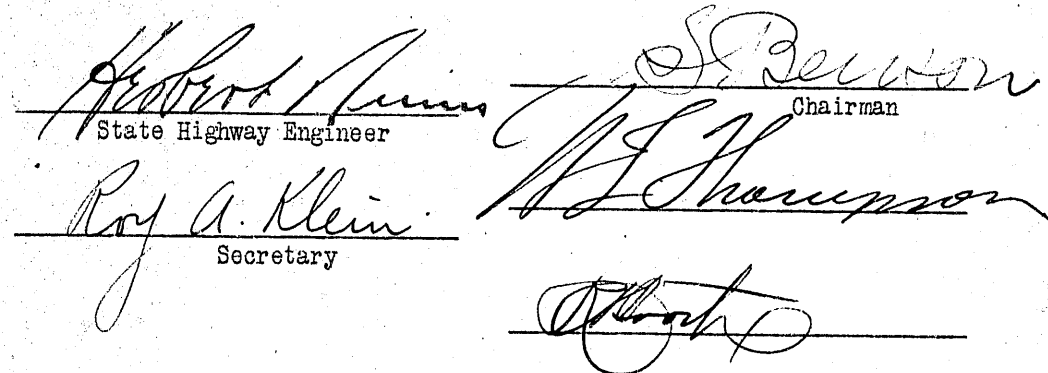
Since it is the policy of the Forest Service to postpone road work during the national emergency that is not of military or national importance, it was thought doubtful that the Forest Service would construct the Coos Bay-Reedsport road until after the war. As this project was to match state funds in Curry County, it was deemed advisable to defer the construction of that unit although the Commission regretted that something could not be done at this time to improve road conditions in that county.

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The Highway Engineer reported that he had attended a meeting of the United States Highways Transport Committee in Portland and had prepared a map for the use of the chairman, showing the road system of the state and possible trunk line truck roads.

The route of the Pacific Highway, between Jefferson and Albany in Linn County, as located by the State Highway Engineer, was adopted.

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


Herbert Nunn
State Highway Engineer
Roy A. Klein
Secretary
S. Benson
Chairman
R. A. Booth

Portland, Oregon, September 17, 1918.

Meeting of the State Highway Commission was called to order at 10 A. M. by Mr. Benson, those present being:

- S. Benson, Chairman
- R. A. Booth, Commissioner
- Herbert Nunn, State Highway Engineer

The matter of the contract of Hall & Soleim was taken up for discussion. Mr. Lively, representing the firm of McCargar, Bates & Lively, appeared before the Commission and stated that they were willing to have the State Highway Engineer suspend the contract of Hall & Soleim and to complete the work to the satisfaction of the State Highway Commission; that is, he was to handle the work to the best interests of all parties concerned and to pay all just dues and bills outstanding against the work as well as to pay any bills now outstanding against machinery and equipment, in order to preserve the equity of the contractor, but to hold all such machinery and equipment as belonged to the contractor, pending the final adjustment of the contract.

It was decided to immediately advertise the macadamizing of approximately eight thousand feet at Divide in Lane County and that necessary money for this improvement be set aside from the automobile tax.

The question of paving between Aurora and Salem was discussed but laid on the table until all members of the Commission could be present to vote.

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The following resolution was offered by Mr. Benson and carried by vote:

WHEREAS, the State Highway Commission is short of funds for the continuation of pavement in the State of Oregon, and

WHEREAS, certain counties are very much in need of surfacing on newly graded roads,

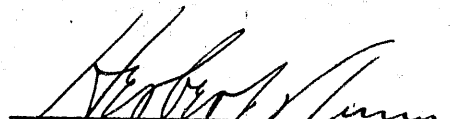
THEREFORE, BE IT RESOLVED, that the State Highway Commission at this time set aside out of the automobile tax or such other funds as are available the following amounts for gravelling or macadamizing:

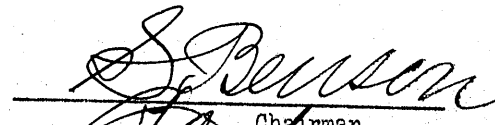
Coos County \$20,000 to lay a gravel road south on the Coast Highway between Marshfield and Coquille, provided money is available.

Douglas County \$20,000 for macadamizing or gravelling such stretches on the new Yoncalla-Oakland grade as will be impassable during the coming winter, provided money is available.

Deschutes County \$1,900 to be appropriated for the purpose of placing scoria or cinder over impassable stretches of the Central Oregon Highway between Bend and Lapine. This appropriation is made with the understanding that Deschutes County will not draw upon the state for this amount until after the first day of January.

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


Herbert Nunn
State Highway Engineer


S. Benson
Chairman

Portland, Oregon, October 8, 1918.

State Highway Commission met at 10:00 o'clock at 1301 Yeon Building, those present being:

S. Benson, Chairman
W. L. Thompson, Commissioner
R. A. Booth, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Vouchers Nos. 2650 to 2900 were approved.

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Minutes of the meetings of September 10 and September 17 were read and approved.

At 11 o'clock, bids were opened for macadamizing four miles south of Marshfield on the Coast Highway. The following proposals were received:

Dean & Brown, North Bend, Oregon	\$24,937.50
Johnson Contract Company, Portland	Cost plus 15%

The condition on which the proposals were based was that the Commission reserved the right to order the construction of six additional miles at the price bid if it so desired. A delegation from Coos County urged the Commission to undertake this improvement at once, since the road, having no surface at all, becomes impassable in winter and the surfacing of this highway would facilitate spruce operations in the vicinity. The Commission put it up to interested parties to secure the necessary approval of the project by the United States Highways Council and appropriated \$20,000 for the improvement from the automobile fund for this purpose. If permission is granted to sell more bonds this year by the Capital Issues Committee, the Commission agreed to macadamize such parts of this Marshfield-Coquille section as may be shown to be a military necessity. On motion of Mr. Thompson, seconded by Mr. Booth, it was voted to lay the bids on the table until Federal permission was obtained. If successful, it was left to Mr. Benson and the Engineer to award the contract to the best bidder.

The matter of building an approach to the bridge at Hood River was discussed and it was agreed that this was work that should be done by the county, or more specifically, the city of Hood River. The engineer was instructed to investigate this matter and make the best arrangements possible.

