

to Mr. Falconer that the first step would be to get mail carried over this highway. The matter was referred to the Engineer for investigation.

Mr. Lunger, of Lafayette, advised the Commission that their decision to pave from Newberg to West Dayton junction was appreciated and it was very satisfactory to the people of his vicinity to postpone the decision on the definite route from that point south until a later date.

A delegation from Dayton desired that the Commission route the highway between Newberg and McMinnville through the town of Dayton and Mr. John McNary showed by means of maps the territory tributary to both the Dayton and Lafayette routes. The Commission decided to make a personal inspection of these routes and investigate the respective merits of both at a later date.

A delegation from the vicinity of Sheridan urged that the Commission pave the stretch between Bellevue and McMinnville and said that the residents in the vicinity of the improvement would grade the road themselves and represented that Yamhill County would contribute \$2000 per mile for paving. No action was taken and Mr. Booth informed the delegation that if more money was made available by the Legislature, this project would be considered.

Senator Orton, of Multnomah County, presented the matter of paving the Canyon Road between the Multnomah County line and Beaverton. A. A. Muck, Commissioner of Multnomah County, spoke in behalf of the same improvement urging that this was a matter of considerable importance to the city of Portland. The Commission agreed to defer action on this project until after the session of Legislature to see if additional funds would be provided for the work of the Commission.

At 11 o'clock, bids were opened on the following projects:

SALEM-AURORA SECTION, PACIFIC HIGHWAY

Unit No. 1.

	Type "D"	Type "G"	Special
Oregon Engineering and Construction Co.	162,090.00		
Oskar Huber	165,851.50	169,391.50	142,841.50
Blake-Compton Company	153,812.00		
Warren Brothers Company		Cost plus 15%	

Unit No. 2.

	Type "D"	Type "G"	Special
Oskar Huber	230,547.50	235,982.50	198,207.50
Oregon Engineering & Construction Co.	235,145.00		
Warren Brothers Company		Cost plus 15%	

HOOD RIVER-MOSIER SECTION, COLUMBIA RIVER HIGHWAY

Unit No. 1

	With Conc. Pipe	With Corr. Iron Pipe
A. D. Kern	37,888.29	38,156.25
H. J. Hildeburn	47,339.75	47,603.65
Azar & Co.	153,741.20	
Oskar Huber	33,851.80	33,851.80
Edw. Sandburg	58,770.90	58,770.90
A. Guthrie & Co.	48,675.50	48,959.70
Porter Bros. Co.	52,929.50	53,246.18
Porter & Conley	55,741.67	55,859.41
Elliott & Scoggin	49,506.45	49,709.45

Unit No. 2

	With Conc. Pipe	With Corr. Iron Pipe
Oskar Huber	84,214.60	84,214.60
A. D. Kern	75,525.56	75,856.92
H. J. Hildeburn	100,245.00	100,649.40
Johnson Contract Co.	93,490.50	93,861.50
A. Guthrie & Co.	103,252.70	103,627.90
Porter Brothers Company	123,039.78	123,494.98
Porter & Conley	94,919.16	
Elliott & Scoggin	105,193.30	105,489.30

Unit No. 3

	With Conc. Pipe	With Corr. Iron Pipe
Oskar Huber	146,204.55	146,204.55
A. D. Kern	129,227.96	129,557.96
A. Guthrie & Co.	180,085.50	180,435.50
Porter Bros. Co.	203,802.89	204,192.89
Porter & Conley	162,600.00	162,760.93

The bid of Oskar Huber was conditioned on the acceptance of his proposal for all three units.

Porter & Conley made a total bid of \$294,947.47 for the three units combined.

John Hampshire & Co. bid cost plus 10% on the entire section.

BIALOCK-ARLINGTON SECTION, COLUMBIA RIVER HIGHWAY

	With Conc. Pipe	With Corr. Iron Pipe
Johnson Contract Co.	120,238.00	119,296.00
Elliott & Scoggin	166,595.00	165,925.00

Mr. A. M. Wright, representative from Sherman County, presented a communication from the County Court, requesting that the highway between Wasco and Moro be designated a state highway and appropriated \$15,000 toward its construction if the Commission will undertake work this season.

There was also suggested the feasibility of connecting the John Day Highway in Gilliam County by way of the Cottonwood Canyon with the proposed Wasco-Moro Highway by the most practical route and cooperation by the county was offered. The Commission advised that funds were exhausted and Mr. Wright was asked to bring up the matter again after the legislative session, if additional funds were provided.

Judge Hare, of Tillamook County, introduced Mr. H. T. Botts, who spoke of the road between Hebo and Sulphur Springs now being constructed in cooperation with the Federal Government, state and county under the Forest Road Act. This project provides for the grading and also a 9 foot macadam surface. Mr. Botts represented that the travel on this road would require a hard surface and additional width. He proposed a 16 foot width and said that the county would put up half of the cost of this pavement over the cost of the macadam as planned. The Engineer was directed to ask the Forest Service regarding cooperation on the pavement and report at the next meeting for further action. It was represented that Tillamook will shortly propose a bond issue of \$400,000 and ask cooperation with the state on a fifty-fifty basis. This matter was discussed and Mr. Benson advised them that no definite amount for cooperation could be promised at this date. The County requested the Commission that a reconnaissance and later a survey be made between Tillamook and the Clatsop County line. This request was granted and the Engineer was instructed to make this reconnaissance and survey at an early date.

Mr. James Stewart of Wheeler County requested that the state gravel the Sarvice Creek Hill section of the John Day Highway which has just been completed.

At 4:00 p. m. tabulation of bids received was read. On motion of Mr. Thompson, seconded by Mr. Booth, the contract for all three units of the Hood River-Mosier section of the Columbia River Highway was awarded to A. D. Kern for a total of \$242,641.81, his bid being the lowest received.

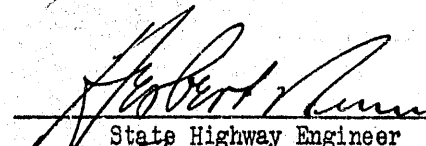
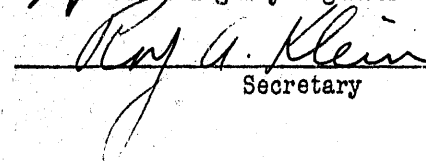
On motion of Mr. Benson, the contract for paving Unit No. 1 of the Salem-Aurora section of the Pacific Highway was awarded to Blake-Compton Company for Type "D", asphaltic concrete, their bid being \$153,812.00 and the lowest bid received on this type.

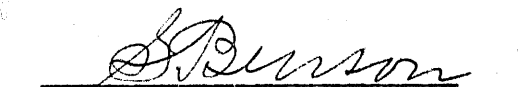

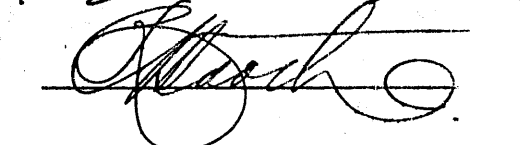
On motion of Mr. Benson, the contract for paving Unit No. 2 of the Salem-Aurora section of the Pacific Highway was awarded to Oskar Huber for Type "D" asphaltic concrete. His bid was \$230,547.50 and the lowest bid received.

On motion of Mr. Booth, the contract for the grading of the Blalock-Arlington section of the Columbia River Highway was awarded to the Johnson Contract Company at \$119,296.00, this bid being the lowest received for this section.

On motion of Mr. Thompson and seconded by Mr. Benson, the engineer was instructed to prepare as a post road project the Salem-Dallas Highway between the west end of the Salem bridge and the junction of the West Side Highway to Independence, a distance of approximately seven miles.

The meeting was adjourned until 10:00 a.m., January 8th.


State Highway Engineer

Secretary


Chairman



Portland, Oregon, January 8, 1919.

A meeting of the State Highway Commission was held in Room 1301 Yeon Building, at 10:00 A. M. Those present were:

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

The matter of the final payment to the Oregon Hassam Paving Company for an adjustment of the price of rock to be paid was considered and the following resolutions were offered by Mr. Benson, which was agreeable to the other members of the Commission.

WHEREAS on September 4th, 1917, Oregon Hassam Paving Company submitted a bid for paving a strip of the Pacific Highway between Oregon City and Canby and at the same time said bid was submitted it was stipulated in a letter submitted therewith that the bid was based upon base rock at \$1.19 per cubic yard in the bunker; and

WHEREAS at said time said Highway Commission was doing certain grading on the right-of-way for said road in which grading operation it was removing certain rock which would be suitable for base rock purposes, and it was believed by the Commission to be desirable that the Commission should crush the rock removed in said grading operation and sell the same to the successful bidder; and

WHEREAS, the bid of said Oregon Hassam Paving Company was accepted and in the contract the State Highway Commission agreed to furnish said base rock in the bunkers crushed at \$1.19 per cubic yard; and

WHEREAS said grading was being done under a force account contract and the expense thereof in the opinion of the Commission was excessive and for that reason said force account contract was cancelled and the state undertook to do said grading and rock crushing by direct employment of labor; and

WHEREAS, under said force account contract said crushed rock cost the State in the bunkers approximately \$3.60 per cubic yard; and

WHEREAS, when the State took over said work on March 4th, 1918, the cost of doing such work had very materially increased owing to the increased wages paid for labor as well as the increased cost of material and supplies entering into such work; and notwithstanding said increase in cost the State by doing the work itself was able to reduce the cost thereof so that the average of all rock crushed by the State both under the force account contract and under its own operation cost \$2.97 per cubic yard; and

WHEREAS, it was the belief of the State Highway Commission that said Oregon Hassam Paving Company could handle all of said enterprise including the crushing of said rock more economically than it could be handled by the State crushing the rock, and the contract company laying it, and at the request of the Commission said Oregon Hassam Paving Company took over the responsibility for excavating and crushing said rock with the understanding that a suitable adjustment would thereafter be made; and

WHEREAS, said contract has now been completed and after said Oregon Hassam Paving Company took over said work it crushed and furnished in said operation 13,487-3/4 cubic yards of crushed rock at a cost of \$1.70 per cubic yard, which rock under said original contract the State was obligated to furnish to said paving company at \$1.19 per cubic yard, making a difference in cost of \$6,878.75;

THEREFORE BE IT RESOLVED by the State Highway Commission in regular session duly assembled with all members present and participating that there be and is hereby allowed to said Oregon Hassam Paving Company the sum of \$6,878.75 to be paid out of the funds of the State of Oregon under the control of this Commission derived from the sale of state bonds as provided in what is commonly known as the Six Million Dollar Bond Bill, and more fully set out in Chapter 423 General Laws of Oregon for the year 1917; and that said sum of money is hereby audited and allowed and that a warrant therefor be drawn by the Secretary of this Commission in favor of said Oregon Hassam Paving Company.

The matter of recommendations to the legislature was discussed. Present and taking part in the discussion were Mr. Ben Sheldon, Mr. Jay Bowerman and Mr. I. N. Day. Legislation was outlined providing more funds by the issuance of bonds, and legislation on broad lines giving the Commission full authority in road matters was discussed. Proposals

were made to increase the auto license fees and suggested changes in the present laws to make them more workable, were also considered.

Mr. Thompson reported that he had visited the bridge site at the Deschutes River and had had a conference with Mr. M. A. Moody, the owner, which indicated an easy adjustment of former right of way difficulties.

An extension of time to the Portland Bridge Company on their contract for two bridges on the Pacific Highway over the Umpqua River near Dillard was granted and the date for completion advanced to March 1st, 1919.

The County Court of Lake County requested a survey from Lakeview north to Silver Lake and from Lakeview west to Klamath County line. On motion of Mr. Booth, this survey was ordered at the convenience of the Engineer.

Cooperation was offered by Morrow County from their Road Districts No. 1 and 2, in the total amount of \$22,611.27 for the construction of the Columbia River Highway across the northern part of Morrow County, which was accepted by the Commission.

The matter of definite limits for the paving in Clatsop County was agreed upon as beginning at the south end of Youngs Bay bridge at the north end of the present pavement and continuing through the Warrenton cut-off and ending at the west end of the same with the exception of the trestle and draw bridge over the Lewis and Clark River, a total distance of 4.9 miles.

A request from citizens of West Linn for paving on the Pacific Highway between Multnomah County line through Oswego to Oregon City, stating that funds to the amount of \$35,000 had been provided in their budget for grading. The Commission committed themselves to the paving of this section if funds were available after the County had completed the necessary grading on the location recommended by the State Highway Engineer.

The Engineer was instructed to prepare plans and specifications for the following projects and advertise for proposals to be opened on February 4th, 1919:

Douglas County, Pacific Highway, grading. Drain to a point one mile South of Yoncalla. Approximately 5 miles.

Douglas County, Pacific Highway, grading. Josephine-Douglas County line through Stage Road Pass. Approximately 2 1/2 miles North to a point known as Jacques Place.

Benton County, West Side Highway, Paving. From Polk County line to Corvallis. 10.5 miles.

Josephine County, Pacific Highway, Paving. Grants Pass South to Josephine County line. 6 miles.

Washington County, West Side Highway, Paving. Multnomah County line to Hillsboro. 11.5 miles.

Morrow County, Columbia River Highway. Grading and graveling, across Morrow County.

The viaduct for the overcrossing of the Southern Pacific Railroad at Divide was ordered for advertisement if agreements could be reached between the County and the railroad company.

On motion of Mr. Booth it was agreed to reconsider the previous appropriation for paving between Winchester and Roseburg in Douglas County and substitute the above projects which are located in Douglas County.

Action on the Dalles-Chenoweth project was deferred and the engineer was instructed to investigate an alternate route.

The following resolution was offered by Mr. Benson, and agreeable to the other members of the Commission:

WHEREAS, the war emergency having passed and funds being available, and

WHEREAS, it is desirable to complete the Galesville-Canyonville section of the Pacific Highway this season,

THEREFORE, BE IT RESOLVED that the remaining section, about one mile in length, omitted from the present contract, be submitted to the United States Forest Service as a supplementary cooperative project, the cost to be divided equally between the State of Oregon and the United States.

The Secretary was instructed to advise the County Court of Linn County that the Commission was ready to pave between Jefferson and Albany as soon as they had prepared the grade and to ask if they wished the grading advertised along with the paving, or do the work themselves.

The Secretary was instructed to correct the distances and approximate costs of the following projects in the program which was outlined at the meeting which was held December 10th:

Jefferson to Albany, 7.7 miles	\$142,450.00
Polk County line to Corvallis, 10.5 miles	194,250.00
Multnomah County line to Hillsboro, 11.4 mi.	210,900.00
Newberg south to Dayton to junction of Dayton and Lafayette route, 6.7 miles	122,950.00

From Lincoln County came a request for state aid on the Corvallis-Newport road. The engineer was instructed to investigate and report on this project.

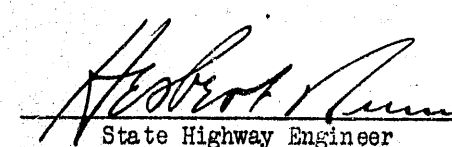
Curry County requested that the Port Orford-Brush Creek section to be undertaken this season and offered \$15,000 in cooperation in 1919, and the same sum in 1920. The Commission committed themselves to this project this season, using \$50,000 as provided in the forest project, together with the County cooperating, such additional funds as are required to be provided under the post road act in cooperation with the

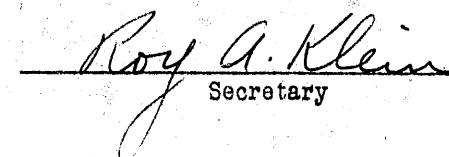
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Federal government. The Commission favored the construction of the Coast Highway between Port Orford and Gold Beach as a post road.

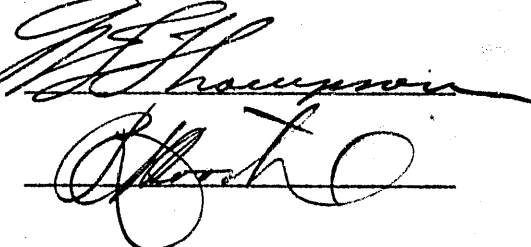

A request from citizens of Gold Hill for state aid on the construction of a bridge over Rogue River near that town, was deferred until investigated further, as an alternate location on opposite side of river is a possibility.

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


State Highway Engineer


Secretary


Chairman

Portland, Oregon, January 18, 1919.

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

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

Vouchers Nos. 325 to 400 were approved.

The meeting was called to consider the joint resolution passed by the Legislature on January 16, 1919, which reads as follows:

WHEREAS, a serious condition of unemployment now exists in the State of Oregon and the public welfare demands that steps be taken forthwith to remedy such condition; and

WHEREAS, the State Highway Commission has in contemplation various highway projects under the exclusive jurisdiction of said Commission which, if entered upon, will provide employment for a large number of men,

NOW, THEREFORE, BE IT RESOLVED by the Senate and the House of Representatives jointly concurring that the said State Highway Commission be requested forthwith to enter upon the work of carrying on by force account such units of highway construction as such Commission shall select and which it shall find best adapted to providing immediate employment for not less than one thousand men and in offering such employment to give preference

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to Oregon soldiers, sailors and marines honorably discharged from the service of the Army and Navy of the United States subsequent to November 11, 1918.

Oskar Huber, who has a contract for Unit No. 2, Salem-Aurora paving, appeared before the Commission and said that he would soon start to set up his plant but could not use more than ten men before April. He said that he would give preference to soldiers and sailors on his work, but expressed the opinion that not many soldiers would take that kind of a job. Would use 15 men on city work which was now under way.

Daniel Kern of the A. D. Kern Company, who has a contract between Hood River and Mosier, said that he would give preference to soldiers and sailors on their contract, but expressed the opinion that it would be impossible to get 100 soldiers to go out to their work today and said also that a large portion of their work is specialized and requires skilled men such as shovel runners, drillers, etc. He said that he had about 10 men working now and would have 40 employed in ten days. Mr. Kern said that he would also give preference to soldiers on his contract on the John Day Highway at Prairie City.

Mr. J. C. Compton, who has a contract for Unit No. 1 on the Salem-Aurora paving, said he would give soldiers preference, but could not use more than 10 men before April.

Mr. H. M. Johnson of the Johnson Contract Company, who has a contract for the Arlington-Blalock section of the Columbia River Highway, said that their company would be glad to give preference to soldiers. They are now putting up camps and will employ 30 men in the next 10 days and 100 in six weeks. They have already availed themselves of the Soldiers' Employment Bureau.

The Soldiers' and Sailors' Commission appointed by the Governor, represented by Mr. W. B. Ayer, Mr. F. T. Griffith, Mr. James T. Kerr and Captain Conwill appeared before the Commission and outlined their plan of relief for soldiers and sailors and urged the Highway Commission to open up camps and provide work for them on a day labor basis, especially laying stress on the psychological effect an offer of work would have to meet the conditions which exist. The position of the Commission was outlined by Mr. Booth, who stated that a comprehensive program had been laid out by the Commission, that six contracts were let on January 7 and proposals for seven more were to be opened on February 4, and that more projects would be started in the near future as soon as surveys were completed and plans prepared, which would provide a great deal of work when the season opens. Contractors now having work had agreed to give preference to sailors. Since soil conditions were not right until April, the work was necessarily limited and he further thought it would be inhumane to put men out on road work in an Oregon winter.

Mr. Thompson explained that there would be lost efficiency in work at this season under forced conditions, which would cost about 25% more than normal and that it would be necessary to operate for at least three months until the work opened up in full swing.

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The Commission expressed its willingness to carry out the desire of the Legislature and asked for a conference with the Joint Legislative Committee, regarding their intentions as expressed in their resolution, and lay the matter before them in all its phases.

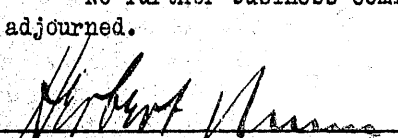
The Commission instructed the Engineer to place 60 soldiers on the Three Rivers Project at once for a tryout, and further went on record that, if bids received at the February meeting were too high, to take over one or more projects and operate as a day labor camp for soldiers.

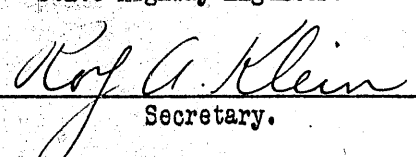
To provide further work, the Engineer was instructed to rush plans with the intention of calling for proposals at the March meeting and arrange to call a special mid-month meeting in February, if necessary. Sherman County work especially was provided for, and it was suggested that if feasible, the section from the Josephine-Jackson County line south, instead of Central Point north be placed on the program.

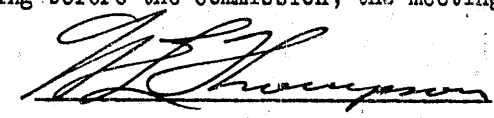
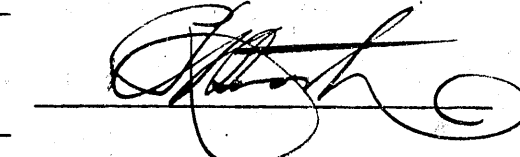
The Commission authorized widening of the roadbed on the Three Rivers Forest project to 24 feet and the Engineer was directed to submit same to Forest Service for their approval.

The Commission approved the contracts of Blake-Compton Company, Oskar Huber and the Johnson Contract Company.

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


State Highway Engineer.


Secretary.



Portland, Oregon, February 4, 1919.

The regular meeting of the State Highway Commission was held in Room 1301 Yeon Building at 10:00 a. m., those present being:

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

Vouchers Nos. 400 to 552 were approved.

Mr. Booth reported that the Douglas County Court, which had objected to the construction of the Stage Road Pass section of the Pacific Highway, had now agreed to support the decision of the Commission. They further promised that they would cooperate with county funds and leave it to the Commission where their money should be spent on other projects within the county.

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Commissioner W. E. St. John appeared, requesting that a survey be made and an estimate prepared providing for the elimination of the two railroad crossings on the Pacific Highway south of Roseburg and the engineer was instructed to report on this matter at his early convenience.

Judge C. G. Gillette of Josephine County requested state aid in reducing the grade on the Sexton Hill Section of the Pacific Highway. The Commission requested the county to make a definite statement as to what extent they would cooperate. Definite action was deferred until after the legislative session was ended and it was known what funds were available. In the meantime, the engineer was instructed to prepare an estimate of the cost.

Judge H. C. Anderson of Clackamas County represented that his county had available \$20,000 this year for the construction of the sub-grade from Multnomah County line south through Oswego on the location of the Pacific Highway and asked cooperation to complete this grading to Oregon City. Definite action was deferred and the engineer was instructed to report at the next meeting his recommendations as to route and an estimate of the cost.

Mr. Booth suggested that the county look into the Canby-Aurora section of the Pacific Highway and advise the Commission what they can do toward preparing that section for pavement.

Judge W. D. Barnes, Commissioner C. H. Miller of Deschutes County, and Mr. T. H. Foley of Bend, advised that there was a strong sentiment in their county to bond and asked the Commission if it would match an equal amount raised by bonds. The Commission promised aid but could not state a definite amount until after the legislative session and the amount of appropriations available is known. These representatives of Deschutes County asked at this time that the Commission locate the McKenzie Pass Highway, which is the east and west highway through the county, and the Dalles-California Highway, which runs north and south. The request was granted and the engineer advised that a location party would be placed in the field in a few days.

At 11 o'clock, bids were opened on the following projects:

COLUMBIA RIVER HIGHWAY
MORROW COUNTY GRADING AND GRAVELING

	With Run-of-Bank Gravel	With Screened Gravel
Warren Construction Co.	309,869.00	334,869.00
Porter & Conley	226,020.00	226,020.00
A. D. Kern	238,108.00	241,233.80
General Construction Co.	Cost plus 12 1/2%	
Porter & Conley		
Sta. 0+00 to 790 Umatilla Division)		
Sta. 730 to 420 Boardman Division)	110,740.00	
Sta. 0 to 420 Boardman Division	Cost plus 10%	

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PACIFIC HIGHWAY
GRANTS PASS-JACKSON COUNTY LINE
GRADING AND PAVING

	Type A (No. 2)	Type D	Type F	Type H	Type J	Special
A.D. Kern		133,820.70		119,159.20	131,159.20	117,150.20
S. S. Schell		118,717.00				
Warren Const. Co.		130,607.20	131,188.20			
Oskar Huber		132,906.00	131,668.00		132,242.00	
Clark-Henery		136,950.00				132,932.00
Logan & Semon	137,793.00					

Due to the crowded condition of the office of the Chairman of the Commission, the meeting adjourned and was called again at 1 o'clock at Room 560 Multnomah County Court House.

