

Government funds available.

Wheeler County representatives who were present requested that \$60,000 of state and Federal money be allotted to them to use with their \$80,000 bond issue recently voted for the improvement of roads in Wheeler County. The greater portion of this to be spent on the south prong of the Columbia River Highway running up the John Day River. The representatives were informed that in view of the fact that there undoubtedly would be a rearrangement of highway matters and a new Commission handling the work, the present Commission did not wish to make any promises that might embarrass the next Highway Commission in the handling of their 1917 funds. Therefore, no action was taken.

On recommendation of the State Engineer and in view of the fact that Union County and Umatilla County are now cooperating on the survey of a road from La Grande to Pendleton, the survey to cost approximately \$6,000, \$2,000 of state funds, ^{authorized by} borrowed from an allotment of funds made to Yamhill County for work near Sheridan to apply on this survey, *was granted.*

Vouchers Nos. 1391 to 1473 were presented for payment.

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

John H. Lewis
State Engineer

G. Ed. Ross
Acting Secretary

James Withycombe
Chairman.

Thos. B. Kay

Salem, Oregon, January 15, 1917.

A meeting of the Highway Commission was held in the Governor's office at 10 o'clock A. M. Those present were:

James Withycombe, Governor
Ben W. Olcott, Secretary of State
Thos. B. Kay, State Treasurer
John H. Lewis, State Engineer
G. Ed. Ross, Acting Secretary

A letter from John B. Yeon regarding the work in Columbia County, for which Mr. Benson is advancing funds, was read. After discussion it was unanimously agreed to be the sense of the State Highway Commission that Mr. Simon Benson should be reimbursed for the funds heretofore expended on the Columbia Highway between Clatskanie and Delena in Columbia County, amounting to approximately \$20,000, also for such funds which he may expend in the future, not to exceed \$2000.

A letter from Acting District Forester, C. J. Buck, dated January 11th with reference to six applications for federal aid under Section 8 of the Shackleford Bill on which he desired the Commission to make recommendations, was presented.

The roads in question are designated as follows:

Mackenzie River Road in the Deschutes forest. Application made by Deschutes County.

Coast Highway, Florence to Eugene, application made by Lane County.

Willamette Highway from Eugene to the east line of Lane County.

Mackenzie Highway, application made by the County Court of Lane County.

Rogue River road, application made by Curry County.

Nestucca Road near Dolph to Moda, application made by Tillamook County.

The Commission orders that all of these roads be approved for investigation and that those which are on routes shown in red on the tentative plan of a State Highway System as adopted December 11, 1916 and printed in the third annual report to the State Highway Commission be and the same are hereby approved for construction.

The State Engineer was directed to so notify the Acting District Forester of such approval, enclosing copy of the map above referred to.

The State Engineer informed the State Highway Commission that the plans, specifications and estimates of cost for the project on the Pacific Highway between Oregon City and New Era were completed and the project statement ready to submit for Federal Aid to the U. S. Office of Public Roads. An order was also presented from the County Court of Clackamas County wherein it was agreed that the state was to contribute \$13,750 and the County \$19,267.67 to meet an amount from the United States equal to the sum of such allotments, making a total of \$66,035.34 which is the estimated cost of the project 4.2 miles in length. Said order also binds the County Court to secure the necessary rights of way and to maintain the road after construction until it becomes the general policy of the state to maintain state roads.

After full consideration, it was ordered that all papers necessary for the presentation of this project for Federal Aid be prepared for execution by the Governor and members of the Commission and that \$13750 from 1917 state road funds be allotted for this work in accordance with an agreement heretofore made with such County Court. (By order July 31, page 205, \$15,000 was allotted for the survey and construction of this project in cooperation with Clackamas County. September 11, page 209, it was ordered that this project be presented to the Federal Government for dollar for dollar cooperation. Later these funds, because of delay, were diverted for other work except \$1250 expended for surveys.

JAN 15 1917

JAN 15 1917

The County Court now having completed its part of the program, the above allotment is hereby made.)

The State Engineer next informed the Commission that owing to the necessity of providing a gravel macadam wearing surface for the Ruthton Hill Section of the Columbia River Highway, and certain changes made necessary to comply with the regulations of the Secretary of Agriculture, that the estimated cost of the proposed improvement, 2.57 miles in length is found to be \$51,000. He further stated that the County Court had executed an order undertaking to maintain the road when completed until it becomes the general policy of the state to maintain state roads. He also stated that proceedings to secure right of way by the County Court at its expense had been begun.

It was ordered that the State Engineer prepare necessary papers for execution by the State Highway Commission in presenting this project to the United States for Federal Aid; that \$25,500 is hereby allotted from 1917 state road funds for the Ruthton Hill Project. (This allotment is made to take the place of a number of allotments heretofore made, and unexpended balances from 1916 construction projects, as follows: \$2818.64 balance from 1915 construction of Mitchell Point Tunnel project, allotted to Ruthton Hill work, October 13, 1915, page 77, also \$705.53 unexpended balance from allotment November 11, 1915, to reimburse Mr. Benson; allotment of \$16500 July 13, 1916, page 205, and balance from unexpended allotments heretofore made which funds are hereby transferred to the miscellaneous fund for allotment and use on 1917 work.)

The paving project on the Yamhill-Nestucca road near Sheridan being also prepared for submission to the Federal Government for aid, it is hereby ordered that the necessary project statement be prepared for execution as soon as the County Court furnishes an order allotting or making available \$10,000, in addition to agreeing to maintain such road, to meet the State's pledge of \$5,000; and the sum of \$5000 is hereby allotted from 1917 State Highway Funds. (This allotment made in accordance with minutes of July 31, 1916, page 205, and in order that the record may be clear. Allotments heretofore made are hereby cancelled.)

A letter from Judge G. W. Farman, of Gilliam County, requesting \$10,000 for road purposes, also a letter from the Tillamook Commercial Club requesting from \$5000 to \$10000 for road work in the Grand Ronde Indian Reservation and a petition from Lane County asking for \$7000 to be used on the Pacific Highway in Lane County were all presented to the Commission for action.

The State Engineer was instructed to inform these people that, until after the Legislature had finished its work, there would be no definite action taken on requests of this nature.

Vouchers from 1 to 21 were passed by the Commission.

JAN 15 1917

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

John H. Lewis
State Engineer
G. Ed Ross
Acting Secretary

James Withycombe
Chairman
W. L. Thompson
Chas. B. Kay

Salem, Oregon, March 6, 1917.

The State Highway Commission recently appointed by Governor James Withycombe, under authority of Chapter 237 of the session laws of 1917, met in the Board of Control room at 11:00 A.M. Those present were:

S. Benson, Portland, Chairman
W. L. Thompson, Pendleton
E. J. Adams, Eugene
G. Ed Ross, Secretary

Mr. Thompson assumed the temporary chairmanship and on motion of Mr. Adams, Mr. S. Benson of Portland was nominated and duly elected permanent chairman of the Commission. G. Ed Ross was elected temporary secretary to the Commission and retained as Auditor for the Highway Department at a salary of \$150 per month.

After consideration, the following additional employees were selected to continue with the newly created department:

Helen Ingrey, stenographer	\$ 75.00 per month
Li W. Metzger, Designing Engineer for Bridge Department	150.00 " "
Chas. C. Durkee, Draftsman for Bridge Department	90.00 " "
S. H. Probert, Locating Engineer	110.00 " "
David G. Glass, Draftsman,	110.00 " "
R. T. Bloodsworth, Draftsman	110.00 " "
Perl Davis, foreman Siskiyou Mountain work	100.00 " "
D. P. Greninger, foreman Glendale work, 30¢ an hour while working.	

It being understood that other employees, while under the direction of the Highway Department, are working for and receiving their salaries from the various counties, the following are to be retained for the present:

R. H. Coppock, Draftsman	\$100.00 per month
William T. Nelson, Assistant Draftsman	75.00 " "

MAR 6 1917

J. H. Scott, Locating Engineer	\$150.00 per month
John Skans, Assistant Draftsman	75.00 " "
A. H. Davies, Draftsman	90.00 " "
Manche O. Bennett, Locating Engineer	150.00 " "
R. H. Baldock, Transitman	80.00 " "
B. H. McNamee, Draftsman	80.00 " "
E. V. Miller, Levelman	75.00 " "
Oscar Outler, Rodman	50.00 " "
Joseph Minton, Rodman	50.00 " "
R. C. Ingram, Topographer	60.00 " "
Donald H. Moore, Chainman	50.00 " "
H. O. Ragan, Chainman	40.00 " "
S. C. Mack, Flagman	40.00 " "
P. S. Greenwood, Axeman	40.00 " "
R. A. Klein, Draftsman	110.00 " "
W. J. Scofield, Draftsman	90.00 " "

The secretary was directed to attend to the following matters for the Commission.

1. Prepare an order of business for procedure at the regular meetings.
2. Secure copies of Manuals of Regulations from the various state highway departments for the assistance of the Commission in formulating such a manual for the Oregon department.
3. Supply each member of the new Commission with all road laws enacted by the 1917 legislature.
4. To secure from the Attorney General a form of bond for execution by the members of the Commission.
5. To secure an opinion from the Attorney General as to what portion of the 1917 automobile fund the Department will secure this year.
6. To request the Attorney General to prepare for the Commission a formal application to the Secretary of Agriculture for an extension of time to May 1, 1917 for presenting its application for assistance under the terms of the Shackelford Bill.
7. To prepare a statement of funds promised and apportioned by the former Commission but not paid out.
8. To prepare a statement of promises made by the former commission and no appropriations to meet.
9. To prepare a statement of the status of funds at the present time.
10. Prepare for each commissioner a road map showing Oregon state hard surfaced highways; Post Roads and Forest roads, as outlined in Chapter 423 of the 1917 session laws of Oregon.
11. To also outline on above mentioned map districts assigned to each of the Commissioners.
12. Prepare a comprehensive statement of the status of business of the department at present time.

The following resolution was entered:

WHEREAS the laws and regulations promulgated by the Secretary of Agriculture provide that applications for surveys, construction and maintenance of forest roads under the Shackelford

Act shall be filed on or before the first day of January next preceding the first year, and

WHEREAS the present State Highway Commission was created by the legislature which convened on the 8th day of January, 1917 and closed on the 19th day of February,

THEREFORE it becomes necessary for the State Highway Commission to have an extension of time in which to file such application. We hereby authorize the application in proper form to be made to the Secretary of Agriculture in the name of the State Highway Commission for an extension of time to May 1, 1917 in which to file such application for Oregon's portion of the Federal funds.

Attorney General Brown was called by the Commission and presented his opinion as to the status of accounts obligated against the Highway Department after the date of the signing of House Bill No. 502, known as Chapter 237 of the 1917 session laws. He also rendered a verbal opinion to the effect that he believed the commission to be justified in passing on these accounts if they considered them legitimate charges against the department and so desired.

The matter of handling numerous requests for appropriations from the state highway fund to the various districts and other matters requiring action by the Commission were taken up for discussion. Final decision was that the proper procedure in such matters would be for each commissioner to be allotted a district, make arrangements for a meeting at any place which he may consider most suitable, hear the arguments and at a meeting of all the Commission these matters to be disposed of in due form. Accordingly the following division of territory was made: S. Benson will look after all matters in the counties of Clatsop, Columbia, Tillamook, Yamhill, Multnomah, Washington, Polk, Clackamas, Hood River, Wasco and Lincoln. Mr. Adams' territory is to consist of Linn, Benton, Lane, Douglas, Coos, Curry, Josephine, Jackson and Klamath. The Commission as a whole are to take care of Marion County matters. All the balance of the state is to be taken care of by Mr. Thompson. The secretary was ordered to send all communications regarding road matters in these districts to the various Commissioners, acknowledging receipt of the letter to the one from whom it was received with a statement as to which Commissioner it had been referred that he would correspond with them direct.

A request from Hood River and Wasco Counties for assistance in the matter of installation of a simple cost keeping method for their road expenditures was presented to the Commission. The auditor was directed to proceed to Wasco and Hood River Counties at an early date to give such assistance and to visit other counties of the state for the same purpose on request of any of the commissioners to do so.

The matter of entering into a contract with the Oregon Agricultural College, to cover the services of Professor S. H. Graf as chemist for the Highway Commission for the ensuing year, was taken up and after some discussion the matter was placed upon the table for the present.

It was further ordered that claims against the Highway Department from the dates of February 20 to March 6, 1917, be allowed by the new

Commissioners in due form.

The date of the regular monthly meeting of the Commission was set for the first Tuesday after the first Saturday in each month.

Vouchers 99 and 100 were approved for payment.

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

E. Ed Ross
Secretary

S. Benson
Chairman
W. L. Thompson
E. J. Adams
Salem, Oregon, March 15, 1917.

A special meeting of the State Highway Commission was called to order in Room 1301 Yeon Building, Portland at 9:30 A. M. Those present were as follows:

S. Benson, Portland, Chairman
W. L. Thompson, Pendleton
E. J. Adams, Eugene
E. Ed Ross, Secretary

The minutes of the previous meeting were read and approved.

A letter from D. P. Greninger, patrolman on the Pacific Highway out of Glendale was read, requesting an increase in salary from 30¢ to 40¢ per hour. The secretary was instructed to take up the matter of maintenance of this stretch of highway with the County Court of Douglas County, it being considered an obligation of the County rather than the State.

A letter from Senator W. D. Wood of Hillsboro was read, requesting an unqualified statement from the Commission in relation to its general and specific views concerning the administration of the law in respect to the construction of hard surface highways under its provisions. Such a statement was prepared and mailed to Mr. Wood.

A letter from John H. Lewis was read, notifying the Commission that he had turned over all equipment in his possession belonging to the State Highway Commission and requesting a receipt therefor. The Secretary was instructed to prepare an inventory of all equipment of the Highway Department, make up a proper receipt for the signature of the Commission at its next meeting.

A letter from the Grant County Good Roads Association, requesting recommendations as to the initial steps for a bond election in Grant County, terms of bond, time, interests and manner of payment, was read to the Commission and the secretary was instructed to turn the letter over to the Attorney General for attention.

A request from Perl Davis, foreman on the Siskiyou Mountain work, that he be authorized to secure additional help in case of an emergency, was read and authority granted to secure such help as might be necessary.

A letter from J. A. Elliott, roadmaster of Wasco County, was read, requesting certain information regarding the requirements by the Government as to standards before cooperation on post road construction could be secured. This letter was laid on the table until such time as these matters could be taken up and definitely disposed of with the Federal officials.

Mr. J. W. Ball, engineer employed by the Government, who has had charge of the cooperative survey known as the Medford-Grater Lake section, reported that his work was completed and the services of the two men being paid by the state had been dispensed with. The Commission ordered that all original records in connection with this survey be kept on file in the Government office in Portland until such time as either the Government forces or the state forces might desire to make use of them.

A letter from M. O. Bennett, stating that he had practically completed the work in Morrow County and would continue on certain work in Umatilla County, was read and his action approved. It was ordered by the Commission that Mr. Bennett's crew be paid from state funds to the amount of the allotment set aside during 1916 to the credit of Umatilla County.

Judge Bushey sent the Commission word to the effect that Marion County had \$60,000 ready for pavement on the Pacific Highway and that a large portion of this road was practically ready for the laying of pavement at this time. This statement was borne out by Hon. J. H. Albert of Salem. The Secretary was instructed to inform Mr. Albert and the County Court of Marion County that if the bond issue is voted and the road bed in condition for paving, that they can depend on having a substantial amount for paving in Marion County out of the first funds available.

A statement by Mr. Cantine to the Commission that the notes on the work he did on the reconnaissance on the Eugene to Marshfield route are not complete, was brought to the attention of the Commission and authority given Mr. Cantine to complete these notes on the understanding that such cost would not exceed \$25.

Vouchers Nos. 102, 105, 107, 108, 110, 113, 114, 118 and 122 were approved.

After a discussion of the work before the department at the present time, it was decided to spend a little more time investigating the fitness of applicants for the position of Highway Engineer and in the meantime the work of the department to continue under the supervision of the various division engineers. Accordingly, the Chairman, Mr. S. Benson, was authorized to retain the services of J. A. Elliott, engineer for Wasco County to prosecute the road work in both Hood River and Wasco Counties. Mr. Benson was also authorized to retain the services of R. B. Murdock as Roadmaster in Coos County and to call Mr. Murdock to Portland in the near future for consultation and preparation of plans for the season's work. M. O. Bennett was retained for the work in Umatilla and Morrow Counties. J. H. Scott was retained to look after the work of the Commission on the John Day River route, running through Wheeler, Grant, Baker and Malheur Counties. All of these men at present are being paid by the county authorities, but are working under the direction of the State Highway Department.

The Auditor was authorized to draw on funds allotted to Baker and Malheur Counties during 1916, to cover cost of finishing records in connection with survey of John Day route, it being understood that funds available would complete all work yet to be done on such surveys and notes.

It was ordered by the Commission that the work in the Siskiyou Mountains be prosecuted at as early a date this spring as weather conditions would allow and that the amount of \$43,938.19 be allotted from 1917 funds of the Commission to be used for this work, together with the unexpended balance left from the 1916 allotment.

To nullify certain erroneous rumors which had been called to the attention of the Commission, the following order was entered:

WHEREAS there exists in the public mind an impression that undue profits have heretofore been made by paving contractors in Oregon,

BE IT RESOLVED that it will be the policy of the Highway Commission to call for bids on all standard types of pavement in open and fair competition and to award contracts to the lowest responsible bidder, who will be required to give a good and sufficient guarantee for the permanency of his work.

BE IT FURTHER RESOLVED that in the event no satisfactory bid can be obtained the Highway Commission will proceed to do the work itself by force account, after the purchase and installation of its own paving plant.

Considerable time was spent in conference with Dr. L. I. Hewes and Mr. B. J. Finch, representing the Federal Office of Public Roads and Rural Engineering, in an endeavor to outline a working program in cooperation with the Government and meet the requirements of the Shackelford bill.

Some changes were suggested on the map showing the Oregon road system and the Secretary was instructed to have these changes made for presentation to the Commission at its next meeting.

Mr. James Stewart of Fossil appeared before the Commission, requesting state aid for the highway known as the John Day route. On motion by Mr. Adams, the Commission agreed, in case the bond issue carried, to recommend for cooperation with the Government out of the post road and Forest Service funds such projects on this road leading from the point of connection on the Columbia River Highway through Condon, Fossil, Spray, Dayville, Canyon City, Prairie City, Vale, Ontario, and back to Huntington or some accessible point on the highway between Baker and Huntington as may be necessary to make a substantial and serviceable road the entire distance.

It was ordered, in case the Attorney General found no objection, that \$3,000 still remaining in the 1916 miscellaneous fund be allotted to Wheeler County for immediate work on the John Day route between Fossil and the north county line toward Condon and that the matter of deputizing someone to look after the expenditure of this money as required by law be left to the Chairman, S. Benson.

Judge Anderson from Clackamas County appeared before the Commission requesting aid for a stretch of road between New Era and Oregon City, which had previously been surveyed under the direction of the state and steps toward securing Government cooperation taken. It was the opinion of the Commission that this was a very important piece of work and Judge Anderson was promised that in case the bond issue carried the Commission would give assistance to this project.

A delegation from Sheridan in Yamhill County, headed by W. O. Sims, appeared before the Commission requesting aid on a certain paving project in the vicinity of Sheridan. The citizens have already raised \$5,000, the county has appropriated \$5,000 for this work and the Highway Commission during 1916 set aside \$5,000 to match money raised by the citizens and the county. \$2,000 of the state money, however, was borrowed for other purposes last year. After considering the matter, the following order was entered:

We hereby appropriate \$2,000 from the 1917 funds for the Sheridan work and will make up a project statement presenting the matter to the Government for Federal Aid and a request that they match the \$15,000 available by an equal amount at as early a date as possible.

No further business coming before the Commission, meeting was adjourned subject to call of Chairman.

L. Ed. Ross
Secretary

S. Benson
Chairman.
W. H. Thompson
E. Adams

Portland, Oregon, March 22 and 23, 1917.

The adjourned meeting of the State Highway Commission of March 15, reconvened in Portland on March 22 and 23, with the following present:

S. Benson, Portland, Chairman
W. L. Thompson, Pendleton
E. J. Adams, Eugene
G. Ed Ross, Secretary

In the morning of March 22, a conference was held with Dr. L. I. Hewes, District Engineer, and George H. Cecil, District Forester, and their assistants in Dr. Hewes office in the Broadway-Yamhill Building. This meeting was confined almost entirely to a discussion of those highways on which the forest money available was to be expended.

The meeting on the 23d was held in Mr. Benson's office.

The minutes of the last meeting were approved.

Numerous letters recommending candidates for State Highway Engineer were ordered placed on file.

A communication from Judge R. W. Marsters, stating that Douglas County would take over the maintenance of the Pacific Highway south of Glendale, a distance of two and one-half miles in length, was read and the Secretary ordered to notify Mr. Greninger, who had been employed by the state for that purpose that his services were no longer required.

An opinion by the Attorney General under date of March 15th on Chapter 194, Laws of 1917, relating to the disposal of funds made available by the Oregon motor vehicle law, was read and ordered placed on file.

Reports on work on John Day River route by J. H. Scott, also report by S. H. Probert on work in Douglas, Josephine and Yamhill Counties were ordered placed on file.

A receipt for equipment and property turned over to the new Commission by John H. Lewis, State Engineer, was signed by the Commissioners.

Vouchers Nos. 123 and 124 were approved for payment.

On motion of Mr. Thompson, approved by the Commission, Mr. J. H. Scott was authorized to make a survey in Wheeler County as requested by the County Court on that portion of the Oregon state road from Florence to Mitchell. It is further ordered that this survey be paid for from state funds at disposal of State Highway Commission.

The following orders, being agreeable to all commissioners, were entered:

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233

On motion by Mr. Adams:

BE IT RESOLVED that on receipt of applications from county courts setting forth a desire to do construction work on post roads, forest roads, or any other state highway within its limits, it be the policy of the commission to authorize definite locations establishing grades and alignments, and

BE IT FURTHER RESOLVED that such survey work be paid for from State funds at the disposal of the State Highway Commission.

On motion by Mr. Adams:

BE IT ORDERED that the State Highway Department take charge of the expenditure of funds from road bond issue in Coos County as requested by that county court and that all expenses in connection with the supervision of this work aside from the salary of the roadmaster, R. B. Murdock, not to exceed however \$15,000.00, be paid from the state highway fund and to be considered a charge against any allotment which may hereafter be made by the State Highway Commission for work in Coos County.

BE IT FURTHER ORDERED that the roadmaster, R. B. Murdock, be authorized to approve specifications and maps connected with the work in Coos County as Deputy State Highway Engineer for the present.

BE IT FURTHER ORDERED that R. B. Murdock, of Coos County, start a survey on the route from Myrtle Point to Roseburg at as early a date as weather conditions will permit, payment to be made from an allotment of \$5000 made available from the 1916 state road funds.

On motion by Mr. Adams:

BE IT RESOLVED that on account of great need of work along the Pacific Highway in Douglas County to make that road passable for through traffic, the State Highway Commission furnish from the State highway funds amounts sufficient to match dollar for dollar any money the County Court of Douglas County desires to spend on improvement of the Pacific Highway on Pass Creek Canyon section in the vicinity of Comstock and Drain, also on that portion of the Pacific Highway south of Roseburg locally known as Roberts Mountain grade, or such route as may be located to eliminate this grade.

After much discussion on the great need of additional roads in various portions of the state, the commission voted unanimously to add to the general system of state highways the following links:

On motion of Mr. Thompson:

The road from Lakeview to Burns was designated as a post road. A route from Baker City up the Burnt River Canyon to a point connecting with the John Day Highway was also designated as a post

MAR 22 1917

MAR 22 1917

road. A route from Baker to Pine and Eagle Valleys in Baker County was designated as a post road.

On motion of Mr. Adams:

The route from Coquille to Bandon in Coos County and south following the coast through Gold Beach to the Oregon-California state line was designated a post road.

Also the route from a point on the Pacific Highway south of Ashland running easterly through Klamath Falls to Lakeview in Lake County was also designated a post road.

On motion of Mr. Adams:

The route leading up the Middle Fork of the Willamette River to a junction with the Willamette and Klamath Falls road was designated as a forest road in the Oregon State Highway System. The road from Albany west through Benton and Lincoln Counties to Newport was designated as a Forest road.

After going into the matter of cooperation on construction of Forest Roads very thoroughly with Government officials, the Commission agreed unanimously on the following orders, which were entered.

By Mr. Thompson:

It is ordered that joint application from the Counties of Umatilla and Union for cooperation in the investigation and construction of that section of the State Highway between Pendleton and La Grande lying within or partly within the Wenaha Forest Reserve and running easterly from Pendleton to Gibbon and then southerly along the North Fork of Meacham Creek to Hilgard, thence to La Grande, wherein the said counties propose to cooperate to the extent of \$15,000 (\$5,000 from Union County, \$10,000 from Umatilla County) and request assistance from the State and Government to the amount of \$45,000, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

It is further recommended that the Department of Agriculture allot for this work the sum of \$22,500 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill).

On motion by Mr. Thompson:

It is ordered that application from Crook County Court for cooperation in construction of that section of the Oregon Central

Road within or partly within the Ochoco Forest Reserve, locally known as the Ochoco and Canyon Creek Road, beginning at a point ten miles east of Prineville and continuing to the Wheeler County line, wherein the said county proposes to cooperate to the extent of \$15,000 and requests assistance from the State and Government to the amount of \$15,000, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

It is further recommended that the Department of Agriculture allot for this work the sum of \$7,500 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill.)

On motion by Mr. Thompson:

BE IT ORDERED that application from Deschutes County Court for cooperation in construction of that section of the Oregon Central Road within or partly within the Deschutes Forest locally known as the McKenzie Pass Road, wherein the said county proposes to cooperate to the extent of \$5,000 and requests assistance from the State and Government to the amount of \$15,000, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

IT IS FURTHER RECOMMENDED that the Department of Agriculture allot for this work the sum of \$7500 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill).

On motion by Mr. Adams:

IT IS ORDERED that application from Lane County Court for cooperation in construction of that section of the Oregon Central Road within or partly within the Cascade Forest Reserve, locally known as the McKenzie Pass Road, wherein the said county proposes to cooperate to the extent of \$21,229 and requests assistance from the State and Government to the amount of \$63,688, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

IT IS FURTHER RECOMMENDED that the Department of Agriculture allot for this work the sum of \$31,844 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill.)

On motion by Mr. Adams:

BE IT ORDERED that application from Lane County Court for cooperation in construction of that section of the Oregon Central Road within or partly within the Siuslaw Forest Reserve, locally known as the Eugene to Florence road, wherein the said county proposes to cooperate to the extent of \$21,965 and requests assistance from the State and Government to the amount of \$65,896, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

IT IS FURTHER recommended that the Department of Agriculture allot for this work the sum of \$32,948 from funds under Section 8 of the Shackelford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill).

On motion by Mr. Benson:

BE IT ORDERED that application from Tillamook County Court for cooperation in construction of that section of a forest road within or partly within the Siuslaw Forest Reserve, starting at the end of the Sourgrass Road near Dolph and continuing to Nestucca Bay, wherein the said county proposes to cooperate to the extent of \$15,000 and requests assistance from the State and Government to the amount of \$15,000 and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

It is further recommended that the Department of Agriculture allot for this work the sum of \$7,500 from funds under Section 8 of the Shackelford bill with the understanding and agreement that the State Highway Commission will appropriate \$7,500 from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett Bill).

On motion by Mr. Adams and being considered favorably by the Commission the following order was entered:

BE IT ALSO ORDERED that the State Highway running from Marshfield via Florence, Eugene, Sisters, Redmond, Prineville and to a connection with the John Day Highway in Wheeler County be, known on the system of state roads as the "Oregon Central Highway."

Other links of the proposed state highway system which were given serious consideration for adoption were the following routes: Enterprise to Flora, through the Wallowa Forest Reserve, to be considered as a forest road; Heppner to Ritter through the Umatilla Reserve, as a forest road; the road leading from Grants Pass toward Crescent City to the

California line, running through the Siskiyou Forest Reserve, as a forest road. Owing to lack of definite information and pending further investigation, no definite action toward recommending these projects for immediate construction was taken.

Messrs. John T. Dougall and G. B. McLeod appeared before the Commission requesting a promise of definite allotment from the state for work in Tillamook County. No action was taken on this request.

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

G. Ed Ross
Secretary.

S. Benson
Chairman
W. L. Thompson
E. J. Adams

Salem, Oregon, April 10, 1917.

The Commission met in the Speaker's room in the House of Representatives at 10:15 A. M. Those present were:

S. Benson, Chairman, Portland
W. L. Thompson, Bendleton
E. J. Adams, Eugene
G. Ed Ross, Secretary

The minutes of the previous meeting were read and approved. Mr. Benson objected to the designation of the route leading up the middle fork of the Willamette River to a junction with the Willamette and Klamath Falls road as a forest road on the Oregon State Highway system. It was his opinion that construction would be very expensive and it would serve but very few people; that the funds should be expended on those roads where a larger number of people would benefit. After some discussion, Mr. Adams and Mr. Thompson overruled Mr. Benson in his objection. Mr. Thompson, however, explained that it was not his understanding nor his wish that any of the roads which might be designated by the Commission are to be considered as definite and final until such time as a carefully considered system of state highways had been developed and filed with the Federal Office of Public Roads and Rural Engineering in Washington as required by the terms of the Shackelford Act.

There was read a petition from the County Court of Baker County, requesting a survey on the Baker-Cornucopia road and also a survey leading from Unity down Burnt River to Bridgeport, thence to the city of Baker. The Secretary was ordered to notify the County that the application for assistance was approved upon condition that funds may be available to take care of it. This can not be determined until it is known

whether or not the bond issue is voted on June 4. If the bonds are not voted, there will be no funds available for this work. If the bonds are voted, however, the work will be taken up at an early date.

An application from Josephine County for the setting of stakes along the Pacific Highway to enable them to prepare subgrade for paving was approved and the matter turned over to the State Highway Engineer for attention.

Formal orders from Union County accepting the conditions as outlined at the last meeting of the Commission for investigation and construction on the road running from Hilgard to La Grande in Union County in the Wenaha Forest Reserve were received. The county pledged the sum of \$5,000 each year for the next five years.

The matter of undercrossing near Ashland Hill in Jackson County was brought up for discussion by a letter from A. E. Reames, attorney for Jackson County, giving a statement of the present status of this work. The matter was ordered turned over to the State Highway Engineer for further investigation and recommendation.

A letter from Yamhill County Court, stating that they would take care of the maintenance of the Sourgrass road, recently constructed jointly by the State, counties of Yamhill and Tillamook, was read and ordered placed on file.

An opinion by the Attorney General dated March 15, which had been requested by Mr. Benson, was ordered placed on file.

On request of the Forest Service as to what action the Commission desired to take on a number of applications for assistance for national forest roads under Section 8 of the Federal Aid Road Act, the Secretary was requested to go over these matters with the Forest officials some time this present week and be able to give the Commission a clear statement as to their merits and the Federal officials' recommendations at a meeting of the Commission to be held in Portland on Tuesday the 17th.

A report from S. H. Graf, Chemist, on his recent trip to Washington, D. C. and other points was presented to the Commission and ordered placed on file.

Vouchers Nos. 87, 94 to 98, 101, 103, 104, 106, 109, 111, 112, 115, 116, 117, 119, 120, 121, 125 to 160, were approved for payment.

The Secretary was instructed to take necessary action for the protection of the employees of the State Highway Department under the terms of the Oregon Workmen's Compensation Act, by making application to State Industrial Accident Commission.

A continuation of the agreement which had been in effect with the Oregon Agricultural College for the past year was approved and the State Highway Engineer authorized to execute the necessary contract.

The following motion was made by Mr. Thompson:

Owing to requests from various counties for technical engineering information regarding roads in their districts, the matter of appointment of a State Highway Engineer should be disposed of at this time and I accordingly place in nomination for this position Mr. Herbert Mann of Multnomah County, at a salary of \$3600 per annum.

This motion was seconded by Mr. S. Benson and being agreeable to all Commissioners, Mr. Mann was declared duly elected to this position to file bonds and report as soon as possible.

Judge Marsters of Douglas County appeared before the Commission, requesting cooperation to the extent of \$190,000 on the Pacific Highway passing through Douglas County, a distance of 107 miles. He stated Douglas County would match dollar for dollar with the Commission on this work. The Commission was very favorably disposed toward Douglas County's proposition, provided it could be spread over a period of 5 years. But owing to a lack of knowledge as to cost of certain other meritorious projects and funds that would be available, it was considered inadvisable at this time to attempt to make a definite promise as to just what could be done. Action taken at previous meeting will mean a considerable expenditure on the Pacific Highway in Douglas County this year.

Mr. H. Hirschberg and Dr. Butler of Polk County appeared before the Commission requesting an appropriation for the road from Salem to Dallas and from Independence south to the Benton County line. They also requested that an engineer be sent over to set stakes for a fence on the line recently surveyed from Independence to the Benton County line. The Commission at this time did not wish to make a definite promise as to an appropriation on this work and in connection with the setting of the stakes requested Mr. Hirschberg to secure a formal order from the County Court on this matter.