Douglas County not having expressed its willingness to cooperate on macadam surfacing on the Pacific Highway, a resolution appropriating funds for this purpose at the meeting on September 17 was tabled.

The order for a report on the route between Philomath and Alsea, which had been ordered at the meeting on September 10, was discussed and, on motion of Mr. Booth, was laid on the table.

The order for a report on the Junction City-Blachly route was also laid on the table.

The Secretary was instructed to inquire from the District Engineer, United States Office of Public Roads, if it would be the policy of his department to approve as eligible for improvement under the Federal Aid Road Act a highway not previously designated as a state highway provided the same meets the conditions as to mail requirements, etc.

The Engineer reported that a permit for the purchase of the necessary construction material for the Divide overcrossing had been refused by the United States Highways Council. Without the viaduct, the approach embankment could not be built and the bidders' certified checks for both jobs had been returned.

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The fact that Lane County and the railroad company had been unable to agree as to some of the terms of the contract and that a deadlock had resulted, was discussed. To prevent a recurrence of this condition in the future, the Secretary was instructed to request an opinion from the Attorney General as to the legal process necessary to bring to a successful accomplishment such a contract, and, if legislation was needed, his recommendations. It was the opinion of the Commission that a standard form of contract could be prepared embodying general features as to liability which could be applicable to all cases except such special features as could be covered by special agreement. The advantage would be a readier acceptance by the counties and make unnecessary the legal examination of each agreement submitted by the different railroad companies, each drawn to the ideas of its attorneys.

Lane County having requested permission from the Public Service Commission to construct a grade crossing at Divide, the Highway Commission recommended no change in the previous plan for an overhead crossing and preferred to postpone construction rather than approve a railroad grade crossing on this important highway.

The Engineer reported that progress was being made on the former Hall & Soleim contract now under state supervision and that bills for supplies, material and payroll accounts were being paid off. It was brought to the attention of the Commission that the First National Bank of Eugene had a claim against the contractors for unpaid notes covering money advanced to carry on the work. Whether or not the surety company was obligated by the bond to pay the notes at the bank was discussed and the Secretary was instructed to request an opinion from the Attorney General on this point.

A project statement covering the improvement of the Central Oregon Highway between Burns and Crane in Harney County, six miles in length, was approved for submission to the U. S. Office of Public Roads. This project is estimated to cost \$48,000, of which the state agrees to cooperate to the extent of \$20,000; the county \$8,000; and the Federal Government is asked to appropriate \$20,000.

Mr. James Stewart, of Fossil, appeared before the Commission and requested State aid in placing a top course of gravel on the macadam previously laid on the John Day Highway, Cummings Hill Section in Wheeler County.

Mr. Sidney Smyth made a formal request for the improvement of the macadam south of Condon in Gilliam County. The cost of both projects was estimated to be \$15,000.00. On motion of Mr. Thompson, the Commission voted to take over this work, on condition that each county cooperate to the extent of twenty-five per cent. of the total cost of the work on its respective job.

The State Highway Engineer was directed to advertise for proposals on this project.

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Mr. T. M. Keene, Acting District Engineer of the U. S. Office of Public Roads, presented the matter of the Three Rivers Forest Project. Tillamook County made the best bid on this job when advertised, but the Attorney General gave as an opinion that the county officials had exceeded their authority in obligating the county in this manner, consequently, their proposal had been voided. The Highway Commission deeming it very important that this work proceed, agreed to carry the project to completion with its own forces at the unit prices bid by Tillamook County. Accordingly, a contract covering this construction was signed.

The matter of a fence or curb on dangerous points on the Pacific Highway between Canemah and New Era, as suggested by the railroad company, was referred to the Engineer.

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

Herbert Mann
State Highway Engineer

Roy A. Klein
Secretary

S. Benson
Chairman

R. A. Booth

Portland, Oregon, October 19, 1918.

The State Highway Commission met at Mr. Benson's office, those present being:

- S. Benson, Chairman
- R. A. Booth, Commissioner

The following resolution was adopted:

RESOLVED that the location of the Pacific Highway between Goshen and Cottage Grove in Lane County be along the north side of the Southern Pacific Railroad as now surveyed and located by the State, with such changes as will best serve the interests of the State.

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

S. Benson
Chairman

R. A. Booth

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Portland, Oregon, October 21, 1918.

The State Highway Commission met at Mr. Benson's office at 3 o'clock, those present being:

S. Benson, Chairman
R. A. Booth, Commissioner
Herbert Nunn, State Highway Engineer

Mr. Thompson could not be present, but was consulted over the telephone as to the action to be taken in regard to the work on the Lower Columbia River Highway. It was the unanimous opinion of the State Highway Commission that on account of the importance of the Lower Columbia River Highway and on account of the fact that it was impossible for the Warren Construction Company to finish the paving at that point this year, that a 9 foot macadam road should be built over the remaining distance to carry the traffic until such time as materials could be obtained for the completion of the pavement.

It was decided that the Warren Construction Company could not be compelled to lay this macadam, as, under their present contract, there is no provision made for changing type of construction and that, further, the Warren Construction Company could not be expected to lay a base for pavement more than 1000 feet in advance of the paving work or to lay base rock at a loss which would not be in good condition to pave over next year.

A. J. Hill, representing the Warren Construction Company, was present and reported that the company was losing money on the work and that in ordinary times would be glad to lay the macadam even at a loss at the request of the Commission, but at this time as their bid for rock was only \$2.30, which was approximately \$2.00 less than the macadam work could be done for, they would have to refuse to do this work.

Mr. Hill, however, offered the State Highway Commission the use of their plant and equipment free of all cost to the Commission to complete the work.

The Commission therefore resolved to complete the work under the "Extra Work" clause in their contract, provided the Warren Construction Company would waive their right to the ten per cent. clause, and the Engineer was authorized to have the Warren Construction Company proceed as follows:

1. That the Warren Construction Company is to proceed to handle this work as "Extra Work", such extra work to become effective October 22, 1918.

2. That the work shall be under the direct supervision of the present field force of the Warren Construction Company, working

under the direction of the Resident Engineer.