Proposals were received on the following projects:

WEST SIDE HIGHWAY
CORVALLIS-POLK COUNTY LINE
Grading

Oskar Huber	\$24,398.50
Warren Construction Company	31,240.25
A. D. Kern	27,313.91

Paving

	Type D	Type F	Type J	Special
Oskar Huber	226,234.40	224,260.40	225,250.40	
Warren Construction Company	224,214.40	238,453.40		
A. D. Kern			300,050.60	277,280.60

PORTLAND-FOREST GROVE HIGHWAY
HILLSBORO-MULTNOMAH COUNTY LINE SECTION
PAVING

	Type A (No. 1)	Type A (No. 2)	Type D	Type F	Type J	Special
Warren Const. Co. (B.S.Shoulders)			266,517.00	329,028.00		
Oregon Hassam Pav. Co. (B.S.Shoulders)	288,988.00	275,195.00				
(Grav.Shoulders)	285,988.00	272,195.00				
A. D. Kern (Grav. Shoulders)					324,374.00	303,154.00
A. Guthrie & Co. (Grav.Shoulders)	259,545.00	248,935.00				
Oskar Huber (B.S.Shoulders)				281,154.00	283,276.00	

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YAMHILL-NESTUCCA HIGHWAY
BEE RANCH SECTION
Grading

	Corr. Iron Pipe	Concrete Pipe
Elliott & Scoggin	57,651.50	57,917.50
Porter & Conley	64,309.00	64,605.00
V. R. Dennis Const. Co.	72,157.50	72,473.50
Geo. Wilson	76,040.58	76,331.38

PACIFIC HIGHWAY
DRAIN-YONCALLA SECTION
Grading

	Corr. Iron Pipe	Concrete Pipe
H. J. Hildeburn		49,107.95
Elliott & Scoggin		51,066.20
Porter & Conley		56,801.58
A. D. Kern	57,071.63	57,148.55
Geo. Wilson		76,017.20

PACIFIC HIGHWAY
STAGE ROAD PASS SECTION
GRADING

	Corr. Iron Pipe	Concrete Pipe
John Hampshire & Co.		53,220.66
Pasto, Steel Co.	55,843.61	56,672.32
Elliott & Scoggin		61,975.96
Logan & Colby		63,556.63
Porter & Conley		64,393.44
A. D. Kern	66,385.50	66,560.56
J. L. Calvert		69,801.30
Geo. Wilson		92,743.84

PACIFIC HIGHWAY
DIVIDE OVERHEAD CROSSING
REINFORCED CONCRETE VIADUCT

Albert Anderson	6,256.00
Portland Bridge Company	8,416.00
Robert Wakefield	7,464.00
Erixon & Jones	8,252.00
Guy F. Pyle	7,988.00
Parker & Banfield	7,314.00
Lindstrom & Feigenson	6,790.60
Hart & Barnard	6,658.00

On motion of Mr. Thompson, contract was awarded to Porter & Conley for grading and graveling in Morrow County between Sta. 0 plus 00 and 790 Umatilla Division and Sta. 730 and 420 Boardman Division, at \$110,740.00, using screened gravel. The State Highway Engineer was instructed to do the work between Sta. 0 and 420 by day labor, giving preference to soldiers.

On motion of Mr. Booth, contract was awarded to S. S. Schell for Type "D" paving on the Grants Pass-Jackson County line section of the Pacific Highway at \$118,717.00.

On motion of Mr. Booth, contract was awarded to Oskar Huber for Type "F" pavement on the Corvallis-Polk County line section of the West Side Highway at \$224,260.40. This is for paving only, the county exercising its option to do the grading itself.

On motion of Mr. Thompson, contract was awarded to A. Guthrie & Co. for No. 2 concrete pavement on the Hillsboro-Multnomah County line section of the Portland-Forest Grove Highway at \$248,935.00, with the understanding that the price bid per square yard includes bituminous joints.

On motion of Mr. Booth, contract was awarded to Elliott & Scoggin for grading on the Bee Ranch section of the Yamhill-Nestucca Highway at \$57,651.50, using corrugated iron pipe.

On motion of Mr. Booth, contract was awarded to H. J. Hildeburn for grading the Drain-Yoncalla section of the Pacific Highway at \$49,107.95.

On motion of Mr. Thompson, contract was awarded to John Hampshire & Co. for grading the Stage Road Pass section of the Pacific Highway at \$53,220.66.

On motion of Mr. Booth, contract was awarded to Albert Anderson for construction of the Divide overhead crossing at \$6,256.00.

Judge N. G. Wallace of Crook County appeared in behalf of his county, representing that they had voted bonds of \$95,000 which were as yet unexpended. Of this amount, \$10,000 was set aside for the highway between Prineville and Redmond and the balance, \$85,000, for the highway from Prineville up the river to the Shorty Davis Ranch. They asked state aid but definite action was deferred and they were advised to bring up the matter again at the next meeting.

A delegation, headed by Rufus Holman, Commissioner of Multnomah County, appeared to ask the Commission to consider the paving of the Canyon Road from the Multnomah County line to Beaverton, a distance of 3.8 miles. He stated that there was no provision in the budget to pave the Bertha to Washington County line section of the West Side Highway in Multnomah County this year, but that it would be done probably next year. For the present year, contracts had already been let to pave the Canyon Road to the Washington County line in Multnomah County. The Commission advised that they were committed to the paving of the Canyon road in Washington County from the County line to Beaverton and were awaiting action of the Legislature in appropriating further funds. Mr. McDonald of Orenco stated that the action of the Commission in putting this project in line for improvement would be appreciated by the people of Washington County.

Judge H. L. Bown of Lane County urged the Commission to abandon plans for the overhead crossing at Divide and proposed a crossing underneath the tracks at a site about 600 feet distant from the proposed overhead. Mr.

P. M. Morse, Engineer for the county, stated that he had investigated this undercrossing and it was his opinion that it could be built at the same cost as the overcrossing. In view of the fact that the approach curve to this undercrossing would be dangerous, being in a deep cut, and further subject to slides and bad drainage conditions, as well as subject to the additional cost for new concrete and steel work if a second railroad track was added, the State Highway Engineer recommended that the overhead crossing, having none of these undesirable features, be adopted. County Judge Bown putting it up to the Highway Commission to decide, the overhead crossing was ordered. Mr. Hampton, engineer of the Southern Pacific, was present. Commissioner Harlow of Lane County objected to the terms of the agreement with the Southern Pacific Company in that the state and county assume responsibility for loss of life and damage to railroad property during the construction of the viaduct. To afford more protection in addition to the bond required of the contractor, the Commission agreed to secure a \$10,000 bond at its own expense to cover this contingency.

The matter of the Mt. Hood Loop Highway was discussed by the Highway Commission and Messrs. Norcross, Cecil and Dater of the U. S. Forest Service, Mr. Leslie Butler of Hood River and Messrs. Holman and Muck, Commissioners of Multnomah County. It was proposed to begin construction on this project this year and spread it over a three year period. The Zig Zag section was proposed for construction this year, which was agreeable to the Commission.

The Forestry officials said that new estimates would be prepared and submitted to the Commission, covering all the forest projects and the program of expenditure by years would be outlined.

Mr. Cecil explained that the Forest Service was unable to co-operate in the widening of the roadbed on the Three Rivers Project, inasmuch as the agreement already in effect requires the expenditure of a sum which practically equals the limitation placed by law on the amount which can be expended in any one county.

Mr. Cecil also stated that he deemed it inadvisable for the Forest Service to co-operate on the additional mile of the Pacific Highway which had been omitted from the Canyonville-Galesville section when the contract on this project was awarded.

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

Herbert Nunn
State Highway Engineer.

Roy A. Klein
Secretary.

Portland, Oregon, March 6, 1919.

The meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 10:00 a. m. Present were:

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

Vouchers Nos. 552 to 802 were approved.

Mr. Andrew Bewley and others presented a request for paving between Bellvue and McMinnville, stating that the county would cooperate to the extent of \$2000 per mile and that the farmers would donate funds necessary to grade the subgrade if the state would pave the same. He was advised to secure a definite statement from the county court.

The County Court of Yamhill County requested a report on the Newberg to West Dayton Survey. They were advised by the Engineer that it was not ready but that the estimate would be furnished to the county as soon as it was completed.

Judge Wallace of Crook and Judge Barnes of Deschutes appeared in behalf of the Redmond-Prineville road, which was discussed but action was deferred.

Mr. J. H. Burch, representing the city of Gold Hill, represented that the city of Gold Hill would secure any right of way required through the city free of all cost if the Pacific Highway was routed through their city.

Senator Orton appeared in the interest of the paving of the Canyon Road from Multnomah County line to Beaverton and also the Pacific Highway from Multnomah County line through Oswego to Oregon City. He mentioned also that section of the Pacific Highway between Canby and Aurora. The Commission advised him to request the Clackamas County Court and the Multnomah Board of County Commissioners to be present at the next day's session to discuss these matters. In this connection, Mr. Booth stated that the Commission was committed to the policy of completing the Pacific Highway between Salem and Portland this year.

A supplementary agreement with the Forest Service on the Three Rivers Project to substitute concrete bridges for the timber structures originally planned and to widen the same to 20 ft. was executed. The agreement provides for an additional \$6,000 appropriation by the state and the same amount by the county, the Federal Government not participating. Since the Forest Service did not offer to participate in the widening of the roadbed on this project, Tillamook County and the Commission decided to finish the project as originally planned and widen later as traffic demanded.

Tillamook County was represented by Mr. Butts, Judge Hare and others, who advised that the county proposed a bond issue of \$430,000 and

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asked the state to match. Their plan was to spend \$172,000 south of Tillamook City and \$258,000 to the north. If the state chooses the coast route for the Coast Highway, they asked that it be graded and paved from Seaside to Garibaldi. Discussion developed that in case the coast route was chosen, the county planned to pave 9 miles on the inside route in either case.

On Mr. Booth's suggestion, it was agreed that the paving to be laid on the Coast Highway south of Tillamook by the state would be considered as cooperative work and that subsequent to this date any work done on the state highways by either state or county would be considered as cooperative work.

The Engineer was instructed to take up with the Public Service Commission and investigate the rights of the P. R. L. & P. Co. between Oregon City and Canemah and suggest a plan to secure the removal of their tracks.

At 11 o'clock, bids were opened on the following projects:

JOHN DAY-FISK CREEK SECTION
John Day River Highway - Grant County
Grading and Graveling

Warren Construction Company	\$137,660.63
A. D. Kern	111,264.15
Wolfe, Elliott & Scoggin	125,282.65

WOLF CREEK-GRAVE CREEK SECTION
Pacific Highway - Josephine County
Macadam

A. D. Kern	34,950.00
John Hampshire & Co.	38,675.00
J. L. Calvert	40,930.00
J. T. Logan	47,750.00
J. Elmer Nelson	34,500.00

ALBANY-JEFFERSON SECTION
Pacific Highway - Linn County
Grading and Paving

	Type "A"	Type "D"	Type "F"	Grading with Concrete pipe
A. D. Kern	157,860.00	145,970.00	164,460.00	22,857.50
Federal Construction Co.		151,850.00		22,455.00
Warren Construction Co.		145,880.00	157,268.80	24,398.60
Oregon Hassam Paving Co.	153,770.00			29,662.00

GRAND RONDE SECTION
Yamhill-Nestucca Highway - Yamhill County
Grading and Macadam

	Concrete Pipe	Corr. Iron Pipe
Elliott & Scoggin	39,139.47	38,692.97
W. H. Trent	32,470.18	

At 11:50 o'clock, the reading of the bids having been completed, Mr. Booth offered the following resolution:

WHEREAS, the Inevitable Summons that must come to us all has called James Withycombe, Governor of Oregon, from his executive duties which he was so faithfully performing; from the people who trusted and had so signally honored him; and from his family to whom he was so tenderly devoted;

THEREFORE, BE IT RESOLVED, by the State Highway Commission, in regular session assembled, that, by his going,

The state has lost not only one of its most distinguished citizens but one of its most upright men, faithful servants and patriotic leaders, one who abounded in good works and who was especially devoted to the development of the state in its effort for highway betterment, and,

That neighbors are impoverished because of his absence and friends made lonely by the loss of his good cheer, and

That this Commission feels keenly the loss of his support and counsel in the work that he placed in its hands, and

That the family has suffered an unspeakable bereavement but has gained an inheritance that enriches and that must remain a consolation.

BE IT FURTHER RESOLVED, that these resolutions be spread upon the minute book of the Commission, a copy be furnished the press, and an engrossed copy be furnished the family as an expression of our abiding sympathy, and further,

That, in respect to his memory, the Commission now adjourn for the day.

Portland, Oregon, March 7, 1919.

The meeting was called to order at 10 a. m., those present being:

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

Mr. C. F. Darley, representing Klamath County, represented that his county had \$100,000 of county funds to spend and asked that the Commission match the same, which was taken under advisement. Mr. Booth reported that Klamath and Jackson Counties had agreed to put up \$20,000 each and asked the state to put up \$40,000 to match, making a total of \$80,000 on the Ashland-Klamath Falls Highway. Mr. Booth moved that their proposition be accepted and that the section between Jemmy Creek and west side of the mountain be the first unit to be improved. Also that the Engineer be instructed to prepare this section for advertising as soon as weather conditions were favorable. Motion carried.

The bids, as tabulated, were read.

Mr. Booth moved that the bid of A. D. Kern, in amount \$111,264.15, on the John Day-Fisk Creek Section of the John Day Highway be accepted. Motion carried.

On the Wolf Creek-Grave Creek Section of the Pacific Highway, Mr. Booth moved that inasmuch as this job had been advertised before the action of the Legislature in providing funds for the hardsurfacing of the Pacific Highway, and that since grading was done last year and the embankments well settled, and that, further, it would be cheaper to pave at once, that all bids be rejected and that the Engineer be instructed to advertise it at the next meeting. Motion carried.

Mr. Booth moved that the bid of A. D. Kern for the paving of the Pacific Highway between Albany and Jefferson with Type "D" asphaltic concrete pavement be accepted at the bid price of \$145,970, this being the lowest bid received. Motion carried. Mr. Booth also moved that the bid of A. D. Kern for grading the Pacific Highway between Albany and Jefferson, in amount \$22,857.50, be accepted. Motion carried. Inasmuch as the stretch just south of Jefferson is low land, overflow and very expensive work, Mr. Booth moved that the Commission aid the county in doing that particular piece to the extent of \$10,000 as a donation. Motion carried. Since the county court has not sufficient funds in its budget to do the grading this year, Mr. Booth moved that the Commission loan them the sum of \$15,000 for a period of one year without interest. Motion carried.

Mr. Booth moved that all bids be rejected which had been received for the construction of the Grand Ronde section of the Yamhill-Nestucca Highway, inasmuch as the bids were based on three classifications while the agreement with the Federal Government provided for only two classifications. The Engineer was instructed to prepare the project on the basis of two classifications and ask for proposals to be received at the next meeting. Motion carried.

The Secretary was instructed to return the checks to the unsuccessful bidders.

A delegation from Clatsop County, consisting of Mr. J. C. Dellinger, Commissioner K. F. Johnson, Mr. E. T. Judd and Senator Norblad, brought up the matter of the hardsurfacing of the Columbia River Highway between Astoria and Seaside. They represented that the county had \$65,000 set aside to be

used between Skipanon and Seaside and that the city of Seaside had also \$9,000 for the same purpose. They wish to place this money in the hands of the Commission and asked them to take over the work and complete the paving 16 feet wide from the city limits of Astoria to Seaside. The Engineer was instructed to make an estimate of the cost of this improvement at the next meeting.

A request was also made for state aid on the Olney road south and east of Astoria. It was represented that this road would satisfy requirements as to a post road. No action was taken on this proposal.

Mr. S. L. N. Gilman, of Garden Home, and others interested appeared before the Commission in the matter of the Scholls Ferry road, proposed as a connection from Beaverton to the Pacific Highway to the south. The delegation was advised by Mr. Thompson that the completion of the Bertha-Beaverton road was all that the Commission could do this year and that, further, the project they proposed was not a state highway.

Mr. C. F. Daniels, County Judge of Yamhill County, presented a letter from the Yamhill County Court, in which they agreed to cooperate to the extent of \$2,000 per mile on paving between McMinnville and Bellvue and represented that the citizens would pay for the grading of the same. They were advised that the Commission could not deal with local interests and that the Commission would look to the County Court to pay for the grading. Judge Daniels said that this would be satisfactory and, if the Commission would draw up an agreement covering this matter, they would be glad to sign the same. The Engineer was instructed to make a survey and prepare an estimate of the cost of this project.

A petition was received from the people of Springbrook, asking aid in the permanent improvement of a road from Springbrook to the West Side Highway. Inasmuch as this project is not on the state highway system, action was deferred.

Mr. Booth moved that the middle route between Ashland and the Green Spring road junction in Jackson County be adopted as the route of the Pacific Highway and that the Engineer be instructed to prepare plans and estimates and advertise for bids as soon as the project is ready. Motion carried.

Inasmuch as Mr. Benson had approved the short line, Mr. Booth made a motion which was carried, that the Commission adopt the Blackwell Hill route between Central Point and Rock Point, going through Gold Hill, and including the overhead crossing in Gold Hill and the overcrossing at Tolo, as the Pacific Highway. The city of Gold Hill, through its representative, Mr. J. C. Burch, offered to secure all the right of way which was necessary for the overhead crossing and approaches at Gold Hill. The Engineer was instructed to prepare plans and specifications and advertise for proposals to be opened at the May meeting. Mr. Booth moved that the Engineer be instructed to secure a written proposal from Jackson County as to the amount of cooperation on the bridges and overhead structures which are involved. Motion carried.

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Mr. Booth moved that, inasmuch as the Commission has equipment at the summit of the Siskiyou, the Engineer be instructed and authorized to advertise for bids on paving 12 ft. wide with 4 ft. shoulders from the California line to the base of the Siskiyou at such time as weather conditions are favorable to begin construction work. Motion carried.

The Engineer was further authorized to make a location and to advertise such portions, as in his opinion, were advisable between Central Point and the Josephine-Jackson County line.

Mr. Booth reported that the County Court of Josephine County had offered to cooperate in the grading of the Smith or Sexton Hill on the state highway survey to the extent of \$10,000, provided work is done this year. Mr. Booth made a motion to accept their proposition and the engineer was instructed to prepare the plans and specifications and advertise for proposals on this work. Mr. Booth further moved that the Commission lend the county \$5,000 for one year without interest if necessary to meet their share of the cooperation. Motion carried.

Mr. Booth moved that the Engineer be authorized to prepare plans and specifications for all the new grading on the Pacific Highway between Leona and Myrtle Creek and to accept the offer of Douglas County of \$10,000 in cooperation on this work, it being understood that this amount does not include their participation in the elimination of grade crossings and that the location south of Roseburg at Shady Point go east of the railroad between the first and second crossings and that the Engineer be further authorized to prepare plans and specifications for paving in Douglas County on the sections which were graded in 1918, that is, the sections between Oakland and Yoncalla and between Dillard and Myrtle Creek, but not to include at this time the bridges at Oakland and at Myrtle Creek. Motion carried.

Mr. Booth moved that the Engineer be instructed to prepare specifications and plans for the grading and paving of the Pacific Highway in Linn County between Albany and Tangent or such other point near Tangent which will make a satisfactory unit and which can be completed this year without heavy grading. Motion carried.

Mr. Booth moved that the Engineer be instructed to prepare plans and specifications for that section of the Pacific Highway in Marion County from Jefferson north where heavy new grading is not involved and where the roadbed is settled. Motion carried.

A report of progress on the surveys between Monroe and Junction City was made by the Engineer. It was thought that the final report on this project would be ready for the next meeting.

A communication was received from the County Court of Umatilla County, stating that they will set aside from their bond issue \$225,000 to be used on the present macadam road from Eastland to the Washington State Line on the Oregon-Washington Highway and the sum of \$240,000 to be used on the Columbia River Highway from Pendleton west to the Umatilla-Morrow County Line. The County Court offered to tender the above amounts to be used and expended by the State Highway Commission in cooperation

with state funds for the grading and hardsurfacing of the Oregon-Washington Highway from Eastland to the Washington State Line and also for the improvement by grading and graveling or other surfacing as deemed best and proper by the Commission on the Columbia River Highway from Pendleton to the Umatilla-Morrow County line. Mr. Thompson moved that this proposition submitted by Umatilla County be accepted and that the Engineer be instructed to prepare plans and specifications for that section between Milton and the Washington state line, to be advertised at the next meeting. Motion carried.

On motion of Mr. Thompson, the Engineer was instructed to advertise the paving in Coos County for the April meeting. It was decided that the width of this pavement should be 16 ft. with 2 ft. shoulders. Motion carried.

The matter of paving in Tillamook County was discussed and it was decided that one of the members of the Commission would go to Tillamook County and decide on the units to be advertised.

The Commission authorized paving through the city limits of Beaverton on the route of the highway between Multnomah County line and Hillsboro.

The Engineer was directed to request cooperation from the Federal Government as a post road project between the end of the paving north of Salem and the beginning of Unit No. 1 on the Salem-Aurora project, to fill in the gap not now provided for.

Roseburg-Myrtle Point Highway was discussed as a Post Road project and the engineer was instructed to investigate and report as to what portions were used in actual carriage of the mails and advise if consistent with federal requirements to submit as a Post Road Project.

The Engineer was directed to advertise for the grading of that section of the Columbia River Highway in Columbia County between Scappoose and McBrides Fill, which is opposite Columbia City.

Judge Wallace of Crook County appeared in behalf of the project from Prineville south to the Davis Ranch and offered the county's bond money for that purpose if the state would cooperate. The matter of the improvement of a 10 mile section between Mitchell and Prineville was brought up. The county has \$10,000 from its bond issue available and wants state aid. Mr. Thompson advised that action on this matter be deferred until the April meeting, which was agreeable to Judge Wallace.

Mr. Devers reported as a result of his conference with the O.-W. R. R. & N. Co. that the railroad company would insist on either an overhead or undercrossing for the Columbia River Highway near Messner, but left the location to be chosen by the State Highway Engineer, saying that either would be agreeable. It was also provided that the wye track could be crossed at grade if desired. In the matter of the proposed wall for the protection of the railroad track near Mosier, the Chief Engineer of the railroad company proposed a structure which would cost, he stated, not to exceed \$5,000 and Mr. Devers was authorized to draw up a contract with the railroad company covering the construction of this wall.

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Mr. Bennett reported that a state camp had been established in Morrow County to furnish employment for returned soldiers, but although an order had been placed with the soldiers' employment bureau in Portland, no men had applied for this kind of work.

Mr. Rufus Holman spoke in behalf of the Mt. Hood Loop and the spurs, urging the Commission to definitely decide on this project and that the plans go forward for cooperation with the Federal Government and the counties interested. Judge Wallace urged the completion of this road as affording readier access to Portland from Central Oregon. Other speakers were Leslie Butler of Hood River, Julius Meier, A. G. Clark, A. B. Brown, Mr. Joyce, Senator Orton, Senator Joseph, all of Portland, Judge Anderson of Clackamas County and R. W. Hoyt, Chairman of the Multnomah Board of County Commissioners, who spoke briefly in behalf of this project. Mr. Geo. H. Cecil, District Forester, estimated the cost of the project as \$514,000 from Zig Zag to Hood River Valley.