Mr. Frank Mann of Rose Lodge, Lincoln County, appeared before the Commission requesting an appropriation for work on a road branching out from Willamina on the Yamhill-Nestucca Highway to a point running west and south into Lincoln County down the Salmon River through Boyer, Rose Lodge and Otis.

Mr. John W. Boyer of Grand Ronde appeared also and urged the construction of this road, and made an offer to the Commission in writing duly executed as follows:

We, the undersigned, John W. Boyer and Son, operating and owning the Salmon River Toll road herewith declare and make statement that as soon as the County of Tillamook and the State of Oregon shall establish and build a road on or near the present established Toll road we will release all our right and title of said Toll road free of charge to said County and State.

They were informed that the Commission would refer this to the State Highway Engineer for a reconnaissance survey and a report back to the Commission.

Judge W. M. Bushey appeared before the Commission requesting that an engineer go over the Pacific Highway in Marion County from Salem to Aurora with him in order to determine what was necessary to prepare it for paving so that the county could get started at an early date on the sub-grade. Clackamas County also made request to the Commission for an engineer to go over the Pacific Highway in Clackamas County for the same purpose, and the Highway Engineer was accordingly directed to attend to these matters at his earliest convenience.

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

L. Ed. Ross.
Secretary

B. P. Benson
Chairman
W. L. Thompson
E. J. Adams

Page Date Subject
1917

241 Apr. 17 H. Hirschberg requested that previous Commission's location from Corvallis to Independence be adopted by present State Highway Commission.

Morrow County requested survey of route from Arlington to Morrow-Umatilla County line.

County Court of Wasco County petitioned that certain money be set aside and certain portions of the state highway in Wasco County be designated as a "hard surfaced road."

Mr. Benson given authority to make formal application to U. S. Dept. of Agriculture covering projects on which investigation and construction is recommended.

Recommendation to Secretary of Agriculture for cooperative construction in Tillamook County.

Recommendation to Secretary of Agriculture for cooperative construction on the Reedsport-Coos Bay route.

Recommendation to Secretary of Agriculture for cooperative construction on Eugene to Florence road.

Recommendation to Secretary of Agriculture for cooperative construction on McKenzie Pass Road.

Recommendation to Secretary of Agriculture for cooperative construction on Ochoco and Canyon Creek Road in Crook County.

Recommendation to Secretary of Agriculture for cooperative construction on Ochoco and Canyon Creek Road in Wheeler County.

Recommendation to Secretary of Agriculture for cooperative construction on John Day Highway in Grant County.

Recommendation to Secretary of Agriculture for cooperative construction on sections of roads within or partly within Whitman, Umatilla and Malheur Forest Reserves.

Recommendation to Secretary of Agriculture for cooperative construction on Flora-Enterprise road.

Recommendation to Secretary of Agriculture for cooperative construction in Umatilla and Union Counties between Pendleton and La Grande.

Recommendation to Secretary of Agriculture for cooperative construction of that portion of Medford-Klamath Falls route lying either or partly within Crater Lake Forest Reserve.

Recommendation to Secretary of Agriculture for cooperative construction of Mt. Hood Loop road in Clackamas County.

Recommendation to Secretary of Agriculture for cooperative construction of Mt. Hood Loop road in Hood River County.

Vouchers Nos. 161 to 165 approved.

Discussion of matter of overdrawing payroll account.

Route from Pilot Rock connecting with John Day route at Prairie City designated as forest and post road.

Discussion of reconnaissance from vicinity of Willamina on Yamhill-Nestucca road down Salmon River through Rose Lodge to coast.

Order concerning submitting of bids in person by contractor or duly authorized agent.

Page Date Subject

1917

- 247 Apr. 17 State Highway Engineer authorized to purchase automobile. Appointment of J. A. Elliott as Commission's representative in Hood River and Wasco Counties revoked. Route from Pendleton to Cold Springs adopted as post road.
- 248 Apr. 29 Delegation from Sheridan requested that work be started on paving project out of Sheridan. Discussion of matter of changing location of road from McMinnville to Tillamook City via Nestucca Bay. Recommendation to Secretary of Agriculture for cooperative construction of Crescent City to Klamath Falls route. Recommendation to Secretary of Agriculture for cooperative construction of La Pine-Lakeview route. Recommendation to Secretary of Agriculture for cooperative construction on Pacific Highway from Canyonville 8 mi. south. Vouchers Nos. 166 to 191 approved. West road along coast in Clatsop County designated as forming a part of the state highway system.
- 250 May 7 Letter from Judge Malone requesting aid on road from Alsea to Philomath. Request from Lincoln County Court for post road making connection with Newport, Toledo and Corvallis. Petition for hardsurfacing road from Silverton to Salem. Application from Lincoln County Court requesting aid on Yachats River road and Buck Creek road. Opinion from Attorney General as to what funds might be used by Commission immediately. Vouchers Nos. 192 to 248 presented to Commission and approved. State Highway Engineer requested to ascertain cost of different kinds of machinery required if state is obliged to do its own hard surfacing work. Mr. Benson offered to advance state's portion of funds for paving near Sheridan. State Highway Engineer directed to prepare specifications and proposals for paving of one mile and three miles in vicinity of Sheridan. Mr. Benson offered to advance \$3000 for Wheeler County work. State Highway Engineer directed to proceed with maintenance work on Rex-Tigard road. State Highway Engineer instructed to commence paving on Siskiyou section. State Highway Engineer directed to make location surveys at different points throughout state. Secretary directed to make certified copies of minutes of meetings of April 17 and 29 and send to Geo. H. Cecil and Dr. L. I. Hewes. Secretary instructed to make arrangements for handling of accounts on cooperative work under Federal Aid Road Act.
- 253 May 29 Bids opened for paving near Sheridan. Work ordered done by force account.
- 255 June 5 Minutes of April 17, April 29, May 7 and May 29 approved. Application from Crook County Good Roads Association for assistance on road up Crooked River to Suplee.

Page Date Subject

1917

- 255 June 5 State Highway Engineer authorized to make reconnaissance and survey of Pacific Highway to connect up missing links from Eugene to California line. Application from Judge Marsters for assistance on road from Roseburg to Soldiers' Home. Petition from George H. Colter, et al for more investigation as to location of proposed highway in vicinity of Glenada. Application for assistance on post roads in Wasco County. Request from R. B. Murdock that Commission allow his expenses in connection with work he is doing in Coos County. Offer of Roseburg Sand & Gravel Company to sell plant to State Highway Commission. Letter from Assistant Professor C. B. McCullough suggesting cooperation between his department and bridge department. Application from County Court of Jackson County for assistance on Blue Ledge route. Vouchers 249 to 329 ordered paid. All contractors' employees to be protected by insurance. Secretary directed to make arrangements for handling of funds to be expended on forest roads. Engineer directed to look into matter of securing prison labor. Mr. Benson requested to take up preliminary arrangements for construction of post roads. Secretary directed to prepare application for Federal co-operation on Yamhill-Nestucca Highway near Sheridan. Engineer directed to accept proposal of Henry Cowell Lime & Cement Company for cement for Sheridan work. Engineer authorized to accept proposal for sand and gravel for Sheridan work which he considered most favorable. State Highway Engineer authorized to purchase a Ford for use on Siskiyou work. First ten miles of pavement to be laid east from Pendleton. Engineer instructed to prepare plans and specifications for Pendleton paving and commence advertising. Second ten miles of pavement to be laid on Rex-Tigard road. Ashland Hill grade to be constructed as soon as money becomes available under \$6,000,000 bonding act. Mr. Benson authorized to institute friendly suit to determine validity of \$6,000,000 bond issue. State Highway Engineer instructed to prepare grades on Columbia River Highway through Clatsop and Columbia Counties where it has been damaged by the elements. Receiving of bids on $3\frac{1}{2}$ mile stretch of John Day Highway in Wheeler County authorized. Contract with H. J. Hildeburn to be remodelled, new equipment to be purchased, etc. Engineer instructed to make paving on Siskiyou's 12 feet wide with two foot shoulders. Coast Highway from Garibaldi to Tillamook City designated a post road.

Page Date Subject
1917

- 258 June 7 Joint session of State Board of Control and State Highway Commission for discussion of amount of bonds to be issued under Bean-Barrett act.
Delegation from Yamhill County requested that State Highway Engineer investigate routing of West Side Highway in vicinity of Lafayette.
State Highway Engineer instructed to take care of maintenance work near Glendale.
- 259 June 12 Hearing of delegations from various counties.
Map showing system of state highways adopted by State Highway commission filed with Office of Public Roads.
Secretary instructed to present at next meeting application of Josephine County for assistance on Grants Pass to Crescent City route.
Amendment of order requiring bids to be submitted by bidder in person or by duly authorized agent.
Vouchers Nos. 330 to 359 approved.
- 260 June 27 Minutes of meetings of June 5, 7 and 12 approved.
Allotments made from quarter mill road fund tax for work in Deschutes County, Lane County, from Roseburg to Soldiers' Home, Gilliam County.
Allotments made from Bean-Barrett bond fund for work in Douglas, Josephine and Wheeler Counties.
Allotments made from \$6,000,000 bond fund for work on Columbia River Highway, West Side Highway, Yamhill-Nestucca road, Pacific Highway in Clackamas and Marion Counties.
Allotment made for gravelling $4\frac{1}{2}$ miles of Columbia River Highway from The Dalles east.
Representatives of financial companies interested in bonds given hearing.
Discussion of location of Columbia River Highway over Seven Mile Hill.
Judge Gunning authorized to let contracts for work on The Dalles-California Highway from The Dalles to Jefferson County line.
Umatilla County to be reimbursed for one-half cost of surveys made on state roads.
Commission on record as favoring 7% grade in some localities.
Discussion of location of Pacific Highway in vicinity of Riddle.
County projects to be kept separate from cooperative projects in Douglas County.
Mr. O. P. M. Goss urged use of timber in bridge construction.
Delegation requested assistance on road from Newberg across river to connect with Pacific Highway.
Invitation from County Court of Yamhill County to be present at opening of Sourgrass Section of Yamhill-Nestucca highway.
State Highway Engineer instructed to insert in back portion of specifications copies of any patented paving specifications submitted to State Highway Commission.

Page Date Subject
1917

- 264 June 27 State Highway Engineer instructed to insert bid item in blank proposal for each proposal on patented pavement specifications submitted.
Mr. F. J. Miller of Public Service Commission appeared before Commission in regard to elimination of grade crossings.
Extension of time granted H. J. Hildeburn on his contract.
Purchase of blue print machine discussed.
State Highway Engineer directed to prepare plans and specifications for bridges on Columbia River Highway in Clatsop and Columbia Counties.
Dr. O. Kindom appeared before Commission.
Vouchers Nos. 360 to 396 ordered paid.
- 265 June 29 Joint session with County Court of Umatilla County to open bids on Pendleton paving.
Contract awarded to Warren Construction Company.
State Highway Engineer ordered to prepare specifications and advertisement for paving in Clatsop, Columbia, Washington, Yamhill, Marion and Clackamas Counties.
State Highway Engineer ordered to prepare maintenance contract and bond for Warren Construction Company for Pendleton paving.
Plans, specifications and advertisement ordered prepared for all construction work ordered on Columbia River Highway, Pacific Highway and John Day Highway in Grant County.
Discussion of method of handling work on Columbia River Highway from Hood River to Mosier.
County Court of Union County requested establishment of post road from La Grande to North Powder.
County Courts of Union and Umatilla Counties agreed to expend in next two years amount which they had agreed to spend for five year period on Pendleton-LaGrande route.
- 268 June 19 Joint session with County Court of Wheeler County to open bids on Cummings Hill work.
Contract let to Elliott Contracting Company.
- 269 July 10 Letter from B. H. Looney of Jefferson in regard to permanent location of Pacific Highway.
Estimates of State Highway Engineer on Columbia River Highway in Clatsop, Columbia and Hood River Counties.
State Highway Engineer directed to macadamize 3 miles of Siskiyou Mountain grade.
\$15000 allotted for work between Canemah and New Era and State Highway Engineer directed to prepare advertisement for bids.
Vouchers Nos. 397 to 485 ordered paid by Commission.
Commission designated salary of Secretary.
State Highway Engineer instructed to make reconnaissance between La Pine and Klamath Falls.
State Highway Engineer instructed to call for bids for maintenance in connection with bids for pavement.
Standard width for pavement fixed.
State Board of Control requested to issue bonds to amount of Four Hundred Thousand Dollars.

Page Date Subject

1917

- 271 July 10 Resolution authorizing sale of \$500,000 worth of bonds under \$6000000 bonding act.
Commission decided to inspect West Side Pacific Highway in person.
State Highway Engineer directed to make survey from Woodburn to Mt. Angel.
State Highway Engineer directed to prepare plans and specifications for rocking all of Columbia River Highway in Columbia and Clatsop Counties which is not now rocked.
Government representatives reported on status of cooperative work.
Ex-Senator Fulton of Tillamook County requested assistance on paving south of Tillamook.
Mr. Harvey, Commissioner of Columbia County, requested information as to routing of Columbia River Highway in Columbia County.
Delegations from Morrow, Gilliam, Sherman and Umatilla Counties given hearings by Commission.
H. Hirschberg and Dr. Butler of Independence appeared in regard to certain routes in Polk County.
Mr. Miller invited Commission to banquet at Lebanon.
Mr. Baldwin, representative of Union Roller Men, requested that Union be formally recognized and only Union men be used on state work.
- 275 July 20 Minutes of June 19, 27, 29 and July 10 approved.
Attorney General's opinion on five-year guarantee of workmanship and material bond, and ten-year maintenance bond read.
Union County recommended to Commission five projects to be designated as post or forest roads.
Judge Bushey requested State Highway Department to supervise and inspect work on construction of Marion-Polk County bridge.
Letter from Governor Withycombe asking Commission arrange program so as not to interfere with shipbuilding and agricultural industries of state.
Letter from Judge D. B. Reasoner of Washington County, requesting Commission to pave from Multnomah County line to Hillsboro.
Communication from Judge Kirkpatrick, requesting decision as to location of Pacific Highway on west side.
Resolution re locating route between Independence and Corvallis.
Vouchers Nos. 486 to 533 approved.
Commission decided to let matter of appropriation for Soldiers Home rest until investigation.
Bids for grading and paving work received.
Warren Construction Company awarded contract on Astoria-Svensen paving.
Oskar Huber awarded contract on Rex-Tigard section.
Oregon Hassam Paving Company awarded contract on Clackamas-Marion County section.
State Highway Engineer instructed to proceed force account on Siskiyou section.
Certified checks ordered returned to unsuccessful bidders.

Page Date Subject

1917

- 278 July 20 State Highway Engineer directed to have executed agreements to insure proper maintenance of paving now being laid.
Judge W. D. Barnes and Commissioner L. E. Smith called on the Commission in connection with expenditure of \$17,000 for laying cinders in Deschutes County.
Judge W. H. Malone and A. J. Anderson requested that Benton County be given some paving.
Mr. Fulton of Wasco County desired certain improvement in the Columbia River Highway.
Bert R. Greer of Ashland and S. S. Smith of Medford requested that Siskiyou section be paved instead of macadamized.
A. King Wilson of Oswego and M. L. Lee of Canby requested that certain improvement work near Oswego be started at once.
J. L. Johnson of Newport and William Wakefield of Little Elk requested State to do some work on Pioneer Mountain route in Lincoln County.
W. S. Allan, Commissioner of Yamhill County, appeared before Commission in regard to grade of Rex Hill.
Clatsop County Court requested that Commission pave as far as estimated cost of rocking would permit, instead of rocking entire Columbia River Highway.
- 279 July 30 Minutes of July 20 approved.
Width of pavement in Clatsop, Washington and Yamhill, Clackamas and Marion Counties ordered changed to 16 feet.
Vouchers Nos. 534 to 561 ordered paid.
Mr. Bennett's salary increased.
Resolution in regard to release of \$5000 to be paid to Lane County for work on Eugene-Florence section.
Construction of draw bridge over John Day River in Clatsop County authorized by Commission.
Resolution designating portions of West Side Pacific Highway between Independence and Corvallis.
State Highway Engineer directed to start advertisement for paving Columbia River Highway from Multnomah County line to Scappoose.
Delay in preparing grade not to change status of Coos County with regard to claims for hard surfacing money.
State Highway Engineer authorized to purchase instruments.
Bids opened for construction work on Columbia River Highway in Columbia and Hood River Counties.
Goble contract awarded to Warren Construction Company.
Rainier Hill contract awarded to A. L. Clark.
Viento contract awarded to A. D. Kern.
Ruthon Hill contract awarded to A. D. Kern.
Cascade Locks contract awarded to A. D. Kern.
Secretary directed to return checks to unsuccessful bidders.
Delegation from Tillamook County urged that width of their paving be made 16 feet instead of 12 feet.
County Court of Douglas County and District Attorney requested the Commission to definitely locate the Pacific Highway in their county.

Page Date
1917

283 Aug. 7 Minutes of July 30 approved.
Petition from citizens of Douglas County regarding location of Pacific Highway near Riddle.
Vouchers Nos. 565 to 569 approved.
State Highway Engineer authorized to purchase two new Packard auto trucks.
State Highway Engineer authorized to buy a concrete mixer for work at Sheridan.
Commission directed Secretary to have made a seal for the Commission.
Salary of State Highway Engineer increased.
Commission authorized that paving out of Pendleton be 16 feet wide and that one additional mile be paved, from Pendleton to State Hospital.
Resolution re maintenance of highways.
State Highway Engineer directed to improve one additional mile on Cummings Hill Section.
State to supervise and inspect construction of bridges where plans and specifications are furnished.
Resolution re bonds and form of bonds.
Resolution accepting bid of Lumbermen's Trust Company on bonds.
Bids opened on bridges and various construction jobs.
Force account proposals submitted by Warren Construction Co. on various jobs.
Cakar Huber awarded contract for paving on Yamhill-Nestucca road in Tillamook County.
Clark & Flippin awarded contract for macadamizing Rainier Hill section.
State Highway Engineer directed to take proposal for rocking in Wasco County up with the County Court.
Warren Construction Company awarded contract for paving from Multnomah County line to Scappoose.
State Highway Engineer directed to make arrangements with County Court of Deschutes County for handling work near Bend by force account.
Delegation from Yamhill and Polk Counties appeared before Commission in interest of location of West Side Pacific Highway.
Width of Sheridan paving changed to 16 feet.

295 Aug. 24 Discussion of force account proposal submitted by Warren Construction Company.
L. O. Herrold awarded force account contract on section from near Marshland to 2.5 miles east of Delena.
Mr. Crane of Oregon Hassam Paving Company made complaint in regard to shortage of cars on his work near Hubbard.
Commission discussed inability of contractors to secure labor and materials, etc.
State Highway Engineer ordered to reduce forces according to inability of Contractors to secure labor and equipment.

Page Date
1917

296 Sept. 4 Proposal opened for grading and paving from Oregon City to Canby.
Contract awarded to Oregon Hassam Paving Co.
\$5000 allotted to Josephine County for work between Grants Pass and County line.
Mr. Hirschberg appeared before Commission re Independence-Corvallis route.
Engineer requested to make reconnaissance of proposed routes from Beaverton to Hillsboro.
Delegation from Wasco, Hood River and Sherman Counties appeared before Commission.

298 Sept. 5 Proposals opened for grading of three units on Pacific Highway in Douglas County.
Contract awarded to Sam S. Schell for grading from Lane County Line to Comstock.
Contract awarded to Hall & Soleim for grading from Comstock to Leona.
Contract awarded to Warren Construction Company for grading from Yoncalla to Oakland.
Certified checks and bonds of unsuccessful bidders ordered returned to them at once.
Minutes of meetings of August 7 and 24 approved.
Petition from nineteen residents of Rufus, Oregon, received.
Request from Dayton Commercial Club for placing sign near Dayton on West Side Highway.
Request from County Court of Klamath County for survey from Klamath Falls to Olene.
Petition from district attorney of Lane County for survey of Willamette Highway out of Eugene.
Letter from District Forester re work in Curry County.
Secretary directed to notify District Forester that application for improvement of Pendleton-LaGrande route, as forest project, was withdrawn.
Petition from residents and County Court of Lincoln County presented to Commission.
Agreement from Clackamas County re grading work on Pacific Highway.
Statement from County Court of Wheeler County re paying one-third of cost of improvement of additional mile of grading on John Day Highway.
Letter from Robt. Bradford requesting Commission to investigate route up Coast Fork from Cottage Grove to Black Butte.
Letter from F. J. Horton and Forest Miller of Junction City regarding highway from Eugene to Lake Creek Valley presented to Commission.
Secretary directed to notify Geo. H. Cecil, District Forester, that Commission did not desire to proceed with John Day Highway project in Baker County for present.
Secretary directed to remove allotment of \$2,000 for improvement of road from Roseburg to Soldiers Home from financial statement.

Page Date Subject
1917

300 State Highway Engineer instructed to have District Engineer M. O. Bennett prepare estimates and make report on proposed work east of Cascade Range where Bean-Barrett and Government funds are to be used.

River route from Hood River to Mosier adopted and State Highway Engineer directed to prepare advertisements for the receiving of proposals for grading this highway.

Resolution re paving Columbia River Highway from The Dalles two miles west and from The Dalles to Petersburg.

Columbia River Highway in Sherman and Gilliam Counties to be from Sherman via Wasco to John Day Crossing near the falls.

State Highway Engineer directed to gather second-hand equipment and junk together and sell it.

State Highway Engineer directed to secure estimate of cost of grading Roseburg-Myrtle Point Highway from Coos County line 8 miles into Douglas County.

302 Sept. 6 Letter from Salem Commercial Club expressing appreciation to Commission for assistance in connection with construction of Salem Bridge.

Letter from W. O. Sims and State Highway Engineer's answer read to Commission.

Conference with Mr. Finch re matter of Government cooperation on Wolf Creek Hill Section of Pacific Highway.

Vouchers 670 to 864 presented to Commission and ordered paid.

Resolution declaring emergency on Sheridan paving work.

Resolution declaring emergency on Siskiyou work.

Resolution authorizing second issue of \$500,000 bonds, bids to be received September 12th.

306 Sept. 12 Mr. Adams reported hearings in Yamhill and Polk Counties.

Vouchers Nos. 865 to 903 passed by Commission.

Standard specifications designated and State Highway Engineer directed to send copy to each county court and board of Commissioners in State of Oregon.

Resolution accepting bid of E. H. Rollins and Sons and National City Company for second issue of bonds.

Discussion of cancellation of contract with H. J. Hildeburn.

Resolution declaring emergency to exist on construction of nine bridges on Columbia River Highway, contract with L. O. Herrold.

Resolution authorizing Chairman and Secretary to enter into a contract with O.-W. R. R. & N. for payment of damages to railroad company's property.

Resolution that request of Pacific States Telephone Company, that Commission assume expense necessary to protect their wires along Columbia River Highway near Goble, be not granted.

Resolution locating Columbia River Highway from McBride's crossing to Scappoose.

Resolution locating Columbia River Highway from the John Day River via Quintin Blalock to Arlington.

Page Date Subject
1917

314 Sept. 25 Letter from Lincoln County Court requesting statement from Commission as to what they were willing to do for county in case bonds were voted.

Resolution agreeing to match dollar for dollar funds for construction in Lincoln County.

State Highway Engineer reported investigation of route from Ashland to Lakeview.

State Highway Engineer directed to prepare project statement covering macadamizing of this route as a post road.

Vouchers Nos. 904 to 980 were approved for payment.

Proposals opened for grading of Pacific Highway in Josephine County on Locust Hill Section.

Proposal of Albert Anderson & Co. of Grants Pass accepted.

Secretary directed to return all checks to unsuccessful bidders.

Clauses c, j and m in force account contract with Warren Construction Co. rewritten.

Secretary directed to take up with California Highway Commission matter of freight rates allowed on road materials.

State Highway Engineer directed to prepare specifications for construction of mile and a half on Columbia River Highway near Columbia City.

State Highway Engineer directed to prepare plans for construction of portion of Columbia River Highway from McBrides fill to Houlton.

Commission authorized purchase of Packard truck for Siskiyou work.

Resolution re maintenance of highways constructed in cooperation with Federal Government.

Mr. W. J. Lyons of American Surety Company protested against form of bond to accompany standard specifications. Secretary directed to take matter up with Attorney General.

Mr. H. J. Hildeburn protested against cancelling of contract for crushing rock at Siskiyou.

317 Oct. 9 Letter from Pacific Telephone & Telegraph Co., re estimated expense of moving wires and poles from right of way, presented and auditor given authority to allow claim not to exceed \$100.

Letter from Judge Malone of Benton County presented.

Petition from J. S. McLaughlin and others re location of Pacific Highway in Marion County.

Engineer presented estimate to Commission showing cost of construction of Hood River-Mosier section of Columbia River Highway. Engineer directed to prepare plans and specifications, proposals to be opened November 6.

M. O. Bennett reported conference with Dr. Hewes and Mr. Finch. Vouchers Nos. 981 to 1151 approved.

Alterations made in resolutions passed on April 17 and 29.

Resolution re McKenzie River Road in Lane and Deschutes Counties.

Resolution re Ochoco Canyon Road in Wheeler County.

Resolution re Medford-Klamath Falls road in Jackson County.

Resolution re Ochoco Canyon Road in Crook County.

Page Date Subject

1917

320

Resolution re Medford-Klamath Falls route (Anna Creek Section) in Klamath County.
Resolution re Mt. Hood Loop Road in Clackamas County.
Resolution re Tiller-Trail road in Douglas County.
Resolution re Canyonville section of Pacific Highway in Douglas County.
Resolution re right of way in Clackamas County, Ganong tract.
Resolutions re right of way in Washington County, A. F. Schultz, Mrs. W. E. Ramey, Heirs of Mary Quigley and J. C. Brickley.
Resolution re right of way in Clackamas County between Oregon City and Canby.
County Court of Lane County and Senator Bean requested additional funds for work on Oregon Central Highway.
Resolution re cooperative work on Oregon Central Highway from Eugene to Florence.
Mr. Jay Bowerman appointed Right of Way Agent.
Pacific Highway from Multnomah County line to Hillsboro designated.
Engineer directed to improve section of Oregon Central Highway near Mitchell in Wheeler County.
State Highway Engineer directed to take up matter of location and improvement of grade of Columbia River Highway with counties through which it passes.
State Highway Engineer directed to prepare plans and specifications for advertising WolfCreek-Grave Creek section of Pacific Highway in Douglas and Josephine Counties.
Discussion of location of Columbia River Highway from Deschutes River to Arlington.
Secretary instructed to prepare project statement for construction of section of John Day Highway between Fossil and Sarvice Creek.
Judge Marsters and Commissioner St. John of Douglas County Court appeared re Roberts Mountain work.
State Highway Engineer directed to prepare advertisements for construction on Columbia River Highway between McBrides Fill and Columbia City.
Delegation from Sheridan appeared before Commission; Engineer instructed to proceed with three miles of paving this fall near Sheridan.
Boyer & Son of Lincoln County appeared in interest of survey from Willamina via Otis down Salmon River to coast. Engineer directed to start survey as soon as convenient.
\$5000 allotted to Union County for work on LaGrande-Joseph road.
Engineer authorized to make survey from Hot Lake to Union-Baker County line.
D. D. Hail appeared before Commission requesting aid on road from Pacific Highway through Sherwood and back to Pacific Highway.
Lane County delegation informed Commission ready to meet requirements of Commission for any portion of Pacific Highway in Lane County which Commission is willing to pave.

Page Date Subject

1917

332

Nov. 6

Minutes of previous meeting corrected and approved.
Request from Klamath County for \$20,000 to be used between Klamath Falls and Olene.
Clatsop County requested decision from Commission as to what they would do on Coast Highway from Astoria to Tillamook County line.
Gilliam County Court requested survey from mouth of Cottonwood Canyon to Wheeler County line.
Gilliam County Court requested survey from mouth of Condon Canyon at Thirty Mile bridge through Mayville.
Notice from Office of Public Roads that project No. 2, known as Roberts Mountain project has been disapproved by Secretary of Agriculture.
Statement from same department that portion of Canyonville project had been approved.
Curry County reconnaissance survey reported by State Highway Engineer and instructions given to proceed with location survey.
Verbal report by State Highway Engineer on progress of department.
Engineer recommended that contractor be allowed to use 20% gravel on Rex-Tigard road on account of car shortage.
Engineer reported that he had sent inspector to Douglas County.
Engineer instructed to use own judgment in straightening location south of Independence.
Secretary instructed to notify those interested in location of Yamhill-Nestucca Highway to be present at next meeting.
Delegation from Washington appeared re action of Commission in designating Walker-Oreoc Canyon route as link of Pacific Highway from Multnomah County line to Hillsboro.
Vouchers Nos. 1151 to 1349 passed.
Proposals opened for grading on Wolf Creek-Grave Creek section of Pacific Highway.
Contract awarded to American Exploration Company.
Certified checks to be returned to all bidders except three lowest.
State Highway Engineer directed to number and list all highways.
Resolution re cessation of work which is not giving most desirable results.
State Highway Engineer directed to make survey from Corvallis to Newport via Blodgett.
Resolution designating section of Pacific Highway in Douglas County passing through Riddle as main route.
Mr. V. G. Cozad of Burns requested aid on road from Burns to Crane.
Messrs. W. C. Washburn and C. M. Johnson of Junction City and Delegation appeared before Commission re location of Pacific Highway in Lane County.

Page Date Subject
1917

336 Nov. 27 Lake County requests additional allotment for work in progress there.
Request from Judge Parman for survey along proposed route of Columbia River Highway.
Letter from District Forester, regarding right of way on Zig Zag route, also letter from Mr. Geo. W. Joseph offering to give state right of way along this route under certain conditions.
Letter from Tigard Commercial Club protesting against location of overcrossing at Tigard.
Offer from Hood River County Court to allot \$8000 toward construction of concrete bridge across Hood River.
Letter from Marion County Court requesting early selection of route of Pacific Highway south of Salem.
Jackson Hill route selected as permanent link of Pacific Highway in Marion County.
Petition from residents in Road District No. 13 in Sherman County for work on Columbia River Highway through north end of Sherman County, they to vote 5 mill tax each year for three years.
Columbia County requested work costing approximately \$200.
Letter from Jay Bowerman re right of way across Brickley property in Washington County.
Vouchers 1350 to 1452 inclusive and 1513 approved.
Contract between Forest Service and Commission for construction of Eugene-Florence road executed by Commission.
Map showing state highway approved.
Commission accepted certified check for \$29,000 in lieu of surety bond for contract of American Exploration Company.
Route through Bertha, Reedsville and on to Hillsboro selected as route from Multnomah County line to Hillsboro.
Engineer instructed to prepare plans for construction of section of Columbia River Highway between Hood River and Mosier.
Proposals opened and contracts awarded as follows:
Calvert & Wolke awarded contract for Myrtle Creek-Dillard Section.
No contract awarded for Bridge Creek Section in Wheeler County.
Portland Bridge Company awarded contract for John Day Bridge in Clatsop County.
Lindstrom & Feigenson awarded contract for Goble Creek bridge in Columbia County.
Robt. Wakefield awarded contract for Union Flat bridge in Washington County.
Engineer directed to make inspection of second hand paving plants on which prices were submitted and others and make report to Commission.
Certified checks to be returned to bidders.
Judge Anderson and Commissioner Knight requested assistance on Pacific Highway between Canemah and New Era.
Yamhill County Court requested Commission to designate at once route to form part of West Side Highway in Yamhill County.