3. That the Warren Construction Company will handle this work for the state at actual cost as "Extra Work."

4. The Warren Construction Company shall not be paid rental on any equipment belonging to them or their subcontractors.

5. That the state will pay rental only for such equipment as is now actually being rented by the Warren Construction Company or their subcontractors and that the state shall have the equipment at the same price that is now being paid by the Warren Construction Company or their subcontractors.

6. That all crushed stone and other materials shall be furnished to the state at the same price as is now being paid by the Warren Construction Company or their subcontractors and as shall be determined by the State Highway Commission from the records of the contractors.

7. That neither the Warren Construction Company nor their subcontractors shall receive any rentals on equipment furnished to them by the state.

8. That the State Highway Commission shall not pay for moving any equipment to or from this work, excepting it be special equipment ordered by the Resident Engineer in writing; and that the State Highway Commission will not be responsible for the dismantling or removal of any camps or equipment upon the completion of this "Extra Work."

9. That the Resident Engineer shall have full charge of the accounting system on this work at all times and shall have free access to the books of the contractors at all times and that no bill shall be paid without his approval.

10. That the State Highway Commission will not be responsible and will not pay any bills incurred previous to October 22, 1918, excepting for materials actually used for this work after this date and for such other items as may come under the regular unit price contract.

11. The State Highway Commission will not be responsible for any camps or camp equipment and will not pay any rentals on camp equipment, and it is hereby understood that the contractors will continue to conduct such camps as are necessary and will charge the men directly a reasonable price for lodging and board.

It is the intention of this order to handle this work as "Extra Work", as provided for in the original contract of July 30, 1917 for paving between Svensen and Astoria and as is found on pages 10 and 11 under the following headings: "Extra Work" and "Extra Work Bills", with the exception that the Warren Construction Company is not to receive the five

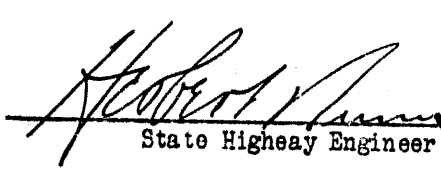
per cent. thereon for the furnishing of materials nor the ten per cent. thereon for "Labor", as provided on page 11 under the heading, "Extra Work Bills". The above percentages were intended to cover the cost of supervision and superintendence and for use of plant, tools, appliances and profit. In this order, however, all direct superintendence actually on the work shall be paid for at cost.

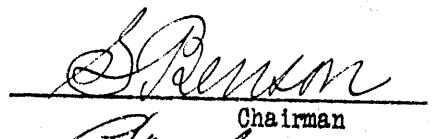
As long as all the provisions in this order are carried out as intended in the original contract, this order shall be in force, and when the contractor shall violate any of the intentions contained in the above mentioned paragraphs of the original contract, this order shall cease to be in force.

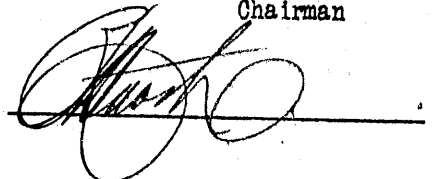
It must be explicitly understood that the "Extra Work" clauses as hereinbefore mentioned shall apply in all cases with such exceptions as have been made.

It is hereby mutually understood and agreed that this extra work will not relieve the contractor from complying fully with the original contract or in carrying to completion the pavement as provided for in the original contract.

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


Herbert Nunn
State Highway Engineer


S. Benson
Chairman



Portland, Oregon, November 22, 1918.

Meeting of the State Highway Commission was called to order at 10:00 o'clock. Those present were:

- W. L. Thompson, Commissioner
- R. A. Booth, Commissioner
- Herbert Nunn, State Highway Engineer
- Roy A. Klein, Secretary

Vouchers Nos. 2900 to 3194 were approved.

Dr. Donnelly, representing citizens of Arlington and Northern Gilliam County, as well as the Gilliam County Court, asked the Commission to take over the grading of the Columbia River Highway between the John Day River and Arlington in their county and agree to finish the same so that the road could be opened up throughout. They propose to turn over to the Commission about \$60,000 raised by their county and requested the Commission to appropriate the balance. It was suggested that this matter be presented to the Commission by a formal resolution of the Gilliam

County Court. It was the opinion of the Commission that if the work was taken over it would be advisable to construct the roadbed on state standards with minimum roadbed of 16 feet in solid rock and 20 feet in earth, since this would be on the main Columbia River Highway. Dr. Donnelly agreed to take this matter up with the Gilliam County Court and advise the Commission further.

Prof. Scudder of the Oregon Agricultural College, Mr. W. H. Crawford of the Oregon Land Settlement Commission and Mr. Hirschberg of Independence appeared before the Commission requesting information regarding the definite location of the West Side Highway between Corvallis and Independence in the interest of the experimental farm to be established on the William Cocker property. They desired to lay out the farm so as to be located on the highway and expressed a willingness to deed to Polk County the necessary right of way. They were advised by the Commission that the route on the west side of the railroad track across this property had been selected by the Commission, and, it was understood, was acceptable to the county.

Judge Malone of Benton County stated that his county was ready to grade from the Polk County line to Corvallis and requested that the State Highway Commission pave the same during the coming season. Definite action was deferred. The Engineer was directed to make a survey between Monroe and Junction City in the near future.

At 11 o'clock, bids were opened for the construction of the Hall Hill-Prairie City section of the John Day Highway, in Grant County, and when tabulated, totalled as follows:

Johnson Contract Company, Portland	\$41,022.90
A. D. Kern, Portland	38,987.90

The following resolution was offered by Mr. Booth and agreeable to Mr. Thompson:

WHEREAS the grading and graveling of a section adjacent to this project is being done by day labor for Grant County under the supervision of the State Highway Engineer, and

WHEREAS organized construction crews are available, camps established and county equipment on the ground; and

WHEREAS the Commission has the available equipment now idle for this work, and

WHEREAS this is a post road project, providing equal cooperation between the State of Oregon, acting through its Highway Commission, and the United States, acting through the Department of Agriculture,

THEREFORE, BE IT RESOLVED that the Highway Commission undertake the construction and graveling of this section with its

own forces by day labor under the direction of the State Highway Engineer, and

BE IT FURTHER RESOLVED that monthly estimates of the work done be prepared by the State Highway Engineer, showing the quantities of work done and at the unit prices submitted on the lowest bid for this work (a schedule of which is attached) for the purpose of securing from the United States the amount due the State of Oregon as per project agreement No. 14, dated August 31, 1918.