Mr. Thompson explained the position of the Commission, that the Commission committed itself to the construction of the Mt. Hood Loop a year and a half ago and made it a part of the State Highway System and had already set aside funds for the improvement of the Zig Zag section in cooperation with the Federal Government. There had been delays caused by the war and the attitude of the people of the state that work be prosecuted on roads having commercial value which led the Commission to the position of deferring construction of the Mt. Hood Loop until 1920. Because of the new Federal Aid Road Law, the Commission found it necessary to revise their program and that a hearing was to be arranged with the Forestry Department officials during the next 30 days in regard to a definite program, after which a definite statement will be made as to how soon the Mt. Hood Loop Project can be started. The Commission is committed to the Mt. Hood Loop and it is a question of precedence only which confronts the Commission.

Mr. Booth agreed in Mr. Thompson's statement of policy and stated that it was understood that the Forest Service would provide 50%, and suggested that the counties put up a portion of the balance. Senator Orton said that those interested would see what cooperation could be secured from the counties.

Senator Orton expressed the view that the gaps in the Columbia River and Pacific Highways be completed this year. Judge Anderson and the Commissioners of Clackamas County represented that Clackamas County had \$20,000 for the Pacific Highway between Portland and Oregon City on the West Side through Oswego, and also between Canby and Aurora. Mr. Booth asked if they would do the grading if the Commission loaned them for a period of one year, the balance of the cost over the \$20,000 they had available. Judge Anderson stated that this arrangement would be acceptable to them.

In reply to a question by Mr. Holman, Mr. Booth stated that the Commission was committed to pave both of these projects if the county would do the grading. The Engineer was accordingly instructed to prepare estimates and specifications for both the Multnomah County Line-Oregon City and the

Canby-Aurora projects as soon as possible.

Mr. Holman urged that the Beaverton-Canyon Road be paved this year. Mr. Thompson asked if this was done would Multnomah County pave between Bertha and the Washington County line, 3.8 miles, this year. Mr. Holman said no funds were available for this purpose this year. It was suggested that the Commission loan them the money. It was agreed that the Commission would look over this project before the next meeting.

James Stewart, in behalf of the Wheeler County Court, asked that 1.7 miles of the Summit-Sarvice Creek section just graded by the county be graveled. The Engineer was instructed to advertise this project for the next meeting. A survey was asked between Mayville and Condon, which was ordered at the convenience of the Engineer. Cooperation from the Federal Government was asked between Condon and Fossil, but no definite action was taken.

Dan Kellaher, representing Knights of Columbus Soldiers' and Sailors' Reconstruction Work, asked that the Commission pay railroad fares from Portland out to Morrow County camp. The Commission did not feel it could legally advance transportation and referred Mr. Kellaher to the Relief Commission created by the Legislature for the relief of returning soldiers.

The Engineer was directed to advertise the remaining mile on the Canyonville-Galesville section of the Pacific Highway in case cooperation can not be secured from the Forest Service.

Mr. Cecil stated that the Forest Service would cooperate between Grants Pass and Waldo.

Mr. Thornberg of Forest Grove requested the Commission to pave between Hillsboro and Gaston. Action was deferred until next meeting.

March 7, 1919.

At 5:30 p. m., the Commission met on train enroute to The Dalles. Present were:

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

The matter of requiring counties to cooperate on maintenance of improved state highways was discussed and the Engineer was instructed to prepare an agreement and submit it to the various counties before the contracts for projects in their counties were awarded. It was agreed that the cost of maintenance should be apportioned fifty per cent to the county and fifty per cent to the state.

The matter of equipping and operating a testing laboratory by the Commission was considered but it was decided to secure the services of E. W.

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Lazell when necessary and pay for tests as at present. The arrangement entered into with Dr. Lazell by the State Highway Engineer to furnish plant inspectors at a definite rate per month was confirmed. //

The Secretary was instructed to ask the Attorney General to make a recommendation as to the salary of Mr. J. M. Devers, Assistant to Attorney General, who has been assigned to handle the legal work of the department.

The Commission went on record as in favor of strict enforcement of the penalty clause if all jobs were not completed within the time limits and the Secretary was instructed to so notify all contractors and advise them to get all their equipment on the ground and be ready to start as soon as the weather permitted.

The matter of signing the highways in the state was discussed and the Engineer was instructed to secure designs from other states and make a recommendation to the Commission as to type and plan before the new law goes into effect.

The Commission went on record as favoring standard 16 ft. paving on the Pacific Highway north of Canyonville and 12 feet wide from Canyonville south to Jump-Off-Joe Creek, from this point south to California line, 16 ft. in width, from base of Siskiyou to California line, 12 ft. in width, shoulders to be added in all cases.

The Commission authorized the Engineer to purchase such automobiles as in his judgment are necessary for the work. Engineer also authorized to increase engineering force to cover all projects contemplated.

In the matter of surety bonds, an opinion was received from the Attorney General, holding that collateral could not be accepted in lieu of a surety bond but that individual sureties could be accepted as well as the bond of recognized surety companies. The Commission went on record that individual surety bonds would be acceptable if surety companies were unfair to smaller contractors, but where personal bonds were accepted the collateral should be placed in the hands of a trustee. A full statement of personal worth will be required and all necessary safeguards taken.

Mr. Booth offered the following resolution which was adopted by the Commission:

WHEREAS, the Legislative Assembly of the State of Oregon for the year 1919 has passed House Bill No. 453, which said Act provided in Sections One and Four thereof, as follows:

"Section 1. It shall be the duty of the Attorney General of the State of Oregon to investigate as to the validity of any alleged patent or copyright on designs, materials or use of materials, processes or mixtures in the construction of highways, bridges and culverts, and to advise said Commission as to the validity of any such alleged patent."

"Section 4. It shall be the duty of the Attorney General to institute, prosecute or defend any such suit, action or proceeding as he may deem advisable to test the validity of such alleged patents so used by the State Highway Commission. The expense of such proceeding, including the cost of investigation, expert assistance, witnesses, or any other incidental or necessary expenses, shall be paid by the Secretary of State, upon the submission by the Attorney General of a voucher therefor, from the State Highway Fund."

and,

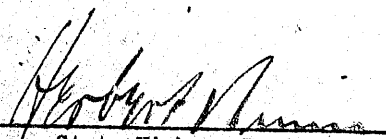
WHEREAS, it will be advantageous to the State Highway Commission in the discharge of its duties to know the exact status and validity of the alleged patented articles specified in said House Bill No. 453;

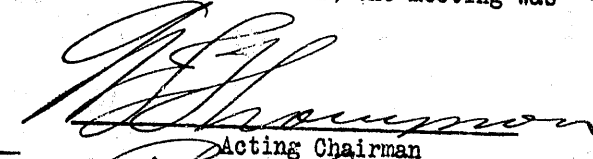
NOW, THEREFORE, BE IT RESOLVED, that the Attorney General of the State of Oregon be and he is hereby requested under and by virtue of said Act to investigate the validity of any alleged patent or copyright on designs, materials, or use of materials, process or mixtures in the construction of Highways, Bridges and Culverts, and that he take such steps as in his judgment may be necessary to test the validity of such alleged patent, and that upon the completion thereof, he advise the State Highway Commission with reference to the validity of said alleged patents.

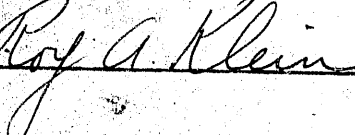
BE IT FURTHER RESOLVED, that the Secretary of the State Highway Commission be and he is hereby instructed to deliver this resolution to the Honorable George M. Brown, Attorney General of the State of Oregon and that a copy thereof be filed in the office of the State Highway Commission.

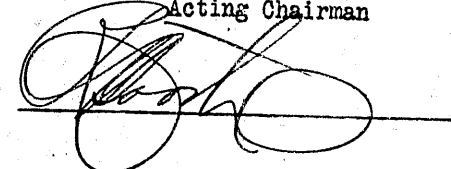
The Engineer was instructed to prepare as a Post Road Project that portion of the Coast Highway between Port Orford and Gold Beach except the unit between Port Orford and Brush Creek, which will be constructed under agreement with the Forest Service as far as funds permit.

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


State Highway Engineer


Acting Chairman


Roy A. Klein


J. H. Booth

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Room 520 Multnomah County Court House,
Portland, Oregon, March 26, 1919.

The meeting of the State Highway Commission was called to order
at 10:00 A. M. Those present were:

S. Benson, Chairman
W. L. Thompson, Commissioner
R. A. Booth, Commissioner
Roy A. Klein, Secretary

Vouchers Nos. 803 to 1026 were approved.

Mr. Bennett reported that the soldier and sailor camp established
in Morrow County had been a failure due to the fact that only seven soldiers
had applied for work and that three of these had left after a short time.
Porter & Conley, whose bid was the lowest when proposals were received on
this work, offered to do the grading at cost plus 10% and to place the gravel
according to specifications for \$2.75 per cubic yard, this price quoted being
15¢ less per cubic yard than they had originally bid.

Mr. Thompson moved that the previous action in rejecting the bid
of Porter & Conley on the 8 mile section of the Columbia River Highway in
Morrow County be reconsidered and that their offer to do the work force
account and furnish gravel at \$2.75 per cubic yard be accepted on condition
that the contractor take over the camp and employ the soldiers at work at
present. The motion was seconded by Mr. Benson, Mr. Booth voting "No",
stating that he was in favor of closing the camp since it had not accom-
plished its purpose, but objected to the award to the contractor without
advertising again.

On motion of Mr. Benson, the Commission approved the following
form of resolution to be used in connection with encroachments on railroad
right of way:

WHEREAS, the State, through the State Highway Department,
has undertaken the construction of a State Highway known as the
Columbia River Highway, which encroaches upon the right of way of
the O.-W. R. R. & N. Company at various places, and

WHEREAS, it is necessary to procure from said Railroad
Company the right to construct said highway upon the right of way
of said Railroad Company at the places of said encroachments, and

WHEREAS, it is provided by law that such right of way
may be acquired either by agreement and in the absence of agree-
ment, by condemnation or the right of eminent domain, and,

WHEREAS, the said Railroad Company and the United States
Railroad Administration have agreed with the State Highway Commis-
sion as to the terms and conditions upon which said right of way
at the places of said encroachments may be used and appropriated
for the purpose of constructing said highway and have submitted
for execution by the State Highway Department and the County Court

of the County in which the particular encroachment occurs, a written agree-
ment permitting and authorizing the use and occupancy of said right of way
at the places of said encroachments and creating thereby an easement, which
said right, agreement and easement has been approved as to form by the
Attorney General of the State of Oregon, and,

WHEREAS, it appearing that said written agreement to be executed
by the said Railroad Company, the United States Railroad Administration,
the County Court of the County in which the particular encroachment occurs,
and the State by the State Highway Commission having been duly considered
and the Commission being now of the opinion that said contract and easement
should be executed by the State Highway Commission,

NOW, THEREFORE, BE IT RESOLVED, that the said written agreement
or easement be approved in the form submitted, and,

BE IT FURTHER RESOLVED, that the State Highway Commission, on
behalf of the State of Oregon execute the said agreement and easement, and,

BE IT FURTHER RESOLVED, that the State Highway Commission approve
and accept such other written agreements and easements which are in like
form and effect covering the encroachments in the respective counties and
that all of said written agreements and easements be executed by the State
Highway Commission on behalf of the State of Oregon.

The Commission approved the agreement with the O.-W. R. R. & N.
Co., covering the construction of a retaining wall near Mosier to protect
the railroad tracks.

The Commission also approved the supplementary agreement between
the state and the Forest Service for the Canyonville-Galesville section of
the Pacific Highway. Under the terms of this agreement, the state is to
furnish \$65,000 and the Federal Government \$10,000 for the construction of
a one mile section which was omitted from the original agreement.

At 11 o'clock, bids were opened on the following projects:

COLUMBIA RIVER HIGHWAY
THE DALLES-SEUFERT SECTION - PAVING

	Standard Bitulithic	Asphaltic Concrete
Warren Construction Company	51,872.00	
United Contracting Company	48,498.00	46,430.00

JOHN DAY RIVER HIGHWAY
SARVICE CREEK SUMMIT SECTION - MACADAM

Copenhagen Bros.	8,038.50
Warren Construction Company	9,902.50

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OREGON-WASHINGTON HIGHWAY
MILTON-WASHINGTON STATE LINE - PAVING

	Standard Bitulithic	Type "E"	Type "G"	Type "I"
Br. Stone	Gravel			
Shoulders	Shoulders			

Warren Construction Co.	105,451.00	105,051.00		
Clifton, Applegate & Toole			112,244.00	120,392.00 132,614.00

OREGON-WASHINGTON HIGHWAY
ADAMS-ATHENA SECTION - PAVING

	Standard Bitulithic
Oregon Hassam Paving Co.	173,040.00
Warren Construction Co.	170,085.00

PACIFIC HIGHWAY
DIVIDE OVERHEAD APPROACHES - GRADING

J. H. Hawley & Co.	18,957.50
Albert Anderson	12,388.50
Johnson Contract Co.	17,873.50
Copenhagen Bros.	14,301.50

COLUMBIA RIVER HIGHWAY
ECHO-MORROW COUNTY LINE - GRADING AND GRAVELING

	Concrete Pipe	Corr. Iron Pipe
Porter & Conley	180,553.00	181,705.50
G. E. Kibbe	207,694.90	209,001.00

YAMHILL-NESTUCCA HIGHWAY
GRAND RONDE SECTION - GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
W. N. Trent	35,395.61	
Elliott & Scoggin	38,505.27	38,025.47
V. R. Dennis Construction Co.	39,411.63	39,491.13

CEMENT

Beaver Portland Cement Company. Prices f.o.b. cars Gold Hill, Oregon. Net.

For shipments to be made to all points from the California-Oregon State line to and including Talent. \$2.20 per bbl.

For shipments to be made to all points from Phoenix to Grants Pass inclusive. 2.25 per bbl.

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For shipments to be made to Merlin and points north to and including Peck . . \$2.20 per bbl.

For shipments to Cornutt and all points north including Roseburg. 2.10 per bbl.

For shipments to Edenbower and all points north to and including Cottage Grove . . 2.00 per bbl.

For shipments to all other points. . . . 1.80 per bbl.

Lehigh Portland Cement Co. Including sacks. 25¢ refunded for each sack returned.

Baker, Oregon	\$4.20 per bbl.
Pendleton, Oregon	3.96 " "
Athens, Oregon	3.96 " "
Milton, Oregon	3.96 " "
Arlington, Oregon	3.96 " "
Umatilla, Oregon	3.96 " "
Condon, Oregon	4.22 " "
Shaniko, Oregon	4.22 " "

Oregon Portland Cement Co.

Two Dollars and forty five cents (\$2.45) per standard barrel, net for the cement, f.o.b. cars Oswego, Oregon, four sacks to the barrel. Each sack will be charged for at 25¢ each and a like amount will be credited, or refunded, on return of sacks in good condition, freight prepaid.

Terms: Net thirty days from date of invoice. For cash in ten days from date of invoice we will allow a discount of 5¢ per barrel.

International Portland Cement Co., Ltd.

\$4.20 per bbl., including cloth sacks, delivered in carload lots f.o.b. Baker, Oregon.

\$4.20 per bbl., including cloth sacks, delivered in carload lots f.o.b. Haines, Oregon.

\$3.96 per bbl., including cloth sacks, delivered in carload lots f.o.b. Pendleton, Oregon.

\$3.96 per bbl., including cloth sacks, delivered in carload lots f.o.b. either Echo or Hermiston, Oregon.

\$3.96 per bbl., including cloth sacks, delivered in carload lots f.o.b. Milton, Oregon.

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\$4.22 per bbl., including cloth sacks, delivered in carload lots f.o.b. Shaniko, Oregon.

\$4.22 per bbl., including cloth sacks, delivered in carload lots f.o.b. Condon, Oregon.

\$3.96 per bbl., including cloth sacks, delivered in carload lots f.o.b. either Umatilla or Arlington, Oregon.

ASPHALTUM

Standard Oil Company
Union Oil Company

\$18.50 per net ton
18.50 " " "

With reference to the location of the West Side Pacific Highway between Newberg and Corvallis, Mr. Thompson made the following motion: That the highway be located from Newberg south to McMinnville by way of Lafayette, and from McMinnville south by way of Whiteson through Amity to Holmes Gap, south to Rickreall, thence to Monmouth, direct from Monmouth to the Polk-Benton County line, connecting with the present graded road in Benton County, and as a part of his motion, the previous location from Independence to the Polk County line on the west side of the railroad track be reconsidered and former action rescinded. Mr. Booth seconded the motion which was agreeable to Mr. Benson.

On motion of Mr. Thompson seconded by Mr. Booth, the Engineer was instructed to recall the cooperative post road project between the west end of the Salem bridge and Greenwood Corners and substitute the entire project between Salem and Dallas, under the condition that Polk County prepare the subgrade and the cost of the paving be divided equally between the state and the Federal Government under the post road act.

Mr. Booth moved that the engineer be instructed to ask for proposals for paving from the city of Amity south to the railroad crossing near Holmes Gap on the West Side Highway, with the understanding that the county is to prepare the subgrade.

On motion of Mr. Thompson, seconded by Mr. Booth and agreeable to Mr. Benson, the location of the West Side Pacific Highway was definitely established by way of the Multnomah County line, Hillsboro, Forest Grove, Gaston, through North Yamhill and Carlton and connecting with the Lafayette-McMinnville section near St. Joseph.

On motion of Mr. Thompson, seconded by Mr. Booth, the Engineer was instructed to make a survey and prepare specifications for the paving between Rickreall and Monmouth, with a stub from Monmouth to Independence, with the understanding that the county is to prepare the subgrade.

Mayor W. R. Bunn of North Yamhill asked for cooperation for paving through the town of North Yamhill. He was asked to put the proposition in writing and submit it at the next meeting of the Commission.

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Mr. Thompson moved that that section of the Yamhill-Nestucca Highway between Bellevue and McMinnville be advertised for paving on such portions as are now ready for paving, on condition that the county prepare the subgrade and cooperate to the extent of \$2,000 per mile. It was ordered that the location be on the old traveled road.

On motion of Mr. Booth, and seconded by Mr. Thompson, the present traveled road between Willamina and Sheridan was adopted as the route of the Yamhill-Nestucca Highway between these points.

On the Ashland-Klamath Falls Highway, Mr. Booth reported that the Klamath County Court will cooperate to the extent of fifty per cent of the cost of the grading from Klamath Falls to the county line, and Jackson County Court will also cooperate to the extent of fifty per cent. of the cost of grading from the Jackson County line to the foot of the hill west in its county.

Judge Gardner and Commissioner Owen spoke in behalf of Jackson County. They would like to have funds from the Commission for the work mentioned above to be refunded by the county next year or the year after. On motion of Mr. Booth, the project was ordered with the understanding that the cooperation between the state and the county be on a fifty-fifty basis and that Jackson County place \$20,000 to the credit of the Commission now and \$20,000 within a year. This arrangement was satisfactory to Mr. Thompson and Mr. Benson. On motion of Mr. Booth, and seconded by Mr. Thompson, the attorney was instructed to prepare a contract in harmony with that understanding. Motion carried.

Judge Gardner offered fifty per cent cooperation on the Rocky Point bridge and such proportion as the Public Service Commission orders on the overhead crossings at Tolo and Gold Hill.

Judge Gardner presented the matter of the Crater Lake post road from Medford to Eagle Point. They offered \$50,000 in cooperation and asked the state to cooperate to the amount of \$50,000 and the Federal Government to the amount of \$100,000. Mr. Thompson suggested that the County Court present the plan of cooperation in writing for consideration later and submission to the Federal Government.

The location of the Pacific Highway between Central Point and Rocky Point through Gold Hill and including the overhead crossing in Gold Hill and the overhead crossing in Tolo, which had previously been approved by Commissioners Booth and Thompson, was, on motion of Mr. Booth, approved by the full Commission.

Judge Gardner presented the matter of the highway from Jacksonville to the Applegate River as a forest and post road. He reported that the road district had \$4,500 of funds which they are holding for this project. He reported that the Forestry Department was willing to furnish \$27,000 if the county and state together would raise \$27,000. He was requested to put this proposition in writing.

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Senator Jones of Lane County appeared in behalf of the location of the Pacific Highway between Junction City and Eugene, representing the people living on the Irving road. Mr. Benson objected to spending money for the survey. Definite action was deferred.

Mr. E. T. Judd of Clatsop County appeared in behalf of a bridge across Youngs Bay on the route of the Columbia River Highway, urging that it was necessary that this bridge be replaced this year. Mr. S. C. Lancaster, representing the Emergency Fleet Corporation, represented that it was desired to build a bridge heavy enough to carry street cars and asked that the Commission's project between Astoria and Seaside be amended to provide sufficient funds for the construction of this bridge. It was represented that the County Court would cooperate and that the Government would cooperate as a post road project if properly presented to them. The increased cost of the bridge to provide for street cars not to come under the post road project but to be met by the Port of Astoria. Mr. Lancaster asked that the Engineer be instructed to make the necessary surveys. Proposed location eliminates one sharp curve. The Astoria Marine Iron Works will donate the right of way. Mr. Bilyeu, representing the Astoria Marine Iron Works, spoke a few words in favor of the project. Mr. Benson replied that the Commission can not take immediate action, but he himself will look into the matter and report at the next meeting.

In behalf of Marion County, Mr. Thos. B. Kay of Salem and Messrs. Moore of Woodburn and Keber of Mt. Angel, stated that their county has proposed a bond issue of \$850,000 to come up at the June election. It is proposed that this money will be spent on the market roads. They request the Commission to encourage the issue of these bonds by promising to pave from the Newberg bridge across their county to Woodburn, a distance of about 16.5 miles. After hearing the delegation, Mr. Benson said that the Commission would look into the project and would help Marion County as much as they felt justified in doing but will not promise a definite amount.

Mr. John Thornburg of Forest Grove, representing Washington County, presented a letter from the county court, agreeing to prepare the subgrade from Hillsboro through Forest Grove to Gaston and asking that the Commission complete the paving of this section. Mr. Thompson then moved that such sections as are now ready for paving between Hillsboro and Gaston be advertised and the Engineer was instructed to prepare plans and specifications at his early convenience.

On motion of Mr. Benson and seconded by Mr. Thompson, 20 miles of paving was ordered between Deer Island and Clatskanie, the Engineer to pick out such places as are suitable for paving this year.

On motion of Mr. Thompson and seconded by Mr. Booth, the increases in salaries recommended by the State Highway Engineer were adopted. Mr. Thompson moved, the motion being seconded by Mr. Booth, that Mr. Nunn's salary be raised to \$400 per month.

On motion of Mr. Benson, seconded by Mr. Booth, the Engineer was instructed to prepare plans and specifications for the paving between Multnomah County line and the city of Hood River, in width 18 feet where the

width of the graded roadbed permitted. The Engineer was also ordered to prepare plans and specifications for grading between the city limits of Hood River and the top of Ruthton Hill.

Albert Anderson, who holds a contract for the construction of the overhead crossing at Divide, appeared before the Commission and said that he was unable to secure the \$10,000 bond in addition to his original \$5,000 bond to indemnify the railroad company. Mr. Devers was instructed to see the attorney of the railroad company regarding this matter.

Mr. G. E. Kibbe, appearing for A. D. Kern in the matter of a surety bond covering the guarantee of workmanship and materials on the Albany-Jefferson paving contract recently awarded, said he would like to submit a personal surety bond, as he considered the premium required by the surety company excessive. He was advised to submit in writing the names of the personal sureties he proposed.

At 4 o'clock, the secretary read the tabulation of bids received.

On motion of Mr. Booth, the contract for the construction of the Grand Ronde section of the Yamhill-Nestucca Highway, covering grading and macadam, was awarded to W. N. Trent, whose bid of \$35,395.61 was the lowest bid received.

On motion of Mr. Thompson, the contract for the construction of the approaches to the Divide overhead crossing was awarded to Albert Anderson, whose bid of \$12,388.50 was the lowest received.