Page Date Subject
1917

339 On request of Yamhill County Court, Engineer was instructed to prepare plans and specifications for Sour Grass Route and submit to Government as post road project.
Delegation from Lane County appeared re certain routes which they desired designated as portion of Pacific Highway from Junction City south.
Commission directed Engineer to locate West Side Highway south from Independence to Corvallis on East Side route.
340 Dec. 4 Commission directed Engineer to make reconnaissance survey on High Pass road, Hall road and Franklin road.
Commission decided not to cooperate with Government on Project No. 3, since Government approved only portion of it.
Petition from Cascade Locks citizens requesting Commission to replace wood sidewalk removed in connection with improvement of Columbia River Highway.
Secretary directed to notify Tillamook County Court that Commission could do no more than lay a good macadam on Yamhill-Nestucca Highway out of Tillamook City at present.
Paving plant purchased from I. N. Day.
Mr. Adams filed reasons for not favoring purchase of paving equipment by State Highway Department.
Matter of collection of \$300 from Independence citizens in connection with paving there last season brought before Commission.
Vouchers 1453 to 1651 were approved.
Oregon-Washington Highway definitely designated.
14 miles of Independence-Corvallis road to be surfaced next season.
Engineer directed to prepare plans and specifications for surfacing portion of Pacific Highway in Lane and Benton Counties.
Engineer directed to prepare for surfacing of all the worst sections of Columbia River Highway between The Dalles and Pendleton.
Section of Pacific Highway in Josephine County graded this season south of Grants Pass and extending into Jackson County to be macadamized next season.
Right of Way Agent directed to secure all options possible on right of way from Hood River to Mosier as soon as possible.
Commission decided that macadam is hardsurfacing.
8 miles of Pacific Highway between Jefferson and Albany to be surfaced next summer.
State Highway Engineer directed to prepare plans and specifications for hardsurfacing Pacific Highway from end of present pavement to Clackamas-Marion County line.
Force account agreement with Warren Construction Company, for improvement of New Era section, terminated.
Change made in contract with Oregon Hassam Paving Company for paving between New Era and Canby.
Three road rollers purchased.
19 flat cars purchased.
Commissioner Knight requested assistance on Pacific Highway from

Page Date Subject
1917

- 344 Canemah to New Era.
Mr. James Stewart of Wheeler County requested aid in improvement of Ochoco-Prineville Forest Road south of Mitchell.
Bid of United Contracting Company rejected at last meeting accepted, for work on Bridge Creek section.
Dr. Donnelly of Arlington appeared in behalf of Gilliam County. Engineer directed to start definite location of Columbia River Highway in Sherman and Gilliam Counties on river route.
Mr. A. R. Baker of Hammond Lumber Company appeared re rental of equipment from Commission.
Mr. Calvert of Calvert & Wolke appeared asking that Commission accept municipal bonds as surety on their contract.
- 345 Dec. 10 Joint session with County Court of Clackamas County.
Proposals received for excavation between New Era and Canemah. Contract awarded to County Court of Clackamas County.
Mr. Calder of Baker, together with Baker County Court, appeared re improvement of Baker-Cornucopia Highway.
Right of Way Agent directed to bring before Supreme Court interpretation of Chapter 423 to see if macadam could be defined as hardsurface.
Right of Way Agent instructed to secure right of way along Klein survey in Hood River and Sherman Counties.
Vouchers Nos. 1652 to 1782 passed.
- 346 Jan. 9 Minutes of November 6th and 27th, December 4th and 10th approved.
Proposals received for construction of Tualitin River bridge and two Umpqua bridges, also for furnishing rock to be used on Marion County paving.
Contract for Tualitin bridge awarded to Curtis Gardner; contract for bridge 1 mile north of Dillard awarded to Portland Bridge Co.; all proposals for bridge 2½ miles south of Dillard rejected.
Contract for rock awarded to Cascades Contract Co.
Letter from Mr. Benson regarding road from Woodburn to Mt. Angel, and recommendation by Mr. Benson re road from Mt. Angel to Eugene.
\$36,000 set aside by Wheeler County for construction work on John Day Highway.
\$50,000 set aside by Grant County for construction work on John Day Highway.
Letter from B. J. Howland protesting against toll roads and toll bridges.
Petition from County Court of Lane County and Peter P. Colgaard of Elmira and State Highway Engineer ordered to make reconnaissance of route from head of Willamette Valley to Eugene via Elmira.
Letter from Lon L. Fox complaining about condition of road between Bend and Silver Lake.
Engineer directed to make surveys and prepare plans and specifications for letting contracts for construction from Pendleton to Morrow County line.

Page Date Subject
1918

- 348 Right of Way Agent appeared before Commission stating that he had secured right of way in Washington County.
Right of Way Agent reported five cases for right of way in Union County and authorized to take necessary action.
Matter of location of Three Rivers Section discussed but not settled.
Commission authorized payment of claims on Lake County work not to exceed \$500.00 over \$15,000.00 already allotted.
Vouchers 1 to 163 approved.
Secretary and Auditor to be placed under surety bond for \$10,000, timekeepers and district engineers who issue bankable checks to be bonded for \$1,000.00.
Engineer directed to prepare advertisements for materials for macadamizing Lower Columbia River Highway.
Contracts made by Warren Construction Co. on work in Clatsop County taken over by State Highway Commission.
Secretary directed to write Clackamas County urging that they begin work under their contract for grading.
State Highway Engineer directed to make necessary arrangements for construction of Hood River and Deschutes bridges.
Secretary instructed to write Umatilla County and learn what they would do on Umatilla side of highway from Pendleton to LaGrande. Union County willing to work on their side.
Oskar Huber allowed 60 days extension on contracts Nos. 3 and 12.
Resolution authorizing sale of bonds on February 5th.
County Court of Polk County requested ten miles of paving between Dallas and Independence this year.
Commissioner McIntosh requested certain work in Deschutes County, and requested cooperation in improvement of section from Bend to Tumalo and from Cline Falls to Redmond.
Mr. Eggerman and Mr. M. McDonald of Washington County appeared in interest of improvement of Orenco-Walker Canyon road.
Mr. Bewley and Mr. Thompson of Sheridan requested that one additional mile of pavement be laid.
Mr. Robinson, Commissioner of Josephine County requested Federal and state aid on Grants Pass-Crescent City Highway.
Judge Phy appeared before Commission requesting that they be informed the amount of paving they could expect between LaGrande and Hot Lake.
- 353 Feb. 4 Delegation from Coos County requested state aid from \$6,000,000 paving fund.
Delegation from Rufus, Sherman County, requested assistance in location and construction of road.
Delegation from Washington County requested paving from the Multnomah County line to Hillsboro and Forest Grove. Commission promised them reconnaissance from Multnomah County line to Forest Grove and south to Yamhill-Polk County line.

Page Date Subject

1918.

- 354 Feb. 5 Minutes of January 9 approved.
 Letter from Colonel Disque requesting that State Highway Commission do something toward improvement of Clatsop County roads.
 Order from Public Service Commission for overcrossing at Divide read to Commission.
 Engineer directed to prepare plans and specifications for macadamizing from end of present macadam near Divide to Lane-Douglas County line.
 Letter from Jay Bowerman stating that right of way in Washington County had been arranged for.
 Letter from Coos County Court requesting that Commission continue to pay expenses for engineering under bond issue in Coos County.
 Letters from Cottage Grove Commercial Club and County Court of Lane County re improvement of Pacific Highway from Divide to County line.
 County Court of Lane County requested reconnaissance from Cottage Grove to Creswell. Engineer directed to make survey.
 Letter from Mayor G.F. Puzey of Clatskanie regarding \$300 placed in bank to credit of State Highway Commission for improvement in Clatskanie.
 Letter from O. W. Smith of Klamath Falls regarding route of Dalles-California Highway in vicinity of Klamath Falls.
 Letter from Jay Bowerman regarding purchase of right of way on West Side Highway.
 Middle Route definitely adopted as location between Hood River and Mosier.
 State Highway Engineer directed to ascertain how much citizens of Sheridan would subscribe for grading and paving to be done near Sheridan.
 Three Rivers Route definitely decided upon as route of Yamhill-Nestucca Highway.
 "Air Line" definitely adopted as route from Multnomah County line to Hillsboro.
 Mr. Eggerman and Mr. McDonald of Orenco requested change in route from Multnomah County line to Hillsboro.
 Vouchers Nos. 164 to 528 approved.
 Resolution authorizing sale of \$500,000 bonds on March 15th.
 Engineer instructed to look after inspection and construction of bridge over LaCreole Creek in Dallas.
 Department of Public Roads and Rural Engineering requested additional \$25,000 from post road funds for Sarvice Creek to Valades Ranch project.
 Grant County agreed to increase appropriation from \$39,000 to \$50,000 for same project.
 Clackamas County ready to do its share on construction of highway from Silverton to Oregon City as post road project.
 Contract with Ed Olsen for furnishing of rock in Clatsop County executed by Commission.

Page Date Subject

1918

359

- Engineer directed to request County Court of Marion County to grade and macadamize from Salem to Jefferson.
 Mr. Benson authorized to appear before Federal Reserve Board at San Francisco re authority to issue bonds.
 Opinion of Attorney General on matter of payment of premiums on surety bonds and public liability insurance, account of contracts with Warren Construction Co.
 Opinion of Attorney General that Commission must advertise for receipt of proposals for Federal and State aid work.
 Application for assistance on post road from Grants Pass to Crescent City presented to the Commission.
 Matter of examining contract with Warren Construction Co. covering 10 year maintenance guarantee on Umatilla County paving.
 Secretary instructed to take up with Attorney General matter of preparation of suitable contract covering maintenance of state highways with county courts on fifty-fifty basis.
 Secretary instructed to continue bonds on Warren Construction Co. force account contracts on Lower Columbia until all accounts were adjusted.
 Highway Engineer directed to investigate paving by Warren Construction Co. in Umatilla County which is not entirely satisfactory.
 Calvert & Wolke applied for assignment of contract to new firm into which they were incorporating.
 Proposals received for construction on Pendleton-Echo section, Echo-Morrow County line section, and Umpqua bridge, also for asphaltum, cement, sand and crushed rock.
 All bids for construction work rejected.
 Contract for crushed rock awarded to Columbia Contract Co., for asphaltum to Standard Oil Company and for cement to Oregon Portland Cement Co.
 Discussion by Commission and representatives of different counties of status of road situation.
 Deschutes County Court requested work on Bend-Klamath Falls route.
 363 Mar. 5 Minutes of February 4 and 5 approved
 Applications for construction of post roads approved as follows:
 Baker-Cornucopia Highway, Sag Section, Canyon Section and Baker-Middle Bridge section; Old Oregon Trail, Union-Telocaset section.
 Resolutions from Baker County appropriating \$6,000.00 for Canyon section, \$13,000 for Baker-Middle Bridge section and \$6,000.00 for Sag section.
 Petitions from Warren Construction Co. for extension of time on Contracts Nos. 6, 13 and 5.
 Petitions from Oskar Huber for extension of time on Contracts Nos. 12 and 3.
 Letter from Judge Nickell requesting improvement on road from Rex-Tigard road through Tillamook.
 Letter from Judge Watson requesting information as to program for Coos County.

Page Date Subject

1918

365

Letter from W. W. Black, Major General, Chief of Engineers, regarding proposed highway along Dalles-Celilo Canal.
Letter from Congressman C. N. McArthur along same line.
Report by E. R. LaPointe of reconnaissance in Lane County.
Engineer directed to take up with Attorney General matter of purchase of 19 cars.
Matter of construction of Deschutes bridge discussed.
Vouchers Nos. 529 to 852 approved
Matter of appropriation of \$8,000.00 by state to match equal sum from Government on condition that Klamath Falls appropriation \$20,000.00 on post road project between Olene and Klamath Falls, discussed.
Reclassification of materials for Elliott Contracting Co. in Wheeler County reported to Commission.
Contract with Southern Pacific Company leasing portion of right of way near Brooks, executed by Commission.
Contract with C.-W. R. R. & N. Co. dated Sept. 14, 1917, executed by Commission.
Mr. Bentz requested additional funds for Lake County.
Matter of advertising construction of that section of Columbia River Highway from Hood River to Mosier brought up for discussion.
Proposals for construction of Hood River bridge and Umpqua bridge received, also for cement and for sale of equipment.
Contract for Hood River bridge awarded to Parker & Banfield and for Umpqua bridge to Portland Bridge Company.
All proposals for cement rejected, also proposals for sale of equipment.
Mr. Pearl Morton of Ruthton appeared before Commission making appeal for damages account of right of way.
Delegation from Tillamook County requested that contemplated paving project from Tillamook City to Hebo be started at as early a date as possible.
Secretary directed to write County Court of Josephine County regarding right of way matters.

368 Mar.15 Minutes of March 5th approved.

Approval No. 62 of Capital Issues Committee presented to the Commission.
Letter from R. L. Hass requesting assistance on Bend-Burns-Vale highway.
Petition from Frank Mann of Rose Lodge requesting assistance on Salmon River road.
Letter from M. L. Paget, protesting against cutting down of trees along highway in Clatsop County.
Discussion of matter of purchase of blue print machine.
Matter of adopting Woodburn-Silverton road as link of state highways discussed.
Proposals for sale of \$500,000 bonds opened.
Bonds sold to Henry Teal of Portland.

Page Date Subject

1918

372

Emergency declared to exist on Cascade Locks, Viento and Ruthton Hill sections.
Engineer directed to make deal with Oregon Portland Cement Company.
Engineer instructed to investigate Myrtle Creek crossing for bridge across Umpqua.
State Highway Engineer directed to prepare proposals and specifications for hardsurfacing of 3800 feet near Ashland.
Resolution ordering State Highway Engineer to pave portion of Pacific Highway in Douglas County extending south-westerly 2.4 miles from Lane-Douglas County.
Matter of paving five miles in Coos County discussed.
Matter of rocking Columbia River Highway in Hood River County discussed.
Secretary directed to present to Attorney General matter of employment of Right of Way Agent.
Commission authorized addition to contracts Nos. 41 and 42.
Lincoln County made application for \$10,000 for work on Newport-Corvallis road.
F. J. Shinn submitted petition requesting work on road between Ashland, Klamath Falls and Lakeview.
Engineer directed to make survey between Ashland and Klamath Falls.
Committee from Yamhill County presented petitions for work in Yamhill County.
375 Mar.23 Proposals received on various construction jobs on Lower Columbia River Highway and on Sheridan-McMinnville section of West Side Highway.
Bid of Warren Construction Co. for macadamizing work from Svensen to Columbia County line taken under advisement.
State Highway Engineer directed to do all other work which had been advertised by force account.
Financial status of department discussed.
Engineer directed to prepare estimate of work and statement of expenditures.
Commission voted to continue work on Lower Columbia.
Engineer directed to prepare plans and specifications for hardsurfacing stretches of Pacific Highway and Columbia River Highway in various counties, also for grading from Hood River to Mosier.
Vouchers Nos. 853 to 1211 approved for payment.
Secretary directed to inform Columbia County Court that they must look after maintenance of Columbia River Highway from Goble south.
Secretary directed to write Clatsop County Court to look after maintenance from Astoria to Warrenton.
Secretary directed to make application to Capital Issues Committee for authority to sell \$1,500,000 bonds.
Sidney Smyth requested that Gilliam County be allowed to spend \$5000 from Cummings Hill work north instead of near Mayville.

Portland, Oregon, April 17, 1917.

Special meeting of State Highway Commission was held in Mr. S. Benson's office, 1301 Yeon Building, Portland, at 11:30 A. M. Those present were:

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

Minutes of previous meeting read and approved.

Mr. H. Hirschberg of Polk County requested that the route from Corvallis to Independence, located by the State Highway Department under the previous Commission, be adopted by the present State Highway Commission. This matter was referred to the State Highway Engineer with instructions to go over the line and make recommendations.

Morrow County requested a survey of a route, starting near Arlington on the west county line and running thence south and easterly up Willow Creek through Ione, Lexington, Heppner and thence northerly and easterly to the Morrow-Umatilla County line on the road leading to Pilot Rock and Pendleton. This survey to be by state forces and the State Highway Commission to pay for it out of available funds at their disposal. On recommendation of Mr. Thompson, and being agreeable to other members of Commission, it was so ordered.

A petition from the County Court of Wasco County was read, requesting that certain money be set aside and that certain portions of the state highway in Wasco County be designated as a "hard surfaced road." There being no funds at this time available for hard surfacing and as the matter could not be definitely decided until after the election on the bond question, it was ordered that this matter be placed on the table until the first meeting after June 4.

On motion of Mr. Thompson and with the approval of the other members of the Commission, it was ordered that Mr. Benson be given authority to make formal application to the U. S. Department of Agriculture covering those projects on which investigation and construction is recommended and which have not been covered in proper form by the various counties. It was ordered that the Federal Department be requested at the time of investigation of the La Grande to Pendleton route to also make an investigation of the Thomas Ruckles route with a view to determining its importance.

On going over the various state and Government cooperative projects under Section 8 of the Shackelford Act with the District Forester, it was found necessary to somewhat change the orders entered on March 22 and 23 and accordingly the following orders were substituted to cover the

program of road construction by state and Federal Government.

Be it ordered that application from Tillamook County for co-operation in construction of that section of a forest road within or partly within the Siuslaw Reserve, wherein the said county proposes to cooperate to the extent of \$15,000 and requests assistance from the state and Federal Government to the amount of \$30,000, is hereby approved and recommended to the Secretary of Agriculture for construction as soon as a definite route can be determined. (The two routes being considered are as follows: (a) Starting at the end of the Sour-grass road near Dolph, and continuing to Nestucca Bay; (b) Branching to the north and west near Dolph and going up what is known as the Three Rivers route.)

Be it further recommended that the Department of Agriculture allot for this work the sum of \$15,000 from funds under Section 8 of the Shackleford Bill, with the understanding and agreement that the Highway Department will appropriate a similar amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21 known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of that section of the Coast Highway lying within the Siuslaw Forest Reserve, locally known as the Reedsport-Coos Bay route be made to the Department of Agriculture.

Be it further recommended that the Department of Agriculture allot for this work the sum of \$55,000 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate \$5,000 for this work; and in addition allot \$50,000 for survey, location and construction work on the Coast Highway in Curry County from Port Orford to Gold Beach or at some other point that may be decided upon between the representatives of the Department of Agriculture and the State Highway Commission, it being further understood that this allotment to Curry County be and is considered a cooperative project on the Reedsport-Coos Bay work and funds to be secured in the same manner as other cooperative work handled in conjunction with the Department of Agriculture; i.e., funds to be made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application from Lane County Court for co-operation in construction of that section of the Oregon Central Road within or partly within the Siuslaw Forest Reserve, locally known as the Eugene to Florence road, wherein the said county proposes to cooperate with Federal Government and State to the extent of \$21,965, be and is hereby approved and recommendation 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 allot for this work the sum of \$33,000 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application from Lane County Court for cooperation with State and Federal Government in construction of that section of the Oregon Central Road within or partly within the Cascade Forest Reserve, locally known as the McKenzie Pass Road, wherein the said county proposes to cooperate to the extent of \$21,229, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

Be it further recommended that the Department of Agriculture allot for this work the sum of \$50,000 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application from Deschutes County Court for cooperation with state and Federal Government in construction of that section of the Oregon Central Road within or partly within the Deschutes Forest, locally known as the McKenzie Pass Road, wherein the said county proposes to cooperate to the extent of \$5,000, be and is hereby approved and recommendation to the Secretary of Agriculture that work be commenced on this project at as early a date as is practicable.

It is further recommended that the Department of Agriculture allot for this work the sum of \$12,500 from funds under Section 8 of the Shackleford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

It is ordered that application from Crook County Court for co-operation in construction of that section of the Oregon Central Road within or partly within the Ochoco Forest Reserve, locally known as the Ochoco and Canyon Creek Road, beginning at a point ten miles east of Prineville and continuing to the Wheeler County line, wherein the said county proposes to cooperate to the extent of \$15,000 and requests assistance from the State and Government to the amount of \$15,000 be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

It is further recommended that the Department of Agriculture allot for this work the sum of \$7,500 from funds under Section 8 of the Shackelford bill with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of that section of the Oregon Central Highway within or partly within the Ochoco Forest Reserve locally known as the Ochoco and Canyon Creek road, beginning at the southwest corner of the Wheeler County line and continuing via Mitchell to the east county line of Wheeler County, wherein the said county proposes to cooperate to the extent of \$15,000.

It is further recommended that the Department of Agriculture allot for this work the sum of \$7,500 from funds under Section 8 of the Shackelford Bill with the understanding and agreement that the State Highway Commission will appropriate a similar amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application be made for construction of that section of the John Day Highway lying within or partly within the Malheur Forest Reserve in Grant County, wherein the said county proposes to cooperate with the state and Federal Government to the extent of \$15,000.

Be it further recommended that the Department of Agriculture allot for this work the sum of \$15,000 from funds under Section 8 of the Shackelford Bill, with the understanding and agreement that the State Highway Commission will appropriate a similar amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of sections of roads within or partly within the Whitman, Umatilla and Malheur Forest Reserves on the route from Pilot Rock branching off from the main highway in the vicinity of Nye, thence south via Albee, Ukiah, Ritter, Long Creek and connecting with the John Day Highway at Prairie City be made to the Secretary of Agriculture with a further recommendation that his department allot for this work the sum of \$25,000 from funds under Section 8 of the Shackelford bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available from sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application from Wallowa County for cooperation with state and Federal Government in the construction of a

road within or partly within the Wallowa Forest Reserve, connecting Flora and Enterprise and locally known as the Flora-Enterprise road, wherein the said county proposes to cooperate to the extent of \$5,000 be and is hereby approved and recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

Be it further recommended that the Department of Agriculture allot for this work the sum of \$12,500 from funds under Section 8 of the Shackelford Bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

It is ordered that joint application from the Counties of Umatilla and Union for cooperation in the investigation and construction of that section of the State Highway between Pendleton and La Grande lying within or partly within the Wenaha Forest Reserve and running easterly from Pendleton to Gibbon and then southerly along the North Fork of Meacham Creek to Hilgard, thence to La Grande, wherein the said counties propose to cooperate to the extent of \$15,000 (\$5,000 from Union County, \$10,000 from Umatilla County), be and is hereby approved and recommendation 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 allot for this work the sum of \$30,000 from funds under Section 8 of the Shackelford bill with the understanding and agreement that the State Highway Commission will appropriate \$30,000 from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in the construction of that portion of the Medford to Klamath Falls route lying within or partly within the Crater Lake Forest Reserve, beginning at a point near Prospect and continuing to a point 5 miles beyond the reserve, as may be located by the officials of the Federal Forest Service, be constructed at as early a date as possible.

Be it further ordered that on condition that the Department of Agriculture allot \$45,750 for this work from funds under Section 8 of the Shackelford bill and Jackson County appropriate the sum of \$3,500 for work on the Prospect end of the route, that the State Highway Commission will appropriate \$45,750 from funds made available by the sale of bonds as provided in Chapter 175 laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of that section of the Mt. Hood Loop road within or partly within the Oregon Forest Reserve and lying within Clackamas County, locally known as the Zigzag-Government Camp route be approved and

recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

Be it further recommended that the Department of Agriculture allot for this work the sum of \$25,000 from funds under Section 8 of the Shackelford Bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of that section of the Mt. Hood Loop road within or partly within the Oregon Forest Reserve in Hood River County, be approved and recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

Be it further recommended that the Department of Agriculture allot for this work the sum of \$87,500 from funds under Section 8 of the Shackelford Bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Vouchers Nos. 161 to 165 inclusive were approved for payment.

The matter of overdrawing the payroll account of the State Highway Engineer was placed before the Commission. It was explained to them that the present method of handling time checks when a man was discharged or left the department between pay days was to issue a check in his favor, anticipating the Commission would duly approve payroll when submitted at regular monthly meeting. The bank had raised no objection to a reasonable overdraft. The Commission considered this the only way the matter could be fairly handled, and were agreeable to its being continued.

On motion of Mr. Thompson and approved by other members of Commission, the route from Pilot Rock cutting out of the main road at Nye and running southerly through Albee, Ukiah, Ritter, Long Creek and connecting with the John Day route at Prairie City, was designated as a forest and post road.

The matter of reconnaissance from the vicinity of Willamina on the Yamhill-Nestucca road down the Salmon River through Rose Lodge to the coast was brought up for discussion and the State Highway Engineer informed the Commission that report of this survey by Mr. E. I. Cantine appeared to be complete. The Commission ordered that the gentlemen interested be notified that in case the bond issue carried there would undoubtedly be money available for some work on this route, but if it failed to carry, they did not know of any funds that might be available for such work.

APR 17 1917

On motion of Mr. Adams and being agreeable to other members of the Commission, the following order was entered:

Be it ordered that the State Highway Engineer in making up specifications for the season's construction program include a statement requiring all bids on contract work be personally submitted by the bidder or his duly authorized agent to the Commission in open meeting at the time bids are to be received; that the State Highway Commission and the County Court of the county in which the work is to be done, sit in joint session for the reception and consideration of such bids and that they all be opened and read by the Secretary of the Commission in the presence of the Commission, the members of the County Court and all contractors or their representatives submitting proposals, and any others who may be interested.

On request of the State Highway Engineer, showing the need of an automobile, the Commission gave him authority to purchase a five passenger car suitable for his work.

In view of the fact that the Commission now have a State Highway Engineer, who is in charge of all highway work within the state and who is to be their advisor on all technical matters, it was ordered that the appointment of J. A. Elliott to represent the Commission on road work in Hood River and Wasco Counties be revoked. Mr. Elliott continues as roadmaster for Wasco County without the title of Deputy State Highway Engineer.

On motion of Mr. Thompson and the assent of other members of Commission, the route from Pendleton to Cold Springs was adopted as a post road. This was considered an important link in the state highway for the fact enormous quantities of grain are hauled over it to the railroad at Cold Springs.

No further business coming before Commission, meeting was adjourned.

Herbert M. Adams
State Highway Engineer

L. E. Ross
Secretary

W. B. Thompson
Chairman

E. I. Cantine

APR 17 1917

Portland, Oregon, April 29, 1917.

The meeting of the State Highway Commission was called to order at Mr. Benson's office at 9:30 A. M., those present being:

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

Mr. Thompson found it impossible to be present at this meeting, owing to previous engagements.

A delegation from Sheridan appeared before the Commission requesting that work be started on a paving project out of Sheridan. In view of the fact that a recent ruling by the Attorney General to the effect there were no funds available for this work until such time as the state could cooperate with the Federal Government under the terms of the Shackelford Act, the delegation was informed that this matter could not be taken up until after June 4th.

The question of changing the route of the state highway from McMinnville to Tillamook City via Nestucca Bay and following what is known as the Three Rivers route near Dolph, was brought up for discussion and a decision reached that no change would be made until such time as the Commission could hold an open meeting in Tillamook City and a hearing given to all who might be interested.

The following orders were entered:

Be it ordered that application for cooperation in construction of that section of the Dalles-California Highway within or partly within the Paulina Forest Reserve locally known as the Crescent City to Klamath Falls route be and is hereby approved and recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

Be it further recommended that the Secretary of Agriculture allot for this work the sum of \$15,000 from funds under Section 8 of the Shackelford bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

It is ordered that application for cooperation in construction on the Central Oregon Highway within or partly within the Paulina Forest Reserve and the Fremont Forest Reserve on that section locally known as the La Pine-Lakeview route be and is hereby approved and recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

It is further recommended that the Secretary of Agriculture allot for this work the sum of \$15,000 from funds under Section 8 of the Shackelford bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

It is ordered that application for cooperation and construction on that section of the Pacific Highway lying within or partly within the Umpqua Forest Reserve starting from point at Canyonville south approximately 8 miles, be and is hereby approved and recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

It is further recommended that the Secretary of Agriculture allot for this work the sum of \$40,000 from funds under Section 8 of the Shackelford bill, with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Vouchers Nos. 166 to 191, inclusive, were approved and ordered paid.


On recommendation from both Tillamook and Clatsop County Courts, the west or coast road along the coast in Clatsop County and crossing the Clatsop-Tillamook County line was designated as forming a part of the state highway system known as the Coast Highway. This line is about six miles west of one which has been partly constructed by Clatsop County, and a decision at this time was necessary on account of the pending bond issue in Tillamook County.

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


State Highway Engineer


Chairman


Secretary



APR 29 1917

APR 29 1917

Portland, Oregon, May 7, 1917.

Meeting of the Commission was called to order at 1:15 P. M. by Mr. S. Benson in his office, 1301 Yeon Building, Portland. Those present were:

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

Mr. Thompson was unable to be present.

Reading of minutes of previous meeting postponed until full membership was present.

A letter was read from Judge Malone of Benton County, requesting aid on a road leading from Alsea to Philomath.

A request from Lincoln County Court for a post road, making a connection with Newport, Toledo and Corvallis, was read to the Commission. This route had already been named as a post road. The Secretary was instructed to suggest to the County Court that they secure proper forms from Portland branch of U. S. Office of Public Roads, and execute a formal application for the improvement of this road.

A petition from Silverton signed by approximately 200 people, requesting the hard surfacing of a road from Silverton to Salem, was presented to the Commission.

The Secretary was instructed in answering the three above communications to state that in case the bond issue carried there would undoubtedly be other funds available for the improvement of just such roads as these, but if the bond issue does not carry, there would hardly be sufficient funds for improvement of the most important state roads and improvement of those roads of minor importance would necessarily be delayed a number of years.

An application from the Lincoln County Court, requesting aid on the forest road known as the Yachats River road and the Buck Creek road, was read to the Commission, approved by them and the Secretary instructed to file application with the Forest Service with a statement as to the Commission's action in this matter.

An opinion from the Attorney General dated May 1 as to what funds might be used by the Commission immediately was read and ordered placed on file.

Vouchers Nos. 192 to 248 were presented to the Commission and approved.

MAY 7 1917

Mr. Adams offered the following resolution, which was adopted:

WHEREAS the season will be well advanced before it can be known whether or not the bond issue passes and money be available for hard surfacing work, and

WHEREAS it is important that this Commission be thoroughly advised as to the cost of the several different types of hard surfacing as well as the cost of all hard surfacing machinery and equipment necessary to do the work so that if they decide to handle the paving by force account work they may proceed without delay in this manner of road improvement,

THEREFORE, BE IT RESOLVED that the State Highway Engineer be and is hereby requested to ascertain the cost of all the different kinds of machinery that will be required if the state is obliged to do its own hard surfacing work; when and where the machinery may be secured and the cost of such equipment.

The matter of immediately paving a section of the Yamhill-Nestucca route near Sheridan came up for discussion. In view of decision of the Attorney General, dated May 1, 1917, it seemed that the Commission could not immediately appropriate the \$5,000 promised by the former Commission for this work, which it was intended to use with \$5,000 contributed by citizens of that vicinity and an additional \$5,000 by the county. A mile of this road is at present in very bad condition -- almost impassable -- and interferes seriously with through traffic on this route. There has already been much delay in the improvement of this link and to hold up construction at this time until a cooperative agreement could be entered into with the Government would undoubtedly mean increased cost and jeopardize the completion of the work for use this year. In view of these facts, Mr. S. Benson offered to advance the state's portion of the funds necessary to complete one mile, (not to exceed \$5,000, however,) on condition that it be returned to him without interest by the State Highway Commission out of the first funds available for such purpose.

The State Highway Engineer recommended to the Commission that, owing to the nature of the soil in that vicinity, concrete pavement be used on the Sheridan project, and was directed to prepare specifications and proposals for the paving of one mile and three miles, proposals to be opened in the city of McMinnville in the presence of members of the State Highway Commission and the County Court of Yamhill County as provided by resolution of the Commission on April 17, reserving the right to reject either optional or all bids received. The intention of the Commission is to pave three miles if the bond issue carries and funds are available; in case the bond issue does not carry, one mile only will be paved this year.

The Attorney General's opinion of May 1 also made it impossible for the Commission to allot money for immediate construction work in Wheeler County between Fossil and the Gilliam County line, which is urgently required. Owing to climatic conditions in that section of the state, the suspending of this work until such time as a cooperative con-

MAY 7 1917

tract with the Federal Government could be entered into would mean a largely increased cost, and in view of these facts, Mr. Benson offered to advance the money on this work (not to exceed \$3,000, however,) under the same conditions as that advanced on the Sheridan work, it being the understanding in both cases that the work would be handled under the direction of the State Highway Engineer and accounts paid in such manner that a refund to Mr. Benson might be legally made.

The State Highway Engineer was directed to proceed with some much needed maintenance work on the Rex-Tigard road in Washington County. If the bond issue carries there will undoubtedly be funds available for more substantial improvement on this particular stretch of road.


The State Highway Engineer was also instructed to commence paving as soon as possible on the Pacific Highway, that section known as Siskiyou grade in Jackson County, using a concrete pavement 8 feet wide with 3 foot macadam shoulders on each side, and to connect up with the Pacific Highway at the California state line, a distance of approximately 6 miles. This to be done if it were found, after consultation with the Attorney General, that it would not conflict with any of the recently enacted laws governing road construction in this state.

The State Highway Engineer was also directed to make location surveys at several points throughout the state for which petitions from various counties have been filed. He was also instructed to look over the various trunk highways constructed by the state, with a view to taking up maintenance work at an early date.

The Secretary was directed to make certified copies of the minutes of the meetings of April 17 and 29, covering the appropriation of funds to cooperate on forest roads with the Federal Government under Section 8 of the Shackleford Act and mail copies to George H. Cecil, District Forester, and Dr. L. I. Hewes, District Engineer, who represent respectively the Forest Service and Office of Public Roads and Rural Engineering of the U. S. Department of Agriculture.

The Secretary was instructed to go over the matter of finances with Secretary of State Olcott and George H. Cecil, District Forester, and endeavor to make satisfactory arrangements with all concerned for the handling of accounts coming up on the cooperative work under Section 8 of the Shackleford Act.

No further business coming up for consideration, meeting was adjourned.


Herbert Nunn
State Highway Engineer


G. Ed Ross
Secretary

MAY 7 1917

McMinnville, Oregon, May 29, 1917.

A special meeting of the State Highway Commission, sitting in joint session with the County Court of Yamhill County, was called to order at McMinnville in the County Courthouse at 11 A. M. to consider proposals for paving of a section of the Yamhill-Nestucca Highway near Sheridan. Those present were:

J. B. Dodson, County Judge	W. L. Thompson, Acting Chairman
W. S. Allen, County Commissioner	E. J. Adams, Commissioner
S. E. Cummins, County Commissioner	Herbert Nunn, State Highway Engineer
	G. Ed Ross, Secretary

A proposal from the V. R. Dennis Construction Company, McMinnville, accompanied by a certified check to the amount of \$960, was presented in person by Mr. V. R. Dennis of that company. Proposal from the Montague-O'Reilly Company of Portland, accompanied by certified check for \$1000, was presented personally by Mr. S. S. Montague, Vice-President of that company. Their proposals, which were opened and read by the secretary in an open meeting with about 10 persons present in addition to those named above, were as follows:

	Montague-O'Reilly Company	V. R. Dennis Construction Company
Grading, drainage and shoulders	5,550.20	6,209.20
Paving per specifications,		
No. 1 concrete	11,841.28	12,953.60
Paving per specifications		
No. 2 concrete	11,137.28	12,249.60
Asphaltic Concrete 5" concrete base		
1" binder and 1½" wearing surface	13,798.40	
5" concrete base 2" wearing surface	13,516.80	
Asphaltic concrete 1" binder,		
1½" wearing surface	8,096.00	
base as per item 50	3,521.25	11,617.25
Asphaltic concrete, 2" wearing		
surface	7,744.00	
base per item 50	3,521.25	11,265.25

The State Highway Engineer's estimate on the cost of grading, drainage and shoulders was \$4,167.04, and on the hard surfacing per specifications for No. 1 concrete was \$10,298.00. This estimate included engineering, supervision, inspection and a reasonable allowance for contractor's profit.