The Commission was advised that the Capital Issues Committee had approved the issue of \$590,000 bonds recently applied for. In view of the fact that the season was late, it was considered that \$250,000 would be ample to provide for the obligations outstanding at this time and the following resolution was presented by Mr. Booth and agreeable to Mr. Thompson:

WHEREAS, under Chap. 423 of the General Laws of Oregon for 1917, which was referred to the people by the Legislative Assembly and duly adopted by the people at an election held in the State of Oregon on June 4, 1917, the State Highway Commission is authorized to issue bonds of the State of Oregon during the year 1918 in a sum not exceeding Two Million Dollars, and sell the same in order to create a fund to be used in carrying out the purposes of said Act, which bonds are a portion of a total authorized issue of Six Million Dollars; and

WHEREAS, said Act requires that at least ten per cent of such bonds shall be issued in denominations of Five Hundred Dollars, or less; and

WHEREAS, the Attorney General of the State of Oregon is by said Act, required under the direction of the State Highway Commission, to prepare a form of interest bearing Gold Bonds of the State of Oregon, and whereas, said Attorney General has prepared such form of bonds in conformity with the requirements of such statute, which has been ratified and adopted; and

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

WHEREAS, such bonds are required to be paid one-twentieth each year, commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part of all of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate

endorsement for such purpose and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as such Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said Act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvement designated by such statute, and in order to pay therefor it is necessary to sell of said authorized bonds the bonds of the State of Oregon therein authorized, of the par value of Two Hundred Fifty Thousand Dollars:

THEREFORE, BE IT RESOLVED by the State Highway Commission in special session assembled, Mr. Thompson and Mr. Booth being present:

(a) That of the bonds authorized under Chap. 423, General Laws of Oregon for 1917, a fifth issue of Two Hundred Fifty Thousand Dollars par value thereof, shall be sold as hereinafter provided.

(b) That sealed bids for such sale be requested and received by the Secretary of this Commission at Room 1301 Yeon Building, Portland, Oregon, up to and including 11 o'clock A. M. of the 10th day of December, 1918, and that said bids shall be opened by the Commission at Room 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock A. M. of the 10th day of December, 1918.

(c) That notice of such sale shall be given by the Secretary of this Commission by publication thereof for two issues in the Bond Buyer, published in New York City and two issues in the Pacific Banker, published in Portland, Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of Two Hundred Fifty Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year, beginning with the sixth year from the date of issue. The first installment to be payable on October 1st, 1923. That these bonds shall be in denominations of One Thousand Dollars each, except that each seventh bond will be issued in denominations of Two Hundred Fifty Dollars. They will be known as Series No. 2 and numbered from 2281 to 2560, both numbers inclusive.

(e) That each bidder be required to accompany his bid with a certified bank check for five per cent of the amount of such bid, and that the advertisement contain information as to such requirement.

(f) That said bonds be dated December 1, 1918, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from December 1, 1918, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement.

(g) That the full purchase price for the sale of such bonds shall be payable on delivery of bonds.

(h) That an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Mass., showing the validity of such bond issue as a prerequisite to issuance thereof.

(i) That the Commission reserves the right to reject any and all bids, which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for all or any part of said Two Hundred Fifty Thousand Dollars, par value of said bonds.

Since the road program for the coming year is, in a large measure, dependent on the sale of bonds which is still under the control of the Capital Issues Committee, the Secretary was directed to request them to state their attitude on improvement bonds of this character.

The Commission was in receipt of advices regarding the lifting of restrictions imposed on materials, fuel and supplies during the war period and also were advised that the labor supply was beginning to get easier. In view of the lateness of the season, it was not thought advisable to let any new contracts at this time. The Commission also felt that with the postponement to early spring of important projects, the labor market would become stabilized and the state would also benefit by the expected decline in price on materials and supplies.

The Engineer was directed to request the counties to outline their road program for the next year, stating the amount of county funds appropriated for state highways within their counties, also what portions they wish to prepare for paving and their preferences as to the sections of state highways on which they desire state aid. This data to be presented at the next meeting of the Commission, which was set for December 10, when it is expected that a tentative 1919 program will be outlined.

The matter of undertaking the work at the Divide crossing at this time was considered, but in view of the fact that the county had not signed the agreement with the railroad company and also since the rains have already begun, it was not thought advisable to commence this project at this time.

A delegation from Yamhill County, consisting of Senator Vinton, Judge Nickell, W. S. Allan and others, presented the matter of Yamhill County's request for state aid during the coming year. They requested the Commission to set aside sufficient funds to complete the remaining link on the Grand Ronde section of the Yamhill-Nestucca Highway. This section is about four miles in length and extends from the end of the Sourgrass improvement at the Bee Ranch to the end of the post road project at the Yamhill River bridge. They offered to cooperate to the extent of \$5,000 on this project. They also offered to prepare the subgrade for the West Side Highway between Newberg and McMinnville provided the state would pave the same. It was especially desired, however, that approximately five miles from Newberg to the junction of the Dayton-Lafayette roads be located and staked in the near future. The members of the Court expressed a willingness to abide by the decision of the Commission as to choice of the route through Lafayette or through Dayton.

Mr. Allan requested the completion of the pavement also between Bellevue and McMinnville, stating that the county was ready to prepare the subgrade.

Mr. Morris, representing the citizens of Newberg, spoke about the condition of the Newberg bridge and asked that the county and state cooperate fifty per cent. each on the construction of a concrete bridge at this site. No action was taken on these proposals.

The post road project, consisting of two miles on the Oregon Central Highway beginning at the city limits of The Dalles and running south, was discussed and it was agreed to make the width 16 feet with 2 foot shoulders on each side, bids to be asked on all types of pavement when this project comes up.