On motion of Mr. Thompson, seconded by Mr. Booth, the contract for the macadamizing of the Sarvice Creek summit Section of the John Day Highway was awarded to Copenhagen Bros., whose bid of \$8,038.50 was the lowest received.

Mr. Thompson moved that the contract for the grading and graveling of the Echo to Morrow County Line section of the Columbia River Highway be awarded to Porter & Conley on condition that the bidder reduce his bid on pay haul from 70¢ to 45¢ per yard mile. This was agreed to by the contractor. Accordingly, the contract was awarded to Porter & Conley for \$180,553.00.

A report was submitted by Mr. Bennett, recommending the adoption of the foot hill route between the city limits of The Dalles and Chenoweth Bridge as the route of the Columbia River Highway between these points. Mr. Thompson moved that the engineer's report be adopted, and the cooperation offered by Wasco County and the road district, in amount \$15,000, be accepted, which was carried.

The Secretary was instructed to request Mr. H. M. Parks of the Bureau of Mines and Geology to be present at the next meeting of the Commission to consider cooperation with reference to a bill passed by the session of Legislature just ended.

Mr. Booth moved that the Engineer be instructed, in preparing ad-

vertisements for paving hereafter, to state that the contractor should not take into consideration the royalty with the understanding that if the patent shall finally be determined to be valid the royalty shall be paid by the state and all contractors shall bid without regard to royalty.

The bids received on cement were considered excessive and, on motion of Mr. Benson, all proposals were rejected.

On motion of Mr. Thompson, the contract for asphalt was divided on a basis of 60% to the Standard Oil Company and 40% to the Union Oil Company.

The Engineer's reconnaissance estimate of the cost of the paving between Astoria and Seaside was submitted. The Commission took this report under advisement, Mr. Benson wishing to investigate the matter personally.

A preliminary estimate for grading the Scappoose to Deer Island section of the Columbia River Highway was presented, and on motion of Mr. Thompson, the Engineer was instructed to advertise this section for the next meeting.

An estimate of the cost of grading between Multnomah County line through Oswego to Oregon City was presented. Mr. Booth moved that on this project and also the Canby to Aurora project the county be requested to do the grading, with the understanding that the Commission pave it as soon as it is ready for paving, and for any lack of funds the Commission will advance that amount to Clackamas County to be refunded next year. Motion carried. The Engineer was instructed to prepare plans and specifications for the grading of the Multnomah County line-Oregon City section as soon as convenient and advertise in the near future.

Mr. Benson brought up the matter that through the towns of Drain and Yoncalla a right of way 60 feet wide should be secured before the Commission will pave through these towns. The present widths are said to be too narrow and the buildings should be moved back to secure ample width if necessary.

The Commission adjourned to meet at 9:30 the next day.

Portland, Oregon, March 27, 1919.

The meeting reconvened at 9:30 a. m. in Room 520 Multnomah County Court House. Present were:

S. Benson, Chairman
W. L. Thompson, Commissioner
R. A. Booth, Commissioner
Roy A. Klein, Secretary

The Engineer was instructed to complete the survey of the Camas Valley-Myrtille Point section of the Roseburg-Coos Bay Highway at his early

convenience, on motion of Mr. Booth, seconded by Mr. Thompson. He was also instructed to prepare an estimate of the cost with a view to construction at an early date. It was stated that Douglas County has \$60,000 to offer in cooperation on this project within their county.

On motion of Mr. Thompson, the Engineer was instructed to make a survey and estimate for grading and paving the Dalles-Dufur section of the Dalles-California Highway, this project to be submitted as a post road project. Wasco County offered \$50,000 in cooperation, as evidenced by a resolution of their county court, and requested the State Highway Commission to advance these funds to be repaid by the county in installments in 1919 and 1920, no interest to be charged. This proposal was accepted by the Commission, it being understood that the \$50,000 above mentioned would be considered as their share of the total cost of the project but to be in addition to the \$4,000 previously offered in cooperation on the Dalles-Three Mile Creek Project.

After considering the advisability of making one complete post road project between The Dalles and Dufur, it was decided to let the present post road project between The Dalles and Three Mile Creek, two miles in length, remain as submitted so that construction work on this unit could be commenced at an early date without waiting for surveys and estimates on the entire project.

A reconnaissance survey was ordered from Dufur to a connection near Madras on the most feasible route, considering the west bank of the Deschutes River and eliminating the detour through Shaniko and Antelope.

A reconnaissance was also ordered between Bend and Klamath Falls at the convenience of the Engineer.

A resolution by the city of Amity requesting pavement by the Commission on Trade Street (the route of the West Side Highway authorized by the Commission) was presented. It was proposed that the Commission pave this street 8 feet wide within the city limits and the city pave the balance, the total width to be not less than 18 feet. The Secretary was instructed to advise the city of Amity that their proposal was acceptable to the Commission and thank them for their cooperation.

Mr. Crane, President of the Oregon Hassam Paving Company, whose bid was \$173,040.00 on the Adams-Athena section of the Oregon-Washington Highway, appeared before the Commission at its request to explain his bid. Mr. Booth asked, "Did you include royalty in your bid?" Mr. Crane answered, "I included 15¢ per square yard for royalty but did not intend to pay it." Mr. Benson asked, "Would you take the contract for \$12,500.00 less and let the Commission pay the royalty?" Mr. Crane answered, "No." Mr. Thompson asked, "Where was your profit?" Mr. Crane said, "I would come out square if I had to pay the royalty."

Mr. A. J. Hill, representing the Warren Construction Company and whose bid of \$170,085.00 was the low bid, was then called before the Commission to discuss the question of royalty connected with said bid. As

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the result of such discussion, the Commission was authorized by Mr. Hill to withhold from final settlement on said job or project the sum of Ten Thousand (\$10,000.00) Dollars, said sum to be held or retained by said Commission until the Commission has been advised by the Attorney General as to the validity of the Warren patent, as provided in Chapter 176 of the Laws of 1919, or until the validity of said patent shall be determined by court decree as contemplated in said Chapter 176, Laws of 1919. And should said patent be held invalid and the Attorney General so advise, then the said Commission may retain permanently the said Ten Thousand (\$10,000.00) Dollars, and said bid and contract price shall be held to be reduced to that amount.

Mr. Booth offered the following resolution in regard to royalties on patent pavement which was agreeable to Mr. Thompson and Mr. Benson:

WHEREAS, Section 14 of House Bill No. 427 passed by the Legislative Assembly for the year 1919 provides, among other matters, as follows:

"That if the Commission shall let any contract for the construction of any road under the provisions of this act consisting of any article or pavement upon which a patent is claimed, then, in such event, the State Highway Commission may pay all the royalties that may be due on account of the construction of such road so laid with patented article or pavement, direct to the patentee and in that event the contractor, or contractors shall only be required to bid on the construction of such road without including in their bid the cost of royalties that may be claimed on account of the construction of such road with such patented article or pavement." and

WHEREAS, it is the purpose of the State Highway Commission to freely and fully meet all legislative requirements, both in letter and in spirit, to the end that the people of the State may receive the maximum returns for moneys expended on road construction, therefore,

BE IT RESOLVED, by the State Highway Commission that in compliance with said statutory provision the State Highway Commission shall, in the future, pay all royalties that may be due on account of the construction of any road so laid with any patented article or pavement direct to the patentee, should such patent be found valid as provided under the terms of House Bill No. 453 passed by the recent Legislature, and

BE IT FURTHER RESOLVED, that the State Highway Engineer be, and he is hereby instructed and authorized, in calling for bids on projects hereinafter proposed, to advise contractors in submitting bids thereon that they may submit such bids without including therein the cost of any royalties, and

BE IT FURTHER RESOLVED, that the Highway Engineer be instructed to incorporate in the construction contract the following clause and condition:

"It is further agreed and understood by and between the parties hereto that in the event that any suit, action or proceeding is commenced or prosecuted, growing out of, or in any way associated with, any infringement or alleged infringement of any patent, the Attorney General of the State of Oregon shall have, and be given an opportunity and is hereby authorized to appear and defend in such suit, action or proceeding and may make any appearance or defense deemed necessary to protect the interests of the State of Oregon, the State Highway Commission, its officers, agents or employees; provided, that any such appearance or defense shall be left to the discretion of the Attorney General."

On motion of Mr. Thompson, the contract for the construction of the Dalles-Seufert section of the Columbia River Highway was awarded to the United Contracting Company for \$46,430.00 on asphaltic-concrete on new macadam base.

The contract for the construction of the Milton to Oregon-Washington State Line section of the Oregon-Washington Highway was awarded to the Warren Construction Company on their bid of \$105,051.00 for bitulithic with gravel shoulders.

The paving on the Dillard to Myrtle Creek section was ordered advertised for the next meeting, and in this connection, the Engineer was authorized to advertise for the removal of the slides on this section separate from the paving contract if he desired to do so.

A decision on the location of the Pacific Highway between Eugene and Junction City was postponed until the April meeting for further investigation.

On motion of Mr. Booth, the engineer was instructed to prepare for advertising the paving and grading from Roseburg to the grade crossing south of Wilbur, excluding the approach to the bridge at Winchester. The length of this project is approximately 7.5 miles. The section between Wilbur and Oakland to be held for further investigation.

On motion of Mr. Booth, the section between Eugene and Goshen was ordered advertised and the engineer instructed to report on the most feasible overhead crossing over the Southern Pacific tracks south of Eugene.

The Douglas County Court presented a communication requesting state cooperation on the Scottsburg-Reedsport project. No definite action was taken pending further investigation.

On the Canyon road between Beaverton and the Multnomah County line, on motion of Mr. Thompson, this project was ordered paved when the

roadbed had been prepared by the county. The Engineer was instructed to make a survey and estimate of this project.

Mr. Walter Evans, District Attorney for Multnomah County, presented a resolution from the Board of County Commissioners of Multnomah County, setting out that they were willing to pave that section of the West Side Highway between Bertha and the Multnomah County line in their county, since the State Highway Commission had already let a contract for the paving of the highway between the Multnomah County line and Hillsboro. They asked that the State Highway Commission advance them \$40,000 for this work and agreed to repay the State Highway Commission from funds to be raised in their budget for 1920. The proposal was accepted by the State Highway Commission and the matter referred to the attorney to prepare the necessary contract and agreement between the county and state.

Mr. John Ker and Mr. John B. Coffey, representing surety companies, appeared before the Commission in behalf of their interests, requesting that the Commission do not take personal surety bonds. They stated in the course of their argument that the premium on bonds guaranteeing the faithful performance of contracts was for 1 $\frac{1}{2}$ % of the total amount of the contract and that the bond covering the five year period guaranteeing workmanship and materials cost the same amount in addition. They stated, however, that a bond guaranteeing workmanship and materials for one year would be furnished the contractors without additional cost when written at the same time as the bond guaranteeing faithful performance of the contract. The policy of taking personal surety bonds by the Commission was unchanged. The Commission instructed the Engineer in the future to exclude the five year period for the workmanship and material bond and ask for a bond for workmanship and material for the one year period instead.

The Engineer was instructed to look into the matter of the location of the Pacific Highway north of Roseburg at Edenbower with a view to eliminating dangerous corners.

Mr. Dan Kellaher appeared in behalf of the Knights of Columbus Soldiers' and Sailors' Employment Service, and asked that the Secretary furnish him with a list of the highway jobs which had been awarded by the Commission to date and which would be awarded in the future so that they might keep in touch with the contractors on state work and furnish soldiers and sailors employment.

Judge Hare, Commissioner H. V. Alley and Senator Handley, representing Tillamook County, asked for 20 miles of paving, advising that this amount was urgently needed this year and that it would also aid them in passing their bond issue. They asked for 12 miles south of Tillamook and 8 miles north of Tillamook. Mr. Benson suggested postponing this until after the election in June on the bonds for the Roosevelt Highway. The Commission desired to look over the situation in Tillamook County. The Commission further declined to make a definite promise as to the amount of cooperation the state would offer the county in the event that their

county bonds carried. In view of the circumstances, on motion of Mr. Thompson it was agreed to pave 15 miles in Tillamook County this year, putting 5 miles north and 10 miles south of Tillamook City, as soon as can reasonably be done.

Mr. J. C. Burch, of the Beaver Portland Cement Company, appeared before the Commission and made a statement in behalf of the Beaver Portland Cement Company, supporting their proposal on cement offered at the previous session. He pointed out the base price at the mill and the freight rates on the same, and after considering the matter at some length, the Commission, on motion of Mr. Booth seconded by Mr. Thompson, agreed to reconsider their previous action in rejecting all bids on cement and awarded the contract for 50,000 barrels to the Beaver Portland Cement Company.

In the matter of the Divide crossing, Mr. Devers advised that Albert Anderson was unable to secure the additional \$10,000 bond which was required by the railroad company and which it had been proposed that the Commission take. After endeavoring to have the Lane County Court release the Commission from their agreement in this matter, the Commission decided to sign the bond personally for \$10,000 in order not to delay the work further.

Portland, Oregon, March 27, 1919.

The Commission reconvened at 1:30 P. M. in the office of Mr. Geo. H. Cecil, District Forester, Post Office Building. Those present were:

S. Benson, Chairman
W. L. Thompson, Commissioner
R. A. Booth, Commissioner
Roy A. Klein, Secretary

Representing the Forest Service were Geo. H. Cecil, District Forester, and Mr. P. H. Dater, District Engineer of the Forest Service. Dr. L. I. Hewes, District Engineer, and C. H. Purcell represented the Bureau of Public Roads.

Dr. Hewes advised the Commission of the action of the Bureau of Public Roads in furnishing a supply of the explosive TNT free to contractors on forest road work who offered to reduce their bid a reasonable amount. The Commission requested Dr. Hewes to see if a supply could be secured for state work at a nominal price and he agreed to do so.

After a discussion of the merits of the various forest projects proposed, the following resolution was offered by Mr. Benson and seconded by Mr. Thompson and agreeable to Mr. Booth:

WHEREAS, funds are now available to both the Federal Government and the State of Oregon for cooperative work on the roads, and

WHEREAS, it is desirable to complete these projects at an early date,

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THEREFORE, BE IT RESOLVED, that the following projects be placed upon the program for construction for the year 1919 to be considered under the terms of Section 8 of the Federal Aid Road Act, approved July 11, 1916, and the amendment thereto in Section 8 of the Post Office Appropriation Bill, H. R. 13,308, and

BE IT FURTHER RESOLVED, that the amounts to be offered in cooperation by the State of Oregon are contingent upon the cooperation by the Federal Government and the counties on the respective projects outlined as follows:

Name of Project	Mileage	Total Estimated Cost	Federal Government	State	County
McKenzie Pass	53.8	355,550	177,775	157,775	20,000
Mt. Hood Loop	37.2	514,000	257,000	257,000	
Medford-Klamath Falls (Anna Creek)	3.0	10,100	5,050	5,050	
Medford-Crater Lake (Crater Lake to Prospect)	22.2	246,000	121,250	121,250	3,500
Grants Pass-Crescent City (Hayes Hill Section)	2.4	52,500	26,250	26,250	
Canyonville-Galesville (Unit No. 2)	1.0	75,000	10,000	65,000	
Ochoco Canyon (Wheeler Co.) (Unit No. 2)	4.8	49,000	24,500	24,500	

In the matter of surveys for other projects, Mr. Benson offered the following resolution:

WHEREAS, funds are now available for cooperative construction by both the United States Government and the State of Oregon, and

WHEREAS, it is necessary that surveys be made and estimates prepared to determine the most feasible routes and the cost of the same,

THEREFORE, BE IT RESOLVED, that the surveys be authorized under the terms of Section 8 of the Federal Aid Road Act approved July 11, 1916 under the terms of cooperation set out as follows:

Project	Miles	Total Estimated Cost	Federal Government	State	County
Prairie City-Unity	(48)	7,000	2,500	2,500	2,000
Eugene-Florence	15.7	3,000	1,500	1,500	
Lapine-Lakeview	16.5	4,000	2,000	2,000	
Pilot Rock-Prairie City	24.4	5,000	2,500	2,500	

The Reedsport-Coos Bay project was discussed but action was deferred

until after the June bond election for the Roosevelt Highway.

The Bear Gulch Project was postponed. The Oregon Caves project was postponed until a reconnaissance estimate had been submitted. The Alsea River project was postponed until the next meeting. The matter of post and forest cooperation with the counties and state between Lakeview and Lapine and between Bend and Klamath County was discussed and the Secretary was instructed to request that Klamath, Lake and Deschutes Counties send their representatives to the next meeting of the Commission to discuss cooperation on these projects to the end that they may be placed on the program for construction this year.

The Commission authorized a survey between Klamath Falls and Lakeview, Mr. Cecil agreeing to make the survey through the forest reserve.

The policy of the Commission in extending state aid on projects not included in the present state highway system was discussed, but definite action was postponed and the matter made a special order for the next meeting.

The Commission authorized the employment of an assistant auditor, working under the direction of the Secretary of State in the auditing office of the State Highway Commission, his salary to be paid by the State Highway Commission.

Mr. A. D. Kern submitted the names of Dan Kern and John Kiernan as a surety for the workmanship and material bond on his contract for paving the Pacific Highway between Albany and Jefferson. This was acceptable to the Commission and the attorney was instructed to prepare the form of bond.

The next meeting was postponed from April 8 to April 15.

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

Roy A. Klein
Secretary

E. Benson
Chairman
J. L. Thompson
W. H. Cook

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MAR 27 1919

VOLUME IV

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1919

T O

MARCH 31, 1920

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OREGON STATE HIGHWAY COMMISSIONERS

S. BENSON, PORTLAND, CHAIRMAN

W. L. THOMPSON, PENDLETON (April 1 - Nov. 1, 1919)

R. A. BOOTH, EUGENE

J. N. BURGESS, PENDLETON (Nov. 1 - Nov. 21, 1919)

ED E. KIDDLE, ISLAND CITY (Nov. 26 - March 31, 1920)

- - - -

ROY A. KLEIN, SECRETARY

HERBERT NUNN, STATE HIGHWAY ENGINEER

- - - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON.

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- 499 April 14 Vouchers Nos. 1027 to 1338 approved.
Douglas County. Route of Pacific Highway adopted.
Lane County. River route adopted as location of Pacific Highway between Eugene and Junction City.
Lane and Benton Counties. Matter of grading and rocking section of Pacific Highway between Junction City and Monroe.
Linn and Lane Counties. Petition requesting construction of Pacific Highway from Albany south to Eugene.
Douglas and Josephine Counties. Change in width of pavement from Canyonville south to Jump-Off-Joe Creek.
Douglas County. Engineer instructed to investigate grade at approach to Winchester bridge.
Secretary instructed to secure opinion from Storey, Thorndike, Palmer & Dodge as to legality of \$10,000,000 bond issue.
Resolution authorizing sale of \$500,000 bonds from \$6,000,000 issue.
Union County. Delegation requested assistance from state.
Clatsop County. Mr. Dellinger presented matter of bridge across Young's Bay. Engineer to make report at next meeting.
Clackamas County. Repair of pavement on Canemah-Canby section of Pacific Highway.
Clackamas County. Location of Pacific Highway between Canby and Aurora.
Linn County. Location of Pacific Highway for two miles north of Albany.
Lane County. Engineer instructed to advertise Eugene-Goshen section for paving.
Jackson County. Siskiyou Section - Engineer instructed to advertise section from top of hill to Ashland for paving.
Clatsop County. Width of pavement.
Lane County. Section between Junction City and Eugene adopted as section for experimental pavement.
Polk County. Request for advice as to procedure for bond issue.
Crook County. Requested Commission to designate as state highway road from Prineville up Crooked River to Shorty Davis Ranch.
- 504 April 15 Mr. H. M. Parks of Oregon Bureau of Mines and Geology appeared re cooperation with State Highway Commission.
Baker County. Request for cooperation on state highways.
Malheur and Harney Counties. Request state cooperation on different highways.
Sherman County. Route of John Day River Highway. Engineer instructed to prepare post road project.
Sherman County. Engineer instructed to make survey north and south through county.
Approval of contract with Beaver Portland Cement Company.
Bids opened as follows:
Baker-Middle Bridge Section, Baker-Cornucopia Highway, Grading.
Scappoose-Deer Island Section, Columbia River Highway, Grading.

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Deer Island-Rainier Section, Columbia River Highway, Paving.
Hemlock-Beaver Section, Coast Highway, Paving.
Sheridan-McMinnville Section, Yamhill-Nestucca Highway, Paving.
Amity-Holmes Gap Crossing Section, West Side Highway, Paving.
Rickreall-Monmouth-Independence Section, West Side Highway, Paving.
Jefferson North Section, Pacific Highway, Paving.
Walker-Creswell Section, Pacific Highway, Grading.
Divide-Douglas County Line, Pacific Highway, Grading.
Oakland-Yoncalla Section, Pacific Highway, Paving.
Myrtle Creek-Dillard Section, Pacific Highway, Slide Removals.
Myrtle Creek-Dillard Section, Pacific Highway, Paving.
Stage Road Pass-Wolf Creek Section, Pacific Highway, Grading.
Wolf Creek-Grave Creek Section, Pacific Highway, Paving.
Central Point-Gold Hill Section, Pacific Highway, Grading and Paving.
Marshfield-Coquille Section, Coast Highway, Paving.
Deschutes River Bridge.
John Day River Bridge.
Lincoln County. Location of Corvallis-Newport Highway.
Linn County. Albany-Sisters Highway. Engineer ordered to make survey between Lebanon and Cascadia.
Yamhill County. Matter of widening pavement in city of Amity.
Deschutes County. Division of funds from proposed bond issue.
Yamhill County. Judge Daniels requested completion of survey between Washington County Line and McMinnville.
Washington County. Matter of grading Canyon Road from Beaverton to Multnomah County line.
Morrow County. Judge Campbell requested survey from Heppner to Monument.
Union County. Engineer instructed to advertise for paving LaGrande-Island City-Hot Lake Section.
Wallowa County. Matter of cooperation on LaGrande-Enterprise Highway.
Douglas County. Various grading and paving projects ordered advertised.
Jackson County. Engineer instructed to prepare as post road project the section between Medford and Prospect.
Wheeler and Grant Counties. Engineer instructed to advertise Sarvice Creek-Valades Ranch Section of the John Day Highway.
Gilliam County. Arlington-Morrow County line section ordered advertised.
Lake County. Judge Smith appeared re proposed county bond issue.
Wasco County. Engineer instructed to make reconnaissance survey between Dufur and Kingsley.

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Wasco County. Location of Columbia River Highway from The Dalles to Chenoweth Bridge.

511 April 16 Report of tabulation of bids received previous day.

Awards as follows:

Baker-Middle Bridge Section, J. A. Hoskins.
Hemlock Beaver Section, Warren Construction Company.
Jefferson-North Section, A. D. Kern
Walker-Creswell Section, award deferred.
Deer Island-Rainier Section, Warren Construction Company.
Wolf Creek-Grave Creek Section, Warren Construction Company.
Rickreall-Monmouth-Independence Section, Warren Construction Company.
Myrtle Creek-Dillard Section, paving, all bids rejected.
Stage Road Pass-Wolf Creek Section, Joplin & Eldon.
Scappoose-Deer Island Section, L. O. Herrold.
Divide-Douglas County Line, J. H. Hawley & Co.
Myrtle Creek-Dillard Section, slide removal, H. J. Hildeburn.
Marshfield-Coquille Section, Perham, Brown, Dean & Hague.
Oakland-Yoncalla Section, all bids rejected.
Amity-Holmes Gap Section, all bids rejected.
Central Point-Gold Hill Section, Clark & Henery Construction Company.
McMinnville-Sheridan Section, V. R. Dennis Construction Company.
Deschutes River Bridge, all bids rejected.
John Day River Bridge, Portland Bridge Company.
Dalles-Seufert Section, United Contracting Company.
Wheeler County. Request for survey between bottom of Cummins Hill and Fossil.
Washington County. Canyon Road from Multnomah County line to Beaverton designated as state highway.
Douglas County. Myrtle Creek-Dillard Section reconsidered and contract awarded to Oregon Hassam Paving Company.
Clatsop County. Astoria-Seaside section adopted as post road project.
Clatsop County. Youngs Bay Bridge.
Crook County. Road between Prineville and Shorty Davis place adopted as state highway.
M. Peterson appeared in behalf of Salmon River Road.
Lake County. Mr. Booth presented engineer's report as to cost of state highways. Motion that these roads be made cooperative projects.
Klamath County. Mr. Booth submitted engineer's report as to cost of state highways. Motion made that these roads be made cooperative projects.
Oregon Independent Paving Company offered to make reduction on bid for Amity-Holmes Gap Section and contract for this section awarded to Oregon Independent Paving Company.
Bid of Clark & Henery Construction Company on Oakland-Yoncalla section reconsidered and award made to them.