In view of the difference between the State Highway Engineer's estimate and the lowest bid submitted for the construction of the No. 1 concrete pavement, which was the only type of hard surfacing recommended for this particular stretch of road, the Commission decided to reject all bids and do this work by state force account. The Secretary was instructed to return the certified checks to the bidders. At a previous

MAY 29 1917

meeting, the Commission decided to adopt this policy whenever contractors' bids were considered excessive, and the State Highway Engineer was accordingly instructed to proceed on this work, doing as much paving as he could for the money available; viz., \$15,000. The State Highway Engineer was also instructed to postpone or defer this piece of construction at any time that he finds the employment of labor for this work will in any way interfere with the harvesting of crops or other farm work.

No further business coming before the joint meeting of County Commissioners and State Highway Commission, meeting was adjourned.

COUNTY COURT OF YAMHILL COUNTY

County Judge

County Commissioner

County Commissioner

STATE HIGHWAY COMMISSION

Acting Chairman

Commissioner

State Highway Engineer

Secretary.

MAY 29 1917

Portland, Oregon, June 5, 1917.

The Commission met at 10 A. M. in Room 1301 Yeon Building, Portland. 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 covering the meetings of April 17, April 29, May 7 and May 29 were read and approved by the Commission.

An application from J. H. Upton, Secretary, Crook County Good Roads Association, requesting assistance on a certain road up Crooked River to Suplee, was presented to the Commission and ordered placed on the table for the present.

Formal applications from the County Courts of Jackson County, Josephine County and Douglas County, requesting a reconnaissance and survey of the Pacific Highway in these counties in such a manner as to connect up all the missing links on that route from Eugene south to the California line, were presented to the Commission. The State Highway Engineer was authorized to do this at once.

An application from Judge R. W. Marsters of Douglas County, for assistance to the extent of \$2,000 on a road leading from the city limits of Roseburg to the Soldiers' Home, was presented to the Commission and the State Highway Engineer ordered to investigate this matter and make recommendation.

A petition from George H. Colter et al, from Glenada and vicinity, requesting that more investigation as to the location of the proposed highway in that vicinity be made, was presented to the Commission and ordered laid on the table.

A petition from Wasco County, also a formal application for assistance on post roads, was presented to the Commission and the engineer was directed to make an investigation of conditions in Wasco County and report his findings.

A request from R. B. Murdock that the Commission allow his expenses in connection with the work he was doing in Coos County was taken up for discussion and while the Commission went on record as not favoring this action, the Engineer was requested to take the matter up with the County Court of Coos County and make such arrangements as would produce satisfactory results on that work.

A letter from the Roseburg Sand & Gravel Company, offering to sell their plant at Roseburg to the State Highway Commission, was presented and after some discussion the Commission decided that they were not ready

JUN 5 1917

at this time to give this matter serious consideration.

A letter from Assistant Professor C. B. McCullough of the Oregon Agricultural College, suggesting cooperation between his department and the bridge department, was read to the Commission and the correspondence ordered laid on the table for the present.

An application from the County Court of Jackson County for assistance on the national forest road known as the Blue Ledge route was presented to the Commission, and on account of the date for receiving such requests having passed, the matter was laid on the table until such time as a new construction program should be considered.

Vouchers Nos. 249 to 329 inclusive were presented and ordered paid.

On motion of Mr. Adams, the following resolution was adopted by the Commission:

That the State Highway Engineer is hereby ordered to embody in all future contracts the requirement that all employees working for contractors on any work embodied in such contracts shall be protected by insurance such as is offered by the State Industrial Accident Commission.

The Secretary was directed to make the necessary arrangements between the Federal Office of Public Roads and Rural Engineering and the Secretary of State's office for the handling of funds to be expended on forest roads.

The Engineer was also directed to look into the matter of securing prison labor for road work and make such recommendations as necessary to the Commission.

Mr. Benson was requested to take up preliminary arrangements connected with the construction of post roads in cooperation with the Government officials so that prompt action might be secured by the Commission at its next meeting.

The matter of hard surfacing on the Yamhill-Nestucca Highway near Sheridan, for which proposals were opened last week, was taken up for discussion. The State Highway Engineer suggested that it was his opinion that the County Court (now that the bond issue had carried) would be willing to do the grading for the entire three miles. The Engineer was directed to take this matter up with the County Court and if the proposition for them to grade the 3 miles was agreeable, the Commission requested that the matter be placed before the Government officials with a view to securing cooperation from them on the two additional miles of paving, and the Secretary was directed to prepare such an application for the approval of the Commission.

The matter of bids for cement on the paving job was brought to the attention of the Commission and the Engineer directed to accept the proposal of the Henry Cowell Lime & Cement Company, wherein they offer to deliver 6500 barrels of cement f.o.b. Sheridan for a price of

\$2.40 gross per barrel, 40¢ to be refunded on return of the sacks.

The Engineer was also authorized to accept the proposal for the delivering of sand and gravel for use on the Sheridan paving job which he considered the most favorable.

The State Highway Engineer was authorized to purchase a Ford automobile for the work on the Siskiyou Mountains and to turn in the old Maxwell car toward the purchase of the new Ford for whatever allowance he can get. The Commission also authorized the purchase of a Ford car for M. O. Bennett, it being considered that on account of his excessive auto hire bills, this would be an economical arrangement.

On motion of Mr. Benson and upon condition that Umatilla County Court immediately prepare the grade for receiving hard surface, the Commission ordered that the first 10 miles of pavement to be laid, for which Mr. Benson has purchased all patent royalties, shall be on the highway from Pendleton east over the road leading to Walla Walla.

The Engineer was instructed to prepare plans and specifications for this paving and commence advertising at as early a date as possible.

On motion of Mr. Adams, conditioned on the County Court of Washington County immediately preparing grade for receiving pavement, it was ordered by the Commission that the next 10 miles of pavement be laid between Tigard and Newberg on what is known as the Rex-Tigard road.

On motion of Mr. Adams, the following order was entered:

BE IT RESOLVED that as soon as money becomes available under the \$6,000,000 bonding act that the grade on Ashland Hill in Jackson County be immediately constructed.

On motion of Mr. Thompson and being agreeable to the Commission, Mr. Benson was given authority to proceed at once to make arrangements for a friendly suit to determine the validity of the \$6,000,000 bond issue just voted.

On motion of Mr. Adams and ordered by the Commission, the State Highway Engineer was instructed to proceed with the preparing of the grades on the Columbia River Highway through Clatsop and Columbia Counties where it has been damaged by the elements.

The Commission authorized the receiving of bids on a 3½ mile stretch of the John Day Highway in Wheeler County to be in joint session with County Court at Fossil at 11 A. M., Tuesday, June 19.

On condition that Mr. H. J. Hilleburn, who has the contract for crushing rock in the Siskiyou Mountains would enter into a satisfactory remodelling of his contract, the State Highway Engineer was authorized to purchase a suitable crusher, opening up a new quarry, and the Secretary was instructed to confer with the Attorney General and make such additions and alterations in the present contract as would protect the State Highway Commission on this work.

JUN 5 1917

JUN 5 1917

The Engineer was instructed to make paving on Siskiyou grade 12 feet wide of concrete, with 2 foot macadam shoulders on each side.

On request of County Court of Tillamook and John O. Bozorth, acting for a delegation from Bay City, the Coast highway from Garibaldi to Tillamook City as located by State Highway Engineer was designated a post road.

No further business coming before Commission, meeting was adjourned.

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

E. J. Adams

Salem, Oregon, June 7, 1917.

A special meeting of the Commission was called to confer with the State Board of Control, which met in the State Treasurer's office at 10:30 A. M. Those present were:

James Withycombe, Governor	S. Benson, Chairman
Ben W. Olcott, Secretary of State	E. J. Adams, Eugene
Thos. B. Kay, State Treasurer	Herbert Nunn, State Highway Engr.
R. B. Joodin, Secretary	G. Ed Ross, Secretary

The question of the amount of bonds to meet Government appropriation under Chapter 175 laws of 1917 was taken up for discussion. Mr. Kay's opinion was that the voting of the \$6,000,000 bond issue did not alter conditions under which Bean-Barrett bonds could be issued. The Attorney General gave a verbal opinion practically substantiating Mr. Kay's version. The Highway Commission and Mr. Jay Bowerman, who was present, contended that Section 9 of Chapter 423 of the laws of 1917 provided for the issuing of Bean-Barrett bonds to meet all of the Government appropriation under the Federal Aid Road Act. After considerable discussion, it was decided to bring a friendly suit immediately to settle this question, and the members of the Highway Commission adjourned to the Secretary of State's office to meet a delegation of five from Lafayette, Yamhill County, headed by Representative Lunger.

This delegation requested that the Commission have the State Highway Engineer investigate the routing of the West Side Highway in the vicinity of Lafayette to determine which was the most feasible route before action was taken toward the designating of a route. The Commission stated they would have the matter thoroughly investigated before definite action was taken.

The State Highway Engineer was directed to take care of much needed maintenance work on a short stretch of the Pacific Highway out of Glendale, which was constructed by the Department last year.

No further Business coming up, the meeting was adjourned.

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

E. J. Adams

Portland, Oregon, June 12, 1917.

The State Highway Commission met in Portland, Room 1301 Yeon Building, at 10 A. M. Those present were:

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

Mr. Adams was notified at his home address, but could not be located in time for the meeting.

Delegations from Douglas County, Deschutes, Lane, Columbia, Clatsop, Josephine and Washington Counties appeared before the Commission in the interests of road work in their respective localities. Owing to the fact that the amount of money available for work could not be definitely known until after the decision of the Supreme Court, now pending on the Bean-Barrett bond matter, no definite program could be outlined, and therefore no definite statement to the various delegations could be made at this time.

A map showing the system of state highways adopted by the Commission was formally filed with the Office of Public Roads and Rural Engineering through its Portland office.

The Secretary was instructed to bring before the Commission at its next meeting the application of Josephine County for assistance on the forest road leading from Grants Pass as far south as the state line on the Grants Pass to Crescent City route.

An order entered by the Commission at a special meeting on April 17, and which is recorded in minute book on page 247 Volume II, on motion of Mr. Thompson, was amended to read as follows:

BE IT ORDERED that the State Highway Engineer, in making up specifications for the season's construction program, include a statement requiring all bids on contract work to be

personally submitted by the bidder or his duly authorized agent in open meeting at the time and the place bids are to be received, and that the State Highway Engineer or his duly authorized deputy and at least one of the members of the State Highway Commission and the County Court of the county in which the work is to be done sit in joint session for the reception and consideration of such bids and that they all be opened and read in the presence of those sitting in joint session and all contractors or their representatives submitting proposals, and any others who may be interested.

Vouchers Nos. 330 to 359 were approved for payment.

No further business coming before Commission, meeting was adjourned.

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

Portland, Oregon, June 27, 1917.

State Highway Commission met at 9:30 in the office of S. Benson, 1301 Yeon Building. Those present were:

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

Minutes of the meetings of June 5, 7 and 12 were read and approved.

The following allotments were made by the Commission to be met by funds from the quarter mill road fund tax:

On motion of Mr. Thompson and being agreeable to other members of the Commission, \$17,000 was set aside for placing cinders on that portion of the Dailles-California Highway constructed last season between Bend and La Pine. Also \$15,000 be allotted for construction on the post road between Fort Rock and Lakeview.

On motion of Mr. Adams, \$5,000 was allotted for work on the Pacific Highway in Lane County between Divide and the south county line. Messrs. Adams and Thompson voted "Yes"; Mr. Benson, "No."

On request of Judge Marsters of Roseburg, the matter of appropriating \$2,000 toward the hard surfacing in conjunction with the city

and county authorities on the road leading out of Roseburg to the Soldiers' Home was presented to the Commission. After some discussion, Messrs. Thompson and Adams voted in favor of this appropriation, Mr. Benson voting "No", and the appropriation was accordingly ordered made.

On condition that the Gilliam County Court spend \$5,000 on the grading of that stretch of the John Day Highway between Thirty Mile Creek and Mayville, the Commission agreed to appropriate \$15,000 toward macadamizing three miles of the John Day route recently constructed by the county immediately south of Condon.

The following allotments were made by the Commission to be met by the sale of Bean-Barrett bonds, the work to be on a cooperative basis with the Federal Government under the terms and conditions of the Federal Aid Road Act, they to meet the state's appropriation dollar for dollar.

On motion of Mr. Benson and being agreeable to the other members of the Commission, and on condition that \$200,000 be allotted for work on the Pacific Highway by Douglas County, \$75,000 was set aside for construction work in Douglas County on the Pacific Highway the present year and \$25,000 additional will be set aside during the year 1918 for construction work and a request made to the Federal department that they match the state's appropriation with a like sum covering the two year period on a cooperative basis as provided under the terms of the Federal Aid Road Act.

Upon request of the Commission, the State Highway Engineer submitted an estimate of cost for the reducing of grades on approximately 17 miles of the Pacific Highway in Josephine County, including the Sexton Mountain, the Wolf Creek Hill and the Glendale Hill districts. This estimate was \$97,000. The Commission instructed the engineer to make a carefully revised estimate to cover this improvement on basis of 20 foot roadway and prepare project statement for submission to Federal authorities as a cooperative project, the cost to be divided evenly between state and Government.

On motion of Mr. Adams and agreeable to the other members of the Commission, \$17,000 was appropriated for the macadamizing of that portion of Cummings Hill for which a contract was let a few days ago, approximating $3\frac{1}{2}$ miles.

The following appropriations were to be met by bonds issued under Chapter 423 of the Laws of 1917, known as the \$6,000,000 bonding act:

On motion of Mr. Adams, agreeable to the other Commissioners, \$500,000 was set aside to prepare the Columbia River Highway from The Dailles to Astoria for the receiving of hard surface. (Note: That portion of this amount which is to be spent in Wasco County will be paid for from funds available for the use of the Commission other than the \$6,000,000 bonding fund.)

On motion of Mr. Benson and being agreeable to the other members of the Commission, the State Highway Engineer was instructed to prepare at as early a date as possible specifications and plans for the hard surfacing of the West Side Highway from the Multnomah County line to Newberg in Washington and Yamhill Counties, also in Columbia County for the hard surfacing of the Columbia River Highway from the Multnomah County line to Scappoose and also of the Columbia River Highway in Clatsop County from the city limits of Astoria to Svensen.

On motion of Mr. Adams and being agreeable to the other members of the Commission and on the statement of a delegation from Sheridan which was present that they would prepare the roadbed for receiving the hard surface without expense to the state, the State Highway Engineer was directed to prepare plans and specifications and advertise for proposals for an additional mile of similar paving on the project now under way near Sheridan on the Yamhill-Nestucca Highway, making approximately 4 miles altogether.

The Commission also directed the State Highway Engineer to prepare plans and specifications for the hard surfacing of five miles on the Pacific Highway in Marion County, starting at the Clackamas-Marion County line and running south into Marion County.

The Commission also directed the State Highway Engineer to prepare plans and specifications for the hard surfacing of five miles on the Pacific Highway in Clackamas County, starting at the Clackamas-Marion County line and running north into Clackamas County.

On motion of Mr. Thompson and on statement of Judge Gunning that about \$10,000 would be sufficient to gravel $4\frac{1}{2}$ miles of the Columbia River Highway from The Dalles east, the Commission allotted this amount for that work and directed the State Highway Engineer to proceed at an early date. The fund from which this allotment is to come will be decided on at a later date.

Several representatives of financial companies interested in the bonds to be issued by the Highway Department appeared before the Commission and were given a hearing.

The matter of locating the Columbia River Highway over Seven Mile Hill in Wasco County on a 7% grade was discussed, but no definite action was taken at this time pending further investigation. It was reported that to make a 5% grade the distance would be lengthened about two miles.

Judge Gunning of Wasco County requested that the county be allowed to let contracts for the work on that section of the Dalles-California Highway from The Dalles to Jefferson County line to the extent of \$135,000 immediately, and that the state cooperate with the Government to secure additional Federal aid at a later date. This action was considered advisable by the Commission and was so ordered.

On petition of Umatilla County, it was ordered that one-half their cost of surveys made in Umatilla County on state roads the past year for which the county had paid be refunded to the county court.

The Commission also went on record as favoring a maximum of 7% grade in some localities where it appeared unwise and costly to attempt to hold to a minimum 5% grade and to allow the construction of a minimum of 16 ft. roadway in such places as conditions would make the cost of a wider roadbed unwise.

The matter of locating the Pacific Highway through or in the vicinity of Riddle came up for discussion between the Commission and the County Court. The Commission suggested that the decision as to location of this portion of the Pacific Highway be left entirely to the County Court. The Court, however, did not wish to act and referred the matter back to the Commission, and the definite location at this particular place was left open until a later date, when the situation can be studied on the ground by the Commission.

The Commission also decided that inasmuch as Douglas County desired the State Highway Engineer to supervise the expenditure of their funds, that the projects on which the county funds were used should be kept separate from those projects on which the state and Government cooperate. The County to secure all right of way.

Mr. O. F. M. Goss of the West Coast Lumbermen's Association appeared before the Commission, urging them to use more timber in bridge construction throughout the state and presented them with drawings of several such structures. He also advocated a certain wood paving which he wished the Commission to experiment on. No definite action was taken on either matter.

A large delegation from Newberg, St. Paul and Hubbard appeared before the Commission, requesting assistance on the highway from Newberg across the river connecting up with the Pacific Highway. Commission decided that it would be poor policy to attempt to improve local roads and so informed the delegation.

The County Court of Yamhill County presented an invitation to the Commission to be present on June 30 at the opening of that portion of the Yamhill-Nestucca Highway known as the Sourgrass section. It being necessary for the Commission to be present in Ferreton to receive proposals for hard surfacing, they could not accept this invitation.

On motion of Mr. Benson, and agreeable to the other members, the State Highway Engineer was instructed to insert in the back portion of his specifications as addenda, copies of any patented paving specifications submitted to the State Highway Commission; that all such specifications submitted are to be approved as to engineering features only and not to be considered a part of the standard specifications adopted by the State Highway Commission.

It was further ordered that the State Highway Engineer be instructed to insert a bid item in the blank proposal for each of said proposals on said patented pavement specifications submitted.

Mr. F. J. Miller of the Public Service Commission appeared before the State Highway Commission assuring them of the desire of the Public Service Commission to work harmoniously with the State Highway Department in the elimination of grade crossings and the reduction of risks to travellers both by automobile and on trains. He stated that if the railroad companies would not cooperate with the State Highway Commission in the matter of eliminating grade crossings and the matter is brought to the attention of the Public Service Commission that they would immediately institute a case themselves and pro rate the cost as seemed equitable to the county and the railroad.

Matter of extension of time on the contract between the State Highway Commission and H. J. Hildeburn for work in the Siskiyou Mountains and the granting to him of certain concessions on condition that he release the Commission from any liability for damage which he might have against them, was presented and the State Highway Engineer directed to enter into such an agreement.

The matter of purchasing a blue print machine for the State Highway Department was discussed somewhat and the Commission decided not to make such a purchase at this time.

The State Highway Engineer was directed to prepare plans and specifications for the bridges on the Columbia River Highway in Columbia and Clatsop Counties at once, proposals to call for both wood and concrete construction, the type to be definitely decided upon when proposals are opened.

Dr. O. Kindom of Portland appeared before the Commission in the interest of new road construction and gave several exhibitions demonstrating his proposed plans.

Vouchers Nos. 360 to 396 were ordered paid.

On motion, meeting was adjourned.

Herbert Nunn
State Highway Engineer

L. Ed Ross
Secretary

S. Benson
Chairman

W. L. Thompson
Commissioner

E. J. Adams
Commissioner

Pendleton, Oregon, June 29, 1917.

State Highway Commission met in joint session with the County Court of Umatilla County in Pendleton, at 11 A. M. Those present were:

C. H. Marsh, County Judge	S. Benson, Chairman
H. M. Cockburn, County Commissioner	W. L. Thompson, Commissioner
B. E. Anderson, County Commissioner	E. J. Adams, Commissioner
	Herbert Nunn, State Highway Engineer

Four bids were presented which the State Highway Engineer was directed to open and read in the presence of the members of the joint session and the representatives of the contractors who were present. A motion was then made to adjourn until 1:30 for the tabulation of these proposals. At 1:30 the session reconvened with those above mentioned present, and the State Highway Engineer again read the bids as tabulated, which were as follows:

Montague-O'Reilly Company
By S. S. Montague
Certified Check - \$7,500.00

70398 sq. yds. 2" wearing surface Asphaltic	@ 1.33	93,629.34
105600 lin. ft. shoulders	@ .05	5,280.00
400 cu. yds. filler	@ .95	380.00
12100 cu. yds. broken stone	@ 2.00	24,200.00
Total bid		\$123,489.34

Asphaltic Concrete - 2 1/2" surface		
70398 sq. yds.	@ 1.39	97,853.22
105600 lin. ft. shoulders	@ .05	5,280.00
400 cu. yds. filler	@ .95	380.00
12100 cu. yds. stone	@ 2.00	24,200.00
		\$127,713.22

Warren Construction Company
By E. M. Reis, Att'y
Surety Bond - \$8,000.00
One enclosure

Standard Bitulithic		
70,398 sq. yds.	@ 1.29	90,813.42
105600 lin. ft. shoulders	@ .05	5,280.00
400 cu. yd. binder	@ 1.00	400.00
12100 cu. yd. broken stone	@ 1.87	22,627.00
		\$119,120.42

United Contracting Company
By A. J. Welton
Certified check - \$6,500.00
Asphaltic Concrete - 2" surface

JUN 27 1917

JUN 29 1917

70398 sq. yd. wearing surface	@ 1.30	91,517.40
105600 lin. ft. shoulders	@ .06	6,336.00
400 cu. yd. binder	@ .80	320.00
12100 cu. yd. broken stone	@ 1.92	23,232.00
		<u>\$121,405.40</u>

Asphaltic Concrete #2 - 2 $\frac{1}{2}$ " surface		
70398 sq. yd. wearing surface	@ 1.37	96,445.26
105600 lin. ft. shoulders	@ .06	6,336.00
400 cu. yd. binder	@ .80	320.00
12100 cu. yd. broken stone	@ 1.92	23,232.00
		<u>\$126,333.26</u>

Bitulithic (Specifications enclosed)		
70398 sq. yd. wearing surface	@ 1.34	94,333.32
105600 lin. ft. shoulders	@ .06	6,336.00
400 cu. yd. binder	@ .80	320.00
12100 cu. yd. broken stone	@ 1.92	23,232.00
		<u>\$124,221.32</u>

Oskar Huber

By E. J. Currigan

Certified check - \$7,500.00

Asphaltic Concrete - 2" surface		
70398 sq. yd. wearing surface	@ 1.27	89,405.46
105600 lin. ft. shoulders	@ .05 $\frac{1}{2}$	5,808.00
400 cu. yd. binder	@ .95	380.00
12100 cu. yd. broken stone	@ 2.10	25,410.00
		<u>\$121,003.46</u>

Standard Bitulithic		
70398 sq. yd. wearing surface	@ 1.31	92,221.38
105600 lin. ft. shoulders	@ .05 $\frac{1}{2}$	5,808.00
400 cu. yd. binder	@ .95	380.00
12100 cu. yd. broken stone	@ 2.10	25,410.00
		<u>\$123,819.38</u>

Summary

Total

Bitulithic 2" surface	
Warren Construction Company	119,120.42
Oskar Huber	123,819.38
United Contracting Company	124,221.32
2" Asphaltic Concrete	
Oskar Huber	121,003.46
United Contracting Company	121,405.40
Montague-O'Reilly Company	123,489.34
2 $\frac{1}{2}$ " Asphaltic Concrete	
United Contracting Company	126,333.26
Montague-O'Reilly Company	127,713.22

Bitulithic	Warren Construction Company	Low Bid
Asphaltic Concrete 2"	Oskar Huber	119,120.42
"	"	121,003.46
"	2 $\frac{1}{2}$ " United Contracting Company	126,333.26

Additional yardage for 16 ft. pavement for 4 miles based on low bid

15,862.34
119,120.42
134,982.76

Reduction of shoulder, \$1600.00

Per mile \$9926, based on 10 ft. pavement

On motion of Mr. Adams, seconded by Mr. Thompson and agreeable to all members of joint session, the contract was awarded to the Warren Construction Company, whose bid for standard bitulithic pavement was the lowest submitted.

On motion by Mr. Thompson, the Commission ordered that specifications and advertisement be prepared for proposals for pavement at as early a date as possible in Clatsop and Columbia Counties and what is known as the Rex-Tigard road in Washington and Yamhill Counties, and also in Marion and Clackamas Counties.

The following resolution offered by Mr. Adams was adopted unanimously by the Commission:

WHEREAS the Warren Construction Company agreed to enter into a contract to maintain the road which they have this day contracted to hard surface in Umatilla County, for the 6th, 7th, 8th, 9th and 10th years or any part thereof at a cost of 2¢ per square yard per year,

THEREFORE, BE IT RESOLVED that the offer of the Warren Construction Company be and the same is hereby accepted and the State Highway Engineer is hereby instructed to prepare and cause to be executed a contract and bond to that effect, approved as to form by the Attorney General and submitted to the State Highway Commission for their approval at a subsequent meeting.

The Commission also ordered that specifications, plans and advertisement be prepared at as early a date as possible for all construction work that has been ordered on the Columbia River Highway, and also the Pacific Highway and that plans be also prepared later in the season for the work necessary on the John Day Highway, Grant County, which can be handled to advantage in the winter time.

The matter of handling the work on the Columbia River Highway from Hood River to the County line and to Mosier in Wasco County, comprising a distance of approximately 3 $\frac{1}{2}$ miles, was discussed somewhat and the Commission signified its desire to pay for this work from funds other than those available through the \$6,000,000 bond issue and letting contract for this work with the balance of work to be done on the Columbia River Highway, but no definite conclusion was reached.

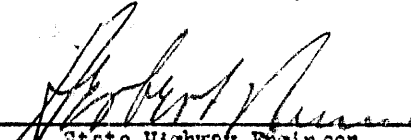

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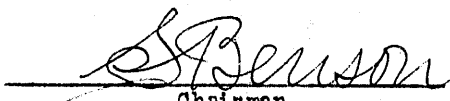
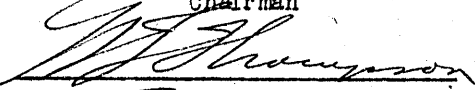
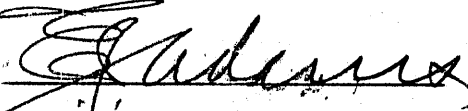
The matter of receiving proposals and letting contract for the paving job in Umatilla County having been disposed of, the State Highway Commission then gave a hearing to the County Court of Union County.

The County Court requested that the State Highway Commission establish as a post road in the system of state highways a route leading from La Grande on the Cove road east a distance of 6 miles, thence south to Hot Lake, thence to Union, thence to Telocaset and thence to North Powder near the Union-Baker line, all of which route should follow the existing roads as closely as is consistent with good location. After some discussion, the Commission acted favorably on these two matters and the State Highway Engineer was directed to make a definite location.

The County Courts of Union and Umatilla Counties agreed with the Commission to expend in the next two years the amount which they had previously agreed to spend for the next five-year period on the road from Pendleton to La Grande. District Engineer M. O. Bennett was instructed to immediately prepare specifications for the receiving of alternate proposals on each side of the mountain on this route.

No further business coming up, on motion Commission adjourned.


State Highway Engineer

Secretary


Chairman



Fossil, Oregon, June 19, 1917.

The Commission met at 11:00 A. M. in joint session with the Wheeler County Court at Fossil, Oregon. Those present were:

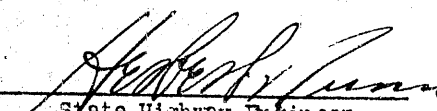
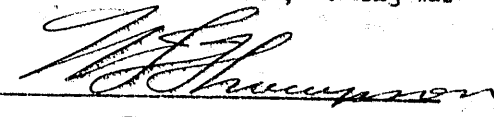
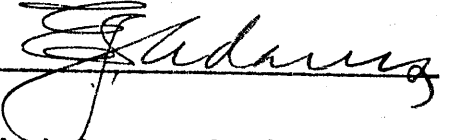
Henry D. Keyes, County Judge	W. L. Thompson, Commissioner
Mike Dukek, County Commissioner	E. J. Adams, Commissioner
R. E. Wright, County Commissioner	Herbert Nunn, State Highway Engineer

Mr. Thompson acted as chairman and there being but one proposal submitted for construction on the John Day Highway, that section known as Cummins Hill grade, the State Highway Engineer was ordered to open and read it. The proposal was from the Elliott Contracting Company of Portland, and being considered a reasonable bid, after some discussion, was accepted and they were ordered to proceed with the work as soon as a suitable bond was executed.

0531

269

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


State Highway Engineer



Portland, Oregon, July 10, 1917.

The State Highway Commission met at 9:00 o'clock in Mr. Benson's office, 1301 Yeam Building, those present being:

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

Ex-Senator Fulton read a letter to the Commission from B. H. Looney of Jefferson in Marion County, making certain suggestions in connection with the permanent location of the Pacific Highway. The suggested route will be visited by the Commission as soon as it is possible for them to do so.

The State Highway Engineer submitted estimates to the Commission for the grading on the Columbia River Highway from Astoria to the west Multnomah County line, and from the east Multnomah County line to the west Wasco County line, as follows:

Grading the John Day Section	\$19,197
Bridge	17,000
3 bridges, Big Creek, Little Creek, Flympton Creek	8,000
Total for Clatsop County	\$44,197

11 bridges Beaver Creek Section (concrete)	46,000
Goble Section, 1.8 miles	61,040
2 bridges, Tide Creek, Goble Creek	5,500
Rainier Hill, for widening grade	15,455
Total for Columbia County	127,995

Total for Columbia and Clatsop Counties 172,192

Hood River County, Cascade Locks Section, 8.2 mi.	122,290
Viento Section, to Mitchell Point Tunnel, 3.6 mi.	94,246
Ruthon Hill section, 2 miles	54,109
Total for Hood River County	270,645

Total for Clatsop, Columbia and Hood River Counties 442,837

JUL 10 1917

JUN 29 1917

This contemplates a roadbed 24 feet in width and the Engineer was directed to issue advertisements for the construction of this work at as early a date as possible. He was instructed in this connection to make a re-survey from the city of Hood River to Mosier in Wasco County and revise his estimate. This, Mr. Kunn stated, would require probably one month.

The State Highway Engineer was directed to proceed at once to macadamize 3 miles of the Siskiyou Mountain grade of the Pacific Highway 8 feet in width along the edge of the concrete pavement which is now there.

On condition that Clackamas County will make available at once \$15,000 for grading work between Canemah and New Era in Clackamas County, and on the further condition that they will enter into a contract with the State Highway Commission guaranteeing to furnish sufficient county money next year to complete the construction of this stretch of road, which is estimated to cost altogether \$66,035, the Commission appropriated \$15,000 state money, to be taken from the quarter mill tax levy for this purpose, and directed the State Highway Engineer to immediately prepare plans and specifications and to advertise for the receiving of proposals on as much of this work as there is money available this year to pay for.

Vouchers Nos. 397 to 405 were presented and ordered paid by the Commission.

The Commission designated the salary of its Secretary to be \$175 per month, effective July 1.

The question of definitely locating and constructing a road between La Pine and Klamath Falls was taken up for discussion, and the engineer was instructed to make a reconnaissance as to which was the proper route to select.

The State Highway Engineer was instructed, in connection with his paving advertisements, to call for bids for maintenance for a period covering the first five years after completion, and also a separate proposal for the maintaining of roads the second five years; that is, for the sixth, seventh, eighth, ninth and tenth years.

The standard width to be considered for paving, unless the Commission rules otherwise, is 12 ft. of surfacing with 2 ft. shoulders on each side.

The following resolution was unanimously adopted by the Commission:

BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, meeting in regular session in the City of Portland this 10th day of July, 1917, that the Board of Control of the

State of Oregon be and is hereby requested to issue and dispose of bonds for road purposes as provided in Section two of Chapter 175 of the laws of 1917 to the amount of Four Hundred Thousand and no/100 dollars (\$400,000.00) and that the funds secured therefrom be placed at the disposal of the State Highway Commission at as early a date as possible.

On motion of Mr. Benson and being agreeable to the other members of the Commission, the following resolution was passed unanimously.