The maintenance contracts for the second five year period on the Oskar Huber contracts in Tillamook, Washington and Yamhill Counties, and also the Oregon Hassam Paving Company contract in Clackamas County, were brought up and it was decided not to enter into contracts covering this maintenance.

A communication from Governor Withycombe and several others in regard to planting trees along the highways in memory of the soldier dead was discussed but laid on the table for further consideration.

Many requests from counties were submitted to the Commission by letter, asking that the Commission undertake improvement work in their counties during the coming year, but the Commission felt that definite action should be deferred until a full commission was present and time could be taken to go into the merits of each project thoroughly and have a recommendation from the Engineer.

Commissioner Miller of Deschutes County was present and requested that a survey be made for about ten miles on the Oregon Central Highway southwest of the city of Bend so that the county might spend such available funds as it had on the improvement of this highway. The State Highway Engineer was directed to make this survey after the completion of the survey of the Crooked River project. Commissioner Miller also stated that

Deschutes County had available \$5,000 for their share of the work on the McKenzie Pass Highway and requested that the Commission undertake this project during the coming year. This matter was taken under advisement.

The Secretary was directed to take up with the Public Service Commission the matter of securing a reduction in freight rates on road building material such as was enjoyed by state, county and municipal governments previous to June, 1918.

Mr. Charles Hall of Coos County was present and urged the Commission to undertake the paving program in their county at the earliest possible date. Definite action was deferred.

On motion of Mr. Thompson and seconded by Mr. Booth, the following resolution was adopted in regard to the bridge across the Deschutes River at Moody:

WHEREAS, Wasco County has agreed to appropriate \$25,000 toward the construction of a bridge across the Deschutes River on the Columbia River Highway at Moody, and

WHEREAS, Sherman County has agreed to appropriate a like amount, \$25,000,

THEREFORE, BE IT RESOLVED, in view of these appropriations that the State Highway Commission appropriate a sufficient sum from funds at its disposal to complete this bridge and its approaches, the design and supervision of construction to be handled by the State Highway Engineer.

The matter of the annual report was discussed and the Secretary was directed to incorporate in the report certain recommendations offered by the Commission to the Legislature in order to facilitate handling of the work in the matter of finance and to offer suggestions as to changes in the highway laws which would be to the best interests of the state at large.

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

Herbert Nunn
State Highway Engineer
Roy A. Klein
Secretary
W. L. Thompson
Acting Chairman
[Signature]

Portland, Oregon, December 10, 1918.

Meeting of the State Highway Commission was called to order at 10:00 o'clock. Those present were:

- W. L. Thompson, Commissioner
- R. A. Booth, Commissioner
- Herbert Nunn, State Highway Engineer
- Roy A. Klein, Secretary

Vouchers Nos. 3195 to 3371 and Nos. 1 to 75, were approved.

Judge Gunning presented a petition from Wasco County Court, asking for paving in his county on the Columbia River Highway between Chenowith bridge and the west city limits of The Dalles and the east city limits of The Dalles and Seuferts, stating that the county and road districts would cooperate to the extent of \$15,000. On motion of Mr. Booth, this matter was referred to the Engineer and the Commissioner from that district to report at the next regular meeting.

Judge Wood of Curry County requested aid on the Coast Highway between Port Orford and Brush Creek. He suggested that the Forest Service be asked for another \$50,000 for cooperation on this project. The Engineer's estimate was \$130,000. Curry County is willing to appropriate \$15,000 in 1919 and \$15,000 in 1920. Judge Wood asked the Commission if the state would cooperate with the county to the extent of \$90,000 for other projects if the county would vote bonds to that amount. On motion of Mr. Thompson and agreeable to Mr. Booth, the request was deferred until a definite program for the improvement of post roads west of the mountains was mapped out. It was suggested that the Curry County Court prepare a statement setting out their request for cooperation in writing. It was determined, as proposed in a resolution adopted at a previous meeting, that the first state aid in the county would be given on the Port Orford-Brush Creek section.

Judge Duby of Baker County requested early action on the Baker-Middle Bridge project in order to hold local subscriptions for this improvement. The approval of this project has been delayed by the federal authorities, but it is expected that definite acceptance will be received shortly. Mr. Booth moved to open bids on this project not later than February.

Judge Duby requested surfacing between Haines and Baker, agreeing to drain and grade the roadbed if the state would surface with gravel or macadam. It was suggested that the request be made in writing. On motion of Mr. Booth, the Engineer was directed to prepare an estimate of the cost of surfacing with gravel or macadam and request a recommendation at the next meeting.

Judge Cornelius of Clatsop County, headed a delegation comprising Mr. Dellinger and Mr. B. F. Stone, of Astoria, Mr. Julius Meier, Judge Cavanaugh and Senator Farrell of Portland, and Mr. Dan Moore of

Seaside. These men urged the hard surfacing of the road through to Tillamook but particularly to Seaside.

Previous to opening proposals for the sale of \$250,000 four per cent. Oregon State Highway Bonds, the following resolution was offered by Mr. Thompson and agreeable to Mr. Booth:

WHEREAS, in the resolution adopted at a regular meeting of the Commission on November 22, 1918, offering for sale \$250,000 Oregon State Highway Four Per Cent. Bonds, a clerical error was made in providing that the first installment should be payable October 1, 1923,

THEREFORE, BE IT RESOLVED that the resolution adopted on that date be amended to provide that the first installment shall be payable April 1, 1924, to conform to the official advertisement and to the provisions of Chapter 423, General Laws of Oregon for 1917.