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Lane County. Contract for Walker-Creswell Section awarded to Joplin & Eldon.

Josephine County. Engineer instructed to make reconnaissance and prepare for grading and graveling as post road project the Grants Pass-Waldo Section of the Grants Pass-Crescent City Highway.

Polk County. Engineer instructed to extend Oskar Huber's contract for section between Corvallis and Polk County line one and one-half miles into Polk County.

Douglas and Coos Counties. Engineer instructed to submit Roseburg-Myrtle Point section as post road project.

Benton and Lane Counties. Engineer instructed to advertise paving between Monroe and Corvallis and grading and graveling between Junction City and Monroe.

Lincoln County. Waldport-Benton County line section of Alsea River project made forest project. Engineer instructed to make reconnaissance from Alsea to Philomath.

Pilot Rock-Prairie City project. Action postponed.

Oregon Caves and Bear Gulch projects indefinitely postponed.

Vouchers Nos. 1339 to 1585 approved.

Proposals for cement read.

Proposals for grading and paving were read, as follows:

Arlington-Morrow County Line Section, Columbia River Highway. Grading.

Jacques Place-Johns Place, Pacific Highway. Grading and macadam.

Oakland-South Section, Pacific Highway. Grading and macadam.

Green Springs Mountain Road-California Line Section, Pacific Highway. Paving.

Ashland-Green Springs Mountain Road, Pacific Highway. Grading and paving.

Monroe-Lane County Line, West Side Highway. Grading and macadam.

Comstock-Pass Creek Section, Pacific Highway. Grading and macadam.

Roseburg-Winchester Section, Pacific Highway. Grading and macadam.

Island City-LaGrande-Hot Lake Section, LaGrande-Enterprise Highway and Old Oregon Trail. Paving.

Hillsboro-Forest Grove Section, Highway No. 29. Paving.

Junction City-Benton County Line Section, West Side Highway. Grading and macadam.

Sexton Mountain Section, Pacific Highway. Grading.

Eugene-Goshen Section, Pacific Highway. Paving.

Gold Hill-Josephine County Line Section, Pacific Highway. Grading and paving.

Oregon City-Oswego Section. Bids returned unopened.

Proposals for cement and for grading and paving referred to engineer for tabulation.

Proposal submitted by Santa Cruz Portland Cement Company returned unopened.

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Proposals for \$500,000 bonds read.

Bonds sold to Loomis & Goss, Blodget & Company and A. B. Leach & Company.

Checks of unsuccessful bidders returned.

Yamhill County. County Court and Mr. W. B. Dennis appeared re letting contracts for grading and paving.

Yamhill County. Engineer instructed to advertise section east of Grand Ronde Store for grading and paving.

Yamhill County. W. B. Dennis presented request from city of Carlton for pavement 16 feet wide through city.

Washington County. Highway between Forest Grove and Gaston.

Deschutes County. Delegation outlined plan of bond issue.

Engineer instructed to make survey from Crooked River south to Redmond on The Dalles-California Highway.

Jefferson County. Request for assistance from state.

Harney County. Request for state aid. Engineer instructed to make survey and prepare project from Lawen to Crane.

Engineer instructed to prepare project between Burns and Suntex.

Special meeting ordered on May 27th.

Engineer instructed to advertise following projects for May 27:

Rocky Point Bridge across Rogue River

Leona-Drain Section

Roseburg-Dillard Section

Newberg-West Dayton Section

1½ miles in Polk County north of Benton County line.

Following projects ordered advertised for June 10:

Sarvice Creek-Valades Ranch Section

Grading Hubbard Creek to Brush Creek

Grading and rocking 2 miles east from Grand Ronde Store

Grading and rocking from Gaston to Yamhill.

Mr. W. C. Calder asked about various projects in Baker County.

526 May 7 Tabulation of bids received read and awards announced as follows:

Arlington-Morrow County Line Section, Columbia River Highway, Grading. All bids rejected.

Sexton Mountain Section, Pacific Highway, bids referred to engineer.

Jacques Place-Johns Place Section, Pacific Highway. Bids referred to engineer.

Junction City-Benton County Line Section, West Side Highway. Washburn & Hall.

Oakland South Section, Pacific Highway. John Hakanson.

Green Springs Mountain Road-California Line Section and Ashland-Green Springs Mountain Road Section, Pacific Highway. Oskar Huber.

Monroe-Lane County Line Section, West Side Highway. Benton County.

Comstock-Pass Creek Section, Pacific Highway. Albert Anderson & Co.

Roseburg-Winchester Section, Pacific Highway. Rejected.

Gold Hill-Josephine County Line Section, Pacific Highway. Schell & Calvert.

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Island City-LaGrande-Hot Lake Section, Old Oregon Trail.
Warren Construction Company.
Hillsboro-Forest Grove Section, West Side Highway. Warren Construction Company.
Eugene-Goshen Section, Pacific Highway. Guy F. Pyle.
Tabulation of bids for cement read and awards made as follows:
Delivered at Marshfield. Henry Cowell Lime & Cement Co.
Delivered at Miller Station. Oregon Portland Cement Co.
Delivered at Elgin. Lehigh Portland Cement Co.
Cement for Hillsboro-Beaverton project. Oregon Portland Cement Co. bid referred to engineer.
Yamhill County. Engineer instructed to complete survey and prepare estimate for grading remaining portions between Amity and Gaston and McMinnville and Tillamook County line.
Jackson County. Oskar Huber requested that pavement on sections just awarded to him be widened to sixteen feet.
Columbia County. Engineer instructed to advertise for paving section between Rainier and Clatskanie.
Hood River County. Section between Cascade Locks and Hood River to be advertised for paving.
Jackson County. Location of highway between Medford and Crater Lake.
Polk County. Oregon Land Settlement Commission requesting information as to location of road south of Independence.
Malheur County. Location of John Day Highway.
Lane County. Albert Anderson granted extension of time on contract for Divide overcrossing.
Coos County. Request for loan from State Highway Commission.
Benton County. Engineer instructed to advertise 9 miles north of Monroe for grading and paving.
Resolution re sale of \$1,000,000 bonds June 10th.
Resolution requesting Board of Control to sell \$500,000 Bean-Barrett Bonds.
Cascades Contract Company asked return of certified check submitted with proposal for rock to be delivered from Shedd.
Resolution re claims for amounts less than \$200.00.
Yamhill and Washington Counties. Maintenance contracts.
Resolution re use of revolving fund.
Contracts approved and signed.
Vouchers Nos. 1586 to 1851 approved.
Bids opened for grading and paving projects, as follows:
Rainier-Clatskanie Section, Columbia River Highway, Paving.
Yamhill-McMinnville Section, Forest Grove-McMinnville Highway, Grading and Paving.
Newberg-West Dayton Section, West Side Highway. Grading and Macadam.
Jacques Place-Johns Place, Pacific Highway. Grading and Macadamizing.
Roseburg-Dillard Section, Pacific Highway. Grading and Macadamizing.
Oakland-Wilbur Section, Pacific Highway. Grading and paving.

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Ruthton Hill-Hood River Section, Columbia River Highway.
Grading.
Cascade Locks-Hood River Section, Columbia River Highway.
Paving.
The Dalles-Chenoweth Section, Columbia River Highway. Grading and paving.
Benton County Line-North Section, West Side Highway. Paving.
Arlington-Morrow County Line Section, Columbia River Highway.
Grading and Macadamizing.
Tide Creek Bridge, Columbia River Highway, Columbia County.
Six Columbia County Bridges, Columbia River Highway.
Linn County, Frame Trestle, Pacific Highway.
Linn County, I-Beam and Concrete Bridge, Pacific Highway.
Washington County. Petition re route between Dilley and Gaston.
Clackamas County. Judge Anderson requested state funds for bridge at Oregon City.
Engineer instructed to make survey and estimate of possible route from Canemah to Oregon City.
Yamhill County. Location of West Side Highway through city of Carlton.
Clackamas County. Location of Mt. Hood Loop.
Multnomah County. Request for loan of money to be used in paving Bertha-Washington County line section.
Marion County. Request rocking of sections graded this year but not ready for paving.
Linn County. Objection to type of bridges proposed for Linn County upon which bids were received at morning session.
Wasco County. Location west of The Dalles.
Lehigh Portland Cement Company. Mistake in bid for cement to be furnished at Elgin and Arlington.
Jackson County. Oskar Huber offered to reduce bid on Siskiyou paving contract if Commission will widen roadbed.
Josephine County. Warren Construction Company offered to reduce bid on Wolf Creek-Grave Creek Section if roadbed is widened.
Minutes of April 14, 15 and 16 and May 6 and 7 approved.
Wheeler County Court asked for improvement of various projects under post road aid act.
Engineer instructed to hold Medford-Eagle Point Post Road Project.
539 May 28 Tabulation of bids read and awards made as follows:
Jefferson-Albany Section, Pacific Highway. Linn County bridges, Linn County Court.
Tide Creek Bridge, Columbia River Highway. Union Bridge Co.
6 R. C. Bridges, Columbia River Highway. Union Bridge Co.
Arlington-Morrow County Line Section, Columbia River Highway.
Engineer to make further investigation and report.
Rainier-Clatskanie Section, Columbia River Highway. Warren Construction Co.
Newberg-West Dayton Section, West Side Highway. E. E. Cummins.
McMinnville-Forest Grove Highway, Yamhill-McMinnville Section.
Northwest Construction Company.

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Benton-Polk County Line North one and one-half miles,
West Side Highway. Oskar Huber.
Oakland-Wilbur Section, Pacific Highway. Clark & Henery
Construction Co.
Dalles-Chenoweth Section, Columbia River Highway., United
Contracting Co.
Jacques Place-Johns Place Section, Pacific Highway.
Joplin & Eldon.
Ruthton Hill Section, Columbia River Highway. G. E. Kibbe.
Cascade Locks-Hood River Section, Columbia River Highway.
G. E. Kibbe.
Roseburg-Dillard Section, Pacific Highway. Logan & Colby.
Engineer instructed to readvertise at next meeting projects
on which no bids were received.
Douglas County. Loan for securing rights of way.
Douglas County. Tiller-Crater Lake Cutoff.
Hood River County. G. E. Kibbe will put two plants on
Cascade Locks-Hood River Section.
Clatsop County. Engineer instructed to advertise Svensen-
Clatskanie Section.
Coos Bay-Reedsport and Port Orford-Brush Creek Sections.
Coast Highway. Appropriations.
Curry County. Hubbard Creek-Brush Creek project ordered
advertised at next meeting.
Umatilla County. Athena-Milton Section, Oregon-Washington
Highway ordered advertised for paving.
Lake County. Adjustment of payroll account.
Linn County. Albany-Tangent section ordered prepared for
advertisement.
Change made in form of maintenance contract.
Engineer instructed to make small maintenance repairs.
Matter of paving through small towns to be decided as each
case comes up.
Clackamas County. Delegation appeared re location of Mt.
Hood Loop.
Josephine County. Sexton Mountain contract divided into
three parts.
Execution of contracts awarded at last meeting.
543 June 10 Proposals for bridge construction opened as follows:
Eight bridges, Yamhill County.
Rocky Point Bridge, Jackson County.
Proposals for road construction opened as follows:
Cabbage Hill-Kamela Section, Old Oregon Trail, grading.
Echo-Pendleton Section, Columbia River Highway, grading.
Sarvice Creek-Valades Ranch Section; John Day River Highway.
Grading and bridges.
Sag Section, Baker-Cornucopia Highway. Grading and
graveling.
Canby-Aurora Section, Pacific Highway. Grading.
Grand Ronde-Butlers Store Section, Yamhill-Nestucca Highway,
macadam.
Monroe-North Section, West Side Highway, grading and paving.
Green Springs Mountain-Jenny Creek Section, Ashland-Klamath

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Falls Highway, grading.
Green Springs Mountain Summit-Pacific Highway, Ashland-
Klamath Falls Highway, grading.
Roseburg-Wilbur Section, Pacific Highway, grading.
Yoncalla Section, Pacific Highway, grading and macadam.
Leona-Drain Section, Pacific Highway, grading and macadam.
Marshfield-Cedar Point Section, Coast Highway, removal of
slides.
Cedar Point-Coquille Section, Coast Highway, grading.
Hubbard Creek-Brush Creek, Coast Highway, grading.
Bertha-Washington County Line, Highway No. 29, paving.
Proposals for sale of \$1,000,000 bonds read.
Resolution making sale of bonds to The Bankers Trust Company,
Northern Trust Company and Carstens & Earles, Inc.
Secretary instructed to return checks of unsuccessful bidders.
Proposals for construction of garage and warehouse read.
Proposals for cement read.
Proposals for truck equipment read.
Clatsop County. Young's Bay Bridge and Astoria-Seaside paving
project.
Deschutes County. Request for assistance on Dalles-California
Highway.
Yamhill County. Location of West Side Highway through city
of Carlton.
Baker County. Engineer instructed to make survey on Haines-
Baker Section of Old Oregon Trail.
Yamhill County. Judge Daniels requested information as to
definite location of highway between Bellevue and McMinnville.
Union County. Engineer's report on location between Hot Lake
and Union accepted.
Engineer instructed to advertise for graveling Old Oregon
Trail from end of present paving job between LaGrande and
Hot Lake to county line.
Columbia County. City of Rainier made proposal re grading and
paving through city.
Washington County. Short-cut line on Canyon Road between
Beaverton and Multnomah County line adopted.
Lincoln County. Newport-Corvallis Highway. Request for co-
operation.
Benton County. Request for construction of section of Newport-
Corvallis line between Wren and Lincoln County line.
Morrow County. Request for cooperation on various sections.
Jackson County. Matter of re-planking bridge between Gold
Hill and Central Point.
Wheeler and Gilliam Counties. Matter of maintenance of John
Day Highway.
T. N. Day explained proposal on Sarvice Creek-Valades Ranch
Section of John Day Highway.
Jefferson County. Matter of surveys.
Gilliam County. M. J. Conley appeared re bid on Arlington-
Morrow County Line Section of Columbia.

Page	Date	Subject
553	June 11 1919	<p>Lane County. Divide-Goshen Section substituted for Eugene-Junction City Section for experimental pavement.</p> <p>Lane County. Eugene-Junction City section to be advertised for next meeting.</p> <p>Wasco County. "High line" adopted as route of Columbia River Highway between The Dalles and Mosier.</p> <p>Tabulation of bids for grading and paving read and awards made as follows:</p> <p>Sag Section, Morrison-Knudson Company.</p> <p>Monroe North 9 miles, Pacific Bridge Company.</p> <p>Canby-Aurora Section, W. B. Tull.</p> <p>Cedar Point-Coquille Section, Moon & Co.</p> <p>Marshfield-Cedar Point Section, Coos County Court.</p> <p>Hubbard Creek-Brush Creek Section, Moon & Co.</p> <p>Roseburg-Wilbur Section, H. J. Hildeburn</p> <p>Yoncalla Section, Bids rejected; ordered readvertised.</p> <p>Leona-Drain Section, Albert Anderson.</p> <p>Pacific Highway-Green Springs Mountain Summit. A. Giebisch.</p> <p>Green Springs Mountain-Jenny Creek Section, Jackson County Court.</p> <p>Bertha-Washington County Line Section, Warren Construction Co.</p> <p>Cabbage Hill-Kamela Section, Dalrymple & Ackerman.</p> <p>Echo-Pendleton Section, Johnson Contract Co.</p> <p>Service Creek-Valades Ranch Section. Bids rejected.</p> <p>East of Grand Ronde Section. Referred to engineer.</p> <p>Forest Grove-Gaston Section. No bids received; ordered readvertised.</p> <p>Proposals for cement read. Award made to Henry Cowell Lime & Cement Co.</p> <p>Tabulation of proposals for bridges read and awards made as follows:</p> <p>Eight reinforced concrete bridges in Yamhill County.</p> <p>Yamhill County Court.</p> <p>Rogue River Bridge. Parker & Banfield.</p> <p>Bids for warehouse and garage read and referred to engineer.</p> <p>Bids for hoists and dump bodies for trucks read and referred to engineer.</p> <p>Hood River County. Engineer instructed to make survey and estimate of Mt. Hood Loop.</p> <p>Yamhill County. Engineer instructed to prepare plans and specifications for bridges at Newberg and Dayton.</p> <p>Morrow County. Location of route of Oregon-Washington Highway.</p> <p>Morrow County. Engineer instructed to prepare for advertising certain sections of Oregon-Washington Highway.</p> <p>Resolution ordering reprinting of bonds sold on May 6 in form of non-registered bonds instead of registered as originally printed.</p> <p>Resolution of May 6, requesting Board of Control to issue \$500,000 bonds, rescinded.</p> <p>Resolution requesting Board of Control to issue \$800,000 bonds.</p> <p>Resolution authorizing Copenhagen Bros. Co. to complete contract</p>

Page	Date	Subject
558	1919	<p>of Copenhagen Bros. for Service Creek Summit Section.</p> <p>Commission started over Pacific Highway by automobile.</p> <p>Meeting with Clackamas County Court re Oregon City bridge and Molalla River bridge.</p>
559	June 12	<p>Meeting at Grants Pass.</p> <p>Douglas County. Engineer instructed to prepare for advertisement section between Myrtle Creek and Canyonville, also bridge across Umpqua River and undercrossing at Myrtle Creek.</p> <p>Engineer instructed to prepare plans for overhead crossing at Comstock.</p> <p>Douglas County. Engineer instructed to advertise section from North end of Clark & Henery paving contract to Drain.</p> <p>Douglas County.</p> <p>Engineer instructed to prepare plans and specifications for overhead crossing south of Roseburg.</p> <p>Baker County. Engineer instructed to advertise the Baker-Haines project for July meeting.</p> <p>Secretary directed to request Bureau of Public Roads to open up each portion of Canyonville-Galesville project as soon as completed.</p> <p>Secretary instructed to take up with Mr. Cecil, matter of cooperation on macadamizing Canyonville-Galesville Section. Advertisement ordered.</p> <p>Secretary instructed to take up matter of widening macadam on Three Rivers project.</p> <p>Jackson County. Tolo overcrossing ordered advertised.</p> <p>Lane County. Refund for cost of macadam placed on River Road between Junction City and Eugene.</p> <p>Award of contract for cement for Yamhill-McMinnville project deferred.</p> <p>Clatsop County. Secretary instructed to wire Port of Astoria acceptance of proposal to construct bulkhead at cost.</p> <p>Jackson County. Gold Hill-Jackson-Josephine County Line contract divided into three units.</p>
561	July 8	<p>Proposals opened for bridges as follows:</p> <p>R. C. Span over U.S.R.S. ditch near Hermiston, Umatilla County</p> <p>Six R. C. spans over Furnish Canal, Umatilla County</p> <p>Nine culverts Elgin-Minam Section, Union County</p> <p>Beaver Creek Bridge No. 11, Columbia County</p> <p>Three wood trestles, Douglas County</p> <p>One 2'x5' box culvert, Douglas County</p> <p>Cow Creek bridge, Douglas County</p> <p>Two 30' skew girders over Pass Creek, Douglas County</p> <p>Two wood trestles near Central Point, Jackson County</p> <p>Proposals opened for road construction, as follows:</p> <p>Canyon Section, Baker-Cornucopia Highway, grading.</p> <p>Service Creek-Valades Ranch Section, John Day River Highway, grading and bridges.</p> <p>Svensen-Rock Creek Section, Columbia River Highway, paving.</p> <p>Rock Creek-Westport Section, Columbia River Highway, paving.</p> <p>Westport-Clatskanie Section, Columbia River Highway, paving.</p>

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Subject

Yamhill-Gaston Section, Highway No. 29, grading and macadam.
Salem-Dallas Section, grading and paving.
Salem-Brooks Section, Pacific Highway, paving.
Eugene-Junction City Section, Pacific Highway, paving.
Comstock Overcrossing, Pacific Highway, structure, grading and macadam.
Yoncalla Section, Pacific Highway, grading and macadam.
Stage Road Pass Section, Pacific Highway, macadam.
Seufert Section, Columbia River Highway, grading and paving.
Canyon Road Section, Portland-Forest Grove Highway, grading and paving.
Burns-Lawen Section, John Day River Highway, grading and macadamizing.
Oregon City-Oswego Section, Pacific Highway, grading.
Yamhill County. Mayor Bunn requested paving through city of Yamhill.
Morrow County. Request by Mr. Woodson that state not draw on \$6,000 set aside by county for Columbia River Highway until after fall taxes were received.
Jefferson County. Judge Boyce advised that county is ready to sell bonds.
Hood River and Wasco Counties. Engineer instructed to advertise Hood River-Mosier section for macadam.
Columbia County. Engineer instructed to advertise Scappoose-Deer Island Section for paving.
Columbia County. Cooperation by city of Rainier and County of Columbia for grading through city of Rainier.
Yamhill County. R. L. Connor, District Attorney. McMinnville-West Dayton grading.
Washington County. L. M. Graham, Judge Stevenson, et al. Inland Double Loop Highway.
Tillamook County. Mr. Butts. Matter of county cooperation under county bond issue.
Tillamook County. Location north of Tillamook.
Gilliam and Sherman Counties. Location of John Day River Highway.
567 July 9 Tabulation of bids on bridges read and awards made as follows:
Three timber trestles on Stage Road Pass Section, Douglas County.
Bridge across Cow Creek, Douglas County.
R. C. box culvert on Stage Road Pass Section, Douglas County.
R. C. bridge over Pass Creek, Douglas County.
Bridge No. 11 over Beaver Creek, Columbia County.
Six R. C. bridges over Furnish Canal, Umatilla County.
R. C. bridge over Irrigation Ditch near Hermiston, Umatilla County.
Two timber bridges near Central Point, Jackson County.
Nine R. C. culverts, Elgin-Minam section, Union County.
Tabulation of bids received for grading and paving read and awards made as follows:
Salem-Dallas Highway, grading and paving. Oskar Huber.