WHEREAS, Under Chapter 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 1917 in a sum not exceeding One 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 Six Hundred Thousand Dollars 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 bond in conformity with the requirements of such statute, which has been and is hereby ratified and adopted; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act, and whereas, such bonds are required to be paid one-20th 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 session regularly assembled, with all Commissioners present:

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

(b) That sealed bids for such sale be requested and received at the office of the Secretary of this Commission, at Salem, Oregon, up to and including eleven o'clock A. M. of the 7th day of August, 1917, and that said bids shall be opened by the Commission at its office at Salem, Oregon, at a meeting to be held at said place at the hour of eleven o'clock A. M. of the 7th day of August, 1917;

(c) That notice of such sale be given by the Secretary of this Commission by a publication thereof for one issue in the following publications: "Pacific Banker", Published at Seattle and Portland, and "The Bond Buyer", published in New York City;

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of 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 October 1st, 1922. 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; that at the option of the purchaser any part or all of the bonds will either be issued as a registered bond as provided in such act or issued payable to bearer.

(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 August 1, 1917, 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 August 1st, 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 within fourteen days from August 7, 1917.

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

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

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

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

Commission decided to inspect the Pacific Highway on the West side from Multnomah County line to south Polk County line on July 11th to view in person disputed locations.

The Engineer was directed to make a survey for Marion County from Woodburn to Mt. Angel, when he found it convenient for his force to attend to this, there being no immediate hurry.

The State Highway Engineer was directed to immediately prepare plans and specifications for the rocking of all of that portion of the Columbia River Highway in Columbia County and Clatsop County which is not now rocked, the surface to be standard width of 16 feet. The funds to pay for this to be from the quarter mill tax levy.

Dr. L. I. Hewes, George H. Cecil and B. J. Finch appeared before the Commission and gave verbally a general outline of the present status of the Government work in which the state is co-operating both forest and post road.

Ex-Senator Chas. W. Fulton appeared before the Commission, representing Tillamook County Court. He stated that Tillamook County Court, realizing that the State Highway Commission undoubtedly would not have sufficient funds this year to pave 20 miles south of Tillamook City on the Yamhill-Nestucca Highway, would advance funds necessary

to meet this improvement, they to be reimbursed as early in 1918 as money became available for this purpose. The County Court had understood that the Commission undoubtedly would not allow to exceed \$10,000 per mile for paving on the Yamhill-Nestucca Highway, and in view of the fact that they desired a greater width than the state Highway Department standard, they proposed that the state allow them to pave according to their own ideas as to width, under specifications and plans prepared by the State Highway Engineer and under his supervision, with the distinct understanding that regardless of the cost of such paving, the State was to reimburse the county not to exceed \$10,000 per mile of paving actually laid. The entire work to be handled by the State Highway Engineer in the usual manner, with all the requirements demanded of other state work and estimates and other accounts to be made up in such form as may be acceptable to Secretary of State when reimbursement is requested. The Commission, after some deliberation, decided favorably on this proposition as outlined, and accordingly the State Highway Engineer was directed to confer with the County Court of Tillamook County and prepare plans and specifications for such pavements and such widths as they desired to recommend.

Mr. Harvey, Commissioner of Columbia County, appeared before the Commission, requesting information as to which routing on the Columbia River Highway from Seappoose to a point below St. Helens would be improved. The Commission was not ready at this time to make a definite answer.

Delegations from Morrow, Gilliam, Sherman and Umatilla Counties appeared before the Commission and were given hearings, setting forth the needs of their respective communities. C. C. Clark of Arlington spokesman for a delegation of 21, left resolutions which they had adopted with the Commission, which were ordered placed on file.

Mr. H. Hirschberg and Dr. Butler of Independence appeared before the Commission, regarding certain routes in Polk County. The Commission intend to look this matter over on the ground on the 11th instant.

Mr. Miller of Portland invited the Commission to a banquet at Lebanon at the earliest possible date.

Mr. Baldwin, representative of the Union Roller Men, requested that the Commission formally recognize the Union and use only Union men on the state work. The Commission informed Mr. Baldwin that they are now paying Union wages and observing Union hours and conditions on the little force account work that is in progress, but they did not feel that it would be wise under these conditions to take further action than that.

No further business coming up, meeting adjourned.

.....
 State Highway Engineer.

 Secretary

.....
 Chairman

Portland, Oregon,
 July 20, 1917.

Meeting of the State Highway Commission was held at 10 o'clock A. M. in Mr. Benson's office. 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 of meeting of June 19, 27, 29 and July 10 were approved.

An opinion from the Attorney General on the merit of the five-year guarantee of workmanship and material bond, and a ten-year maintenance bond was read and ordered placed on file.

Request of Lane County for a survey of the Willamette Highway was placed on the table for the present.

Union County made recommendation to the Commission of five projects to be designated as post or forest roads. In view of the fact that there was not sufficient funds to take care of construction on the roads designated by the Commission as post and forest roads, it was deemed advisable at this time to not designate any new state highways until such time as it could be more definitely learned how far present funds would go.

Judge Bushey of Marion County requested that the State Highway Department supervise and inspect the work on the construction of the Marion-Polk County bridge at the state's expense. The Commission was not favorable to this action; however, was willing that the State Highway organization should do the superintendence and inspection work if the county was willing to pay for it.

A letter from Governor Withycombe, requesting that the Commission so arrange their construction program that it might not seriously interfere with the shipbuilding and agricultural industries of the state, was read and the Commission was fully in accord with the spirit of the letter and ordered the Secretary so notify the Governor.

A letter from Judge D. B. Reasoner of Washington County, requesting the Commission to pave from Multnomah County line to Hillsboro, was read and owing to lack of funds at this time the matter laid on the table for the present.

A communication from Judge Kirkpatrick of Polk County, requesting a decision as to the location of the Pacific Highway on the west side of the Willamette River, in order to determine the action of the Polk County Court, regarding the route from Independence to Corvallis, was read to the Commission. After some discussion, the Commission unanimously entered the following order:

WHEREAS, the first few miles of the road leading out of Independence toward Corvallis is now macadamized, and

WHEREAS, if the new location desired by the County Court and citizens of Independence is accepted by The State Highway Commission, the benefit of this macadamized section will be lost and the State would be required to replace at a considerable extra cost in the event of hardsurfacing,

BE IT THEREFORE RESOLVED, that on condition the County Court of Polk County will rock as much of the newly located section of the Corvallis-Independence route as is now rocked on the existing route, that this road will be designated as a link in the West section of the Pacific Highway, and

BE IT FURTHER ORDERED, That on condition that the various counties thru which it passes will take out the kinks and straighten and properly grade, according to State Highway Engineer's standards, the route from McMinnville to Independence via Sheridan, Ballston and Dallas, that it will be duly designated as a link in the West Side Section of the Pacific Highway.

Vouchers Nos. 486 to 533 were approved for payment by the Commission.

In the matter of appropriation for Soldiers Home at Roseburg, it was considered advisable by the Commission to let this matter rest until they had an opportunity to visit that locality.

At 11 o'clock, proposals were received for grading and paving several sections of the state highways. These were opened and read before the Commission, a representative of each contractor, and others interested. The Commission announced that these bids would be tabulated and results announced at 4 o'clock. The tabulation of the proposals received was announced as follows:

REX TIGARD ROAD - WASHINGTON-YAMHILL COUNTIES

Summary of Bids

Contractor	Grading	Standard Bitulithic-Z	Type-C	Type-F	Hassam-6	10 Year Maintenance
Oskar Huber	43593.00	211023.36	214262.97	220742.19		10798.70
Montague O'Reilly	46782.50		218843.23	225322.45		10798.70
Ore Hassam Co	50381.00		216492.71		278045.30	11878.57
" " "	50366.00	212173.23				11878.57
Warren Constr Co	44201.00	212687.10				10798.70

PACIFIC HIGHWAY - CLACKAMAS-MARION COUNTIES Summary of Bids.

Contractor	Grading	Standard Bitulithic-Z	Type-C	Type-F	10Year Maintenance
Ore Eng & Constr Co				132812.00	7040.00
Montague O'Reilly Co			134520.00	138744.00	7040.00
Oskar Huber		130540.00	132652.00	136876.00	7040.00
Oregon Hassam Co		128210.00	131026.00		7744.00
Warren Constr Co		129571.60			7040.00

SISKIYOU MT. - JACKSON COUNTY

H.J.Hildeburn 300.00 67105.90

COLUMBIA RIVER HIGHWAY - CLATSOP COUNTY

Type-B

Arenz Constr Co	22307.90	130842.20			6336.00
Warren Constr Co	22454.50	126972.00			6336.00
Montague O'R Co	21318.90		128910.90	131445.30	6336.00 170728.50
Oskar Huber	22356.50	129616.80	132151.20		6336.00

Warren Construction Company submitted a bid of \$155,762.50 on new macadam base. This being the lowest proposal received on grading, paving and maintaining the pavement on that section of the Columbia River Highway from Astoria to Svensen, they were awarded the contract on the terms submitted to be completed 150 days from date of contract.

Oskar Huber submitted a bid of \$265,415.06 on crushed rock base. This being the lowest proposal received on grading, paving and maintaining the pavement on that section of the West Side Highway, known as the Rex-Tigard section, he was awarded the contract on the terms submitted, to be completed 150 days from date of contract.

Oregon Hassam Paving Company submitted a bid of \$135,954 on crushed rock base. This being the lowest proposal received on grading, paving and maintaining the pavement on the Clackamas-Marion County section of the Pacific Highway, they were awarded the contract on the terms submitted, to be completed 90 days from date of contract.

The proposal by H. J. Hildeburn, for concrete paving on the Siskiyou Mountain section, was considered excessive, and on recommendation of the Highway Engineer, was rejected. The State Highway Engineer was instructed to proceed on a force account basis to macadamize 16 feet wide, that section of the Pacific Highway from the California line into Oregon to connect up with the paving that was done previously.

All the above paving is to be of the standard bitulithic type. The Engineer was ordered to immediately draw up suitable forms of contract to be entered into between the contractor and the State Highway Department for the faithful performance of this work.

On motion of Mr. Adams, all certified checks were ordered returned to the unsuccessful bidders and also the bonds offered in place of certified check by Warren Construction Company.

The Commission took up the matter of securing a suitable bond to insure the proper maintenance of the paving that is now being laid, and unanimously agreed that it would be to the advantage of the Commission and the State of Oregon to require a suitable five-year guarantee of workmanship and material to form a portion of the regular contract entered into at the time of construction of the work, and in addition to this that a regular maintenance guarantee bond covering a period of ten years be required of the contractor, this to be under a separate contract covering maintenance of the work performed. The State Highway Engineer was accordingly directed to have executed such agreements as necessary to carry out this policy.

Judge W. D. Barnes and Commissioner L. E. Smith called on the Commission to learn just what was desired in connection with the expenditure of \$17,000 for cindering the roadbed south of Bend. They were advised to furnish sufficient data immediately to make it possible for the Highway Engineer to advertise for the handling of this work, it being the recommendation of the Department that the cinders be placed on the roadbed in a dry state and when the fall rains come, they were to be rolled and compacted.

Judge W. H. Malone and A. J. Anderson appeared before the Commission requesting that Benton County be given some paving. They preferred that the section north of Corvallis be designated by the Commission. It was explained that owing to lack of funds this year, it seemed impossible to pave ten miles in Benton County, but the Commission promised to take under consideration the paving of five miles in Benton County and five miles in Lane County running each way over the Benton-Lane County line on the Pacific Highway passing thru Junction City and Monroe. The Commission could not promise definitely that they would pave north of Corvallis next season, but did promise to take the matter under advisement and to do the best they could for Benton County in this matter.

Mr. Fulton of Wasco County desired certain improvement in the Columbia River Highway. No action was taken on this matter at this time.

Messrs. Bert R. Greer of Ashland and S. S. Smith of Medford presented to the Commission a very strong plea for paving the section from the California line on the Pacific Highway into the State of Oregon $6\frac{1}{2}$ miles, rather than simply putting down macadam, as was being considered by the Commission. They were informed that the rocking was preliminary to hard surfacing and it was the opinion of the Commission that it might be impossible to furnish the paving this year and in that event it was preferable to macadamize the section and make it passable for winter traffic and at a later date to pave.

A. King Wilson of Oswego and M. L. Lee of Canby appeared before the Commission requesting that certain improvement work near Oswego be started at once. This matter was taken under advisement, no definite action being taken at this time.

Mr. J. L. Johnson of Newport and William Wakefield of Little Elk, both in Lincoln County, appeared before the Commission, requesting the State to do some work on the Pioneer Mountain route from Corvallis to Newport. They were especially interested in one mile near Newport, which is in very bad condition at present and which they state could be put in good condition for the sum of \$2000. The State Highway Engineer was accordingly directed to advertise for the receiving of proposals on the improving of this work on which it was understood the State Highway Commission would not obligate itself to spend to exceed \$2000.

Mr. W. S. Allen, Commissioner of Yamhill County, appeared before the Commission in regard to the grade of Rex Hill and was informed by the Commission that that grade must be reduced somewhat, possibly to about 62%. They did not, however, wish to unduly burden the County Court in the construction of this grade.

The County Court of Clatsop County appeared before the Commission, requesting that instead of rocking the entire Columbia River Highway in Clatsop County, as was the present plan, that the Commission pave as far as the estimated cost of rocking would permit. This action was not considered advisable by the Commission at this time.

No further business coming before Commission, meeting was adjourned.

Herbert Nunn
State Highway Engineer

G. Ed Ross
Secretary

S. Benson
Chairman

W. L. Thompson

E. J. Adams

Portland, Oregon, July 30, 1917.

State Highway Commission met in Mr. Benson's office, 1301 Yeon Building, at 9:30 A. M. Those present were:

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

Minutes of July 20th were read and approved.

On request of the County Court of Clatsop County, the Automobile Association, several other associations and representative business firms, the matter of increasing the width of the proposed pavement in Clatsop County from Svensen to Astoria, in Washington and Yamhill Counties on the Pacific Highway from Multnomah County line to Newberg, and in Clackamas and Marion Counties at the Clackamas-Marion County line running into each county five miles, was taken up and given a thorough discussion from all

angles, with the final conclusion that owing to the heavy traffic on these three sections it was considered advisable to order the increased width, and the Engineer was therefore ordered to instruct contractors to pave these sections a width of 16 feet with such shoulders as he considered necessary.

Vouchers Nos. 534 to 561 were presented and ordered paid by the Commission.

Some discussion was given to the question of salaries for the employees of the department. In view of the fact that a number of engineers have been induced to leave the department on account of better salaries on the outside, the Commission recommended that Mr. M. O. Bennett's salary be made \$175.00 per month, and that the State Highway Engineer use his discretion in any other promotions that he desired to make.

The following resolution was unanimously passed:

BE IT RESOLVED, that upon condition that Lane County complete the section of Eugene-Florence road lying between the present contract let by the county and the Portage on the North Fork of the Siuslaw and build the bridge across the North Fork at the Portage, it is hereby ordered that the sum of Five Thousand (\$5000) dollars be released and paid to the County of Lane from the cooperative funds appropriated for the Eugene-Florence section of the Oregon Central Highway, and such construction work accepted as \$5000 contributed to such fund by the said county, being counted as part of the \$21,965 the county agreed to contribute.

The following resolution was passed unanimously:

The matter of the proposed construction of a draw bridge over the John Day River on the Columbia River Highway on the line of survey of the Columbia River Highway in Clatsop County, as made under the supervision of the State Highway Commission; and it further appearing that it is necessary to obtain the consent of the War Department for the privilege and right to build or erect said bridge across said stream, as herein set forth, before such bridge can lawfully be constructed.

IT IS, THEREFORE, ORDERED, when the consent of the War Department has been first obtained, that said bridge be and the same is hereby authorized and the State Highway Department is authorized to prepare plans and specifications and secure authority from the War Department for the same.

The following resolution was also adopted unanimously:

BE IT RESOLVED, that that portion of the Independence-Corvallis route out of Independence, which is now macadamized a distance of approximately two miles, be and is hereby designated as a part of the West side section of the Pacific High-

way, and

BE IT FURTHER RESOLVED, that the new location recently adopted by the State Highway Commission from or near the end of this portion of the road which is now macadamized, when connected up with the macadamized section at such point as the State Highway Engineer may designate, be and is hereby made a portion of the West Side Pacific Highway.

The Commission directed the State Highway Engineer to immediately start advertisement for the paving of the Columbia River Highway in Columbia County from the west Multnomah County line to Scappoose, a distance of approximately two miles.

On motion of Mr. Adams and being agreeable to the other Commissioners, the following resolution was passed:

Our attention being drawn to the fact that labor conditions in Coos County are making road work there very costly, and with a view to assisting them to secure as much road as possible for their money,

BE IT RESOLVED, that we immediately notify the Coos County Court that delay in preparing their road grade will not change their status under the law so far as claims for hard surfacing money are concerned, and

BE IT FURTHER RESOLVED, that this order be immediately telegraphed to the County Judge of Coos County.

The State Highway Engineer was authorized to purchase the necessary surveying instruments for the department.

At 11 o'clock proposals were opened for construction work on the Columbia River Highway in Columbia and Hood River Counties, the bids received being as follows:

COLUMBIA RIVER HIGHWAY					
COLUMBIA COUNTY			HOOD RIVER COUNTY		
Bidders	Goble Section	Rainier Hill Sec.	Cascade Locks Sec.	Viento Section	Ruthton Hill Sec.
Sloan Bros., Seattle, Wn.		16,428.00			55,340.50
A. D. Kern, Portland, Ore.	42,492.50	12,538.40	105,930.90	71,033.00	39,988.75
Warren Const. Co., Portland	42,300.20	12,408.50	116,216.65	79,989.15	46,936.15
E. T. Johnson & Son, Portland			137,064.65	87,490.50	54,274.50
Montague-O'Reilly Co., Portland					46,987.00
Trans. & Livery Co., Hood River					55,958.00

JUL 30 1917

JUL 30 1917

Wolfe & Gibbons
The Dalles

49,728.75

A. L. Clark
Rainier

11,888.50

Reliance Const. Co.
Portland

87,369.80

On motion of Mr. Thompson, the contract for doing the work at Goble was awarded to Warren Construction Company for \$42,300.20, that being the lowest bid submitted, work to be completed within 90 days from date of signing contract.

On motion of Mr. Adams, the contract for work at Rainier Hill Section, Columbia River Highway in Columbia County was awarded to A. L. Clark of Rainier for \$11,888.50, he presenting the lowest bid. The time limit for the completion of the work was set at 90 days from date of signing contract.

On motion by Mr. Thompson, A. D. Kern was awarded the contract for the construction of the Viento Section of the Columbia River Highway in Hood River County for \$71,033.00, his bid being the lowest one offered, on condition that he complete the job by May 1, 1918.

On motion by Mr. Adams, A. D. Kern was awarded the contract for construction work at Ruthton Hill Section for \$39,988.75, that being the lowest bid received, and the time limit for the completion of the work was set at May 1, 1918.

On motion of Mr. Thompson, A. D. Kern was awarded the contract for the Cascade Locks section in Hood River County for \$105,930.90, he having presented the lowest proposal and the time limit for the completion of the job was made May 1, 1918.

On motion of Mr. Adams, and it being agreeable to the other Commissioners, the Secretary was directed to return all checks to the unsuccessful bidders except the next to the lowest on the Rainier Hill job, which was to be held until it was learned whether or not Mr. Clark was willing to enter into the necessary contract.

A delegation from Tillamook County appeared before the Commission urging that the width of their paving be made 16 feet instead of 12 feet. The Commission did not believe the traffic over the Yamhill-Nestucca Highway warranted a pavement of that width. However, the delegation made a proposal that if the Commission was not willing to do this, that Tillamook County be allowed to pay four-sixteenths of the cost of the 16 foot pavement. This was agreeable to the Commission, and accordingly the minutes of July 10, 1917 were amended to read that the State Highway Commission was agreeable to paying three-fourths of the total cost of the 16 foot pavement in Tillamook County instead of \$10,000.00 per mile on the 20 mile stretch, as ordered at the previous meeting.

The County Court of Douglas County and the District Attorney secured a hearing before the Commission, requesting that they definitely locate the Pacific Highway in their county at as early a date as possible, that the County Court might be able to secure the necessary right of way and determine the construction necessary in their county on roads other than state highways. The Commission directed the State Highway Engineer to investigate this matter at as early a date as possible, and he will outline to the County Court that portion of the county in which it is desired to spend county money and that portion where state money will be used.

No other business coming before Commission, on motion meeting was adjourned.

Herbert Nunn
State Highway Engineer

G. Ed Ross
Secretary

S. Benson
Chairman

Salem, Oregon, August 7, 1917.

Meeting of the State Highway Commission called to order at 11 o'clock in Room 316, State House. 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 covering the meeting of July 30 were read and approved by the Commission.

A petition was received from citizens of Douglas County regarding the location of the Pacific Highway near Riddle, and ordered placed on file until such time as it was convenient for the Commission to visit that locality.

Vouchers Nos. 565 to 669 were approved for payment.

The State Highway Engineer was authorized by the Commission to purchase two new Packard Auto trucks, one additional for the Siskiyou Mountain work, and one for the Sheridan paving project.

The State Highway Engineer was authorized to buy a concrete mixer for the work at Sheridan, and dispose of the old one at the best price obtainable.

284

The Commission directed the Secretary to have made a seal for the State Highway Commission, and have the same printed on such stationery of the department as is considered advisable.

The Commission unanimously entered the following order:

Owing to the large amount of work now in course of construction by the State Highway Department, and the able manner in which it is being handled,

BE IT RESOLVED, that the salary of the State Highway Engineer, effective August 1, be at the rate of \$4200 per annum.

The Commission authorized that the paving out of Pendleton be 16 feet in width for the entire distance of 10 miles; and they also authorized the paving of one additional mile to the State Hospital near Pendleton, the same width and type as that now being laid.

The following order was unanimously adopted:

In view of the fact that the State Highway Commission was authorized by Chapter 237, General Laws of Oregon for 1917, Sec. 5, Article II, to enter into a contract with the United States Government relating to the survey, construction or improvement and maintenance of roads under the provisions of said Act of Congress and under Sec. 2, Article II of the same Chapter, the Commission is authorized to enter into a contract with counties to assume a portion of this maintenance, and under Sec. 13, Article II of the same Chapter the Commission is authorized to set aside sufficient funds from the one-quarter mill tax for the maintenance of state highways.

IT IS HEREBY DECLARED to be the policy of the State Highway Commission to set aside annually a sufficient amount as provided for in Chapter 237 of the Laws of 1917, which, in conjunction with those amounts contributed by various counties for which a suitable contract will be entered into, will be sufficient to maintain all state roads constructed by the State Highway Commission or jointly by the Commission and the Federal Department of Agriculture, as provided for in the Federal Aid Road Act, and

BE IT RESOLVED, that the state assumes responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under the Federal Aid Road Act, the State to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act.

The following resolution was adopted by the Commission:

On condition that Wheeler County will assume one-third of the additional cost for the improving of one mile of the John Day Highway, beginning at and adjacent to the Cummings Hill improvement,

BE IT RESOLVED, that the State Highway Engineer be directed to

make such improvement; the State to pay the additional two-thirds cost.

The following resolution was unanimously ordered:

RESOLVED, that in every case where the State is called upon to furnish plans and specifications for bridges to be built by counties, that the State insist upon the supervision and inspection of the construction thereof, and that the cost of said inspection be paid by the County.

The following resolution was unanimously adopted:

WHEREAS, pursuant to the authority of Chapter 423 General Laws of Oregon for 1917, the Attorney General of Oregon under the direction of the State Highway Commission has prepared a form of interest bearing gold bond of the State of Oregon with an appropriate endorsement thereon to the effect that the same will be paid only to the owner appearing on the register thereof and providing a form for re-registering the same as the title to such bond may be passed, and also has prepared under the direction of the State Highway Commission an interest bearing gold bond of the State of Oregon which by its terms is payable to the bearer thereof and not subject to registration; and

WHEREAS, said forms of bond have been heretofore duly approved by this Commission but have never been entered of record by this Commission; and

WHEREAS, the State Highway Commission of Oregon is about to sell under the provisions of said chapter bonds of the State of Oregon in the sum of \$500,000 to provide funds for carrying out the purpose of said law;

THEREFORE BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON, in regular session assembled, with all members present and participating, that the following forms of bonds are the bonds heretofore adopted as aforesaid by the State Highway Commission and that such forms of bonds be and the same are hereby adopted as the forms which will be used by this Commission until the further order of the Commission, said forms being as follows:

NUMBER	UNITED STATES OF AMERICA	NUMBER
	STATE OF OREGON	
	(Replica)	
	(of)	
	(State)	
DOLLARS	(Seal)	DOLLARS

OREGON STATE HIGHWAY
Four Per Cent Gold Bond
SERIES NO. _____

KNOW ALL MEN BY THESE PRESENTS: That the State of Oregon acknowledges itself to owe and for value received hereby promises to pay to the bearer hereof the principal sum of

AUG 7 1917

AUG 7 1917

DOLLARS

on the first day of _____ together with interest on said sum from the date hereof until paid at the rate of four per cent per annum, payable semi-annually on the first day of April and October respectively in each year, as evidenced by and upon the presentation and surrender of the interest coupons hereto attached as they severally become due; and both the said principal and interest are hereby made payable in gold coin of the United States of America of or equal to the present standard of weight and fineness, 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.

This bond is issued by the State of Oregon in conformance to the Constitution and under and by virtue of and in all respects in full and strict compliance with the laws of the State of Oregon, and in particular Article XI, Section 7 of the Constitution, and Chapter 423, General Laws of 1917.

The faith and credit of the State of Oregon are hereby irrevocably pledged for the punctual payment of the interest and the redemption of the principal of this bond, respectively, as the same become due and are payable as aforesaid.

IN TESTIMONY WHEREOF, the State of Oregon, has caused this bond to be signed by the Governor, Secretary of State and State Treasurer, and sealed with the seal of the State of Oregon, and the attached interest coupons to be engraved with the facsimile signatures of its said officers, all as of the first day of August, 1917.

(State Seal) _____ Governor
 _____ State Treasurer _____ Secretary of State

(Form of Coupon)

No. _____ \$ _____
 The State of Oregon will pay to the bearer on the first day of _____
 April 19_____, _____ Dollars,
 in Gold Coin of the United States of America of or equal to the
 present standard of weight and fineness, at the office of the State
 Treasurer at Salem, Oregon, or at the office of fiscal agent of the
 State of Oregon in New York City, at the option of the holder, being
 six months' interest on state highway bond

No. _____ (Facsimile of signature) James Withycombe,
 of Series No. 1 _____ Governor.
 _____ (Facsimile of signature) Ben W. Olcott,
 _____ Secretary of State.
 _____ (Facsimile of signature) Thos. B. Kay,
 _____ State Treasurer.

(On the reverse side of each coupon shall be printed its number)

(Endorsement on Bond)

NUMBER
 Series No. _____

OREGON STATE
 HIGHWAY

GOLD BOND

Dollars

FOUR PER CENT

Principal Due

Interest Payable
 April 1st and October 1st
 Principal and Interest 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

NUMBER

UNITED STATES OF AMERICA
 STATE OF OREGON
 (Replica)
 (of)
 (State)
 (Seal)

NUMBER

DOLLARS

DOLLARS

OREGON STATE HIGHWAY
 Four Per Cent Gold Bond
 SERIES No. _____

KNOW ALL MEN BY THESE PRESENTS: That the State of Oregon acknowledges itself to owe and for value received hereby promises to pay to the purchaser hereof, or his assignee or legal representative, the principal sum of

_____ DOLLARS .

on the first day of _____ with interest thereon at the rate of four per centum per annum, payable semi-annually, on the first day of April and October of each year, to the bearer of the respective coupons therefor hereto attached, upon presentation and surrender thereof, as they mature, both principal and interest being payable in gold coin of the United States of America of or equal to the present standard of weight and fineness, 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, as to principal, of the purchaser of this bond, or his assignee or legal representative, and as

to interest, of the holder of the coupons hereto attached.

This bond is issued by the State of Oregon in conformance to the Constitution and under and by virtue of and in all respects in full and strict compliance with the laws of the State of Oregon, and in particular Article XI, Section 7, of the Constitution, and Chapter 423, General Laws of 1917.

The faith and credit of the State of Oregon are hereby irrevocably pledged for the punctual payment of the interest and the redemption of the principal of this bond, respectively, as the same become due and are payable as aforesaid.

IN TESTIMONY WHEREOF, the State of Oregon, has caused this bond to be signed by the Governor, Secretary of State and State Treasurer and sealed with the seal of the State of Oregon, and the attached interest coupons to be engraved with the facsimile signatures of its said officers, all as of the first day of August, 1917.

(State Seal)

Governor

State Treasurer

Secretary of State

REGISTRATION ENDORSEMENT

This bond will be paid only to the owner thereof as shown on the Register of said bond in the office of the State Treasurer of the State of Oregon and noted on the bond by the said State Treasurer, and may be transferred only by order of the registered owner thereof, or his legal representative, such transfers being entered on said State Bond Register and noted on the bond by the State Treasurer.

CERTIFICATE OF REGISTRATION

This bond has been registered in the Office of the State Treasurer of the State of Oregon in the name of the owner thereof. Such registration and subsequent transfers are as shown below.

Dated at Salem, Oregon, this _____ day of _____, 19____.

Date of Registration	In Whose Name Registered	State Treasurer
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

(Form of Coupon)

No. _____

\$ _____

The State of Oregon will pay the bearer on the first day of April, 19____, _____ Dollars in Gold Coin of the United States of America, of or equal to the present standard of weight and fineness, at the office of the State Treasurer at Salem, Oregon, or at the office of fiscal agent of the State of Oregon in New York City, at the option of the holder, being six months' interest on state highway bond

No. _____

of Series No. 1

(Facsimile of signature) James Withycombe

(Facsimile of signature)

Governor.

Thos. B. Kay

(Facsimile of signature) Ben W. Olcott

State Treasurer

Secretary of State

(On the reverse side of each coupon shall be printed its number)

(Endorsement on bond)

NUMBER

Series No. _____

OREGON STATE
HIGHWAY

Registered

GOLD BOND

Dollars

FOUR PER CENT

Principal Due

Interest Payable

April 1st and October 1st

Principal and Interest 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

The following resolution was unanimously adopted:

WHEREAS, at a meeting of the State Highway Commission held July 10, 1917, 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

AUG 7 1917

AUG 7 1917

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 Commission at Salem, Oregon, up to and including eleven o'clock A. M. on the 7th day of August, 1917, and further directed that said bids should be opened by the Commission at its office at Salem, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of August 7th, 1917; 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 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 August 1st, 1917, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from August 1st until the date the purchase price is paid, and further requiring that the full purchase price be paid within fourteen days from August 7th, 1917, 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 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 7th day of August, 1917, in regular session at its office in Salem, 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, to-wit:

Lumbermen's Trust Co. of Portland	\$471,300
Keeler Brothers, of Denver	459,200
Clark-Kendall & Co., of Boston	460,150
Blodgett & Co., of Boston	469,375
Oregon Fire Relief Ass'n of McMinnville, bid par on \$2,000.	

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 Lumbermen's Trust Company 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 Lumbermen's Trust Company; and

WHEREAS, said Lumbermen's Trust Company requested that if its bid be accepted by this Commission that said bonds be issued in the two forms heretofore approved by this Commission and designated in the resolution approving the same as "Registered" bonds and "Non-registered" bonds, the amount of each to be indicated by the said company, but the aggregate of all to be a total of Five Hundred Thousand Dollars; and also requested that as many of said bonds as is possible to be issued in the denomination of One Thousand Dollars and that the remainder be issued in the denomination of Five Hundred Dollars each;

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

1. That said bid of Four Hundred Seventy-one Thousand and Three Hundred Dollars (\$471,300) of said Lumbermen's Trust Company for Five Hundred 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 four hundred and eighty (480) One Thousand Dollar bonds, and forty 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, 1922, 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 August 1st, 1917, 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 August 1, 1917, until the purchase price therefor has been paid; and

WHEREAS, said purchaser has filed a written request to the effect that bonds in the following amounts and with the following maturities be issued as registered bonds in the form heretofore adopted as "Registered Bonds", to-wit:

1 bond for One Thousand Dollars	maturing Oct. 1, 1927
2 bonds for One Thousand Dollars each	maturing Oct. 1, 1936
2 bonds for One Thousand Dollars each	maturing Apr. 1, 1938
12 bonds for One Thousand Dollars each and	
1 bond for Five Hundred Dollars	maturing Oct. 1, 1938
12 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars	maturing Apr. 1, 1939

AUG 7 1917

AUG 7 1917

12 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars maturing	Oct. 1, 1939
12 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars, maturing	Apr. 1, 1940
12 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars, maturing	Oct. 1, 1940
12 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars, maturing	Apr. 1, 1941
12 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars, maturing	Oct. 1, 1941
10 bonds for One Thousand Dollars each, and	
1 bond for Five Hundred Dollars, maturing	Apr. 1, 1942

making a total of One Hundred and Three Thousand Dollars of registered bonds, and that the remainder of said bonds, that is to say: Three Hundred Ninety-Seven Thousand Dollars par value be issued in the form heretofore adopted as "Non-registered bonds."

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, 1922, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of Five Hundred 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 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, and that the principal of the 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 purchaser of such bonds or his assignee or legal representative, and that the interest upon such registered bonds as evidenced by the coupons attached thereto 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 of such coupons attached to such registered bonds.