At 11 o'clock, bids were opened for the sale of \$250,000 bonds under the provisions of the \$6,000,000 bonding act and, after the tabulation of the bids, the following resolution was offered by Mr. Thompson and seconded by Mr. Booth:

WHEREAS, at a meeting of the State Highway Commission held November 22, 1918, a resolution was regularly adopted directing that bids be invited for the purchase of Two Hundred Fifty Thousand Dollars par value of the bonds authorized under Chapter 423 of the General Laws of Oregon for 1917, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Chairman of the Commission at Portland, Oregon, up to and including eleven o'clock A. M. on the 10th day of December, 1918, and further directed that said bids should be opened by the Commission at the office of its Chairman, at Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of December 10, 1918; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications, to-wit; Pacific Banker, published at Portland, Oregon, and The Bond Buyer, published in New York City, and

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent. of the amount of such bid, and further required that such bonds be dated December 1st, 1918, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from December 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge,

attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, and

WHEREAS, Notice of such sale as required by such resolution was duly given by the Secretary of this Commission by publication thereof for two issues in said publications, proof of which publication has been filed in the form of affidavits and is now before this Commission, and

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 10th day of December, 1918, in regular session at the office of its chairman, Portland, Oregon, with all members of such Commission present and participating, except Mr. S. Benson; and

WHEREAS pursuant to such resolution and published notice the following bids for said bonds have been received by the Secretary of the Commission and at this time opened and filed in the presence of the Commission, to-wit:

William Salomon & Co., San Francisco	\$239,292.50
Morris Bros., Portland	238,235.00
Clark, Kendall & Co., Portland	238,200.00
E. H. Rollins & Sons, Denver	237,857.50
National City Company, Portland	237,547.50
Fear & Gray, Portland)
Merchants Trust & Savings Bank, St. Paul) 237,125.00
Capital Trust & Savings Bank, St. Paul)
John E. Price & Co., Seattle	236,925.00
Kuhn, Loeb & Co., New York	236,891.00
A. B. Leach & Co., Chicago	236,513.00
Weil, Roth & Co., Cincinnati	236,300.00
Henry Teal, Portland	235,700.00
Geo. H. Tilden & Co., Seattle	235,700.00
Lumbermens Trust Co., Portland	235,475.00
Thos. B. Kay, State Treasurer, Salem	233,000.00

Each proposal was accompanied by a certified check to the amount of five per cent, as required by such resolution and published notice, and

WHEREAS, the bid of William Salomon & Co., of San Francisco, is the highest and best bid received; and

WHEREAS, the said State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is to the best interests of the State of Oregon to accept said bid of said William Salomon and Company;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION:

1. That said bid of Two Hundred Thirty-Nine Thousand Two Hundred Ninety Two Dollars and Fifty Cents (\$239,292.50); of said William Salomon & Co., of San Francisco, for Two Hundred Fifty Thousand Dollars par value bonds of the State of Oregon, authorized under said Chapter 423, General Laws of Oregon for 1917, be and the same is hereby accepted;

2. That the Secretary of this Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed two hundred and forty (240) One Thousand Dollar bonds, and forty (40) Two Hundred Fifty Dollar bonds, of which six (6) One Thousand Dollar Bonds and one (1) Two Hundred Fifty Dollar bond shall be due and payable on April 1, 1924, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated December 1st, 1918, and bear interest from such date, and that such purchaser be required to pay in addition to his bid the interest accrued on all of said bonds from December 1, 1918, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that six One Thousand Dollar bonds and one Two Hundred Fifty Dollar bond be issued so as to mature April 1, 1924, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of Two Hundred Fifty Thousand Dollars.

3. That the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by said law, and that the Secretary of this Commission be directed to print the facsimile signature of each of said officers upon the coupons attached to such bonds.

4. That the Secretary of this Commission request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Mass., to examine into the validity of said bonds and to render an opinion as to the validity of such bonds, and that immediately upon the receipt of such opinion, if the same be favorable, that said transaction be consummated by exchanging said bonds for such purchase price with accrued interest, and that the same be turned over and paid into the State Treasury of the State of Oregon pursuant to the law of this State.

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

6. BE IT FURTHER RESOLVED, that on the request of the purchasers, all bonds be in the form heretofore adopted by the said State Highway Commission as non-registered.

On motion of Mr. Thompson, the Secretary was directed to return the checks of the unsuccessful bidders, with the exception of the second highest, which should be held until the closing of the sale with the successful bidder.

Judge Levens and Mr. R. L. Hass, Commissioner of Harney County, referred to the Central Oregon Highway between Crane and Burns. The cooperative agreement now proposed covers grading and gravel surfacing for six miles out of Burns and provides cooperation on the basis of Federal Government \$20,000, State \$20,000, County \$8,000. The county now has \$25,000 additional and wants cooperation with the State and Federal Government. They were requested to submit their request in writing.

Mr. Dobbin presented a right of way matter near the city of Union, which was referred to Mr. Bennett for adjustment.

Judge Hare of Tillamook County, presented the request of his county for ten miles of paving in 1919, setting out that the county would pay the additional cost of a 16 foot pavement over the cost of a 12 foot pavement. No action was taken on this proposal.

Henry Teal of Portland requested the Commission to support a plan to be submitted to the Board of Control providing that the state bonds be issued registered both as to principal and interest. No action was taken.

A delegation from Washington and Yamhill Counties, headed by Mr. Buchanan, urged the paving of the West Side Highway between Multnomah County line via Beaverton, Hillsboro, Forest Grove, Carlton, to McMinnville. Arguments were presented by Mr. Graham of Forest Grove, W. G. Hare of Hillsboro and W. B. Dennis of Carlton. When asked if the counties would be satisfied with macadam, the representatives declared that while they could not speak for the counties at large, they personally preferred smaller mileage if hard surfaced. Senator Vinton also spoke in behalf of this project and assured the Commission of his support and approval of the work of the Commission.

Judge Barnes of Deschutes County requested that the survey previously authorized for the Central Oregon Highway south and east of Bend be made in the near future so that work can be done in the early spring. It was claimed that the grading was light and would not require surfacing.

The matter of the McKenzie Pass project was referred to by Judge Barnes, stating that they had available funds for their share of the project and wished to do some work on the Windy Point section. Mr. Booth moved that this project be taken up with the Forest Service and ascertain what they are willing to do and if it could be placed in the 1919 program.

Judge S. C. Morton of Columbia County requested aid on a section of highway between St. Helens and Pittsburg. This project was proposed as a post road project, the county to provide \$25,000 this year and \$25,000 next year if the state would match. Inasmuch as this was not a

state highway and was not eligible for post road aid, since no mail was carried over it, no action was taken.