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Subject

Burns-Lawen Section, Central Oregon Highway, grading and graveling. Pacific Bridge Co.
Oregon City-Oswego Section, Clackamas County, grading. Referred to engineer and county court.
Comstock viaduct and approaches. Curtis Gardner.
Seufert Section, grading and paving. United Contracting Company.
Yamhill-Gaston Section, grading and graveling. Rejected and ordered readvertised.
Yoncalla Section, grading and macadam. Rejected and ordered readvertised.
Stage Road Pass Section, macadam. Joplin & Eldon.
Multnomah County Line-Beaverton Section, grading and paving. Warren Construction Co.
Canyon Section, Baker County, grading. Morrison-Knudsen Company.
Salem-Brooks Section, paving. Rejected and ordered readvertised.
Sarvice Creek-Valades Ranch Section, Unit No. 1, grading. Copenhagen Bros. Co.
Sarvice Creek-Valades Ranch Section, Units Nos. 2, 3 and 4. Rejected and ordered readvertised.
Eugene-Junction City, Units No. 1 and No. 2. Referred to engineer.
Svensen-Rock Creek Section, Rock Creek-Westport Section and Westport-Clatskanie Section. Referred to engineer.
Gilliam County. Arlington-Morrow County line bid reconsidered and contract awarded to M. J. Conley with deductions.
Jackson County. Matter of cooperation with Federal Government on line from Medford through Eagle Point to Prospect.
Umatilla County. E. T. Johnson asked rejection of his bid on Echo-Pendleton Section awarded at previous meeting.
Lane County. Location of highway between Eugene and Western Lane County left to Mr. Thompson for decision.
Oregon Portland Cement Company. Asked Commission to rescind award of contract to the Henry Cowell Lime & Cement Co. and award to them.
Marion County. Resolution re paving on Unit No. 1 of the Salem-Aurora Section.
Columbia and Clatsop Counties. Reductions offered by Warren Construction Company on crushed rock for three units from Svensen to Clatskanie. Contract awarded to them.
Lane County. Clark & Henery offered reduction in bids on Eugene-Junction City sections. Contract awarded to them.
Marion County. Salem-Brooks Section. Previous action reconsidered and matter referred to engineer.
Washington County. H. T. Hesse. Requested loan of \$20,000 for grading on the Canyon Road.
Pacific Bridge Company requested allotment of twenty trucks and a tractor for use on Burns-Lawen Section.
Douglas County. Yoncalla Section, grading and macadam. Pre-

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- 571 various action reconsidered and bid referred to engineer.
Order for cement for Yamhill-McMinnville project given to Oregon-Portland Cement Company and order for cement at Marshfield given to Henry Cowell Lime & Cement Co. as substitute for former.
Resolution re sale of \$1,000,000 state highway bonds on August 5.
- 576 Aug. 5 Proposals for highway construction opened as follows:
Lone Pine-Hot Lake Section, Old Oregon Trail, macadam.
Athena-Milton Section, Oregon-Washington Highway, paving.
Butte Creek Section, John Day River Highway, grading.
The Dalles-Three Mile Creek Section, The Dalles-California Highway, paving.
Bend-Jefferson County Line Section, The Dalles-California Highway, grading.
Baker-Haines Section, Old Oregon Trail, grading and macadamizing.
Astoria-Seaside Section, Coast Highway, paving.
Rainier City Section, Columbia River Highway, grading.
Yamhill-Gaston Section, Highway No. 29, grading and macadam.
Salem-Brooks Section, Pacific Highway, paving.
Divide-Douglas County Line Section, Pacific Highway, macadam.
Yoncalla Section, Pacific Highway, grading and macadam.
Roseburg-Wilbur Section, Pacific Highway, macadam.
Canyonville-Myrtle Creek Section, Pacific Highway, grading.
Canyonville-Galesville Section, Pacific Highway, 6" macadam and 2" surfacing.
Stage Road Pass-Wolf Creek Section, Pacific Highway, macadam.
Molalla River bridge near Canby, Pacific Highway.
3 wood spans, John Day River Highway, Wheeler County.
Bridges over Millers Gulch and Birdseye Creek, Pacific Highway, Jackson County.
3 bridges over Neil Creek near Ashland, Pacific Highway, Jackson County.
3 bridges and 4 culverts on Amity-Holmes Gap Section, West Side Highway, Polk and Yamhill Counties.
Corvallis South Section, Benton County. Bids returned unopened.
Proposals for state highway bonds opened. Awarded to William R. Compton Company, Bankers Trust Company, Northern Trust Company and Carstens & Earles, Inc.
Linu County. T. J. Butler. Project between Albany and Tangent. Asked for location between Albany and Shedd. Requested plans for bridge across Calapooya River.
Tillamook County. Location of Coast Highway between Miami River and north Tillamook County line.
Yamhill County. Mr. W. B. Dennis, representing city of Yamhill. Requested adopted of highway through city as main highway.

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- 582 Bids opened for pneumatic and solid automobile tires.
State Board of Conciliation appeared re dispute between union rollermen and contractors.
Yamhill County. Judge Daniels appeared in matter of contract of W. N. Trent on Grand Ronde Section.
Washington County. L. M. Graham. Matter of macadamizing Forest Grove-Gaston road.
Morrow County. Mr. Woodson. Heppner-Morrow County Line section estimate overruns funds available. Discussion of modification.
Crook County. Judge Wallace. Narrowing roadway on Crooked River Highway from Prineville to Redmond.
Josephine County. Forest Service reported on bids for Hayes Hill Section of Grants Pass-Crescent City Highway.
Marion County. Changing base on Unit No. 2, Salem-Aurora Section.
Polk County. Changing base on Rickreall-Monmouth-Independence Section.
- 584 Aug. 6 Tabulation of bids read and awards made as follows:
Molalla River Bridge. Referred to engineer.
Wheeler County Bridges. Jas. F. Clarkson.
Millers Gulch and Birdseye Creek bridges. No award.
Neil Creek bridges. Frank Jordan.
3 bridges and 4 culverts, Polk and Yamhill Counties. Rejected.
The Dalles-Three Mile Creek Section. United Contracting Co.
Canyonville-Galesville Section. Referred to engineer.
Roseburg-Wilbur Section. Work postponed.
Lone Pine-Hot Lake Section. Referred to engineer.
Bend-Jefferson County Line Section. Rejected.
Baker-Haines Section. F. C. Oxman.
Stage Road Pass-Wolf Creek Section. Warren Construction Co.
Divide-Douglas County Line Section. Referred to engineer.
Yamhill-Gaston Section. Rejected.
Rainier City Section. Pacific Bridge Company.
Athena-Milton Section. Warren Construction Company.
Yoncalla Section. Albert Anderson.
Salem-Brooks Section. Blake-Compton Company.
Butte Creek Section. Jas. F. Clarkson Company.
Canyonville-Myrtle Creek Section. H. J. Hildeburn.
Astoria-Seaside Section. Rejected.
Forest Grove-Gaston Section. No bids. Ordered readvertised.
Walker-Cottage Grove Section. No bids. Ordered readvertised.
Bids for automobile tires and tubes referred to engineer.
Yamhill County. W. A. Howe. Width of street to be paved through Carlton.
Tillamook County. Warren Construction Company contract south of Tillamook.
Klamath County. Location between Dairy and Lakeview. Deferred. Discussion with contractors in regard to amount of rock being used in base for bituminous pavement.
Policy adopted in regard to shoulders.
Engineer authorized to employ an assistant engineer for inspection.
Discussion of forest projects as follows:
Mt. Hood Loop

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Oohoco project, Wheeler and Crook Counties.
Flora-Enterprise project.
Hayes Hill project.
Zigzag-Government Camp Section, Mt. Hood Loop.
McKenzie River Highway, Deschutes County Section.
Reedsport-Coos Bay project.
Alsea River project.
Eugene-Florence Section.
Lakeview to Lapine.
Lakeview to Klamath Falls.
Tiller-Trail.
Pilot Rock-Prairie City, Prairie City-Unity projects.
Bear Gulch and Oregon Caves projects.
Mt. Hood Loop maintenance.
Douglas and Coos Counties. Roseburg-Myrtle Point section.
Section from Camas Valley west 14 miles to be submitted
as post road project.
Lane County. Location of Eugene-Florence highway. State-
ments of Mr. Benson and Mr. Thompson.
Yamhill County. Location of Forest Grove-McMinnville
Highway.
Klamath County. Klamath Falls-Dairy and Klamath Falls-
Malin projects to be taken up first.
Yamhill County. Location of West Side Highway south of
Newberg.
Wasco County. Limit fixed for contract of United Contract-
ing Company on The Dalles-Chenoweth Section.
Wasco County. Location of Columbia River Highway west
from The Dalles.
Umatilla County. Echo-Rieth Section, proposal of Johnson
Contract Co. referred to Mr. Thompson and engineer.
Columbia County. Scappoose-McBrides Fill Section to be
made post road project.
Engineer instructed to reduce engineering forces.
Statement of position of commission in matter of arbitration
of differences between contractors and rollermen.
Lake County. Section north of Lakeview to be prepared as
post road project.
Baker County. Warren Construction Company reduced bid on
Lone Pine-Hot Lake Section. Awarded.
Baker County. Baker-Middle Bridge Section to be prepared
as post road project.
Josephine County. Proposal of contractor to reduce price
on Seson Mountain Section.
Resolution for sale of bonds September 20.
Extensions of time granted as follows:
H. J. Hildeburn, Drain-Yoncalla Section.
Johnson Contract Company, Blalock-Arlington.
Joplin & Eldon, Stage Road Pass-Wolf Creek Section.
A. D. Kern, Hall Hill-Prairie City Section.
J. H. Hawley & Co., Divide-Douglas County Line Section.

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Subject
Resolution for acquiring right of way on property of
J. M. Bannister in Umatilla County.

598 Sept. 9 Proposals for road and bridge construction as follows:
McMinnville-West Dayton Section, grading
Deer Island-Scappoose Section, paving
Walker-Cottage Grove Section, macadam
Hood River-Mosier Section, macadam
Sherman County Section, grading
John Day River-Blalock Section, grading
Quinton tunnel
Klamath Falls-Algoma Section, grading and macadam
Amity-Holmes Gap Section, 3 bridges, 2 culverts
One 40' R. C. bridge near Junction City
Bridge over Sand Creek near Leona
Deschutes County. Bend-Jefferson County Line section, request
for grading and surfacing.
Maintenance south of Bend.
Clackamas County. Funds for Oregon City bridge.
Umatilla County. Request for graveling from Pendleton to foot
of Gabbage Hill.
Baker County. Lorenzen Crossing.
C. E. Cochran made proposal as to cooperation on grade
separations.
Klamath County. Petition for routing of Klamath Falls-
Lakeview Highway.
Lane County. Location of High Pass-Low Pass section.
Baker County. Funds for graveling Baker-Middle Bridge section.
Josephine County. Appropriation for Hayes Hill Section.
603 Sept. 10 Tabulation of bids and awards.
Sherman County. John Day River-Blalock Section.
Gilliam County. Quinton Tunnel
Lane County. Walker-Cottage Grove Section.
Yamhill County. McMinnville-West Dayton Section.
Hood River and Wasco Counties. Hood River-Mosier Section.
Klamath County. Klamath Falls-Algoma Section.
Columbia County. Scappoose-Deer Island Section.
Sherman County Section.
Bridge over Sand Creek near Leona
Bridge over Crow Creek near Junction City
3 bridges and 2 culverts Amity-Holmes Gap Section
Crook County. Cooperation offered Crooked River Highway.
Coos and Douglas Counties. Roseburg-Myrtle Point Highway.
Remote-Camas Valley section ordered advertised.
Coos County. Request by Perham, Brown, Dean & Hague re
deduction on estimate.
Klamath County. Location of Klamath Falls-Lakeview Highway.
Gilliam County. Request for aid from Mayville toward Condon.
Klamath County. Section from Klamath Falls to Klamath Indian
Reservation Line post road project.
Sherman County. John Day River-Blalock Section bids recon-
sidered and contract awarded.

Page	Date	Subject
605	1919	<p>Wasco County. The Dalles-Rowena Section ordered advertised.</p> <p>Baker County. Baker-Haines Section. Discussion of award to F. C. Oxman.</p> <p>Malheur County. Request for paving between Ontario and Snake River.</p> <p>Wallowa County. Flora-Enterprise Project. Additional funds.</p> <p>Linn County. Change in type of pavement between Jefferson and Albany.</p> <p>Engineer authorized to employ testing engineer and equip laboratory.</p> <p>Board of Control requested to issue \$1,000,000 Bean-Barrett bonds.</p> <p>Contractors unduly delinquent to pay for engineering costs after expiration of time limit.</p> <p>Jackson County. Certified check of Frank Jordan to be held as surety bond.</p>
606	Sept. 20	<p>Bids opened and read as follows:</p> <p>Cairo-Nyssa Section, surfacing</p> <p>Bend-Jefferson County Line Section, grading</p> <p>Bids for \$2,000,000 bonds read and award made.</p> <p>Wasco County. Pacific Bridge Company proposal on Hood River-Mosier Section explained.</p> <p>Coos County. Perham, Brown, Dean & Hague request that cost of cement be not deducted in September and October.</p> <p>Gilliam County. County cooperation Mayville north seven miles toward Condon.</p> <p>Morrow County. Request for state aid on Gilliam County Line-Heppner Section.</p> <p>Above section ordered advertised.</p> <p>Malheur County. Cow Valley-Brogan Section. Request that project be expedited.</p> <p>Tabulation of bids read and action taken.</p> <p>Cairo-Nyssa Section, Malheur County</p> <p>Bend-Jefferson County Line Section, Deschutes County.</p> <p>Coos County. Discussion of Perham, Brown, Dean & Hague Contract.</p> <p>Discussion of agreement with railroad company re sharing cost of crossings.</p> <p>Polk County. Surveys completed. County asked to furnish funds.</p> <p>Klamath County. Request for contract from Klamath Falls through Pelican City at cost plus 10%.</p> <p>Request for wider roadbed. Basis of cooperation.</p> <p>Projects to be advertised.</p> <p>Lake County. Lakeview-Crooked Creek and Lakeview-Pine Creek Sections to be advertised.</p> <p>Coos and Douglas Counties. Camas-Valley-Remote project to be advertised.</p> <p>Wasco County. Mosier-Rowena project to be advertised.</p> <p>Lane County. Postponement of Low Pass Section.</p>

Page	Date	Subject
612	1919	<p>Clackamas County. Deed for Barlow road submitted.</p> <p>Clatsop County. Maintenance Svensen-Astoria Section.</p>
Oct. 7		<p>Proposals for highway and bridge construction opened, as follows:</p> <p>Remote-Camas Valley Section, Units 1 and 2, grading</p> <p>Mosier-Rowena Section, grading and tunnel</p> <p>Gilliam County Line-Heppner Section, grading</p> <p>Bordner Hill and Wain Hill Section, graveling</p> <p>Klamath Falls-Dairy Section, grading and macadam</p> <p>Merrill-California Line Section, grading and macadam</p> <p>Klamath Falls-Merrill Section, grading and macadam</p> <p>Algoma Section, grading and macadam</p> <p>Baker-Middle Bridge Section, graveling</p> <p>Service Creek-Valades Ranch Section, grading and bridges</p> <p>Rowena-Dalles Section, grading</p> <p>Lakeview-Crooked Creek Section, grading and graveling</p> <p>Lakeview-New Pine Creek Section, Unit No. 1, grading and macadamizing</p> <p>Sucker Creek Arch, Clackamas County</p> <p>Tryon Creek Trestle, Clackamas County</p> <p>Sand Creek Bridge, Douglas County</p> <p>Heppner Junction Overcrossing, Gilliam County</p> <p>Willow Creek Bridge, Gilliam County</p> <p>Overcrossing near Tolo, Jackson County</p> <p>Depot Slough Trestle, Lincoln County</p> <p>Overcrossing near Messner, Morrow County</p> <p>Engineer instructed to enforce penalty where contractor is delinquent.</p> <p>Malheur County. Cairo-Nyssa Section awarded to Porter & Conley on reduced bid.</p> <p>Deschutes County. Bend-Jefferson County Line section ordered readvertised.</p> <p>C. E. Cochran appeared in regard to various grade separations.</p> <p>Umatilla County. Easement from O.-W. R. R. & N. Co. for encroachments on right of way.</p> <p>Clackamas County. Mt. Hood Loop, route between Gresham and Sandy.</p> <p>Oregon City bridge, request for further appropriation.</p> <p>Mt. Hood Loop, request for location by way of Bluff Road.</p> <p>Malheur County. Various surveys ordered. Graveling ordered.</p> <p>Plans for bridge at Vale.</p> <p>Deschutes County. Cinderling on road south from Bend.</p> <p>Mr. Bennett instructed to report on maintenance of above road.</p> <p>Jefferson County. Madras-Deschutes County Line section ordered advertised.</p> <p>Tillamook County. Request for 15 miles of paving; also for market road surveys.</p>

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Subject

Polk County. Bentley road to be rocked.
Baker County. Canyon Section, graveling ordered advertised.
Baker-Haines Section. Payment for grading.
Union County. Request for gravel on Union-Telocaset and Elgin-Minam Sections.
Gilliam County. Survey from Morrow County Line to Willows requested.
Mayville-Thirty Mile Creek Section ordered advertised.
Market road survey, Condon to Lone Rock, requested.
Resolution for sale of \$1,000,000 bonds November 4, 1919.
Resolution requesting Board of Control to sell \$1,000,000 Bean-Barrett bonds.
623 Oct. 8 Tabulation of bids read and action taken on following:
Sarvice Creek-Valades Ranch Section, Unit No. 2, Unit No. 3 and Unit No. 4.
Heppner-Morrow-Gilliam County Line Section, Morrow County.
Mosier-Rowena Section, Wasco County.
Rowena-The Dalles Section, Wasco County.
Baker-Middle Bridge Section, Baker County.
Lakeview-New Pine Creek Section, Lake County.
Lakeview-Crooked Creek Section, Lake County.
Roseburg-Coos Bay Highway, Remote Camas Valley Section, Units 1 and 2.
Bordner Hill and Wain Hill Section, Marion County.
Klamath County projects.
Sucker Creek Bridge, Clackamas County.
Tryon Creek Bridge, Clackamas County.
Sand Creek Bridge, Douglas County.
Heppner Overcrossing, Morrow County.
Willow Creek Bridge, Gilliam County.
Tolo Overcrossing, Jackson County.
Depot Slough Trestle, Lincoln County.
Messner Overcrossing, Morrow County.
Bridges on Amity-Holmes Gap Section of the West Side Highway.
Clackamas County. Oregon City Bridge. Funds.
Clackamas County. Mt. Hood Loop, survey Sandy toward Zigzag.
Counties required to give bond on contracts.
Gilliam County. Blalock-Arlington Section, investigation ordered.
Henry Cowell Lime & Cement Co., request for return of certified check.
Engineer instructed to make concrete culvert pipe.
Hood River-Mosier Section. Matter of lining tunnel.
Deschutes County. Location of Dalles-California Highway between Terrebonne and Jefferson County Line.
Hood River County. Maintenance contract.
Engineer instructed to enforce all maintenance contracts.
Josephine County. Sexton Mountain macadam authorized.
Coos County. Perham, Brown, Dean & Hague contract. Price of rock.
A. J. Hill. Proposal by Warren Brothers Company in matter of royalty on bitulithic pavement.

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Subject

Dr. E. W. Lazell. Matter of employment as Testing Engineer.
Clackamas County. Location of Mt. Hood Loop between Gresham and Sandy.
Clackamas County. Tryon and Sucker Creek bridge awards approved.
Extensions of time granted as follows:
F. C. Oxman, Baker-Middle Bridge
Johnson Contract Company, Blalock-Arlington
Union Bridge Company, 2'x5' box culvert and three wood trestles near Glendale.
Blake-Compton Company, Unit No. 1, Salem-Aurora
Joplin & Eldon, macadamizing Stage Road Pass Section
Union Bridge Company, Cow Creek Bridge
Frank Jordan, Neil Creek bridges
H. J. Hildeburn, Drain-Yoncalla Section
Joplin & Eldon (Western Construction Co.) Walker-Cottage Grove
Douglas County. Oakland-Yoncalla Section. Change in base.
628 Nov. 4 Proposals opened as follows:
Cow Valley-Brogan Section, grading
Bend-Jefferson County Line Section, grading
Bend-Allen Ranch Section, grading and surfacing
Prineville-Shorty Davis Ranch Section, grading
Prineville-Redmond Section, grading and graveling
Klamath Falls-Merrill Section, grading and macadam
Klamath Falls-Dairy Section, grading and macadam
Algoma Section, grading and macadam
Merrill-California Line Section, grading and macadam
Deer Island-Delena Section, guard fence
Pendleton-Cabbage Hill Section, grading and macadam
Warehouse at Salem
\$1,000,000 Oregon state highway bonds
Award of bonds and return of checks of unsuccessful bidders.
Wallowa County, Canyon Section between Minam and Joseph.
State aid requested.
Jefferson County. Request that section from Madras south to county line be advertised.
Request for location of road north from Madras to county line.
Gilliam County. Matter of changing line at Quinton Tunnel.
Yamhill County. Request for market road survey between Yamhill and Newberg.
Bridge over Yamhill River between St. Joe and McMinnville.
Request for hardsurfacing between McMinnville and Newberg.
Josephine County. Petition for market road survey.
Rees & Davis. Personal bond accepted in lieu of surety bond.
Morrow and Umatilla Counties. Request for market road survey from Lena to Columbia River Highway.
Union County. Survey ordered from Telocaset to North Powder.
Linn County. Location of Pacific Highway through Halsey south.
Jackson County. Market roads.

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Jackson County. Construction of four miles between Jenny Creek and Klamath-Jackson County line.
Request for widening of roadbed between Ashland and Jenny Creek.
Request for six miles of graveling from Prospect west.
Request for change in base on Gold Hill-Josephine County line section.

Wheeler County. McKenzie Highway, Mitchell toward Prineville.

Marion County. Change in base on Salem-Brooks section.

Wasco County. Location between Seufert and Deschutes.

636 Nov. 5 Bid tabulations read and action taken on following:

Prineville-Crooked River Section, Crook County.

Prineville-Redmond Section, Crook County.

Bend-Allen Ranch Section, Dalles-California Highway.

Bend-Jefferson County Line Section, Dalles-California Highway.

Merrill-California Line Section, Klamath County.

Klamath Falls-Merrill Section, Klamath County.

Klamath Falls-Dairy Section, Klamath County.

Algoma Section, Klamath County.

Cow Valley-Brogan Section, Malheur County.

Deer Island-Delena Section, guard fence.

Pendleton-Cabbage Hill Section, Umatilla County.

Baker-Cornucopia Highway, Baker County.

Warehouse at Salem.

Wallowa County. Plans to be prepared on unit between Minam and Joseph.

Jackson and Klamath Counties. Widening of Ashland-Klamath Falls Highway.

Engineer instructed to make market road surveys.

Clatsop County. Youngs Bay bridge to be advertised at January meeting.

Gilliam County. Mayville-Thirty Mile Creek Section to be advertised at December meeting.

Engineer to investigate loading conditions of trucks on state highways.

Engineer reported result of investigation in connection with concrete culvert pipe manufacture.

Extensions of time requested as follows:

Morrison-Knudsen Company, Baker-Cornucopia Highway

Clark & Henery Construction Co., Oakland-Wilbur Section

Clark & Henery Construction Company, Oakland-Yoncalla Section

Porter & Conley, Morrow County Section.

L. O. Herrold, Scappoose-Deer Island Section.

A. Guthrie & Co., Hillsboro-Multnomah County Line Section.

Porter & Conley, Echo-Morrow County Line.

E. E. Cummins, Newberg-West Dayton Section

John Hakanson, Oakland South Section

Clark & Henery Construction Company, Central Point-Gold Hill Section

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Subject

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Pacific Bridge Company, Rainier City Section

Union Bridge Company, Cow Creek Bridge

Frank Jordan, Neil Creek bridges

Action of Commission reaffirmed in matter of engineering costs in case of undue delinquency of contractor.

Multnomah County. Request for investigation of condition of bridges in Portland.

Curry County. Request that state match county bond money.

Douglas County. Request by John Hampshire for adjustment of loss on Stage Road Pass Section.

Gilliam and Morrow Counties. Oiling slopes.

Wallowa County. Resolution revising funds for Flora-Enterprise project.

Resolution for sale of \$1,000,000 state highway bonds December 20th.

Attorney directed to bring suit against Board of Control re Bean-Barrett bonds.

Wallowa County. Engineer instructed to work up Federal aid project between Minam and Joseph.

Gilliam County. Oiling slopes west of Arlington.

643 Dec. 20 Proposals opened as follows:

Baker-Cornucopia Highway, Canyon Section, graveling

Columbia River Highway, Astoria-Svensen Section, guard fence

West Side Highway, Chehalem Creek Trestle

West Side Highway, Concrete Viaduct over North Yamhill River Young's Bay Bridge

C. W. Fulton, Young's Bay Bridge, combination highway and railway bridge abandoned.

Proposals for bonds opened.

Yamhill County, location between Yamhill and Wapato.

Washington County, Forest Grove-Gaston Section, contract delayed.

Union County. Kamela-North Powder and LaGrande-Minam sections.

Early construction urged. County funds available.