Bids were opened at 1:00 P. M. for the receiving of proposals on

bridges and numerous construction projects which had been previously advertised for, and the proposals read in the presence of the Commission, representatives of the bidders and a large number of county courts of the counties in which the work for which bids were received is to be done. A tabulation of the proposals received follows:

Name of contractor	Reinforced Concrete	Wooden
Groxson-Kirk Const. Co.		17,400.00
Lindstrom Bros.	40,052.40	28,748.00
Lavilo O. Herrold	36,959.00	19,369.00
Buley & Dalrymple	45,235.00	22,000.00
Wm. Monson	41,362.00	19,670.00
Clark & Flippin	42,725.00	

COLUMBIA RIVER HIGHWAY - WASCO COUNTY - THE DALLES TO PETERSBURG
Wolfe & Gibbons 25,145.00

JOHN DAY HIGHWAY - WHEELER COUNTY - NORTH COUNTY LINE TO CUMMINGS HILL
Warren Construction Company 19,179.40

JOHN DAY HIGHWAY - GILLIAM COUNTY - CORDON TO THIRTY MILE CREEK
Warren Construction Company 23,344.00

COLUMBIA RIVER HIGHWAY - COLUMBIA COUNTY - MULTNOMAH COUNTY LINE AND SCAPPOOSE	Std. Bit. on Broken Stone	Std. Bit. on Macadam
Warren Construction Company	36,667.55	
Oskar Huber	40,765.80	42,153.30

BEND-LA PINE HIGHWAY - DESCHUTES COUNTY
Warren Construction Company 47,810.00
E. T. Johnson 61,260.00

COLUMBIA RIVER HIGHWAY - COLUMBIA COUNTY-CLATSOP COUNTY LINE TO GOBLE
Clark & Flippin 109,891.00
Warren Construction Company 139,986.70

PACIFIC HIGHWAY - CLACKAMAS COUNTY - VICINITY OF NEW ERA
Warren Construction Company 33,125.00

COLUMBIA RIVER HIGHWAY - CLATSOP COUNTY - SVENSEN TO WESTPORT
Warren Construction Company 124,576.30

COAST HIGHWAY - TILLAMOOK COUNTY - SOUTH OF TILLAMOOK CITY	OneCourse Type "C"	Asp.Conc. Type "F"	Asp.Conc. Type "C"	Asp.Conc. Type "F"	Std.Bit. Type "C"	Std. Bit. Type "C"
Warren Const. Co.					116148.30	111045.80
Oskar Huber					115000.64	110644.60
Mont.-O'Reilly	120,251.50	116458.60	118335.80	111653.30	113530.50	

On motion of Mr. Thompson, proposal of Lavilo O. Herrold for construction of bridges in Columbia County was accepted, his proposal of \$36,959.00 being the lowest submitted, and the State Highway Engineer was directed to enter into a contract with him for this work.

The only proposals received for macadamizing the Columbia River Highway in Clatsop County from Svensen to the East county line, for grading on the Pacific Highway in Clackamas County in the vicinity of New Era, for macadamizing in Gilliam County on the John Day Highway south of Condon, and in Wheeler County on the John Day Highway in the vicinity of Cummings Hill, were from the Warren Construction Company, all of which, on account of uncertain labor conditions were, as explained by Warren Construction Company, "made safe". A counter proposal was made by them to the Commission to do this work on a force account basis, they to receive cost plus 12%. After consideration, the Commission referred this matter to the State Highway Engineer for investigation, with a request that he report with a tentative form of contract for the consideration of the Commission and final action at a subsequent meeting.

On the proposals submitted for pavement on the Yamhill-Nestucca road in Tillamook County, the proposal of Oskar Huber for \$110,644.64 being the lowest submitted, after consultation with the County Court of Tillamook County, which is to pay 4/16 of the cost thereof, the contract was awarded to Mr. Huber, the work to be completed on or before January 1, 1918.

The bid of Clark & Flippin of Rainier for the macadamizing of the Columbia River Highway in Columbia County, for \$109,891.00 being the lowest bid submitted, on motion of Mr. Adams and agreeable to the other members of the Commission, Clark & Flippin were awarded the contract, the work to be completed on or before May 1, 1918.

The proposal for the rocking of the Columbia River Highway in Wasco County for \$25,145.00 being far in excess of the appropriation for this work by the State Highway Commission, the State Highway Engineer, was directed to take the matter up with the County Court of Wasco County, and take whatever action he deemed advisable to secure this construction.

The proposal of Warren Construction Company to pave that portion of the Columbia Highway from the Multnomah County line to Scappoose, a distance of approximately 2 1/2 miles, for \$1.17 per sq. yd, a total of \$36,667.55, being the lowest one submitted; on motion of Mr. Thompson their proposal was accepted and the Highway Engineer was directed to enter into a contract with them for this work, the same to be completed on or before December 1st. 1917.


The lowest proposal of \$47,810.00 by Warren Construction Co. on the Bend La-Pine work south of Bend, a distance of 17 miles, for spreading cinders was so far in excess of the amount appropriated for this work that the Commission rejected it and requested the State Highway Engineer to make suitable arrangements with the County Court of Deschutes County to handle the work by force account, and to expend not to exceed the sum of \$17,000 therefor.

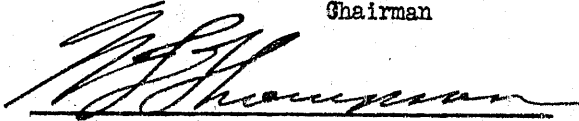
A large delegation from Yamhill and Polk Counties interested in the location of the Pacific Highway on the west side through Yamhill and Polk Counties was present. A great difference of opinion as to which was the logical location for the highway lead the Commission to announce that a hearing before one of the Commissioners would be held in McMinnville and the next day in Dallas in the near future, at which time all those interested should have an opportunity to be heard on this subject. Both County Courts will be invited to be present at these hearings.


AUG 7 1917

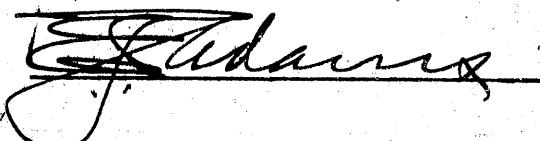
On request of a Yamhill County delegation and the County Court, the Commission ordered that the paved road out of Sheridan be made 16 ft wide instead of 12 feet, as first contemplated; but on account of the shortage of funds that the distance be decreased from 4 miles to 3 miles, giving the same amount of yardage as originally contemplated.

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


Chairman


State Highway Engineer.


Secretary.


Portland, Oregon, August 24, 1917.

The State Highway Commission met at the office of Mr. Benson, Yeon Building, Portland, Oregon, with the following present:

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

The force account proposal submitted by the Warren Construction Company on August 7th, which had been referred to the Engineer for investigation, was discussed and a contract prepared along the lines of the present Government force account contracts, the fee for the contractor on the total cost of the work being identical with that provided by the Government, 10%. The Contractor, however, will furnish all small tools, mess and commissary equipment, blacksmith equipment and the necessary tents free of rental. The contractor is also to pay for his own surety bond of 50% of the estimated cost of the work.

Mr. L. O. Herrold appeared before the State Highway Commission and requested a force account contract on the section where he is now building bridges and was awarded the force account contract from a point near Marshland in Columbia County to a point approximately 2.5 miles east of Delena for the grading and macadamizing or any otherwork which the State Highway Commission might undertake. The basis of the contract with Mr. Herrold was a force account plus percent on labor and materials and identical with that closed with the Warren Construction Company.

Mr. Crane of the Oregon Hassam Paving Company appeared before the

AUG 24 1917

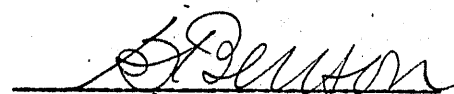
Commission and made a complaint in regard to shortage of cars on his work near Hubbard; and it was decided by the Commission to take this matter up directly with the Southern Pacific Company and the Public Service Commission.

The State Highway Commission discussed the inability of contractors to secure labor and materials and the proposition of paying higher salaries at this time for labor. It was, however, decided that local prices should prevail and that the state should not exceed the prices paid at local points.

On account of the fact that contractors in many cases are unable to proceed because of lack of labor and equipment, the State Highway Engineer was ordered to reduce his forces accordingly.

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


State Highway Engineer.


Chairman



Portland, Oregon, September 4, 1917.

Regular meeting of the State Highway Commission was held at 10 o'clock A. M. in Mr. Benson's office, 1301 Yeon Bldg., those present being:

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

At 11 o'clock A. M. proposal was opened for paving and grading Pacific Highway from Oregon City to Canby. One proposal was received, being from the Oregon Hassam Paving Company of Portland for \$145,721.40, grading and paving.

The following resolution was unanimously adopted:

WHEREAS, it was found impossible to secure sufficient cars to handle the material for the paving of the Pacific Highway from the Clackamas-Marion County line, 5 miles each way, and

WHEREAS, the Oregon Hassam Paving Company, on this account, has requested the Oregon Highway Commission to release it from this contract,

BE IT RESOLVED, that the contract of the State Highway Commission with Oregon Hassam Paving Company No. 4, dated July 30, 1917, project No. 5, be and the same is hereby cancelled by mutual consent;

SEP 4 1917

and that the Secretary of the Commission notify The American Surety Company of New York of this action, which relieves them on their bond for the above named contractor, for grading, paving, and maintenance.

BE IT FURTHER RESOLVED that in view of the proposal by the Oregon Hassam Paving Company opened this date, that the grading and paving contract from Oregon City to Canby be and it is hereby awarded to the Oregon Hassam Paving Company, in accordance with the unit price submitted in their proposal, or such changes therein as may be made by mutual agreement; it being understood that the State Highway Engineer is to provide rock for the contractor at a price not to exceed \$1 per cubic yard, and that the contractor agrees to accept \$1.18 per cubic yard for hauling and placing the necessary crushed rock required for the completion of the base and shoulders, instead of \$2.37 per cubic yard, as called for in the attached proposal.

The following resolution was unanimously adopted by the Commission:

That, WHEREAS, in view of the improvement work being done by Josephine County on the Pacific Highway between Grants Pass and the south line of Josephine County,

BE IT RESOLVED that the State Highway Commission hereby sets aside from the quarter mill tax or automobile fund the sum of \$5,000 to be expended on this work, jointly with any funds which Josephine County may have available for such work; said work to be under the direction of the State Highway Engineer, the funds to be expended in such manner as he may designate for permanent work only, it being understood that no part of this sum will be expended for the purchase of equipment.

Mr. Hirschberg of Independence appeared before the Commission regarding the Independence-Corvallis route. The State Highway Engineer was directed by the Commission to definitely locate the route at his earliest convenience, so Mr. Hirschberg could proceed with fencing of right of way.

On request of Judge Reasoner and Commissioner Matteson of Washington County, appearing before the Commission, the State Highway Engineer was requested to make a reconnaissance of the west side highway from Beaverton via Reedsville and Hillsboro; and also of the other proposed route in Washington County, at as early a date as practicable, and report his recommendations to the Commission.

A joint delegation from Wasco, Hood River and Sherman Counties appeared before the Commission, requesting that certain sums be expended on the Columbia River Highway in these counties, and recommending certain

SEP 4 1917

locations for the Columbia River Highway through these counties. A large part of the afternoon was spent listening to the arguments of the committee. They were finally promised that matters recommended would be duly considered by the Highway Commission at a later date and they notified of the results. Edward C. Pease of The Dalles was Secretary of the delegation and E. O. McCoy, chairman.

Meeting adjourned until next morning, to reconvene at Roseburg.

Roseburg, Oregon, September 5, 1917.

State Highway Commission reconvened at 11 A. M., those present being the same as the day before.

Proposals for the grading of three units on the Pacific Highway in Douglas County were received, opened by the Secretary in the presence of the Commission, County Court of Douglas County, and approximately fifty interested citizens of the State of Oregon.

The following were the results announced:

H.J.Hildeburn	E.T.Johnson	Sam S.Schell	Hall & Soleim	Warren
Roseburg	Portland	Oakland	Eugene	Const. Co. Portland

Unit No. 1. Lane County Line to Comstock		26,787.00	27,195.92
Unit No. 2. Comstock to Leona		57,946.02	62,115.12
Unit No. 3. Yoncalla to Oakland	96,099.00	115,006.40	94,905.74

On motion of Mr. Adams, seconded by Mr. Thompson, and agreeable to all Commissioners present, the proposal of Sam S. Schell of Oakland for grading Unit 1 from Lane County Line to Comstock for \$26,787.00, was accepted by the Commission, at unit price enumerated in his proposal.

On motion of Mr. Thompson, seconded by Mr. Adams, and agreeable to Mr. Benson, the proposal of Hall & Soleim of Eugene for grading Unit 2 from Comstock to Leona for \$57,946.02, was accepted by the Commission, at unit price enumerated in their proposal.

On motion of Mr. Benson, seconded by Mr. Thompson and agreeable to all Commissioners present, the proposal of Warren Construction Company of Portland of \$94,905.74 for grading on Unit 3, Yoncalla to Oakland, Pacific Highway in Douglas County, was accepted by the Commission at unit price enumerated in their proposal.

On motion of Mr. Adams the certified checks and bonds of the unsuccessful bidders were ordered returned to them at once.

Meeting adjourned until 3:00 P. M.

Meeting reconvened at 3:00 P. M. on Southern Pacific from Roseburg to Eugene, those present being the same as above.

Minutes of the meetings held on August 7 and 24 were duly approved.

A petition from nineteen residents of Rufus, Oregon, and that vicinity, offering to secure right of way without cost to Highway Commission from Biggs to the John Day River on the Columbia River Highway, was received by the Commission and the Secretary was directed to forward same to the County Court of Sherman County.

A request from the Dayton Commercial Club for placing a sign near Dayton on the West Side Section of the Pacific Highway in that vicinity, was referred to the State Highway Engineer for inspection of sign and any action he desired to take.

The request from the County Court of Klamath County for a survey from Klamath Falls to Olene, was referred to the State Highway Engineer for investigation and action, and the Secretary was requested to inform the County Court that the State had no funds for improvement of this road this year.

A petition from the district attorney of Lane County, requesting the Commission to make a survey of the Willamette Highway out of Eugene, was ordered placed on the table for the present, as the amount of engineering work now before the Commission is of such volume that it will be impossible to make this survey at the present time.

A letter from the District Forester, stating that there was no reason why the Commission should not go ahead with work in Curry County, for which \$50,000 was set aside some time ago, was read to the Commission. The State Highway Engineer was directed to start on this improvement at as early a date as possible.

On inquiry from the District Forester, the Commission directed the Secretary to notify the District Forester that the application for improvement of the Pendleton-LaGrande route, as a forest project, was withdrawn.

A petition from A. Hope, A. Cadwalder and the County Court of Lincoln County, requesting that certain improvements be made on the Corvallis-Newport Highway, was presented to the Commission who directed the Engineer to investigate at as early a date as possible, and report to the Commission his findings.

An agreement from Clackamas County to complete the grading of the Pacific Highway in said County, at an estimated cost of \$66,035 with county funds next season, on condition the State Highway Commission make available at once \$15,000 for the grading of the New Era Section of Clackamas, was presented to the Commission and ordered placed on file.

A statement from the County Court of Wheeler County to the effect that they are willing to pay one-third of the cost of the improvement of an additional mile of grading on the John Day Highway in Wheeler County near Cummings Hill section, was read to the Commission and ordered placed on file.

A letter from Robt. Bradford of Elkhead, requesting the Commission to investigate the route up the Coast Fork from Cottage Grove to Black Butte as a substitute for the present location of the Pacific Highway in Lane and Douglas Counties, was presented to the Commission; but on account of there being no funds available at this time for such investigation or the improvement of this highway, the matter was placed on the table.

A letter from F. J. Horton and Forest Miller of Junction City regarding the highway from Eugene to Lake Creek Valley was presented to the Commission. The Secretary was directed to inform these gentlemen that this being a local road, the Commission had no jurisdiction in the matter.

The Secretary was directed to notify Geo. H. Cecil, District Forester, that the Commission did not desire to proceed with the John Day Highway project in Baker County for the present. This is a forest project and will be taken up at a later date.

The following resolution was unanimously adopted by the Commission:

WHEREAS, it was considered inadvisable to cooperate with Douglas County in the improvement of the road from Roseburg to the Soldier's Home at a cost of \$2000, as provided by the Commission at a meeting held on June 7th, and recorded in the minutes of the meeting on that date,

THEREFORE, BE IT RESOLVED that the order made and entered of record on June 7th be rescinded, and the Secretary of the Commission be and he is directed to remove this allotment from his financial statement.

State Highway Engineer was instructed to have District Engineer M. O. Bennett prepare estimates on the proposed work east of Cascade Range, on which it is proposed to use Bean-Barrett money in cooperation with the Federal Government, and be prepared to make a report not later than the close of the present month.

The following resolution was unanimously adopted by all the Commissioners present:

WHEREAS, a thorough investigation of the proposed routes of the Columbia River Highway in Hood River and Wasco Counties, have been made, and

WHEREAS, the route along the river from Hood River to Mosier appears to be the most desirable for a permanent highway,

BE IT RESOLVED by the Commission that this route from Hood River to Mosier or what is known as the River route, be and it is hereby adopted by the State Highway Commission, as a link of the Columbia River Highway; and

BE IT FURTHER RESOLVED, that the State Highway Engineer be and he is hereby directed to prepare advertisements for the receiving of proposals for the grading of this highway at as early a date as practicable, and

BE IT FURTHER RESOLVED, that payments for the grading on this improvement within Hood River County, be made from the \$6,000,000 bonding fund and that the payments for that section of this improvement in Wasco County be made from the quarter mill tax or automobile fund.

The following resolution was unanimously adopted by all the Commissioners present:

WHEREAS, the great need of paving in Wasco County on the Columbia River Highway is fully appreciated by this Commission, and

WHEREAS, inasmuch as a delegation composed of the leading citizens of said County have assured the Commission that prompt action would be taken to eliminate the present toll bridge across the Deschutes River, and would arrange with Sherman County for the erection of a new bridge on the Columbia River Highway at the location known as Elliott's Survey,

THEREFORE, BE IT RESOLVED, That on condition Wasco and Sherman Counties immediately make necessary arrangements for the securing of a right of way and the erection and construction of a bridge across the Deschutes River on the Elliott Survey; the Highway Commission will next season pave that section of the Columbia River Highway from The Dalles west to the hill on the Chenoweth side, a distance of two miles; and from The Dalles to Petersburg on the Columbia River Highway, a distance of approximately $4\frac{1}{2}$ miles.

The following resolution was unanimously adopted by the Commission:

WHEREAS, after careful investigation of the various routes suggested for the permanent location of the Columbia River Highway in Sherman and Gilliam Counties,

BE IT RESOLVED, That the location of the Columbia River Highway in the above named counties shall be from Sherman via Wasco to the John Day Crossing near the falls.

The following resolution was unanimously adopted by the Commission:

Whereas, the State Highway Department has a considerable amount of second-hand equipment and junk located at various parts of

the state, which is of no value to the Department at this time, and

WHEREAS, in view of the exceptionally good prices offered for this class of material,

BE IT RESOLVED, That the State Highway Engineer be and he is hereby directed to gather this equipment and junk together and dispose of it to the best advantage to the State at as early a date as practicable, and

BE IT FURTHER RESOLVED, that funds derived from sale of such equipment and junk be used to purchase equipment that is required by the Department in its work.

The State Highway Engineer was directed to secure for the Douglas County Court an estimate of the cost of grading the Roseburg-Myrtle Point Highway from a point on the Coos County line 8 miles into Douglas County.

Meeting adjourned at 5 P. M. until next morning.

Portland, Oregon, September 6, 1917.

Meeting of State Highway Commission reconvened at 11:30 A. M. in Mr. Benson's office, 1301 Yeon Building, those present being the same as the day before, except Mr. Nunn.

A letter from the Salem Commercial Club, expressing its appreciation to the Commission for its assistance in connection with the construction of the intercounty bridge across the Willamette River at Salem, was read to the Commission and the Secretary was directed to thank each signer thereof in the name of the Commission for the letter.

A letter from W. O. Sims of Sheridan, Oregon, together with the State Highway Engineer's answer thereto, was read to the Commission, which was a protest on behalf of the subscribers of the Sheridan road fund on account of the unnecessary delays which seem to prevail. The letter from the State Highway Engineer fully explained the cause of these delays.

A conference was held in the office of the District Engineer of the Department of Rural Engineering in Portland, Mr. Finch representing the Government, and it was decided after considerable discussion to take up the matter of government cooperation on the Wolf Creek Hill Section of the Pacific Highway in Josephine County, with Oregon Representatives and Senators in Washington, inasmuch as Mr. Finch stated he could not recommend this project as a post road project owing to the fact that rural mails were not being carried over but a very small portion of this particular section.

Vouchers Nos. 670 to 864 were presented to the Commission for approval and ordered paid.

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, is completed within the next 30 days, 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 following resolution was unanimously adopted:

Owing to the fact that in the ordinary course of events, the fall rains are to be expected within three to five weeks in Southern Oregon, and in the event of the rains coming as is to be expected before loose rock is scattered over the Pacific Highway on the Siskiyou Mountain grade, the work for this season would be entirely blocked, closing traffic for the season between the States of Oregon and California by this route, and

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

WHEREAS, the laborers have expressed themselves as desiring to work a 10 hour day instead of an 8 hour day, on account of the isolation of the camp from any city;

BE IT HEREBY 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, as required, a 10 hour working day, he to adjust the rate of wages in such manner that double time shall be paid the workmen for the two hours extra time.

SEP 4 1917

SEP 6 1917

BE IT FURTHER RESOLVED, that in case conditions warrant it and the men are willing to accept the conditions, that in occasional cases when necessary, men be allowed to work longer than 10 hours on this particular job, until such time as the loose rock is scattered over the entire highway, making it possible to complete the work after the rains start. When this rock has been scattered over the entire length of the highway, this emergency ceases to exist and the engineer is directed to put his forces back on the 8 hour day basis.

On motion of Mr. Thompson, and being agreeable to the other members of the Commission, the following resolution was unanimously passed:

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 1917 in a sum not exceeding One 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 Six Hundred Thousand Dollars 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 special session regularly assembled, with all Commissioners present:

(a) That of the bonds authorized under Chap. 423, General Laws of Oregon for 1917, a second 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 Bldg., Portland, Oregon, up to and including 11 o'clock A. M. of the 12th day of September, 1917, and that said bids shall be opened by the Commission at Room 1301 Yeon Bldg., Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock A. M. of the 12th day of September, 1917.

(c) That notice of such sale shall be given by the Secretary of this Commission by publication thereof for one issue in the following publications:

The Bond Buyer,	Published in	New York City
Daily Record-Abstract	" "	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} ~~two and one-half per cent~~ will be payable on April 1st and year, beginning with the sixth year from the date of issue. The first installment to be payable on October 1st, 1922. 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; that all of the bonds will be issued payable to bearer.

(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 September 1, 1917, 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 September 1, 1917, 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 within five (5) days from September 12, 1917.

(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.

No further business coming before Commission, on motion, meeting was adjourned at 12:30 P. M.

[Signature]
State Highway Engineer

[Signature]
Secretary

[Signature]
Chairman

[Signature]
Commissioner

[Signature]
Commissioner

Portland, Oregon, September 12, 1917.

The State Highway Commission met at 11 o'clock A. M. at 1301 Yeon Building. Those present were:

S. Benson, Chairman, Portland
W. L. Thompson, Pendleton
E. J. Adams, Eugene
G. Ed Ross, Secretary

Mr. Adams reported the results of his hearings in Yamhill and Polk Counties and in view of the fact that the main route which he recommended for adoption was the one via McMinnville, Sheridan, Ballston and Dallas and was provided for in Chapter 423 Laws of 1917, no further action was taken by the Commission. Mr. Benson expressed himself as opposed to this route, his desire being for a more direct route from Portland up the river toward Eugene.

The matter of running a stub from McMinnville down to Amity was also held in abeyance for the present.

Vouchers Nos. 865 to 903 were passed by the Commission and payment authorized.

The following resolution was adopted unanimously:

WHEREAS, Chap. 221, General Laws of Oregon, 1917, requires that as soon after the taking effect of this Act as practicable, the State Highway Commission shall adopt standard specifications for laying and constructing the several kinds of hard surface pavements which the Commission deems suited and adapted to the needs of the State, including asphaltic concrete pavement and hydraulic concrete pavement, and

WHEREAS, this chapter further provides that none of which specifications shall infringe any patented pavement or pavements; and the State Highway Commission thereupon shall furnish copies of all such specifications to each county court or board of county commissioners in the state, and

WHEREAS, the State Highway Engineer has had in the course of preparation the past several months, a set of standard specifications to meet the requirements of the aforesaid Chap. 221, General Laws of 1917, and

WHEREAS, these have been printed and are now on file in the office of the State Highway Commission at Salem, Oregon, known as Form 38,

THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby designate the said specifications embodied in Form 38 as the standard specifications of the Commission, in conformity with the requirements of Chap. 221, General Laws of Oregon, 1917, and the State Highway Engineer is instructed to send a copy of these specifications to each county court and board of commissioners in the State of Oregon.

The following resolution was unanimously adopted by the Commission:

WHEREAS, at a meeting of the State Highway Commission held Sept. 6, 1917, a resolution was regularly adopted, directing that bids be invited for the purchase of \$500,000.00 par value of the bonds authorized under Chap. 423, General Laws of Oregon, 1917, and

WHEREAS, such resolution authorized the invitation and receiving of sealed bids for the purchase of such bonds, which sealed bids were to be received by the Commission at Room 1301 Yeon Bldg., Portland, Oregon, up to and including 11 o'clock A. M. on the 12th day of September, 1917, and further directed that said bids should be opened by the Commission in Room 1301 Yeon Bldg., Portland, Oregon, at a meeting to be held at said place at 11 o'clock A. M. on the 12th day of September, 1917, 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 following publications, to-wit:

The Bond Buyer, published	New York City
Daily Record-Abstract "	Portland, Oregon,

and

WHEREAS, such resolution required each bid to be accompanied by certified check of 5 per cent of the amount of such bid, and further required that said bonds be dated September 1, 1917, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from September 1, 1917, until the date the purchase price is paid; and further requiring that the full purchase price be paid within five days from September 12, 1917, 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 issues, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be paid 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 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 11 A. M. of the 12th day of September, 1917, in regular session at 1301 Yeon Bldg., 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, to-wit:

E. H. Rollins & Sons)		
National City Co.)	New York	\$472,130.00
Harris Trust & Savings Bank Chicago)		
Clark, Kendall & Co.,)	Portland	459,005.00
Henry Teal,	Portland	455,000.00
Lumbermens Trust Co.	"	466,700.00
N. U. Carpenter,	"	(Only 25,000.00)
		Bid on a basis of 4.8
		per cent interest.

Each proposal was accompanied by a certified check in the amount of 5 per cent, as required by such resolution and published notice, and

WHEREAS, the bid of E. H. Rollins & Sons and National City Co. of New York City, being represented by The Capital National Bank of Salem, Oregon, J. H. Albert, President, is the highest and best bid received, and

WHEREAS, the State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced it is to the best interests of the State of Oregon to accept said bid of E. H. Rollins & Sons and National City Company of New York, and

WHEREAS, said bonds are to be issued in the denominations of \$1,000 and \$500 each, and to be non-registered bonds,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission of the State of Oregon that said bid of \$472,130 of said E. H. Rollins & Sons and National City Company of New York for \$500,000 par value bonds of the State of Oregon, authorized under Chap. 423, General Laws of Oregon, 1917, be and the same is hereby accepted.

That the Secretary of this Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed 480 \$1,000 bonds, and 40 \$500 bonds, of which twelve \$1,000 bonds and one \$500 bond shall be due and payable on October 1, 1922, and a like number and amount of April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated September 1, 1917, and bear interest from

SEP 12 1917

SEP 12 1917

SEP 12 1917

such date; and that such purchaser be required to pay in addition to their bid, the interest accrued on all of said bonds from Sept. 1, 1917, until the purchase price therefor has been paid; and

WHEREAS, in conformity with the advertisement, all of this issue of bonds shall be a non-registered bond of the form approved by the State Highway Commission, sitting in regular session at Salem, Oregon, on August 7, 1917.

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 \$1,000 bonds and one \$500 bond be issued so as to mature on October 1, 1922, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of \$500,000.

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

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 laws of this State.

BE IT FURTHER RESOLVED, that the principal and coupons of said non-registered 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, at the option of the holder thereof.

The matter of cancellation of the contract with H. J. Hildeburn for work in the Siskiyou Mountains was brought up for consideration, and in view of the fact that the contract itself provided for its cancellation under certain conditions by the State Highway Engineer, no action was taken by the Commission.

The following resolution was adopted unanimously:

WHEREAS, owing to the fact that failure to complete the nine bridges on the Columbia River Highway in Columbia County, (which contract was entered into with L. O. Herrold of Salem to construct) seriously interferes with through traffic on that road, and delays the macadamizing of stretches of said highway in said county, and

WHEREAS, the shortage of labor this season 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 on this work, on condition that he adjust his rate of wages in such manner that double time shall be paid the workmen for all time worked over eight hours per day.

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 put his men back on an eight hour basis, and live rigidly up to that rule.

The following resolution was unanimously adopted:

WHEREAS, the State Highway Commission is now causing to be constructed under contract with A. D. Kern three sections of the Columbia River Highway in Hood River County, Oregon; and

WHEREAS, the railroad of the Oregon-Washington Railroad and Navigation Company and its overhead wires and also the wires of the Western Union Telegraph Company which are erected on poles along the right of way of said railroad company are so situated at certain points that in carrying on said work there is danger of throwing rock and other debris over onto said railroad tracks as well as said overhead wires and poles sustaining the same and thereby seriously interfere with the operation of said railroad and telegraph business; and

WHEREAS, said railroad company has protested to the State Highway Commission against the carrying on of said highway construction unless and until it and said telegraph company is indemnified against damage; and

WHEREAS, said railroad company has indicated a willingness to appoint a competent engineer to supervise said highway improvement at points where the same is in close proximity to its railroad and said overhead wires provided the expense thereof is paid by the State Highway Commission and to cooperate in advising of the approach of its trains provided suitable flagmen are employed to warn said approaching trains in case of any accident, provided, however, that the State Highway Commission shall enter into a contract embodying the above provisions and further specifying that said State Highway Commission will make good to said railroad and telegraph companies any damage suffered by either of them as a result of rock or debris being blown over on to said railroad track or against said wires or the poles supporting the same, or damage resulting by such debris being dislodged or in any way causing damage to said railroad company or telegraph company as a result of the construction work in building said highway; and

WHEREAS, it will be extremely inconvenient and practically impossible to carry on said work except under some such amicable arrangement;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION in regular session assembled that said State Highway Commission hereby assents to the making of such a contract and that the chairman and secretary of this Commission be, and they are hereby, authorized, empowered and directed to enter into a contract with said railroad company binding this Commission from the funds subject to its control to pay any damage resulting to said railroad company's property or to the property of said telegraph company situated alongside said highway from making said highway improvements and that said contract may further provide for taking the overhead wires down during the period of construction and laying them in some other place of greater safety, the expense thereof to be paid from the funds under the control of this Commission, and that said contract may further provide for the employment of a competent engineer and suitable flagmen to be designated by said railroad company and the expense thereof paid from the funds under the control of said Highway Commission, and that said contract generally shall contain such provisions, stipulations and agreements as the chairman of this Commission shall deem proper to provide for safely carrying on said work in a way that will expedite the same and at the same time not unnecessarily jeopardize the property of said railroad company or said telegraph company, and that said Chairman and Secretary shall on behalf of this Commission sign and execute said contract.

The following resolution was unanimously adopted by the Commission:

WHEREAS, on request made by the Pacific States Telephone Company of Portland, that the State Highway Commission assume the expense necessary to protect their wires along the Columbia River Highway in the vicinity of Goble, Columbia County, and

WHEREAS, in view of the fact the Pacific States Telephone Company pays nothing for the privilege of using the public highway in Columbia County for its poles, and

WHEREAS, the improvement of this highway as contemplated, will result beneficially to the said Pacific States Telephone Company, as well as to other taxpayers in the State of Oregon,

THEREFORE, it is resolved that the request of the Pacific States Telephone Company be not granted, and the State Highway Engineer is hereby directed to notify said Company of this action; and also to give them formal notice to begin at once to protect their wires against the activities of the construction force now employed on that work.

The following resolution was passed by the Commission, Mr. Benson and Mr. Adams voting in the affirmative and Mr. Thompson not voting.

WHEREAS, in view of the fact that the permanent location of the Columbia River Highway in Columbia County from McBride's crossing to Scappoose, has never been definitely determined, and

WHEREAS, after careful investigation by the Commission and the State Highway Engineer, whose recommendations have been fully considered, and

WHEREAS, in view of the fact that to prosecute the improvement on the Columbia River Highway, Columbia County, which is contemplated, it is of vital importance that an early decision on this matter be made,

BE IT RESOLVED, that the Columbia River Highway in Columbia County from McBride's crossing to Scappoose be definitely and permanently located on the west side of the railroad, which eliminates a number of dangerous grade crossings, and has many other features which make it the logical location for this improved highway.