Judge Parman of Gilliam County represented that his county had raised \$60,000 for the construction of the Columbia River Highway across the north end of the county and tendered the same to the Commission, with a request to appropriate a sufficient sum to complete the construction of the roadbed across the county. The County Court was requested to state their proposal in writing. The Engineer was directed to make a survey for the Mayville to Thirty Mile Creek section of the John Day Highway in Gilliam County at his convenience.

Mr. James Stewart, representing Wheeler County, requested the Commission to make an appropriation for graveling one and one-half miles of the John Day Highway now being constructed between Fossil and Sarvice Creek. He was requested to have the County Court make a written request.

Mr. William Duncan, District Attorney of Klamath County, represented that on the Klamath Falls-Lakeview road thirty miles of grading had already been done by the county. On the road from Klamath Falls to Bend, the county has spent \$15,000 for grading. The Klamath Falls to Ashland road has been graded for 12 miles. The county will put up \$60,000 to cooperate with the Highway Commission and Government and are willing to leave it to the Highway Commission largely as to where this money should be most profitably spent. The opinion was expressed that the Klamath Falls to Ashland section was a very important project and the engineer was directed to take up with Klamath County this matter and ascertain in what section the county prefers cooperation.

P. H. Dater, Engineer for the Forest Service, requested the Commission to outline its 1919 program and matters pertaining to the forest projects were discussed. It was proposed to add the Coos-Curry project for 1919 and also the McKenzie Pass project. The Eugene-Florence project was put over until the next meeting for further discussion, but proposed by Mr. Booth for 1920. Mr. Booth proposed that the road between Klamath Falls and Bend be made a forest project, using the \$60,000 offered by Klamath County and that Deschutes County be requested to cooperate also.

Judge Hagny of Grant County stated that his county has \$25,000 to spend in 1919 on the John Day Highway between John Day and Dayville. The county would like to cooperate on 38 miles of construction. The Commission ordered a survey between John Day and Dayville.

The advisability of beginning the Hood River to Mosier section of the Columbia River Highway was discussed and the Engineer was instructed to divide the project in three parts and that the work be advertised and proposals be received on any or all sections at the next meeting set for January 7.

Mr. Booth moved to take up the contract with the Standard Oil Company for 2200 tons of asphalt for the Salem-Aurora paving. A representative of the company was present and said he would accept the order

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subject to the approval of the officers of the company since the date of expiration of the contract was December 31.

The meeting was adjourned at 5 o'clock to meet at 10 o'clock the next morning.

December 11, 1918.

The meeting was called to order at 11 A. M. Those present were

W. L. Thompson, Commissioner,
R. A. Booth, Commissioner,
Herbert Nunn, State Highway Engineer,
Roy A. Klein, Secretary.

The requests of the various counties for state aid were considered. After deliberating on this matter, the following resolution was offered by Mr. Thompson and agreeable to Mr. Booth:

WHEREAS Gilliam County has appropriated \$60,000 for the construction of the Columbia River Highway across Gilliam County and desires to cooperate with the State Highway Commission,

THEREFORE, BE IT RESOLVED that the State Highway Commission accepts the offer of Gilliam County and appropriates the sum of \$140,000 in addition, making a total of \$200,000 to be used in grading the roadbed from the Sherman-Gilliam County line to the Gilliam-Morrow County line.

To accept the cooperation offered by Wasco County, the following resolution was offered by Mr. Thompson and agreeable to Mr. Booth:

WHEREAS Wasco County desires to cooperate with the State Highway Commission for the paving and grading of that section of the Columbia River Highway between Chenowith Bridge and the city limits of The Dalles, and

WHEREAS Wasco County has appropriated \$4,000 for this improvement from their county bond issue and also has appropriated \$5,500 from current tax funds and the road district has further appropriated \$5,500 for the same improvement, and

WHEREAS Wasco County has tendered this total sum of \$15,000 to the State Highway Commission for cooperative work on this project,

THEREFORE, BE IT RESOLVED that the State Highway Commission appropriate a sufficient sum to complete the grading and paving of the Columbia River Highway between the city limits of The Dalles and Chenowith Bridge, and

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BE IT FURTHER RESOLVED that a sufficient sum be appropriated to pave the Columbia River Highway from the city limits of The Dalles east to Seuferts.

The following resolution was offered by Mr. Booth and agreeable to Mr. Thompson:

WHEREAS it appears desirable at this time, in order to prepare for next season's work, to outline a program covering expenditures from the \$6,000,000 bonding act and also from the one-quarter mill tax receipts and automobile license fees,

THEREFORE, BE IT RESOLVED that the following projects be placed upon the program for 1919, that the Engineer be instructed to prepare plans and specifications for the following projects, the date for opening bids to be fixed later, and be it understood in the case of Douglas, Polk and some other counties, details have not yet been worked out but will be taken care of later:

APPROPRIATION FROM SIX MILLION BONDING ACT

County	Approximate Location	Approx. Distance	Class of Improvement	Estimated Cost
<u>PACIFIC HIGHWAY</u>				
Linn	Jefferson to Albany	8	Pavement	166,500.00
Benton	Polk County Line to Corvallis	7	Pavement	129,500.00
Lane	Monroe to Junction City	9	Pavement	166,500.00
Lane	First R.R. crossing South of Goshen to second crossing	1	Rock	6,000.00
Lane	Walker to Cottage Grove	4	Pavement	74,000.00
Lane	Overhead R.R. crossing at Divide		Viaduct & Rock	16,000.00
Douglas	" " " " Comstock		Viaduct	10,000.00
Douglas	Winchester to Roseburg	5	Pavement	92,500.00
Douglas	Yoncalla to Oakland	10.4	Rock	72,800.00
Douglas	Myrtle Creek to Dillard	12.8	Rock	76,800.00
Josephine	Wolf Creek to Grave Creek	5.8	Rock	34,800.00
Josephine	Grants Pass to Jackson Co. line	6	Pavement	105,000.00
Jackson	Central Point north	5	Pavement	92,500.00
Jackson	Siskiyou Section		Rock	50,000.00
Washington	Multnomah Co. line to Hillsboro	8.1	Pavement	149,800.00
Yamhill	Newberg South to junction of Dayton and Lafayette roads	5	Pavement	92,500.00