Umatilla County. Survey requested between Nye and Grant County Line. County funds.

Echo-Pendleton Section. Matter of gravel surfacing.

Resolution re sale of \$1,000,000 state highway bonds.

Tabulation of bids read and action on following:

Canyon Section, graveling

Astoria-Svensen Section, guard fence

Final estimates for work completed and supplementary contracts for remainder on following sections:

Deer Island-Rainier

Milton-Washington State Line

Astoria-Svensen

Gold Hill-Central Point

Union County, application for market road surveys.

Wheeler and Gilliam Counties. Mayville-Thirtymile Section ordered advertised.

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Wheeler County. Service Creek Section. Construction requested.

Crook County. McKenzie River Highway. Prineville to forest boundary. County funds.

Crooked River Highway. Extension requested from Davis Ranch to Paulina.

Application for market road surveys.

Payment for grading and temporary bridge in city of Prineville.

Tillamook County. Application market road fund.

Request for hardsurfacing on Coast Highway.

Sherman County. Porter & Conley, matter of encroachments.

Clackamas County. Oswego-Oregon City project, claim of Palmer & Young for clearing.

Next meeting December 29 at Salem.

No surveys without sanction of two commissioners.

Marion County, Unit No. 1, Salem-Aurora Section. Supplementary contract with Blake-Compton Co.

Klamath County. Location between Klamath Falls and Merrill.

Crandall & Roberts requested to submit report of audit.

Ruling on matter of sick leave.

Columbia County. Request for market road apportionment.

Gilliam County. Cancellation of Quinton Tunnel contract.

Young's Bay Bridge. Tabulation of bids read. Discussion.

Yamhill County. Tabulation of bridge bids read and referred to engineer.

Douglas County. Rocking south of Isadora to connect with Oakland Road.

Young's Bay Bridge. Engineer authorized to secure services of consulting bridge engineer.

Resolution re J. N. Burgess.

653 Dec. 29 Young's Bay Bridge. Discussion and rejection of bids.

Baker County. Baker-Cornucopia Highway, request for further construction. County funds.

Baker-Huntington, survey requested.

Columbia County, Scappoose-Deer Island Section. Matter of changing type of base.

Dr. E. W. Lazell. Proposal for consulting services.

G. B. McCullough. Permission to attend meeting in Chicago.

Warren Construction Co. Request for renting asphalt plant.

Douglas County. Additional compensation for John Hampshire, contractor on Stage Road Pass Section.

Crandall & Roberts. Report covering audit.

Jackson County. Green Springs Mountain Road-California Line section. Matter of changing type of base.

Clackamas County, Oregon City-Canby. Agreement with Oskar Huber for repairing pavement.

Baker County. Survey ordered between Haines and North Powder.

Determining proportionate cost of overhead crossings.

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Subject

Yamhill County. Yamhill River Bridge, matter of Stebinger Bros.' bid. Contract awarded.

Union and Willowa Counties. Survey ordered between Island City and Elgin.

Lane County, Eugene-Florence project. Additional appropriation. Extensions of time as follows:

A. D. Kern, Units No. 2 and No. 3, Hood River-Mosier Section.

Elliott & Scoggin, Bee Ranch Section.

H. J. Hildeburn, Yoncalla-Drain.

A. Guthrie & Co., Hillsboro-Multnomah County Line.

Warren Construction Co., Milton-Washington State Line.

Warren Construction Company, Adams-Athena Section.

Clark & Henery, Oakland-Yoncalla Section.

Warren Construction Co., Hemlock-Beaver Section.

Warren Construction Co., Deer Island-Rainier Section.

V. R. Dennis, McMinnville-Sheridan Section.

Warren Construction Company, Rickreall-Monmouth-Independence.

L. O. Herrold, Scappoose-Deer Island.

Lindstrom & Feigenson, Deschutes River Bridge.

Portland Bridge Co., John Day River Bridge.

Warren Construction Co., Island City-LaGrande-Lone Pine.

Warren Construction Co., Hillsboro-Forest Grove Section.

Warren Construction Co., Rainier-Clatskanie Section.

G. E. Colby, Roseburg-Dillard Section.

Joplin & Eldon, Jacques Place-Johns Place.

A. D. Kern, Ruthton Hill-Hood River Section.

E. E. Cummins, Newberg-West Dayton Section.

Union Bridge Company, Tide Creek Bridge.

Albert Anderson, Leona-Drain Section.

Parker & Banfield, Rogue River Bridge at Rock Point.

Joplin & Eldon, Stage Road Pass.

Warren Construction Co., Canyon Road-Washington County.

Warren Construction Co., Lone Pine-Hot Lake macadam.

Warren Construction Co., Wolf Creek Section.

James F. Clarkson, John Day Highway Bridges.

Portland Bridge Company, Molalla River Bridge.

Warren Construction Co., Canyonville-Galesville.

Hakanson & Corson, Walker-Cottage Grove.

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658 Jan. 14 Jefferson County, Madras-Deschutes Co. Line. Estimate of cost.

Umatilla County. Maintenance of Wild Horse Section.

Willowa County. Project statement Willowa Canyon Section.

Clackamas County, Oregon City-Oswego. Palmer & Young, claim for excess clearing.

Discussion of legislative matters.

659 Feb. 4 Wasco County. Location of Columbia River Highway between Seufert and Deschutes River.

West Side Highway. Plans ordered completed from Monmouth south.

Matter of payment of royalty on patented pavement.

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Subject

Matter of storing up materials and making payments up to 75% of value.
Curry County. Survey ordered between Port Orford and Coos County line.
Schedule of salary increases adopted.
Umatilla County. Route of Oregon-Washington Highway through Weston.
Polk County. Salem-Dallas Highway. Resolution as of January 7, 1919.
Mr. Bowerman retained as associate attorney in Riddle case.
Washington and Yamhill Counties. Request that proposals be received for completion of paving between Forest Grove and Yamhill.
Washington County. Matter of cancelling Forest Grove-Gaston macadam contract and letting paving contract.
Yamhill County. Paving requested between Newberg and West Dayton, West Dayton and McMinnville and Sheridan and Willamina.
Medford-Crater Lake Highway. improvement requested.
Jackson County. Request for paved road between Medford and Trail.
Josephine County. County to complete grading on Pacific Highway.
Grants Pass-Crescent City Highway, further work requested.
Grave Creek Bridge, 50% state aid requested.
Route of Pacific Highway through Grants Pass.
Federal Aid. Committee from Chamber of Commerce in Washington.
Linn County. Request for paving between Albany and Tangent.
McKenzie Pass Project, construction urged. County funds.
663 Feb. 5 Proposals received as follows:
Coast Highway, Kilchis River Bridge
Oregon-Washington Highway, 12' culvert and 59' viaduct, Adams-Athena Section
Oregon-Washington Highway, 60' Steel Span, Athena-Milton Sec.
Columbia River Highway, Dry Canyon Arch, Mosier-Rowena Sec.
Columbia River Highway, Mosier Creek Arch, Mosier-Rowena Sec.
Columbia River Highway, Young's Bay Bridge.
Baker-Cornucopia Highway, Canyon Section, Graveling.
Lincoln County. Reconnaissance ordered from Salmon River to Newport or Toledo.
Newport-Corvallis Highway. Simpson Creek route adopted.
Washington County. Forest Grove-Gaston Section, matter of cancelling macadam contract.
Yamhill County. Lafayette, city wishes to pave 20 ft. additional through city.
Morrow County, market road surveys.
Polk County. Request for change of route of Salem-Dallas Highway at Dallas.
Yamhill County. Delegation from Amity urges early start on paving south of Amity.

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Subject

Yamhill County. Stebinger Bros. refuse to sign contract for Yamhill River bridge. Certified check forfeited.
State requested to build bridge to be reimbursed by county.
Crook County. Paulina made terminus of Crooked River Highway.
Bureau of Public Roads. Delay in approval of Crooked River project.
Jackson County. Cooperation on Medford-Crater Lake Road.
Linn County. Santiam River Project approved.
Lane County. Amended agreement for Florence-Eugene Project.
Forest projects. Working program discussed.
Klamath County. Post road project between Klamath Indian Reservation and Sand Creek.
Marion County. Woodburn-Newberg connection, aid requested.
Tabulation of bids read and action taken on following:
Youngs Bay Bridge, Clatsop County
Bridges Nos. 529 and 530, Adams-Athena Section
Bridge No. 495, Athena-Milton Section
Dry Canyon Bridge, Mosier-Rowena Section
Mosier Creek Bridge No. 498, Mosier-Rowena Section
Canyon Section, Baker-Cornucopia Highway, graveling
Kilchis River Bridge, Coast Highway, Tillamook County
Union County. Aid requested on following:
La Grande-Enterprise Highway -
Island City-Sand Ridge Section
Willow Creek-Elgin Section
Elgin-Minam Section
LaGrande-Minam, paving.
Elgin-Minam graveling, advertisement requested.
Old Oregon Trail -
Kamela to Hilgard, survey and estimates ordered
Hilgard-LaGrande, estimates and advertisement ordered
La Grande-Hot Lake, paving requested
Hot Lake-Union, survey and estimates ordered
Telocaset-North Powder, surveys and estimates ordered
No definite time for paving promised.
Wallowa County. Wallowa Canyon-Joseph, right of way descriptions requested. Flora-Enterprise survey ordered completed.
Deschutes County. Bend-Millican Section, cooperation asked.
Harney County. Lawen-Crane Section, aid requested.
Deschutes County. Redmond-Sisters, cooperation requested.
Jackson County. Matter of taking rock from premises of Abbie J. Champlin.
Baker County. Survey from Baker to Malheur County line.
Canyon Section. Discussion of Baker-Cornucopia Highway.
671 Feb. 6 Clatsop County. Svensen-Clatskanie Sections, A. J. Hill.
Discussion of prices on shoulder rock.
Columbia County. Deer Island-Clatskanie, A. J. Hill, asking adjustment on price of unclassified material.
Douglas County. Oakland-Yoncalla, A. J. Hill, matter of final settlement.

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Subject

A. J. Hill, request for final estimate on five mile sections.
Baker County, Baker-Cornucopia Section, discussion.
Columbia County, St. Helens-Pittsburg road. Maps requested.
Crook County. Redmond-Prineville and Prineville-Shorty Davis Ranch Sections. Discussion with County and Government.
Crooked River Project withdrawn from Federal Aid.
Prineville-Redmond project. Cooperation.
Jefferson County. Survey ordered from Madras to Wasco County line.
Madras-Deschutes County Line project. Cooperation.
Wasco County. Location of highway across Seufert property. Donation by Mr. Seufert.
Tillamook County. Three Rivers Section, change in alignment.
Jackson County. Green Springs Mt. Summit-Pacific Highway. Extension of time, A. Giebisch.
Clackamas County. Tryon Creek Bridge. Extension of time, E. D. Olds.
Gilliam County, Arlington-Blalock Section. Extension of time, Johnson Contract Co.
Gilliam County, Arlington-Morrow County Line Section. Extension of time, Porter & Conley.
Columbia County, guard fence. Extension of time, A. J. McGarry.
Scappoose-Deer Island bridges. Extension of time, Union Bridge Co.
Advertisements ordered as follows:
Clackamas County, Aurora-Canby paving
Umatilla County, Echo-Pendleton graveling
Gilliam County, Arlington-Blalock graveling
Wasco County, Seufert-Deschutes Section
Wallowa County, Wallowa Canyon Section
Jefferson County, Madras-Deschutes County Line Section
Gilliam County, Mayville-Thirtymile Section
Bridges in projects now under construction
Sherman, Gilliam and Morrow Counties. Authority for oiling sand.
Mt. Hood Loop. Appropriations. Investigation of routes ordered.
Douglas County. Request for \$20,000 for rights of way. Standard width for macadam.
Specifications, Engineer authorized to revise.
Crandall & Roberts. Payment of claim ordered deferred.
Date of next meeting tentatively set.
675 March 22 Clackamas County. Oregon City bridge. Further aid requested.
Mt. Hood Loop. Location survey ordered.
Fencing right of way on Columbia River Highway in Eastern Oregon.
Clackamas County. Canby-Aurora Section. Recommendation for graveling instead of paving.
Report on Molalla River bridge.
Aurora-Barlow section ordered advertised for graveling.
Polk County. Monmouth South Section, grading discussed.
Lake County. Reconnaissance ordered on east side of Summer Lake.

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Subject

Market Road Law, discussion.
March 23 Proposals opened and read, as follows:
Big Eddy Overcrossing, Wasco County
Dillon Overcrossing, Wasco County
Seufert Viaduct, Wasco County
Bridge No. 527 at Prineville, Crook County
Crooked River Bridges, Crook County
Pole Creek & Canyon Creek bridges, Malheur County
Mehama Bridge, Marion and Linn Counties
Nestucca River Bridge, Tillamook County
La Grande-Joseph Highway, Wallowa Canyon Section, grading
Columbia River Highway, Echo-Pendleton Section, surfacing
Columbia River Highway, Blalock-Arlington Section, surfacing
Columbia River Highway, Seufert-Deschutes River Section, grading
Dalles-California Highway, Deschutes County Line-Madras Section, grading and surfacing
Malheur County, bridge at Vale, plans and estimate ordered.
Jordan Valley road, survey requested.
Survey ordered between Brogan and Ironside.
Grant County, Survey ordered between Dayville and the Iron Bridge on the John Day Highway.
Umatilla County, location of Columbia River Highway through Echo.
Hood River County. Asking cooperation on Mt. Hood Loop.
Grant County. A. D. Leedy, matter of distribution of Market Road funds.
Deschutes County. Surfacing requested from Bend to Jefferson County Line.
Survey requested from Bend to Lapine.
Bend-Millican. State aid requested.
Baker County. Baker-Middle Bridge Section. Additional appropriation for graveling.
Union County. Method of spending Market Road funds. Maintenance of Union-Tolocaset Section.
Umatilla and Morrow Counties. Maintenance of gravel surfacing.
Wheeler County. Mayville-Thirtymile Creek Section, advertisement requested.
Grading requested between foot of McNamee grade and Service Creek.
Clackamas County. Oswego-Multnomah County Line paving requested.
Douglas County. Myrtle Creek-Canyonville Section. Mr. Hildeburn asked for percentage increase in unit prices.
Josephine County. Grave Creek bridge ordered advertised.
Jackson County. Birdseye Creek and Miller's Gulch bridges ordered advertised.
Klamath County. Asking information re market roads.
Douglas County. 40 foot right of way through Drain.
Wallowa County. Wallowa Canyon Section macadamizing ordered.
Morrow County. Temporary grade crossing authorized at Messner.

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Subject

Columbia River Highway, emergency declared on sections between Mosier and Pendleton.
Gilliam County, Blalock-Arlington Section. Adjustment requested in compensation for Lang Canyon bridge and two cattle passes.
Coos County. Request for completion of paving between Coquille and Marshfield.
Proposed county bond issue. State aid requested.
Benton County. Rocking requested on Corvallis-Toledo Highway.
Jackson County. Acceptance of Oskar Huber's proposal to lay 3 inch bituminous base on north slope of Siskiyou section.
Tabulation of bids read and action taken on following:
Blalock-Arlington Section, Gilliam County
Echo-Pendleton Section, Umatilla County
Seufert-Deschutes Section, Wasco County.
Wallowa Canyon Section, Wallowa County.
Deschutes County Line-Madras Section, Jefferson County.
Bridge No. 527 near Prineville.
Nestucca River Bridge, Tillamook County.
Crooked River bridges, Crook County.
Santiam River bridge, Linn and Marion Counties.
Pole Creek and Canyon Creek bridges in Malheur County.
Threemile Creek bridge near Seufert, Wasco County.
Dillon Overcrossing, Wasco County.
Big Eddy Overcrossing, Wasco County.
Gilliam County, reconnaissance requested from Condon to Lone Rock.
686 March 24 Douglas County, right of way matters.
Umatilla County. Location of Columbia River Highway through Echo.
Wallowa County. Flora-Enterprise forest project, surfacing.
Douglas County. Canyonville-Galesville project. Bridge advertisement authorized.
Umatilla County. Location through Weston.
Klamath County. Sand Creek Unit. Federal cooperation refused.
Grant County. Request for refund of county funds expended in 1916.
Jefferson County. Award of Deschutes County Line-Madras Section.
Baker County. Route of Old Oregon Trail between Haines and North Powder. Survey ordered.
Malheur County. Ontario- Snake River Section paving. Survey and estimates ordered prepared.
Deschutes County. Redmond-Prineville project grading and macadam to be taken care of.
Pacific Coast Advertising Bureau, caravan trip from Vancouver, B. C. to Stockton, Calif.
Clatsop County. Matter of paving between West's and Gearhart.
Tualatin Valley Highway, name adopted.
Yamhill-Nestucca Highway. Name changed to McMinnville-Tillamook Highway.

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Jackson County, Tolo Overcrossing, extension of time, Albert Anderson.
Neil Creek Bridges, extension of time, Frank Jordan.
Wheeler County, Bridges on Service Creek-Valades Ranch Section, extension of time, Jas. F. Clarkson.
Grading, Unit No. 1, Service Creek-Valades Ranch Section, extension of time, Jas. F. Clarkson.
Jackson County, maintenance Medford-Crater Lake Highway.
Curry County. Survey requested between Brookings and Gold Beach.
Klamath County. Widening of road near Crescent.
Resolution requesting Board of Control to sell \$2,500,000 bonds.
Douglas and Coos Counties. Emergency declared on Remote-Camas Valley Section.
Tillamook County. Emergency declared on Three Rivers Section.
693 March 29 Douglas County. Right of way deeds, Myrtle Creek-Canyonville. Payment.

Portland, Oregon, April 14, 1919.

Meeting of the State Highway Commission was called to order at 10:00 A. M. in Room 1301 Yeon Building, Portland, Oregon. Those present were:

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

Vouchers Nos. 1027 to 1338 were approved.

On motion of Mr. Booth, seconded by Mr. Benson and agreeable to Mr. Thompson, the route of the Pacific Highway through Douglas County was adopted as follows: Through the city of Oakland on the east side of the railroad track to Sutherlin, continue on the east side of the track with an overhead crossing one mile south of Sutherlin, thence on the west side of the railroad track to an overhead crossing of the railroad track about one mile south of Wilbur, thence on the east side of the railroad track to Roseburg, involving a cut off about one mile in length from the traveled road about one mile north of Roseburg, through Roseburg, thence on the east side of the railroad track to a crossing of the railroad track $2\frac{1}{2}$ miles south of Roseburg, thence on the traveled road to Caldera Store, thence following the engineer's survey over the Winston bridge to a connection with that section north of Dillard graded in the years 1917 and 1918.

Mr. Benson made a motion, which was carried unanimously that at Myrtle Creek the adopted location continue south from the end of the grade built in 1918 and cross the Umpqua River about $\frac{1}{4}$ mile south of the present bridge, with an undergrade crossing of the Southern Pacific railroad track, thence continuing to Canyonville by the so-called "cutoff route".

After a discussion of the merits of the respective routes of the Pacific Highway between Eugene and Junction City, on motion of Mr. Booth, which was carried, the river route was adopted as the location of the Pacific Highway.

Mr. Booth advised the Commission that the County Courts of Lane and Benton Counties preferred to grade and rock that section of the Pacific Highway within their respective counties between Junction City and Monroe this year in order to get the same in readiness for paving next year.

A petition was received from citizens of Linn and Lane Counties, requesting the construction of the Pacific Highway from Albany south in a direct line over the usually traveled route through Shedd, Halsey, along the power line to Coburg and Eugene. No definite action was taken.

On motion of Mr. Booth, the width of the paving on the Pacific Highway previously ordered 12 feet wide from Canyonville south to Jump-Off-Joe Creek was changed to begin at the junction of the road south of

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Myrtle Creek with the road to Riddle and to extend to Louse Creek with a width of 12 feet.

The Engineer was instructed to investigate the possibility of securing a better grade at the approach to the bridge over the North Umpqua River near Winchester.

On motion of Mr. Thompson, which was carried, the secretary was instructed to secure an opinion from Storey, Thorndike, Palmer & Dodge, bond attorneys of Boston, Massachusetts, as to the legality of the \$10,000,000 highway bonds authorized by Chapter 173, Laws of 1919.

On motion of Mr. Thompson, 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 4th, 1917, the State Highway Commission is authorized to issue bonds of the State of Oregon and sell the same in order to create a fund to be used in carrying out the purposes of said Act, not to exceed a total authorized issue of Six Million Dollars, and

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

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

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

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

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

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

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

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

(a) That of the bonds authorized under Chapter 423, General Laws of Oregon for 1917, a sixth 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 the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock, A. M., on the 6th day of May, 1919, and at 11 o'clock, A. M., on the 6th day of May, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and that the said bids shall be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock, A. M., on the 6th day of May, 1919.

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

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of 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 on October 1st of each year, beginning with the sixth year from the date of issue. The first installment to be payable on October 1st, 1924. That these bonds shall be in denominations of One Thousand Dollars, each, except that each thirteenth bond will be issued in denominations of Five Hundred Dollars. They will be known as Series No. 3 and numbered from 2561 to 3080, both numbers inclusive.

(e) That each bidder be required to accompany his bid with

a certified bank check for Five per cent of the amount of such bid, and that the advertisement contain information as to such requirement.

(f) That said bonds be dated May 1, 1919, 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 May 1, 1919, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement.

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

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

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

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

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

A delegation from Union County, consisting of Messrs. Phy, Eberhard, Larison, Holmes and Townley, advised the Commission that a bond issue was proposed by their county for the improvement of their main highways and asked assistance from the Highway Commission. The Commission advised them that the state would cooperate since they were a part of the state highway system, but could not definitely say how much.

Mr. Dellinger presented the matter of the bridge across Young's Bay on the Columbia River Highway between Astoria and Seaside and offered 25% cooperation on the part of the county. He also represented that the Port of Astoria would pay the additional cost required to provide for the accomodation of street car traffic. The engineer was instructed to make a report of the estimated cost of this bridge at the next meeting.

The engineer reported that the Oregon Hassam Paving Company had offered to repair pavement on the Canemah-Canby section of the Pacific Highway if the state would pay 50% of the cost. The engineer recommended that, inasmuch as these failures were caused by the settlement of the grade, that the work be done on this basis. The recommendation of the engineer was adopted. The engineer was then instructed to go ahead with the repair work on these terms. The Commission ordered the engineer to investigate the comparative cost of paving the 500 ft. piece which had been left out near Canemah Hill from the Oregon Hassam Paving Company's plant in Portland or the Oregon City plant and to present the figures at the next meeting.

The location of the Pacific Highway between Canby and Aurora was discussed, following which Mr. Booth moved that the highway be located on the east side of the railroad track. The motion was carried.

In the matter of the location of the Pacific Highway for the two miles north of Albany, the present traveled route was adopted, with two overhead railroad crossings proposed for future construction.

On motion of Mr. Booth, which was carried, the engineer was instructed to advertise for paving on the Pacific Highway between Goshen and Eugene.

On the Siskiyou Section of the Pacific Highway, the Engineer was instructed to advertise that section from the top of the hill to Ashland for paving for the next meeting and to include the provision in the request for bids that the contractor should use state machinery.

On the Columbia River Highway in Clatsop County, the Commission agreed to pave 16 ft. wide but to narrow the paving if it was necessary at some points.

On motion of Mr. Booth, which was carried, that section between Junction City and Eugene was adopted as the experimental section authorized by Chapter 143, Laws of 1919. Mr. Thompson suggested that the cement companies put on one of their own inspectors and also the bituminous pavement companies put on one of their own inspectors on their respective sections. The secretary was instructed to communicate with the Secretary of the West Coast Lumbermen's Association and inquire if they were ready to meet the conditions of the law; i. e. provide for the additional cost of wood block over concrete in the construction of the experimental paving.