The following resolution was unanimously adopted by the Commission:

WHEREAS, in view of the fact that the road districts in Gilliam County bordering on a proposed route of the Columbia River Highway, have expressed themselves as willing to raise a special road tax of ten mills to apply on the grading of this route, and

WHEREAS, in order to prosecute the road program of the State Highway Commission, it is of importance that a definite location of the Columbia River Highway in this section be determined at an early date,

BE IT RESOLVED, that on condition the ten mill special tax levy is raised each year and applied on this road until the grading has been made in accordance with state standards for trunk highways, the Commission hereby definitely and permanently locates the Columbia River Highway from the John Day River via Quintin Blalock to Arlington.

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

L. Ed. Press.

Secretary

S. D. Benson
Chairman

W. Thompson

E. Adams

Portland, Oregon, September 25, 1917.

The State Highway Commission met at 1301 Ycom Building at

11 A. M. Those present were:

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

A letter from Lincoln County Court, requesting the Commission to make a statement as to what they were willing to do for the county in case the bonds were voted to the extent of \$200,000, was presented to the Commission and the following order unanimously entered:

WHEREAS, the County of Lincoln proposes to vote bonds for road purposes to the extent of \$200,000.00, and

WHEREAS, the State Highway Commission believes that such action by the various counties should be encouraged to the utmost,

BE IT THEREFORE RESOLVED, that in case the citizens of Lincoln County vote favorably upon the bond issue and make available for road purposes a sum of \$200,000.00, the State Highway Commission hereby agrees to match dollar for dollar for road construction in Lincoln County any amount up to the sum of \$200,000.00 which the county officials desire to set aside under the conditions as provided by law and rules and regulations of the Highway Commission for the handling of such matters, and

BE IT FURTHER RESOLVED that the above agreement is made on condition that the county officials are agreeable to extending the construction program over a period of three years, in view of the fact that it may be impossible for the Commission to set aside a sufficient amount to meet the demands of this agreement in any one year.

The State Highway Engineer reported to the Commission that on investigation of the route across the southern part of the state from Ashland to Lakeview and particularly that portion of it constituting a distance of ten miles from Olene to Klamath Falls, he estimated the cost of grading and macadamizing to be \$36,000.00. In view of the fact that Klamath County agreed to spend \$20,000.00 on the grading of this section, the Commission directed the State Highway Engineer to prepare a project statement covering the macadamizing of this route under authority of the Federal Aid Road Act as a post road, the state to appropriate \$8,000.00 of the Bean-Barrett bonds to match a similar amount from the Government and on condition also that Klamath County will immediately start the grading work on a realignment satisfactory

to the State Highway Engineer and expend its funds in such manner as the State Highway Engineer may designate.

Vouchers Nos. 904 to 980 were approved for payment.

Proposals for the grading of that portion of the Pacific Highway in Josephine County between Grants Pass and the Jackson County line known as Locust Hill, a distance of approximately one mile, were opened by the Secretary and read before the Commission and the contractors who were present. The result of these proposals was announced as follows:

Albert Anderson & Company,	Grants Pass	\$4700.00
H. O. Schell,	Grants Pass	4875.00
Warren Construction Company,	Portland	5165.50
Calvert, Wolke & Dean	Grants Pass	6856.50

On motion of Mr. Adams and being agreeable to Mr. Benson, the proposal of Albert Anderson & Company of Grants Pass for \$4700.00 was accepted by the Commission. The Engineer was directed to draw up the formal contract for execution by this company.

The Secretary was directed to immediately return all checks to the unsuccessful bidders.

On account of a little doubt as to the proper interpretation of clauses c, j and m in the contract with the Warren Construction Company for force account work on the projects recently let them, the sections in question were rewritten and approved by the Commission and the contractor's representative. The sections as rewritten are as follows:

(c) The Contractor shall be paid rental for all such plant and equipment as is mentioned above from the time the same reaches the work on orders by the engineer until such time as the engineer may order it removed from the work, except in the rental of trucks, which, it is understood, will run only for the actual number of days and hours as they may be in actual use on the construction and that this paragraph shall not be construed to apply to trucks for the total time they are on the work if not in use.

(j and m) The Contractor shall furnish on the work entirely at his own expense and for which he shall not receive rental all the necessary camp equipment, including tents, bunks, mess outfits, stoves and all other accessories necessary to properly feed the necessary laborers. He shall also furnish complete blacksmith outfit, including forge, anvil and all necessary tools needed for repair work, also all shovels, picks, bars, rakes and other small hand tools necessary on the work. The State Highway Commission shall not be responsible for the loss and breakage of any such equipment furnished, and the state shall not pay rental on any such equipment. It is understood, however, that the state will pay for the delivery of all the above equipment and supplies to the camp and for the

SEP 25 1917

SEP 25 1917

material and labor necessary to erect the camp buildings, except in connection with the construction of the mess house. All material and labor incident to the construction of the mess house shall be paid for by the Contractor.

The Secretary was directed to take up with the California State Highway Commission the matter of freight rates allowed on road materials, with a view to securing for the State of Oregon better terms than are now in force.

The State Highway Engineer was directed to prepare at once specifications and proposal for the construction of a mile and a half on the Columbia River Highway in Columbia County in the vicinity of Columbia City, the contemplated construction to eliminate two dangerous railroad crossings.

The State Highway Engineer was directed to at once prepare plans and specifications and proposal for the construction of the portion of the Columbia River Highway in Columbia County from McBrides fill to that portion of St. Helens formerly known as Houlton, this to run on the west side of the railroad, as recently approved by the State Highway Commission. The Secretary was instructed to immediately request Mr. A. E. Harvey of Columbia County to proceed on the securing of necessary right of way for construction from McBrides fill to that portion of St. Helens formerly known as Houlton on the west side of the railway, and if any condemnation proceedings are necessary to notify the Commission who will immediately secure a right of way man to handle.

On request of the State Highway Engineer, the Commission authorized the purchase of a new Packard truck for use on the Siskiyou Mountains.

The following resolution was unanimously adopted by the Commission:

In view of the fact that it is sometimes desirable to cooperate with the Federal Government in expenditures on highways in this state of other funds than those made available by the Federal Aid Road Act,

BE IT THEREFORE RESOLVED that in the resolution adopted by the Commission under date of August 7th, 1917 and which is recorded in the minute book, Volume II Page 284, the third paragraph be changed to read as follows:

BE IT RESOLVED that the State assume responsibility to the Federal Government for the proper maintenance of all highways constructed in cooperation with the Federal Government under any federal act providing for cooperative road construction, the state to make whatever arrangements with the various counties it may deem necessary to meet this obligation in accordance with the laws of the State of Oregon and the Federal Aid Road Act, and any other Federal Laws that may have been, or may be enacted to further road improvement in the State of Oregon.

SEP 25 1917

Mr. W. J. Lyons of the American Surety Company of New York appeared before the Commission protesting against the form of bond to accompany the standard specifications. The particular portion of it which appeared offensive to Mr. Lyons was that portion in the last paragraph beginning on the 5th line, reading as follows: "and all just debts, dues and demands incurred in the performance of such work." After some discussion, the secretary was directed to take this matter up with the Attorney General and determine whether or not this clause unjustly discriminated in favor of bankers or others who might loan contractors money in connection with their work.

Mr. H. J. Hildeburn appeared before the Commission to enter a protest against the cancelling of his contract for crushing rock on the Siskiyou Mountain grade. In view of the fact that the work originally contemplated when Mr. Hildeburn's contract was entered into had been completed, and further in view of the fact that it appeared that the work would be more advantageously handled under one head, the Commission decided that it was best not to renew the contract with Mr. Hildeburn, and as soon as a few minor matters could be straightened up, the Engineer was instructed to take over the work. These arrangements were made in the presence of Mr. Hildeburn and he was personally notified by the State Highway Engineer in the presence of the Commission that at a convenient time the state would take over his interest in the plant and equipment and continue crushing rock with its own forces.

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

Herbert Munn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

Portland, Oregon, October 9 and 10, 1917.

State Highway Commission met at 9:30 in Mr. Benson's office, 1301 Yeon Building, those present being:

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

A letter from the Pacific Telephone & Telegraph Company, dated September 26, regarding estimated expense of the company to move their wires and poles from right of way which they had purchased, was presented to the Commission and authority granted the auditor to allow a claim to the company for this expense not to exceed \$100.

OCT 9 1917

A communication from Judge Malone of Benton County, dated September 12, was presented to the Commission and ordered placed on file.

A petition from J. S. McLaughlin of Aumsville, together with approximately 40 other signers, requesting that the Pacific Highway be located in Marion County from Salem south via Turner, Marion and Jefferson, was presented to the Commission and taken under advisement by them. No decision was considered necessary at this time.

The Engineer presented an estimate to the Commission showing that the cost of constructing that section of the Columbia River Highway from Hood River to Mosier would be \$352,324.50. In view of the fact that the construction of this section of the Columbia River Highway is of benefit to the entire eastern section of the state, the Commission after some discussion, directed the engineer to immediately prepare plans and specifications for advertising this work for construction, and if possible to have proposals opened at the next regular meeting of the Commission on November 6.

Mr. M. O. Bennett appeared before the Commission with a report on a conference which he had held on the 8th instant with Dr. Hewes and Mr. Finch of the Office of Public Roads, and Mr. Cecil of the Forest Service. It seemed that of five projects suggested for cooperation, only one had a possibility of passing the requirements of the Government officials. However, a number of other possible projects in Eastern Oregon came up for discussion and the engineer was directed to prepare estimates and project statements on enough of the more important projects in Eastern Oregon to absorb the 60% of the post road money now available for work in that section of the state and to report to the Commission at as early a date as possible, with a view to getting action on this work.

Vouchers Nos. 981 to 1151 were approved for payment by the Commission.

On April 17 and 29, certain resolutions were entered by the State Highway Commission, setting aside amounts considered necessary for the construction of a number of forest projects in cooperation with the Forest Service, under authority of Chapter 175 of the Laws of Oregon and the Federal Aid Road Act. These estimates were largely based on a short reconnaissance survey. Now after a careful location survey, with estimates based on present conditions, it is found necessary to alter the amounts set aside by the Commission at the meetings on the above named dates. Therefore, the following resolutions were unanimously adopted by the Commission, replacing a portion of those resolutions formerly entered.

Be it ordered that application from Lane County Court and Deschutes County Court for cooperation with State and Federal Government in construction of that section of the Oregon Central Road within or partly within the Cascade National Forest, locally known as the McKenzie River Road, wherein the said Lane County proposes to cooperate to the extent of \$21,299, and the said Deschutes County proposes to cooperate to the extent of \$5,000, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as practicable.

Be it further recommended that the Department of Agriculture be requested to allot for this work the sum of \$82,078 from funds under Section 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 as provided in Chapter 175 of the Laws of 1917, (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of that section of the Oregon Central Highway within the Ochoco National Forest, locally known as the Ochoco Canyon Road, beginning at the Forest north boundary and continuing to the west line of Wheeler County, wherein the said county proposes to cooperate to the extent of \$3,000.

It is further recommended that the Department of Agriculture be requested to allot for this work the sum of \$12,250 from funds under Section 8 of the Federal Aid Road Act with the understanding and agreement that the State Highway Commission will appropriate a similar amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in the construction of that portion of the Medford to Klamath Falls route lying within or partly within the Crater National Forest, beginning at the Crater Lake National Park and continuing to the west boundary of Crater National Forest, as may be located by the officials of the Federal Forest Service, be constructed at as early a date as practicable.

Be it further ordered that on condition that the Department of Agriculture allot \$34,436 for this work from funds under Section 8 of the Federal Aid Road Act and Jackson County appropriate the sum of \$3,500 for work on the Prospect end of the route, that the State Highway Commission will appropriate \$34,436 from funds made available by the sale of bonds as provided in Chapter 175, Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

It is ordered that application from Crook County Court for cooperation in construction of that section of the Oregon Central Road partly within the Ochoco National Forest, locally known as the Ochoco Canyon Road, situated in Crook County, Oregon, between Jones sawmill and the county line between Crook and Wheeler Counties, a distance of approximately 9.7 miles, wherein the said County proposes to cooperate to the extent of \$15,000 and requests assistance from the State and Government to the amount of \$15,000, be and is hereby approved and recommendation to the Secretary of Agriculture that construction be commenced on this project at as early a date as is practicable.

It is further recommended that the Department of Agriculture be requested to allot for this work the sum of \$7,500 from funds under Section 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 as provided in Chapter 175 of the Laws of 1917 (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in the construction of that portion of the medford to Klamath Falls route (Anna Creek Section) lying within the Crater National Forest, Klamath County, beginning at a point near the southern boundary of the Crater National Park and continuing southeasterly to the National Forest boundary, a distance of 3 miles, as may be located by the officials of the Federal Forest Service, be constructed at as early a date as possible.

Be it further ordered that on condition that the Department of Agriculture allot \$3,390 for this work from funds under Section 8 of the Federal Aid Road Act that the State Highway Commission will appropriate \$3,390 from funds made available by the sale of bonds as provided in Chapter 175 Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application for cooperation in construction of that section of the Mt. Hood Loop Road within the Oregon National Forest and lying within Clackamas County, locally known as the Zig-Zag-Government Camp route, be approved and recommended to the Secretary of Agriculture for construction 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 \$24,000 from funds under an Act of Congress approved March 4, 1913 (37 Stat., 828), with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Be it ordered that application from Douglas County Court for cooperation with State and Federal Government in construction of the project locally known as the Tiller-Trail Road, situated between Tiller and Drew P. O. within Douglas County and Umpqua National Forest, wherein the said Douglas County proposes to cooperate to the extent of \$10,700, 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.

It is further recommended that the Department of Agriculture allot for this work the sum of \$10,700 from funds under an Act of Congress approved March 4, 1913 (37 Stat., 828), with the understanding and agreement that the State Highway Commission will appropriate a like amount from funds made available by the sale of bonds as provided in Chapter 175 of the Laws of 1917. (House Bill No. 21, known as the Bean-Barrett bill.)

Following resolution offered by Mr. Adams was unanimously passed by the Commission:

WHEREAS, that portion of the Pacific Highway lying within or partly within the Umpqua National Forest, beginning at the south boundary of the said forest and extending in a northerly direction down Canyon Creek to Canyonville, a distance of 9.49 miles, is badly in need of improvement, and

WHEREAS, should this improvement be made, that stretch of road on the Pacific Highway south of the forest boundary a distance of approximately two miles is in such condition that it would to a very large extent detract from the value of the improvement through the National Forest,

THEREFORE, BE IT RESOLVED that on condition that the County Court of Douglas County can see its way clear to set aside the sum of approximately \$23,000 which is the estimated cost of the improvement of that section of the Pacific Highway in Douglas County lying **immediately south of the forest boundary**, for this purpose it is ordered that application for cooperation and construction on that section of the Pacific Highway lying within or partly within the Umpqua National Forest, beginning at the south boundary of the said forest and extending in a northerly direction down Canyon Creek to Canyonville, a distance of 9.49 miles, be and is hereby approved and recommended to the Secretary of Agriculture for construction at as early a date as is practicable.

IT IS FURTHER RECOMMENDED that the Secretary of Agriculture be requested to allot for this work the sum of \$67,000 from funds under Section 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 as provided in Chapter 175 of the Laws of 1917. (House Bill No. 21, known as the Bean Barrett Bill.)

The following resolution was unanimously adopted on motion of Mr. Benson:

RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON, all members being present and participating, that the County of Clackamas in the State of Oregon and the County Court thereof, be and the same are hereby requested to secure a right of way for a portion of the Pacific Highway as heretofore adopted by this Com-

mission between Oregon City and Canby from the owners thereof, which portion of said right of way, is more particularly described as follows, to-wit:

Beginning at a point on the Northeasterly boundary line of the one acre tract conveyed to Joseph Hedges by Absolom F. Hedges and Elizabeth J. Hedges by deed recorded in Book "D" of Deed Records of Clackamas County, Oregon, at page 675 thereof, where said Northerly line intersects the Easterly boundary line of the county road leading from Oregon City by Canemah to New Era, commonly known as String Town Lane, which point is 217.26 feet from the most Easterly corner of said tract as described in said deed, which most Easterly corner of said one acre tract is marked on the ground by a tack in a piece of cedar about $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches by eight inches long set in the ground, thence South 35 degrees 30 minutes East 15 feet along the Northeasterly boundary of said one acre tract, thence South 54 degrees 34 minutes West 268 feet to intersection with the Southwesterly boundary of a 4.94 acre tract conveyed by Absolom F. Hedges and Elizabeth J. Hedges, to W. C. Ganong by deed recorded in Vol. "F", Deed Records of said county at page 320 thereof, thence North 35 degrees West 17.2 feet along said Southwesterly boundary, thence North 55 degrees East 268 feet to the place of beginning, containing .01 acres.

BE IT FURTHER RESOLVED that the chairman of this Commission be and he is hereby authorized, empowered and requested to make a formal request of said county and its county court that said right of way be forthwith secured in order that the construction of said highway at said point, which is now under construction, may not be delayed;

BE IT FURTHER RESOLVED that if said county court shall fail, neglect or refuse either to promptly secure said right of way or immediately bring condemnation proceedings therefor, then that the chairman of this Commission and the right of way agent of this Commission shall secure said right of way, if they are able to secure the same, for a sum not exceeding Two Hundred Dollars, and if such right of way can not be secured for said sum of money, then that condemnation proceedings be commenced in the name of this Commission and that the attorney general of the State of Oregon be and he is hereby requested to institute such proceedings, and that the right of way agent of this Commission is hereby directed to render such assistance as he can in executing the matters and things herein provided for.

On motion of Mr. Benson and agreeable to the other Commissioners, the following resolution was unanimously adopted:

WHEREAS, the STATE HIGHWAY ENGINEER under the direction of the STATE HIGHWAY COMMISSION, has surveyed and located upon the ground between Oregon City and Canby that portion of the hard surface highway described in the third subdivision of Section six of Chapter 423 of the General Laws of Oregon for the year 1917, which lies between said points; and

WHEREAS, the State Highway Commission has duly adopted the route as located and staked out upon the ground and duly mapped by the State Engineer under the direction of said State Highway Commission; and

WHEREAS, for the proper and safe construction of said highway as required by said law and for the safe use thereof by the traveling public it is necessary to acquire a certain tract of land in Clackamas County, Oregon more particularly described as follows:

Beginning at a point on the Northeasterly boundary line of the one acre tract conveyed to Joseph Hedges by Absolom F. Hedges and Elizabeth J. Hedges by deed recorded in Book "D" of Deeds Records of Clackamas County, Oregon, at page 675 thereof, where said Northerly line intersects the Easterly boundary line of the county road leading from Oregon City by Canemah to New Era, commonly known as String Town Lane, which point is 217.26 feet from the most Easterly corner of said tract as described in said deed, which most Easterly corner of said one acre tract is marked on the ground by a tack in a piece of cedar about $2\frac{1}{2}$ inches by $2\frac{1}{2}$ inches by eight inches long set in the ground, thence South 35° 30' East 15 feet along the Northeasterly boundary of said one acre tract, thence South 54° 34' West 268 feet to intersection with the Southwesterly boundary of a 4.94 acre tract conveyed by Absolom F. Hedges and Elizabeth J. Hedges, to W. C. Ganong by deed recorded in Vol. "F" Deed Records of said county at page 320 thereof, thence North 35° West 17.2 feet along said Southwesterly boundary, thence North 55° East 268 feet to the place of beginning, containing .01 acres.

THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION in regular session assembled with all Commissioners present and participating, that said above described tract of land is necessary for use by the public as a portion of said State Highway, and that said tract of ground must be acquired as a portion of said highway in order that said highway may be constructed according to the provisions of said law and in order that the same may be conveniently and safely used by the public.

On motion of Mr. Benson and agreeable to all other Commissioners, the following resolution was unanimously adopted:

RESOLVED, by the State Highway Commission of the State of Oregon, all members being present and participating, that the County of Washington, in the State of Oregon, and the County Court thereof, be and they are hereby requested to secure a right of way for a portion of the highway lying between the Multnomah County line and Newberg, in Yamhill County, which is described in the eighth subdivision of Section 6, of Chapter 423, of the General Laws of Oregon, for the year 1917, the route of which highway has been heretofore adopted by this Commission between said Multnomah County line and the City of Newberg, and the said County and the County Court thereof, are hereby requested

OCT 9 1917

OCT 9 1917

to acquire said right of way from the owners thereof, the various tracts of right of way required for the aforesaid purposes, as the Commission is now advised, being more particularly described as follows, to-wit:

Across the property of A. F. Schultz in Section 36, Township 1 South, Range 1 West of the Willamette Meridian:

Beginning at a point in the center line of the existing county road, which point is 235 feet north and 1265 feet west of the quarter corner between Section 36, Township 1 South, Range 1 West, and Section 31, Township 1 South, Range 1 East of the Willamette Meridian; running thence on a curve to the right from a tangent bearing north $53^{\circ} 59'$ East, the radius of said curve being 1146.3 feet, and the length of which is 381.3 feet; thence on a tangent bearing south $73^{\circ} 03'$ west for a distance of 54.1 feet; thence on a curve to the left of 477.7 feet radius for a distance of 216.8 feet; thence on a tangent bearing south $47^{\circ} 02'$ West for a distance of 239.7 feet; thence on a curve of 477.7 feet radius for a distance of 161.5 feet to a junction with the center line of the present county road, said parcel of land containing 0.88 acres.

Across the property of Mrs. W. E. Ramey in Section 31, Township 2 South, Range 1 West of the Willamette Meridian:

Beginning at a point in the present north and south county road, which point is 378.9 feet north and 3.0 feet west of the quarter corner between Section 36, Township 2 South, Range 2 West, and Section 31, Township 2 South, Range 1 West of the Willamette Meridian; running thence to the right from a tangent bearing north $0^{\circ} 03'$ west on a curve of 204.6 feet radius for a distance of 275.6 feet to a junction with the center line of the present east and west county road; containing 0.11 acres, more or less.

Across the property of the heirs of Mary Quigley, deceased, in Section 10, Township 2 South, Range 1 West of the Willamette Meridian:

Beginning at a point of intersection of the center line of the Blue Mt. Road with the center line of the West Side Highway, which point is approximately 1660 feet west and 1465 feet south of the corner common to Sections 2, 3, 10 and 11, in Township 2 South, Range 1 West of the Willamette Meridian; running thence south $32^{\circ} 09'$ west for a distance of 470.8 feet; thence to the left on a curve of 955.4 feet radius for a distance of 300.0 feet; thence south $14^{\circ} 09'$ west for a distance of 500.0 feet to an intersection with the center line of the east and west county road along the south side of the Quigley Estate; containing 1.12 acres, more or less.

Across the property of J. C. Brickley in Section 31, Township 3 South, Range 2 West of the Willamette Meridian:

Beginning at a point of intersection of the center line of the West Side State Highway Survey with the center line of the Southern Pacific Railway, which point is approximately 575 feet east and 415 feet south of the center of Section 31, Township 3 South, Range 2 West of the Willamette Meridian; running thence on a tangent bearing north $15^{\circ} 02'$ west for a distance of 43.7 feet; thence on a curve to the right of 204.6 feet radius for a distance of 190.6 feet; thence on a tangent bearing north $38^{\circ} 21'$ west for a distance of 730.7 feet to a junction with the center line of the existing county road; said parcel of land containing 0.93 acres.

BE IT FURTHER RESOLVED that this resolution shall not be taken to mean that other sections of right of way may be required for the construction of said highway between said points.

BE IT FURTHER RESOLVED that the Chairman of this Commission be and he is hereby authorized, empowered and requested to make a formal request of said County and its County Court that said several pieces of right of way be forthwith secured in order that the construction of said highway between said Multnomah County line and the City of Newberg, which is now under construction, may not be delayed.

BE IT FURTHER RESOLVED that if said County and its County Court shall fail, neglect or refuse either to promptly secure said tracts of right of way, or immediately bring proceedings therefor, then that the Chairman of this Commission, and the Right of Way Agent of this Commission, shall secure said tracts of right of way, and if they are unable to secure said tracts of right of way for the several sums of money which, in the opinion of the Chairman of the Commission, shall be reasonable for said several tracts of right of way, then that condemnation proceedings be commenced in the name of this Commission, and that the Attorney General of the State of Oregon be and he is hereby requested to institute such proceedings as the Chairman of this Commission shall deem requisite; and that the Right of Way Agent of this Commission is hereby directed to render such assistance as he can in executing the matters and things herein provided for.

On motion of Mr. Benson and being agreeable to the other members of the Commission, the following resolution was unanimously adopted:

WHEREAS, the State Highway Engineer, under the direction of the State Highway Commission, has surveyed and located upon the ground, between the Multnomah County line and Newberg, that portion of the hard surface highway described in the eighth subdivision of Section 6, of Chapter 423, of the General Laws of Oregon, for the year 1917, which lies between said points; and

WHEREAS, the State Highway Commission has heretofore duly adopted, and hereby adopts the said route as located and staked out upon the ground, which has been duly mapped by said State Highway Engineer under the direction of the State Highway Commission; and

WHEREAS, for the proper and safe construction of said highway, as required by law, and for the safe use thereof by the traveling public, it is necessary to acquire certain tracts of real estate in Washington County, Oregon, more particularly described as follows, to-wit:

Across the property of A. F. Schultz in Section 36, Township 1 South, Range 1 West of the Willamette Meridian:

Beginning at a point in the center line of the existing county road, which point is 235 feet north and 1265 feet west of the quarter-corner between Sections 36, Township 1 South, Range 1 West, and Section 31, Township 1 South, Range 1 East of the Willamette Meridian; running thence on a curve to the right from a tangent bearing north $53^{\circ} 59'$ East, the radius of said curve being 1146.3 feet, and the length of which is 381.3 feet; thence on a tangent bearing south $73^{\circ} 03'$ west for a distance of 54.1 feet; thence on a curve to the left of 477.7 feet radius for a distance of 216.8 feet; thence on a tangent bearing south $47^{\circ} 02'$ West for a distance of 239.7 feet; thence on a curve of 477.7 feet radius for a distance of 161.5 feet to a junction with the center line of the present county road, said parcel of land containing 0.88 acres.

Across the property of Mrs. W. E. Ramey in Section 31, Township 2 South, Range 1 West of the Willamette Meridian:

Beginning at a point in the present north and south county road, which point is 378.9 feet north and 3.0 feet west of the quarter corner between Section 36, Township 2 South, Range 2 West, and Section 31, Township 2 South, Range 1 West of the Willamette Meridian; running thence to the right from a tangent bearing north $0^{\circ} 03'$ west on a curve of 204.6 feet radius for a distance of 275.6 feet to a junction with the center line of the present east and west county road; containing 0.11 acres, more or less.

Across the property of the heirs of Mary Quigley, deceased, in Section 10, Township 2 South, Range 1 West of the Willamette Meridian:

Beginning at the point of intersection of the center line of the Blue Mt. Road with the center line of the West Side Highway, which point is approximately 1660 feet west and 1465 feet south of the corner common to Sections 2, 3, 10 and 11, in Township 2 South, Range 1 West of the Willamette Meridian; running thence south $32^{\circ} 09'$ west for a distance of 470.8 feet; thence to the left on a curve of 955.4 feet radius for a distance of 300.0 feet; thence south $14^{\circ} 09'$ west for a distance of 500.0 feet to an intersection with the center line of the east and west county road

along the south side of the Quigley Estate; containing 1.12 acres, more or less.

Across the property of J. C. Brickley in Section 31, Township 3 South, Range 2 West of the Willamette Meridian:

Beginning at a point of intersection of the center line of the West Side State Highway Survey with the center line of the Southern Pacific railway, which point is approximately 575 feet east and 415 feet south of the center of Section 31, Township 3 South, Range 2 West of the Willamette Meridian; running thence on a tangent bearing north $15^{\circ} 02'$ west for a distance of 43.7 feet; thence on a curve to the right of 204.6 feet radius for a distance of 190.6 feet; thence on a tangent bearing north $38^{\circ} 21'$ west for a distance of 730.7 feet to a junction with the center line of the existing county road; said parcel of land containing 0.93 acres.

Therefore BE IT RESOLVED by the State Highway Commission, at a regular session assembled, and all commissioners being present and participating, that said above described tracts of land are necessary for use by the public as a portion of said state highway, and that said tracts of ground must be acquired as a portion of said highway in order that said highway may be constructed according to the provisions of law, and in accordance with the requirements of this Commission, and in order that said highway may be conveniently and safely used by the public.

On motion of Mr. Benson and agreeable to other members of the Commission, the following resolution was unanimously adopted:

WHEREAS, the State Highway Engineer, under the direction of the State Highway Commission, has surveyed and located upon the ground between Oregon City and Canby that portion of the hard surface highway described in the third subdivision of Section six, of Chapter 423, of the General Laws of Oregon for the year 1917, which lies between said points; and

WHEREAS, the State Highway Commission has duly adopted the route as located and staked out upon the ground and duly mapped by the State Highway Engineer under the direction of said State Highway Commission; and

WHEREAS, for the proper and safe construction of said highway as required by said law and for the safe use thereof by the traveling public, it is necessary to acquire a certain tract of land in Clackamas County, Oregon, more particularly described as follows:

Beginning at a point on the south boundary of the Walter Fish Donation Land Claim #45, in T. 3 S. R. 1 E. W. M. which point is 2315.7 feet East of the S. W. corner of said claim; running thence N. $25^{\circ} 42'$ E. for a distance of 3518.3 ft; thence East for a distance of 27.3 ft; thence South for a dis-

tance of 81.7 ft; thence S. 25° 42' W. for a distance of 3427.7 ft.; thence West for a distance of 66.6 ft. to the place of beginning. Said parcel containing 4.34 acres, more or less.

THEREFORE, BE IT RESOLVED by the State Highway Commission, in regular session assembled, with all Commissioners present and participating, that said above described tract of land is necessary for use by the public as a portion of said State Highway, and that said tract of ground must be acquired as a portion of said highway in order that said highway may be constructed according to the provisions of said law and in order that the same may be conveniently and safely used by the public.

On motion of Mr. Benson and agreeable to the other Commissioners, the following resolution was unanimously adopted:

RESOLVED, by the State Highway Commission of the State of Oregon, all members being present and participating, that the County of Clackamas in the State of Oregon, and the County Court thereof, be and the same are hereby requested to secure a right of way for a portion of the Pacific Highway as heretofore adopted by this Commission, between Oregon City and Canby, from the owners thereof, which portion of said right of way, is more particularly described as follows, to-wit:-

Beginning at a point on the South boundary of the Walter Fish Donation Land Claim #45, in T. 3 S. R. 1 E. W. M. which point is 2315.7 feet East of the S. W. corner of said claim; running thence N. 25° 42' E. for a distance of 3518.3 ft; thence East for a distance of 27.3 ft; thence South for a distance of 81.7 ft; thence S. 25° 42' W. for a distance of 3427.7 ft; thence West for a distance of 66.6 ft. to the place of beginning. Said parcel containing 4.34 acres, more or less.

BE IT FURTHER RESOLVED that the Chairman of this Commission be and he is hereby authorized, empowered and requested to make a formal request of said county and its County Court that said right of way be forthwith secured in order that the construction of said highway at said point, which is now under construction, may not be delayed;

BE IT FURTHER RESOLVED, that if said County Court shall fail, neglect, or refuse either to promptly secure said right of way or immediately bring condemnation proceedings therefor, then that the Chairman of this Commission and the Right of Way Agent of this Commission, shall secure said right of way, if they are able to secure the same for a sum not exceeding \$100.00, and if such right of way cannot be secured for said sum of money, then that condemnation proceedings be commenced in the name of this Commission and that the Attorney General of the State of Oregon be and he is hereby requested to institute such proceedings, and that the Right of Way Agent of this Commission is hereby directed to render such assistance as he can in executing the matters and things herein provided for.

The County Court of Lane County, together with Senator Bean, appeared before the Commission, requesting additional funds for work on the Oregon Central Highway which runs from the Coast by way of Florence, Eugene and through to the east county line. After some discussion, it was found that a recent survey developed the fact that the cost of completing this highway from Eugene to Florence would be \$123,951.26. The County had previously allotted for this work \$21,965.00. Of this amount, owing to certain construction work which the county found it necessary to do this spring, the state allowed them to withdraw \$5,000 from their apportionment, leaving a net amount from the county of \$16,965.00. The County made an offer to the Commission that they were willing to stand one-third of the additional cost of this project, the state having previously allotted \$33,000 and the Government \$33,000. The following resolution was therefore adopted:

BE IT ORDERED that application from Lane County Court for cooperation in the construction of that section of the Oregon Central Highway within or partly within the Siuslaw Forest Reserve from Eugene to Florence, locally known as the Eugene to Florence road, wherein the said county proposes to cooperate with the Federal Government and state to the extent of \$30,627.08, be and is hereby approved and recommendation 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 \$46,662.09 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. (House Bill No. 21, known as the Baan-Barrett bill.)

Owing to the fact that action on right of way matters pending in the various counties, and which the counties had been requested to secure, has been extremely slow and in some cases has kept the contractors waiting, with an added expense, it was considered advisable to secure at once a right of way agent who could push these matters vigorously. Therefore, the State Highway Engineer was directed to appoint Mr. Jay Bowerman of Portland as right of way agent at a salary of \$150 per month. It was further resolved that any moneys paid for right of way by the State Highway Commission would be deducted from any allotments which might be made to the various counties in which this right of way was located.