COLUMBIA RIVER HIGHWAY

Clatsop	Astoria to Warrenton	5	Pavement	92,500.00
Hood River	Hood River to Wasco Co. Line		Grading	175,000.00
Wasco	Chenoweth Bridge to The Dalles			
	The Dalles to Seuferts	5	Pavement	92,500.00
Wasco	Seufferts to Deschutes	13	Gravel	84,000.00
Sherman	Across County	8	Gravel	48,000.00
Gilliam	Across County	10	Gravel	60,000.00
Morrow	Across County	24	Gravel	130,000.00
Umatilla	Across County	30	Gravel	180,000.00

OLD OREGON TRAIL

Union	LaGrande to Hot Lake	9	Pavement	166,500.00
Baker	Haines to Baker	14	Rock	84,000.00

COAST HIGHWAY

Tillamook	Tillamook South of present pavement	5	Pavement	92,500.00
Coos	Marshfield south (14 foot)	12½	Pavement	250,000.00
				\$2,790,200.00

APPROPRIATION FROM ONE QUARTER MILL TAX FUND AND AUTOMOBILE LICENSE FUND

County	Approximate Location	Approx. Mileage	Class of Improvement	Estimated Cost
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COLUMBIA RIVER HIGHWAY

Wasco	Hood River-Wasco County line to Mosier	3	Grading	175,000.00
"	Seuferts to Deschutes River	13	"	150,000.00
Wasco - Sherman	Deschutes River		Bridge	25,000.00
Sherman	Across County		Grading	100,000.00
Gilliam	Across County		Grading	140,000.00
Gilliam	John Day River		Bridge	20,000.00
Morrow	Across County		Grading	30,000.00

YAMHILL-NESTUCCA HIGHWAY

Yamhill	Grand Ronde Section	4	Grading and Gravel	45,000.00
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KLAMATH AND LAKE COUNTIES

Klamath	Klamath toward Bend		Grading	25,000.00
Klamath	Klamath to Jackson County line		Grading	25,000.00
Lake	Klamath to Lakeview		Grading	10,000.00
				\$745,000.00

The Engineer was directed to submit at the January meeting a list of projects divided between the Pacific and Columbia River Highways which he recommended to be advertised at the February meeting. The Engineer was directed to file with the Commission previous to opening bids a complete estimate of the quantities involved and the estimated unit and total costs on the same.

In regard to the construction of the Hall Hill-Prairie City section of the John Day Highway, the following resolution was offered by Mr. Booth and agreeable to Mr. Thompson:

WHEREAS it is deemed advisable to construct by contract that certain section of the John Day Highway known as the Hall Hill-Prairie City section in Grant County about 2.2 miles in length,

THEREFORE, BE IT RESOLVED that the previous action of the Commission on date of November 22, undertaking to do the work with its own forces, be rescinded and the contract be awarded to A. D. Kern at the unit prices he submitted and from whom was received the lowest bid.

The Engineer was authorized to remove the slides on the Cascade Locks-Hood River section of the Columbia River Highway and rock such sections as he deemed advisable to keep the road open, the work to be done by day labor.

The Engineer's plan of districting the state for the purpose of dividing the engineering supervision was approved.

The Secretary was directed to consult with the U. S. Bureau of Public Roads in regard to the agreement on the Salem-Aurora work.

Mr. A. D. Kern stated that the Cascades Contract Company was ready to furnish rock under their contract entered into last year at the same price from Shedd, Oregon and desired to make shipments in the near future. He desired information in order to get his plant ready for operation. He was advised that the work would be undertaken in the near future.

In the matter of the Hall & Soleim contract on the Pacific Highway in Douglas County, the fact was brought out that the freight rates had been advanced about twenty-five per cent. on gravel shipments several months subsequent to the letting of the contract, resulting in a loss to the contractors. In view of this contingency, the Commission ordered the Engineer to prepare a statement of the additional cost borne by the contractors and that a voucher be prepared to reimburse the contractor to this amount.

Authority was granted to the Engineer to purchase a blue print machine and necessary engineering instruments.

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

Herbert Nunn
State Highway Engineer.

W. L. Thompson
Acting Chairman

Roy A. Klein
Secretary.

H. Booth

Portland, Oregon, January 7, 1919.

The regular meeting of the State Highway Commission was held in Room 1301 Yeon Building, Portland, Oregon, at 10:00 a. m., those present being:

- S. Benson, Chairman
- W. L. Thompson, Commissioner
- R. A. Booth, Commissioner
- Herbert Nunn, State Highway Engineer
- Roy A. Klein, Secretary.

Vouchers 76 to 325 were approved.

Messrs. Wilson and Payne of Rufus, Sherman County, requested that work be started on the grading of the Columbia River Highway in their county, representing that teams and men were available in that vicinity. They were assured that the project would be taken up in the early spring but that engineering plans and estimates were not yet completed.

Judge Marsters of Douglas County requested construction by the State of the Drain-Yoncalla section and 1.3 miles in the Pass Creek Canyon between Comstock and Leona, both on the Pacific Highway and said that the county had no funds with which to cooperate. The matter was taken under advisement.

A delegation from Columbia County, headed by Mr. Harvey, County Commissioner, advised the Commission that right of way had been practically secured between Scappoose and McBrides Fill, which is opposite Columbia City, and requested that the state construct this portion of the Columbia River Highway this season. On motion of Mr. Benson, seconded by Mr. Thompson, \$90,000 was appropriated for the work and construction ordered.

Mr. R. L. Hass, Commissioner of Harney County, appeared in behalf of the post road project between Burns and Crane and asked additional state aid for this project. He reported that the county, in addition to the \$8,000 previously set aside, would appropriate \$25,000 in addition this year. The Commission agreed to make the section between Burns and Crane a post road project, but to spread the work over two years and for the present year appropriate \$25,000 in addition to the previous appropriation of \$20,000 and request cooperation in an equal amount by the Federal Government. This would provide funds as follows:

County of Harney	\$33,000
State of Oregon	45,000
United States	45,000
Total	\$123,000

The Engineer was instructed to make a definite location and prepare a project statement covering the mileage which the available funds would construct.

Mr. F. W. Falconer of Willowa County requested state aid to construct the highway between the Minam River and Joseph. Mr. Thompson suggested

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