The following resolution was offered by Mr. Adams and unanimously voted by the Commission:

BE IT RESOLVED that that portion of the Pacific Highway from Multnomah County line to Hillsboro be and is hereby designated to be that route locally known as the Walker-Orengo road and that the engineer be directed to make definite location survey at the earliest feasible date.

On motion of Mr. Thompson, the following resolution was unanimously adopted:

Owing to the importance of that section of the Oregon Central Highway at a point between the north line of the Ochoco Forest Reserve and the town of Mitchell, and in view of the fact that a small stretch of $1\frac{1}{2}$ miles on the Bridge Creek Section is in such condition that it seriously interferes with the through traffic,

BE IT HEREBY RESOLVED that the State Highway Engineer be ordered to proceed at once to improve that section of this road and on condition that Wheeler County turn over to the State Highway Engineer for expenditure the \$7,000 which they have for this work, the State Highway Commission will appropriate \$5,000, making a total of \$12,000, which it is believed is sufficient to put this section of the Oregon Central Highway in good condition.

In view of the fact that the Commission is contemplating the improvement of the Columbia River Highway between The Dalles and Pendleton via Umatilla and Hermiston,

BE IT HEREBY ORDERED that the State Highway Engineer be directed to take up the matter of location and improvement of the grade of the Columbia River Highway with the county courts of the various counties through which the road passes between these two points, with a view to having them concentrate their effort on proper alignment and grade on this section of the Columbia River Highway.

On motion of Mr. Benson, the following resolution was unanimously ordered:

In view of the urgent necessity of starting construction work at once on the Wolf-Creek-Grave Creek section of the Pacific Highway in Douglas and Josephine Counties, the State Highway Engineer was directed to immediately prepare plans and specifications for advertising these sections of the Pacific Highway for the receiving of proposals on November 6th, if it is possible, at the regular meeting of the Commission.

Mr. Thompson suggested that the Columbia River Highway from the Deschutes River be designated as follows: to run from the Deschutes River east to the town of Wasco, thence north and east to a point near the mouth of John Day River, thence along the Columbia River Highway to Arlington. Mr. Benson was opposed to this arrangement, preferring that the route follow the river all the way up. After some discussion, it was agreed that all three Commissioners would visit the disputed location with an engineer, go over the route carefully and make a decision after this had been done.

The following resolution, offered by Mr. Thompson, was unanimously adopted by the Commission:

Be it resolved that the Secretary be instructed to prepare a project statement for cooperation as authorized by the Federal Aid Road Act with the Government for construction of that section of the John Day Highway located between Fossil and Sarvice Creek Summit, a

distance of 9.47 miles, estimated to cost \$36,733.40 for an earth road.

Be it further resolved that this project statement be submitted to the Government at as early a date as possible on a basis of post road cooperation.

Judge Marsters and Commissioner St. John, of the Douglas County Court, appeared before the Commission and were informed that construction work to eliminate dangerous grades on that section of the Pacific Highway in Douglas County known as Roberts Mountain would start as soon as right of way could be obtained by the County Court of Douglas County, in case the Government did not approve it as a post road project. The County Court estimated that they would have this right of way prior to January 1, 1917, and the engineer was accordingly instructed to advertise for proposals on this work at as early a date as plans and specifications could be made, and definite decision from Government received.

The State Highway Engineer was directed to prepare advertisements at as early a date as possible for the necessary construction work on the Columbia River Highway in Columbia County between McBrides Fill and Columbia City.

A hearing was given a delegation from Sheridan, consisting of Mr. Bewley as spokesman, and after consideration the Commission instructed the engineer to proceed with three miles of paving this fall on the Yamhill-Nestucca road near Sheridan. This includes the entire project on which the Commission is now doing work, making a gross of three miles of paved road when completed.

Boyer and Son of the Salmon River district in Lincoln County appeared before the Commission in the interest of a survey from the Yamhill-Nestucca Highway at Willamina via Otis down the Salmon River to the coast -- 10 miles. The Commission directed the State Highway Engineer to start this survey as soon as convenient, on condition that the local residents furnish their services as assistants to the surveyor without charge, which Messrs. Boyer and Son stated would be willingly done.

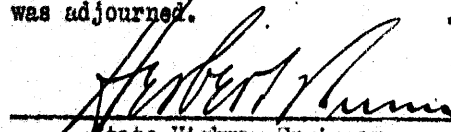
The County Court of Union County, represented by Judge Phy as spokesman appeared before the Commission requesting that in view of the fact that they had replaced a bridge costing approximately \$25,000 on the road from La Grande to Joseph that the Commission give them an equal amount to prepare the road for hard surfacing. ^{from La Grande to Hot Lake} After some discussion, the Commission voted to give them \$5,000 toward the grading of this highway, which they stated was all they could expend to advantage this fall, on condition that all of this money be put into labor and none of it to be expended for right of way or equipment. The State Highway Engineer was directed to oversee the expenditure of this fund. The Engineer was authorized to make a survey from Hot Lake in Union County along the most practicable route southerly to the county line between Union and Baker Counties.

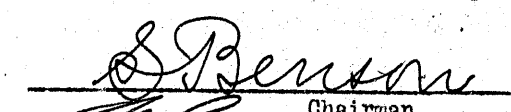
Mr. D. D. Hail of the Chamber of Commerce of Sherwood appeared before the Commission requesting aid on a two mile stretch of road leading from the Pacific Highway through Sherwood and connecting back on the Pacific

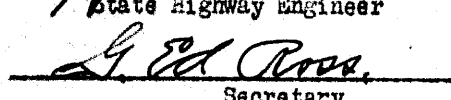
Highway again. In view of the fact that this was a local road, Mr. Hall was informed that the Commission could not grant his request.

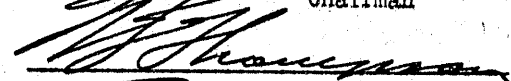

The Lane County delegation informed the Commission that they were ready to meet the requirements of the State Highway Commission at any time for any portion of the Pacific Highway in Lane County which the Commission were willing to pave.

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


State Highway Engineer


Chairman


Secretary



Portland, Oregon, November 6, 1917.

Regular meeting of the State Highway Commission was held in Mr. Benson's office, 1301 Yeon Building, at 9:30 o'clock, those present being:

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

Minutes of the previous meeting were read, some corrections ordered made, and approved.

A request from Klamath County Court that they be allowed \$20,000 on the road from Klamath Falls to Olene was presented to the Commission, the Court agreeing to expend a similar amount on this improvement. Action was held in abeyance until such time as the engineer could make a reconnaissance over the entire route between Klamath Falls and Lakeview to determine the advisability of making an improvement at this particular point.

A request from Clatsop County, dated October 22, for a decision as to what the Commission would do on that section of the Coast Highway from Astoria to the Tillamook County line, was presented to the Commission and the Secretary directed to report that while it was impossible for the Commission to make a decision to the County Court as to what they might be able to do on this highway in time for consideration at the County's budget meeting, they recommended that the County Court go ahead and set aside as much money as they desired for this work, and the Commission at a later date, when these matters were to be considered, would give the matter due consideration.

NOV 6 1917

A request from the County Court of Gilliam County for a survey from the mouth of Cottonwood Canyon to the Wheeler County line was presented to the Commission for attention. Owing to the difficulty in securing engineers at this time and the large amount of work before the department, it was considered inadvisable to hold out any encouragement to the county for the making of this survey until such time as the pressure on the department for such work had been relieved, and the Secretary was directed to inform the County Court of this decision.

The same action as above was taken on the application from the Gilliam County Court regarding a survey from the mouth of Condon Canyon at the Thirty Mile bridge through Mayville.

A communication from the Office of Public Roads and Rural Engineering, in which the department was notified that project No. 2, known as the Roberts Mountain project on the Pacific Highway in Douglas County had been disapproved by the Secretary of Agriculture, was read to the Commission and a further statement from the same department that they had approved that portion of the project south of Canyonville on the Pacific Highway, known as "from Johns Place 2.4 miles south", was presented to the Commission.

The State Highway Engineer reported to the Commission the results of a recent reconnaissance survey in Curry County and was instructed to proceed with the location survey as soon as convenient, but to hold up any action toward starting construction or letting contracts until the result of a proposed bond election in Curry County was made known next spring.

The State Highway Engineer gave a short verbal report on the progress being made by the department at the present time.

The Engineer reported that on account of car shortage, it was impossible for the contractor, Oskar Huber, on the Rex-Tigard road, to secure sufficient crushed rock, and on the report of E. W. Lazell, chemist, that 20% gravel would not injure the work in any way, the Engineer recommended to the Commission that the contractor be allowed to use this percentage of gravel, which met the approval of the Commission and was so ordered.

The Engineer reported that he had sent an inspector to Douglas County to advise the local authorities on the laying of certain paving which they were in need of advice on. The cost of this assistance would amount to about \$115 and was approved by the Commission.

The Engineer reported that a survey from Independence south developed a rather crooked road and was instructed by the Commission to use his own judgment in straightening out these angles.

The Secretary was directed to notify those interested in that portion of the Yamhill-Nestucca Highway known as the Three Rivers Section, to be present with their arguments for and against this location at the next meeting of the Commission.

NOV 6 1917

A delegation of 35 from Washington County appeared before the Commission in connection with the action of the Commission at its last meeting in designating the Walker-Orengo Canyon route as a link of the Pacific Highway from Multnomah County line to Hillsboro. After considerable discussion, with maps and figures by those present for and against the action of the Commission, the matter was taken under advisement for consideration by the Commission at a future date.

Vouchers Nos. 1151 to 1349 were passed for payment.

Proposals on grading the Wolf Creek-Grave Creek section of the Pacific Highway in Josephine County were opened at 11 o'clock and read by the Secretary in the presence of the Commission, the Engineer, and about sixty others who were in attendance at the Commission meeting at the time. At 4 o'clock, after tabulation had been made, the following results were announced.

American Calvert Explora- & tion Co. Wolke	United & Contr. Company	Reliance James F. Warren Const. Logan Company	H. J. J. Wilms- E. T. Johnson & Son
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56947.90 67963.90 74456.72 76913.18 77589.46 78997.70 80401.56 84443.12 95348.50

On motion of Mr. Thompson and approved by the other Commissioners, the contract was awarded to the American Exploration Company of Grants Pass and they were instructed to begin work as soon as the bond could be executed.

On motion of Mr. Adams and approved by the other Commissioners, certified checks were to be returned to all the bidders except the three lowest. These were to be held until satisfactory bond had been executed by the lowest bidder and then returned to the bidders.

The State Highway Engineer was directed to number all highways and list them, as provided under Chapter 237, Laws of 1917.

The following motion was made by Mr. Adams and met the approval of the other Commissioners:

BE IT RESOLVED that the engineer be directed to stop all road work that in his judgment, owing to lack of labor or on account of weather conditions, is not giving the most desirable results.

The only exception in the above order is to be on such roads where the stopping of work would seriously interfere with local traffic. This work should be prosecuted until such time as it has reached the stage where residents along the route will be able to get out and in.

The State Highway Engineer was directed to make a survey at such time as it was convenient for him to spare engineers, from Corvallis to Newport via Blodgett.

The following resolution was presented by Mr. Benson and approved by the other commissioners:

In view of the fact that Douglas County is spending considerable of its money on the Pacific Highway in that county, and on condition that the County Court of Douglas County cooperate with the Forest Service in the construction of that section of the Pacific Highway from the south limits of the Forest Reserve near Canyonville a distance of 2.3 miles, and on the further condition that for this work the County Court allot sufficient funds, estimated to be \$23,000 for the construction,

BE IT HEREBY ORDERED that on the above conditions and the urgent request of the County Court of Douglas County, that that section of the Pacific Highway in Douglas County passing through Riddle be designated as the main route of the Pacific Highway in Douglas County.

Mr. V. G. Cozad, Register of the U. S. Land Office at Burns, appeared before the Commission, requesting that aid be given them on the Bend to Burns road, that section from Burns to Crane, 32 miles in length. The Commission requested that Mr. Cozad secure from the County Court a statement as to what they might be able to do toward the improvement of this road and the matter of appropriation would be taken up at a later date.

Messrs. W. C. Washburn and C. M. Johnson of Junction City, together with a delegation from that vicinity, appeared before the Commission, urging that present route of the Pacific Highway, known as the River Route from Junction City to Eugene, be selected as the permanent route of the Pacific Highway instead of the proposed route, survey of which had recently been made by Mr. Libby, County Surveyor of Lane County, and Mr. Thomas of the State Highway Department, which was reported to run through a barren section of Lane County and to be a little longer than the river route. After considerable discussion, Mr. Benson made a motion that the river route be designated as a permanent link of the Pacific Highway in Lane County. Mr. Adams did not wish to vote on the matter at the present time, preferring to wait until a hearing could be given the Eugene delegation, which was understood to be in favor of the interior route, and in view of the fact that Mr. Thompson knew nothing of the merits of either road and did not wish to vote until he had gone over the ground, the matter was dropped without being put to a vote, and the Secretary instructed to notify all interested parties that a hearing would be given on this matter at the next meeting of the Commission in Portland.

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

Robert Adams
State Highway Engineer.
E. Ed Ross
Secretary

S. Benson
Chairman
W. Thompson
J. Adams

NOV 6 1917

NOV 6 1917

Portland, Oregon, November 27, 1917.

The State Highway Commission met in Mr. Benson's office at 9:30 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

A communication from Lake County, requesting an additional allotment for work in progress there, was presented to the Commission. In view of the fact that the funds from which an advance might be made for this work were all appropriated up to the end of 1916, it was impossible to honor their request at this time.

A letter from Judge Parman, requesting a survey along the proposed route of the Columbia River Highway, was presented to the Commission and the Engineer authorized to make the survey as soon as he could spare an engineering force.

A letter from the District Forester, regarding right of way on the ZigZag route, and also a letter from Mr. George W. Joseph, offering to give the state right of way along this route under certain conditions, was presented to the Commission and the Secretary directed to notify Mr. Cecil that the State would take care of the right of way. The Secretary was also directed to request Mr. Joseph to call on the chairman of the Commission at his convenience for a personal conference regarding this matter.

A letter from the Tigard Commercial Club at Tigard, protesting against the location of the overcrossing at Tigard, was presented to the Commission and the Secretary was instructed to inform these people that this was a matter entirely in the hands of their County Court, the railroad company and the Public Service Commission of this state, the Highway Commission having no jurisdiction in such matters except as they might volunteer to handle certain construction work after the improvement had been arranged by the three above named bodies.

A communication from the County Court of Hood River County, offering to allot \$8,000 toward the construction of a concrete bridge across Hood River, was presented to the Commission and the offer of Hood River County accepted.

A letter from Marion County was presented to the Commission, requesting that the selection of the Pacific Highway in Marion County south of Salem be made at an early date in order that the County Court might make some provision in their budget for any work that might be necessary toward improvement. That section of the Pacific Highway leading out of Salem toward Jefferson, known as the Jackson Hill route was selected as a permanent link of the Pacific Highway, and the Engineer instructed to make the necessary location survey, using as much of the present Pacific Highway as seems advisable.

A petition from the residents in Road District No. 13 in Sherman County, stating that they would vote a 5 mill tax annually for three years to apply on the Columbia River Highway through the north end of Sherman County was presented to the Commission and the Secretary was instructed to ascertain whether or not the tax payers could not increase their levy this year so that the work could be done immediately.

Columbia County requested that the Commission do certain work in their county involving a cost of approximately \$200. The Commission considered this too small a job for them to undertake and instructed the Secretary to inform the County Court that such matters should be handled by their own local authorities.

A letter from Jay Bowerman, Right of Way Agent, dated November 27th, making a recommendation that Mr. Brickley in Washington County be offered \$75 for certain right of way required by the state, was placed before the Commission and the Right of Way Agent was given authority to make this offer to Mr. Brickley, it being understood that whatever funds the state advanced for right of way would be deducted from those allotted to the counties through which the right of way passed. The State is to dig a new well and build a fence along the right of way, this arrangement being contingent upon its being approved in writing by the Washington County Court.

Vouchers Nos. 1350 to 1452, inclusive, and 1513 were approved for payment.

A contract between the Forest Service and the Commission for the construction of the Eugene-Florence road was duly executed by the Commission and returned to Mr. Cecil.

A map showing the state highways, together with description showing their terminal points and important places touched along the line, was presented to the Commission for approval. After some suggested changes, the map was approved as outlined, it being understood, however, that the definite selection of a number of highways shown on map will not be determined until actual location surveys have been completed.

A certified check on the Grants Pass Banking Company to the amount of \$29,000 was presented to the Commission in lieu of a surety bond covering their contract for construction of the Wolf Creek-Grave Creek grade in Josephine County by the American Exploration Company of Grants Pass, and, on assurance from the State Bank Examiner that the bank was a stable financial institution, was accepted by the Commission.

On motion of Mr. Thompson, seconded by Mr. Adams and agreeable to the Commission, the selection of the disputed route to form a part of the West Side Pacific Highway in Washington County from Multnomah County line to Hillsboro was left entirely to the Chairman of the Commission, who immediately went on record as favoring the new survey along the north side of the Southern Pacific tracks through Bertha, Reedsville and on to Hillsboro, which becomes a part of the West Side Pacific Highway, and action of October 9th

NOV 27 1917

NOV 27 1917

and 10th designating the Orenco-Bertha road as a link of the West Side Pacific Highway was cancelled.

The Engineer was instructed to prepare his plans for the construction of that section of the Columbia River Highway between Hood River and Mosier so that proposals could be received at as early a date as possible and it was hoped that negotiations for right of way now pending with the railway company would be satisfactorily concluded by the time advertising for proposals on this job had elapsed.

At 11 o'clock, proposals were opened and read by the Secretary before the Commission, State Highway Engineer, Bridge Engineer and about fifty interested contractors and others who were present. The results of the tabulation announced at 4:00 o'clock were as follows on the construction jobs:

Myrtle Creek-Dillard Section - Douglas County

American Exploration Company	\$149,969.50
United Contracting Company	145,765.50
Calvert & Wolke	127,520.00
James T. Logan	131,549.60
H. J. Hildeburn	136,970.00
Warren Construction Company	159,178.50
E. T. Johnson	134,301.50

Mr. Thompson moved that Calvert & Wolke be awarded the contract for the Myrtle Creek-Dillard Section and Mr. Adams seconded the motion.

Bridge Creek Section - Wheeler County

Warren Construction Company	26,722.00
United Contracting Company	25,069.56

On motion of Mr. Thompson, the proposals were all rejected in view of the fact that sufficient funds to handle this work were not available.

John Day Bridge - Clatsop County

Portland Bridge & Building Company	36,200.00
J. H. Tillman Company	23,987.30
Portland Bridge Company	20,999.00
Pacific Bridge Company	35,940.00

Goble Creek Bridge - Columbia County.

Warren Construction Company	5,335.30
Rutty & Weare	5,685.00
Curtis Gardner	4,802.00
L. O. Herrold	5,848.20
Lindstrom & Feigenson	4,251.50

NOV 27 1917

Onion Flat Bridge, Washington County.

Fred A. Erixon	6,695.40
Robt. Wakefield	5,825.80
Jacobsen Construction Company	6,144.50

On motion of Mr. Thompson, the contract for each bridge was awarded to the lowest bidder in each case.

In view of the fact that a number of proposals on paving plants and contractors equipment were based on second hand equipment, the real value of which could not be determined without personal inspection, on motion of Mr. Thompson and agreeable to the other Commissioners, all proposals were rejected and the State Highway Engineer directed to make a careful inspection of the second hand plants on which prices were submitted and others which he may be able to locate, reporting to the Commission his recommendations at its next meeting.

Mr. Adams made a motion that all certified checks for both contractors' equipment and construction projects be returned to unsuccessful bidders, except the two lowest on the Myrtle Creek-Dillard job, which were to be held until a satisfactory bond had been executed by the contractors.

Judge Anderson and Commissioner Knight of Clackamas County appeared before the Commission, requesting assistance on that portion of the Pacific Highway between Oregon City and New Era. In view of the fact that the only funds from which the state might draw for this purpose was already appropriated to the end of 1918, the county officers were notified that it would be impossible for the Commission to give them any assistance. The State Highway Engineer was directed to meet with Judge Anderson and outline certain grading at Canemah Hill which might be done with the funds available by Clackamas County, with the understanding that they would from year to year bring it up to standard requirements, and in the meantime might open up the balance of the road for general use.

The Yamhill County Court appeared before the Commission, requesting them to designate at once the route which is to form a part of the West Side Pacific Highway in Yamhill County, so they might make plans in their budget for the improvement of that road which is to be the main highway. In view of the fact that the Commission does not contemplate immediate expenditure of any money in Yamhill County other than that which is already provided, it was considered unwise to designate either route at this time, and the matter will not be considered until a construction program has been outlined.

The Yamhill County Court requested that that portion of the Yamhill-Nestucca Highway known as the Sourgrass Route, starting at the Indian Agency and continuing about eight miles, and which was in very bad condition, be made a post road project, at least six miles of it be included as such, and they agreed to provide \$10,000 on condition that the State and the Government each would allot \$15,000, making a \$40,000 project. This arrangement was

NOV 27 1917

agreesable to the Commission and the State Highway Engineer was instructed to prepare the necessary plans and specifications for submission to the Government as a post road project.

A delegation from Lane County appeared before the Commission with arguments favoring certain routes which they desired designated as a portion of the Pacific Highway from Junction City south. The Commission took the matter under advisement and in view of the conflicting statements felt it was advisable to visit the ground in person before taking definite action.

On presentation of a verbal request from Dr. Butler and Mr. Hirschberg of Polk County, the Commission directed the Highway Engineer to locate the West Side Pacific Highway south from Independence to Corvallis on what is known as the East Side Route.

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
Pendleton
E. J. Adams
Eugene
Herbert Nunn
State Highway Engineer
G. Ed Ross
Secretary
Portland, Oregon, December 4, 1917.

State Highway Commission met in Mr. Benson's office at 9:30 A. M., those present being:

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

In response to a communication from Lane County, requesting a survey in the Lake Creek section, the Commission directed the Engineer to make a reconnaissance survey on what is known as the High Pass road, the Hall road and the Franklin road to determine which of these routes is the most feasible.

A letter from the Director of the Office of Public Roads and Rural Engineering dated November 1, notifying the Commission that only a portion of Project No. 3 could be approved, was presented to the Commission and after some discussion they decided that inasmuch as that portion of the road that the Government wishes to cooperate on was now in very good condition, it would not be advisable to cooperate unless the

whole project could be included as recommended and the Secretary was directed to so notify the Office of Public Roads.

A petition from Cascade Locks citizens requesting that the Commission replace certain wood sidewalk which had been removed in connection with the improvement of the Columbia River Highway through that section, was presented, and in view of the great value of the improvement to the city which the Highway Commission contemplated in connection with the hard-surfacing of this road, it was felt that the request was a little unreasonable and the Secretary was instructed to write them accordingly.

A letter from the State's representative in Tillamook County, outlining the policy of the County Court, was presented to the Commission. The Secretary was directed to notify the County Court and the Roadmaster that owing to the very large expense necessary to open up the Columbia and Pacific Highways that it would be impossible for the Commission to do more than lay a good macadam on the Yamhill-Nestucca Highway out of Tillamook City at the present time. This will form a good base on which the hard-surfacing may be placed at a later date if the funds become available.

The Engineer reported to the Commission the results of his investigation on paving plants on which he had been assisted by Mr. E. W. Lazell, a mechanical engineer who is well versed in this kind of machinery, and of all the plants inspected two were recommended as probably filling the requirements of the Commission better than any of the others. After going into the matter thoroughly, on motion of Mr. Thompson and agreeable to Mr. Benson, Mr. Adams voting "No", the plant of I. N. Day of Portland was purchased for \$13,500 on condition that Mr. Day make necessary repairs to put it in first class condition, subject to the approval and final acceptance of the Highway Engineer.

Mr. Adams filed with the Commission his reasons for not favoring the purchase of paving equipment by the Highway Department, and stated that when the purchase had been made he would do his best to assist the other Commissioners and the department in making a success of the work.

The matter of the collection of \$300 from Independence citizens in connection with the paving done there last season by the State Highway Commission was brought before the Commission, as this amount is still due the Montague-O'Reilly Company for their work. The Commission felt that this money should be paid the contractor by the citizens as promised before work was started on the Independence-Corvallis road.

Vouchers 1453 to 1651 were approved for payment.

On motion of Mr. Thompson and agreeable to the other Commissioners, the Oregon-Washington Highway, designated as No. 8 on the official map of the highways of the State of Oregon, was definitely designated by the Commission to start from the mouth of Willow Creek on the Columbia River Highway, thence up Willow Creek via Cecil, Morgan, Ione, Lexington to Heppner.

On motion of Mr. Adams and agreeable to the other members of the Commission, it was unanimously agreed to surface next season 14 miles of the

DEC 4 1917

DEC 4 1917

Independence to Corvallis road beginning at the Benton-Polk County line and continuing 7 miles each way.

On motion of Mr. Benson and agreeable to the other Commissioners, the surfacing of that portion of the Pacific Highway in Lane and Benton Counties from Junction City to the north line of Lane County was authorized as a part of next season's program and the Engineer was directed to prepare plans and specifications at an early date for this work.

On motion of Mr. Thompson and agreeable to the other Commissioners, the engineer was directed to make the necessary location surveys and prepare for the surfacing of all the worst sections of the Columbia River Highway between The Dalles and Pendleton after the counties had taken care of the necessary grading, and set aside a sufficient amount from 1918 funds to complete the same.

On motion of Mr. Benson and agreeable to the other Commissioners, that section of the Pacific Highway in Josephine County which had been graded this season south of Grants Pass and extending into Jackson County a distance of 15 miles altogether in both counties was included in the program of roads to be macadamized next season and the engineer directed to prepare plans and specifications for this work at an early date.

The Right of Way Agent was directed to secure all options possible on the right of way from Hood River to Mosier as soon as it is possible for him to do so.

The Commission on being notified that the Attorney General had refused to make a ruling on the question as to whether or not macadam was hard surfacing, stating that it was a matter of judgment and fact rather than law, decided it was hard surfacing, and at least inasmuch as it was to later on be covered with bitumen or concrete that they would be justified in using the funds from the \$6,000,000 bond issue for this purpose. On motion of Mr. Benson and approved by the other Commissioners, it was unanimously decided to surface 8 miles of the Pacific Highway between Jefferson and Albany next summer.

On motion of Mr. Benson and agreeable to the other Commissioners, the following resolution was unanimously adopted.

WHEREAS that section of the Pacific Highway between Salem and the Marion-Clackamas County line is in such condition that permanent improvement is very essential at this time, and

WHEREAS the heavy traffic on this section of the Pacific Highway justifies special attention by the State Highway Commission at this time,

THEREFORE, BE IT RESOLVED, that the State Highway Engineer be and is hereby directed to prepare plans and specifications for the hardsurfacing of all or part of that portion of this highway from the end of the present pavement 1.8 miles north of Salem to the Clackamas-Marion County line, a distance of approximately 21 miles, and

BE IT FURTHER ORDERED, that he prepare proposals for advertising this improvement in two or three sections as his judgment may dictate to be the most satisfactory and that the Highway Engineer is hereby directed to take over the work on at least one of these sections (and more is considered advisable by the State Highway Commission at the time of opening proposals) on direct state force account using the equipment recently purchased for that purpose, the identical section or sections on which this is to be applied, however, to be determined after proposals have been opened, and in the meantime the Engineer is directed to assemble his material and plant for the early prosecution of such work.

In view of the fact that the money for the improvement of the New Era section, comprising 2.5 miles of grading, was exhausted, the force account agreement with the Warren Construction Company was terminated, except that the Warren Construction Company are to continue to take out the rock cut near the New Era station to the full width of the road-bed and deliver it to the bunkers for use by the Oregon Hassam Paving Company.

The Oregon Hassam Paving Company appeared before the Commission in connection with the rock bid on their contract for the paving between New Era and Canby in which there has been some misunderstanding. The contract was remedied in the following manner: that the State Highway Commission agree to accept the original bid for placing base stone upon the road at \$2.37 per cubic yard, and that for all such base stone as is delivered in the bunkers to the Hassam Paving Company by the State Highway Commission the said State Highway Commission is to receive the sum of \$1.19 per cubic yard, ^{or in other words, \$1.19 per cubic yard is to be deducted from the} leaving the Hassam Paving Company \$1.18 for the hauling and ^{bid per} placing of same. ^{cubic yard} \$2.37

For all such stone as is crushed and furnished to the Hassam Paving Company and used in their plant for bituminous mixture, the state is to receive actual cost in the bunkers. It was also agreed that the state would not furnish the Hassam Paving Company more stone than is contained in the rock cut at New Era within the right of way lines. The State Highway Commission and the Oregon Hassam Paving Company, represented by Mr. J. H. Crane, further agreed that the contracts should be corrected to conform with the new agreement.

A second hand Buffalo-Pitts road roller, 10 ton, practically as good as new, was purchased from the Howard-Cooper Corporation for \$2800 and a new Buffalo-Pitts roller was purchased from the Buffalo Springfield Roller Company for \$3500, delivery of both to be made immediately. A 5 ton tandem roller was purchased from the Oregon Hassam Company for \$1800, second hand, on condition that it be put in first class shape.

There was purchased from J. H. LaMoree 19 flat cars at \$1000 per car. These cars are being used by the Reclamation Service in Idaho, and purchase was made on condition that they be put in first class shape in accordance with the requirements of the master mechanics of the railroads.

Mr. Knight, Commissioner of Clackamas County, appeared before the Commission, requesting assistance on that portion of the Pacific Highway from Canemah to New Era. In view of the fact that the only funds which the Commission might use for this work were entirely appropriated, they could not see their way clear to assist in this matter and after some discussion, Mr. Knight agreed that Clackamas County would have available on April 1, 1918 for this work \$25,000, and on this condition the Commission directed the Highway Engineer to commence advertisement for the work, calling for proposals on Monday, December 10th, in Portland.

Mr. James Stewart of Wheeler County appeared before the Commission in behalf of the improvement of the Ochoco, Prineville Forest Road south of Mitchell. He stated to the Commission that in case they were willing to accept the contract on that work which was recently rejected, that Wheeler County would advance \$10,000 for the work. On motion of Mr. Thompson, agreeable to other members of the Commission, the low bid for the work presented by the United Contracting Company of Portland and rejected at the last meeting, was accepted, and Mr. Welton of the United Contracting Company requested to execute the contract and file bond and start work as soon as possible.

Dr. Donnelly of Arlington appeared before the Commission, informing them that a special tax levy had been made in Gilliam County for the improvement of the Columbia River Highway and that the County Court were willing to turn over these funds to the Commission at any time for this improvement, having made arrangements with the local bank for the advancing of the necessary funds. The Secretary was instructed to notify the Court the proper procedure in this matter and the Engineer was directed to start the definite location of the Columbia River Highway in both Sherman and Gilliam Counties at as early a date as possible, taking off the worst spots first so that it might be opened up at an early date. The Commission, in the light of new investigations along the Columbia River Highway in Sherman and Gilliam Counties abrogated their former actions in connection with the location of this highway and decided on following what is known as the river route through both of these counties. The Secretary was directed to notify both counties that this action was final and that definite location surveys would be immediately begun.

Mr. A. R. Baker, representing the Hammond Lumber Company of Astoria appeared before the Commission, requesting a reduction in the rental of equipment which they recently secured from the department. After some discussion, the Commission decided to give them half the regular commercial rate for which their contract called. The Commission also decided that they could not give the Hammond Lumber Company the two dinkey engines and the cars which they requested, inasmuch as these were urgently needed by A. D. Kern Company on their Hood River work.

Mr. Calvert, of Calvert & Wolke, appeared before the Commission requesting that in lieu of surety bond, the Commission accept Greater Winnipeg Water District Gold Bonds and City of Edmonton Gold Notes. The Secretary was instructed to learn from Morris Brothers the value of these securities and if they appeared safe, to accept them as surety on the bond of Calvert & Wolke.

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

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

G. Ed Ross
Secretary

E. J. Adams

Portland, Oregon, December 10, 1917.

State Highway Commission met in Mr. Benson's office at 11:30 A. M. in joint session with the County Court of Clackamas County. Those present were:

S. Benson, Chairman, Portland	H. S. Anderson, County Judge
E. J. Adams, Eugene	Adam Knight, Commissioner
Herbert Nunn, State Highway Engineer	W. A. Proctor, Commissioner
G. Ed Ross, Secretary	

At 11:30, proposals were received for the excavation of that section of the Pacific Highway between the big rock cut at New Era, now being done by force account, and Canemah. Four bids were received, opened and read by the Secretary before the members of the County Court and State Highway Commission and eight other interested people. A summary of the proposals showed the following results:

Clackamas County Court	\$34,765.00
Warren Construction Company	48,577.50
United Contracting Company	49,732.00
Oregon Hassam Paving Company	49,463.50

On motion of Mr. Adams and agreeable to those present, the contract was awarded to the Clackamas County Court and all certified checks ordered returned to the unsuccessful bidders, except that of the next lowest bidder, the Warren Construction Company, which the Secretary was instructed to hold until the Clackamas County Court made known their willingness to accept the contract and prosecute the work in such a manner as to not interfere with the progress of the Oregon Hassam Paving Company who are to surface that section which the Clackamas County Court are to grade.

At this time the Clackamas County Court withdrew from the meeting and the two commissioners present proceeded with the following business:

DEC 10 1917