Messrs. Kirkpatrick and Plasecki of Polk County advised the Commission that the citizens of their county proposed a \$265,000 bond issue and requested the Commission to advise them as to the necessary procedure. Mr. Thompson advised them that they should be very careful to have the proceedings leading to the bond issue regular in order to avoid legal difficulties later. They stated that they had \$40,000 to put on the West Side Pacific Highway through the county for grading and \$13,000 for grading on the Salem-Dallas section.

Judge Wallace and Mr. King of Crook County appeared in behalf of their county and asked that the State Highway Commission designate as a state highway the highway leading from Prineville up the Crooked River to the Shorty Davis Ranch. Judge Wallace stated that, in his belief, an emergency existed which would justify the Commission in making this a state highway. He proposed that the Commission take the \$85,000 which had been raised by county bonds and build from the Shorty Davis place down to Jones Mill or as much further as the money would go. Definite action was deferred.

Portland, Oregon, April 15, 1919.

The Commission met at Room 520 Multnomah County Court House at

10 A. M. Those present were:

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

Mr. H. M. Parks, Director of the Bureau of Mines and Geology, appeared and offered the services of this bureau in cooperation with the Commission as provided in Chapter 185 Laws of 1919. Mr. Thompson suggested that Mr. Parks confer with the State Highway Engineer and work out a definite plan.

A delegation from Baker County, headed by Representative A. A. Smith, represented that their county would vote on \$500,000 bonds at the June election and asked cooperation on the state highways. Mr. Benson stated for the Commission that no definite amount could be promised at this time but that the Commission would cooperate on these state highways as far as funds will permit, either from post road or bond money.

Representative Gallagher, representing Malheur and Harney Counties, stated that the citizens of Malheur County contemplated a bond issue of \$200,000, their legal limit. He urged the construction of the Jordan Valley road to connect with Boise and the Lincoln Highway in Nevada. Mr. Wood spoke briefly, asking that the John Day Highway be extended to Nyssa. Senator Hurley also spoke in behalf of Malheur County. All speakers asked cooperation from the state. Mr. Benson stated for the Commission that no definite amount of cooperation could be promised at this time, but when state funds were available a fair distribution would be made in justice to all the counties.

A large delegation, headed by E. D. McKee, County Judge of Sherman County, advised that their county bond issue had carried. He asked that the John Day Highway be routed through the city of Wasco and connect with the Columbia River Highway where the Commission deemed most feasible. On motion of Mr. Thompson, which was carried, the engineer was instructed to prepare and present as a post road project that section of the John Day Highway from a point on the Columbia River to be designated by the Commission through the city of Wasco to the Cottonwood Bridge over the John Day River.

The engineer was instructed to proceed as soon as convenient with a survey north and south through Sherman County to the Wasco County line. This is the project on which the county expects to spend its bond money.

The Commission approved the contract drawn up by the attorney with the Beaver Portland Cement Company, after the attorney had been instructed to insert a clause in the contract providing that delivery commence within sixty days or otherwise the Commission may terminate the contract at its option.

At 11 o'clock, bids were opened and read, as follows:

BAKER-CORNUCOPIA HIGHWAY
BAKER-MIDDLE BRIDGE SECTION - GRADING

G. E. Kibbe	93,385.64
J. A. Hoskins	80,722.85
Johnson Contract Company	Cost plus 15%

COLUMBIA RIVER HIGHWAY
SCAPPOOSE-DEER ISLAND SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
L. O. Herrold	68,581.00	69,523.50
United Contracting Co.		Cost plus 10%
Elliott & Scoggin	77,227.50	77,747.50
Trehorne, Parker & Mills	76,919.50	78,119.50
Johnson Contract Co.		Cost plus 15%
E. E. Cummins	72,635.50	(1-36" Corr. Iron Pipe)
A. Giebisich	87,153.50	87,103.00

COLUMBIA RIVER HIGHWAY
DEER ISLAND-RAINIER SECTION - PAVING

	Asphaltic Concrete Type "E" (Gravel Shoulders)	Standard Bitulithic Type "E" (Broken Stone Shoulders)	Asphaltic Concrete Type "E" (Gravel Shoulders)	Standard Bitulithic Type "E" (Br. Stone Shoulders)
Oregon Hassam Paving Co.	363,206.00	367,606.00	350,516.00	354,916.00
Warren Construction Co.	353,318.90	357,158.90	342,038.90	345,878.90
Oregon Independent Paving Co.			351,866.50	354,746.50

COAST HIGHWAY
HEMLOCK-BEAVER SECTION - PAVING

	Asphaltic Concrete Type "E" (Gravel Shoulders)	Standard Bitulithic Type "E" (Br. Stone Shoulders)	Asphaltic Concrete Type "E" (Gravel Shoulders)	Standard Bitulithic Type "E" (Br. Stone Shoulders)
Warren Construction Co.	112,803.00	113,973.00	109,043.00	110,213.00

YAMHILL-NESTUCCA HIGHWAY
SHERIDAN-McMINNVILLE SECTION - PAVING

	Concrete No. 1	Concrete No. 2	Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"	Standard Bitulithic Type "F"
V. R. Dennis Const. Co.					
(Concrete pipe)	*236,727.00	*222,219.00			192,411.00
	**246,399.00	**231,891.00			
(Corr. Iron Pipe)	*236,779.50	*222,271.50			192,463.50
	**246,451.50	**231,943.50			
Warren Construction Co.					
(Concrete Pipe)			221,590.20	215,142.20	
Clark & Henery Const. Co.					
(Concrete Pipe)			228,500.00	224,470.00	
*Local broken stone and Columbia River Sand					
**Broken stone and screened gravel, Willamette River Sand					

WEST SIDE HIGHWAY
AMITY-HOLMES GAP CROSSING SECTION - PAVING

	Asphaltic Concrete Type "E" Run-of-Bank Gravel	Broken Stone	Standard Bitulithic Type "E" Run-of-Bank Gravel	Broken Stone
Warren Construction Co.	260,803.80	262,453.80	254,563.80	256,213.80
Oregon Independent Paving Co.				248,030.50

WEST SIDE HIGHWAY
RICKREALL-MONMOUTH-INDEPENDENCE SECTION - PAVING

	Asphaltic Concrete Type "E" (Gravel Shoulders)	(Br. Stone Shoulders)	Standard Bitulithic Type "E" (Gravel Shoulders)	(Br. Stone Shoulders)
Warren Construction Co.	210,362.20	215,162.20	204,122.20	208,922.20
Oregon Independent Pav. Co.	222,409.20	227,659.20	214,609.20	219,859.20

PACIFIC HIGHWAY
JEFFERSON NORTH SECTION - PAVING

	Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"
Warren Construction Co.	142,796.20	138,284.20
A. D. Kern	138,648.40	133,008.40

PACIFIC HIGHWAY
WALKER-CRESWELL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Joplin & Eldon	36,927.50	36,816.00

PACIFIC HIGHWAY
DIVIDE-DOUGLAS COUNTY LINE - GRADING

	Concrete Pipe	Corr. Iron Pipe
Albert Anderson	12,919.50	
J. H. Hawley & Co.	11,144.50	11,185.50
H. J. Hildeburn	14,564.50	14,637.50
Joplin & Eldon	14,375.00	14,378.50

PACIFIC HIGHWAY
OAKLAND-YONCALLA SECTION - PAVING

	Asphaltic Concrete Type "D"	Type "E"	Standard Bitulithic Type "D"	Type "E"
Warren Construction Co.		306,979.00		299,139.00
Clark & Henery Construction Co.	297,121.00		292,221.00	

PACIFIC HIGHWAY
MYRTLE CREEK-DILLARD SECTION - SLIDE REMOVALS

Copenhagen Bros.	30,100.00
H. J. Hildeburn	19,550.00

PACIFIC HIGHWAY
MYRTLE CREEK-DILLARD SECTION - PAVING

	Asphaltic Concrete Type "D"	Type "E"	Standard Bitulithic Type "D"	Type "E"
	Gravel Shoulders & Gravel Base	Gravel Shoulders & Broken Stone Base	Broken Stone Shoulders & Gravel Base	Gravel Shoulders & Broken Stone Base
Clark & Henery Const. Co.	335,778.00		329,678.00	
Oregon Hassam Paving Co.	323,066.00	324,626.00		
Warren Const. Co.	325,948.00	327,508.00	312,086.00	313,646.00
			316,188.00	317,748.00

PACIFIC HIGHWAY
STAGE ROAD PASS-WOLF CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Joplin & Eldon	38,298.00	38,197.30
John Hampshire & Co.	47,422.00	47,401.00
J. Elmer Nelson	39,679.00	39,785.00

PACIFIC HIGHWAY
WOLF CREEK-GRAVE CREEK SECTION - PAVING

	Asphaltic Concrete (Gravel Shoulders)	Type "E" (Br. Stone Shoulders)	Standard Bitulithic (Gravel Shoulders)	Type "E" (Br. Stone Shoulders)
Warren Construction Co.	108,288.80	108,912.80	105,528.80	106,152.80

PACIFIC HIGHWAY
CENTRAL POINT-GOLD HILL SECTION - GRADING AND PAVING

	Asphaltic Concrete Type "D"	Type "E"	Standard Bitulithic Type "D"	Type "E"	Concrete No. 2 Type "A"
Warren Construction Co. (Gravel Shoulders)		245,843.00		239,155.00	
(Br. Stone " ")		250,163.00		243,475.00	
Clark & Henery Const. Co. (Gravel Shoulders)	235,869.50		231,689.50		
Guy F. Atkinson (Gravel Shoulders)					249,897.50

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COAST HIGHWAY
MARSHFIELD-COQUILLE SECTION - PAVING

Asphaltic Standard Concrete
Concrete Bitulithic No. 1 No. 2
Type "D" Type "D"

Warren Construction Co. (Gravel Shoulders)	486,908.00	476,396.00
Scandia Shipbuilding Co. (Broken Stone Shoulders)	420,840.00	397,188.00
Perham, Brown, Dean & Hague (Broken Stone Shoulders)	333,235.00	318,781.00
W. J. Conrad & Co. (Gravel Shoulders)	393,798.00	

DESCHUTES RIVER BRIDGE

Parker & Banfield	77,045.00
Lindstrom & Feigenson	74,195.00
Pacific Bridge Co.	98,614.00
Portland Bridge Co.	77,925.00
Illinois Steel Bridge Co.	88,200.00
A. Guthrie & Co.	74,938.00

JOHN DAY RIVER BRIDGE

	Steel	Wood
Pacific Iron Works	29,415.00	
Parker & Banfield	35,083.00	26,622.00
Portland Bridge Co.	31,963.00	24,500.00
Curtis Gardner		25,000.00
A. Guthrie & Co.		34,175.00

The Commission reconvened at 3 o'clock P. M.

Lincoln County was represented by Mr. A. C. Bohrnstedt who spoke of the matter of the location of the Corvallis-Newport Highway, favoring the location by the Big Elk Valley, and requested the Commission to make a survey. Judge Miller and Mr. Dunn, County Commissioner, spoke in favor of the present road on which all their county money had been spent and on which it was proposed to spend their bond money. The engineer was instructed to make a reconnaissance and a comparative estimate of the cost of construction of the two routes, and prepare a report covering the comparative costs of construction, distances and elevation of all summits on the two routes.

Mr. F. J. Miller and Ex-Senator Garland of Lebanon, accompanied by other citizens of Linn County, appeared in behalf of the Albany-Sisters Highway, and requested the approval of the Commission on this project. They stated that the citizens of Linn County proposed a \$600,000 bond issue, a part of which would be spent on this highway, and they desired state and

Federal cooperation inasmuch as 30 miles of this road was in the forest reserve. Mr. Geo. H. Cecil, District Forester of the United States Forest Service, stated that he favored the project. On motion of Mr. Booth, which was carried, the engineer was ordered to make a survey between Lebanon and Cascadia this year, and the delegation was assured by Mr. Benson that the Commission would provide funds for construction as a post road project when the money became available. Mr. Cecil advised the Commission that the Forest Service would make a reconnaissance of that part of this highway in the forest reserve this year.

Senator Vinton of McMinnville appeared in behalf of the city of Amity and stated that the city wished to widen the paving through the main streets of the city and would be unable to pave the width in excess of 8 feet, as they had previously proposed to the Commission. In consideration of the showing made, the Commission agreed to pave the West Side Highway 16 feet wide through the city of Amity.

Judge Barnes and Commissioner Miller of Deschutes County stated that the citizens of their county had proposed a bond issue of \$125,000 which would be voted on at the June election. They proposed to provide \$20,000 for improvement between Sisters and the Crook County line, \$25,000 from Bend to Sisters, \$10,000 on the Bend-Burns road and \$60,000 on the Dalles-California Highway. The Commission promised cooperation as far as funds were available.

Judge Daniels of Yamhill County requested that the survey be completed between the Washington County line and McMinnville at the earliest possible date. He stated that the section from the Washington County line to North Yamhill would be graded this year. He was advised that the surveys would be completed at an early date and the roadbed staked for construction. He also stated that the Sheridan to Willamina section would be ready this year. No action was taken.

Judge Goodin of Washington County advised that it might be necessary to put off the grading of the Canyon Road from Beaverton to the Multnomah County line until next year on account of insufficient funds. Mr. Thompson suggested that the Commission loan Washington County \$10,000 until next year to provide funds for this work, but no definite action was taken.

Judge W. T. Campbell of Morrow County stated that \$70,000 had been set aside for the construction of a road from Heppner to Monument and asked for a survey over this route. On motion of Mr. Thompson, which was carried, the Engineer was instructed to make this survey for the county.

Judge Phy of Union County appeared and asked for paving on state highways in his county. On motion of Mr. Thompson, which was carried, the engineer was instructed to advertise for paving the 2½ mile section between La Grande and Island City and such portions as are ready for paving between La Grande and Hot Lake for the next meeting. Judge Phy stated that the county would do the grading between La Grande and Island City and would complete the grading between La Grande and Hot Lake.

Judge Marvin of Wallowa County stated that the citizens in his county had proposed a \$300,000 bond issue to be voted upon at the June election and asked state cooperation. Mr. Thompson stated for the Commission that since the LaGrande-Enterprise Highway was a state highway, a proper amount of state funds would be expended upon this project, but a definite amount could not be stated.

Mr. W. E. St. John, Commissioner of Douglas County, appeared in behalf of his county. On motion of Mr. Booth, which was carried, the Engineer was instructed to advertise for paving such portions of the Pacific Highway between Roseburg and Sutherlin as are now ready to pave, also for grading the remaining portions between Oakland and Canyonville not on state standards, also to advertise a section of approximately $6\frac{1}{2}$ miles from Edenbower to Wilbur, leaving out the section at the Winchester Bridge, and also advertise the section from Sutherlin to the second grade crossing north of Wilbur, a distance of approximately 5 miles. By the same motion the engineer was also instructed to advertise grading and rocking one mile north of Wilbur in one contract, and on the grading that is done between Oakland and Roseburg for the purpose of eliminating grade crossings award the contracts in these sections for both grading and rocking.

Mr. Carter of Jackson County appeared, asking for state and Federal cooperation in building 12 miles from Medford to Eagle Point on the Medford-Crater Lake Highway. He represented that Jackson County is ready to appropriate 25% of the cost and asked that the state appropriate 25% and request the Federal Government for the remaining 50%. On motion of Mr. Booth, which was carried, the engineer was instructed to prepare as a post road project the section between Medford and Prospect but submit only the Medford-Eagle Point unit for grading and paving at this time.

On motion of Mr. Thompson, which was carried, the engineer was instructed to advertise at the next meeting the Sarvice Creek-Valades Ranch section of the John Day Highway, in length 48 miles. It was suggested that if feasible, the project be divided into several units.

On motion of Mr. Thompson, which was carried, that section of the Columbia River Highway from Arlington east to the Morrow County line was ordered advertised at the next meeting.

Judge Smith of Lake County stated that the citizens of his county propose to vote on \$200,000 bonds at the June election. Mr. Booth advised him that it was the plan of the Commission to put the Klamath Falls-Lakeview road on as a joint post and forest road project.

The engineer was instructed to make a reconnaissance survey with a view to Federal cooperation as a post road between Dufur and Kingsley and to report at the next meeting.

Mr. Benson requested permission to change his vote from

affirmative to negative on the route of the Columbia River Highway from The Dalles to Chenoweth bridge, known as the foot-hill route, and adopted at the last meeting, stating that after investigation he favored the shorter route adjacent to the railroad track. This was agreeable to Mr. Booth and Mr. Thompson.

The Commission then adjourned to meet at 10 A. M. the next day.

Portland, Oregon, April 16, 1919.

The Commission reconvened in Room 520 Multnomah County Court House. Those present were:

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

The Engineer reported the tabulation of the bids received the previous day.

Baker-Middle Bridge Section of the Baker-Cornucopia Highway in Baker County. On motion of Mr. Thompson, which was carried, the contract for grading was awarded to J. A. Hoskins of Baker, Oregon at \$80,722.85.

Hemlock-Beaver Section of the Coast Highway in Tillamook County. Mr. Booth moved that the contract for paving be awarded to the Warren Construction Company at \$103,043.00 for standard bitulithic, Type "E", with gravel shoulders.

Jefferson-North Section of the Pacific Highway in Marion County. On motion of Mr. Booth, the contract for paving was awarded to A. D. Kern at \$133,008.40 for standard bitulithic, Type "E".

Walker-Creswell section of the Pacific Highway, consisting of 3 miles of grading. On motion of Mr. Booth, the award was deferred since this work is to be paid for by Lane County and the contractors who are the low bidders want a conference with them before the Commission acts.

Deer Island-Rainier Section of the Columbia River Highway in Columbia County. On motion of Mr. Booth, which was carried, the contract was awarded to the Warren Construction Company on the basis of their unit bid, except that the pavement is to be constructed 16 feet wide instead of 12 feet wide as advertised.

Wolf Creek-Grave Creek Section of the Pacific Highway in Josephine County. On motion of Mr. Booth, the contract was awarded to the Warren Construction Company for \$105,528.80 for standard bitulithic, Type "E", with gravel shoulders.

Rickreall-Monmouth-Independence section of the West Side Pacific

Highway. On motion of Mr. Booth, which was carried, the contract for paving was awarded to the Warren Construction Company for \$204,122.20 for standard bitulithic, Type "E", with gravel shoulders.

Myrtle Creek-Dillard Section of the Pacific Highway in Douglas County. On motion of Mr. Booth which was carried, all bids were rejected on the ground that they were excessive and the engineer instructed to do the work by day labor, constructing a Portland cement concrete pavement.

Stage Road Pass-Wolf Creek Section of the Pacific Highway in Josephine County. On motion of Mr. Booth, which was carried, the contract for grading was awarded to Joplin and Eldon for \$38,197.30.

Scappoose-Deer Island Section of the Columbia River Highway in Columbia County. On motion of Mr. Booth, which was carried, the contract for grading was awarded to L. O. Herrold at \$68,581.00.

Divide to Douglas County Line Section of the Pacific Highway in Lane County. On motion of Mr. Booth, which was carried, the contract for grading was awarded to J. H. Hawley & Co. at \$11,144.50.

Myrtle Creek-Dillard Section of the Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, the contract for removal of slides was awarded to H. J. Hildeburn for \$19,550.00.

Marshfield-Coquille Section of the Coast Highway in Coos County. On motion of Mr. Booth, the contract for paving was awarded to Perham, Brown, Dean & Hague at \$318,781.00 for concrete No.2, broken stone shoulders.

Oakland-Yoncalla Section of the Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, all bids for the paving of this section were rejected on the grounds that they were excessive, and the engineer was instructed to readvertise for the next meeting.

Amity-Holmes Gap section of the West Side Pacific Highway in Yamhill and Polk Counties. On motion of Mr. Booth, which was carried, all bids were rejected on the ground that they were excessive and the engineer was instructed to readvertise for the next meeting.

Central Point-Gold Hill Section of the Pacific Highway in Jackson County. On motion of Mr. Booth, which was carried, the contract for grading and paving was awarded to Clark & Henery Construction Company for standard bitulithic wearing surface, asphaltic concrete base, Type "D", for \$231,689.50.

McMinnville-Sheridan Section of the Yamhill-Nestucca Highway in Yamhill County. On motion of Mr. Booth, which was carried, the contract for paving was awarded to the V. R. Dermis Construction Company at \$192,411.00, bitulithic, Type "F".

Deschutes River Bridge, Columbia River Highway in Wasco and Sherman Counties. On motion of Mr. Thompson, which was carried, all bids were re-

jected on the ground that the Commission desired to change the design and that the bridge be ordered readvertised, bids to be opened at the next meeting.

John Day River Bridge, Columbia River Highway in Gilliam and Sherman Counties. On motion of Mr. Thompson, which was carried, the wood design was adopted and the contract was awarded to the Portland Bridge Company on their bid of \$24,500.00.

On recommendation of the Engineer, the award of the contract for the paving of the Dalles-Seufert Section of the Columbia River Highway to the United Contracting Company on their bid of \$46,430.00 for asphaltic concrete at the last meeting was reconsidered and their bid of \$48,498.00 for bitulithic accepted, it being understood that the Commission would hold back the difference, \$2,068.00, until the validity of the Warren Brothers patent was determined.

Mr. James Stewart asked for a survey between the bottom of Cummins Hill and Fossil on the John Day Highway in Wheeler County. After consideration, the engineer was instructed to make this survey at his early convenience.

On motion of Mr. Thompson, which was carried unanimously, the Canyon Road from the Multnomah County Line to Beaverton was designated as a state highway.

On motion of Mr. Booth, which was carried, the Commission reconsidered the motion by which the bid of the Oregon Hassam Paving Company on the Myrtle Creek-Dillard Section of the Pacific Highway was rejected. Mr. J. H. Crane, Vice-President of the Oregon Hassam Paving Company, offered to reduce his bid 17 cents per cubic yard on rock and 1 cent per lineal foot on shoulders, making a total reduction on the estimated quantities of \$6,133.00. Mr. Booth moved that inasmuch as this reduction has been offered subject to all the conditions of the original bid and since it has the approval of the other bidders, in order to get this piece of work commenced early in the season and on recommendation of the engineer, the contract be awarded to the Oregon Hassam Paving Company for \$305,953.00 for standard bitulithic Type "E". The motion was carried unanimously.

On motion of Mr. Booth, which was carried, that section of the Columbia River Highway between Astoria and Seaside was adopted as a post road project and the cooperation, in amount \$65,000, offered by Clatsop County was accepted. The Engineer was instructed to advertise this work as soon as the project was accepted by the Federal Government.

In the matter of the bridge across Youngs Bay, on motion of Mr. Booth which was carried, the Commission agreed to cooperate with the county and the Federal Government in the construction of this bridge, with the understanding that one-third of the cost shall be furnished by the County of Clatsop and the balance to be furnished by the Government under the Federal Aid Road Act and the Commission on such terms as may be mutually agreed upon. It is further understood that in the event that the bridge is built heavy

enough to carry railroad traffic the additional cost to provide for this traffic will be borne by the Port of Astoria.

Since this will complete the work between Astoria and Seaside, the motion was made with the understanding that Clatsop County will not request any further state aid in the way of paving south of Seaside until the completion of this work. Mr. Dellinger, who acted as a representative for this project, was requested to secure a resolution from the County Court appropriating funds for their portion of the cost of the bridge and a definite statement from the Port of Astoria.

On motion of Mr. Thompson, which was unanimously carried, that section of the Crooked River Highway between the Shorty Davis place and Prineville was adopted as a state highway for the reason that, although it is contrary to the policy of the Commission to adopt any more roads as state highways, yet exceptions may be made in a few cases which are worthy projects and which through lack of representation in the Legislature of 1917 were overlooked, inasmuch as such an exception has already been made in the instance of the Canyon Road between Beaverton and the Multnomah County line in Washington County.

On motion of Mr. Thompson, which was carried, the Prineville-Shorty Davis Ranch section of the Crooked River Highway and the Prineville-Redmond Section of the Central Oregon Highway in Crook County were ordered as post road projects and the cooperation, in amount \$95,000.00, offered by Crook County, accepted.

Mr. M. Peterson of Grand Ronde appeared in behalf of the Salmon River road which branches off about 2½ miles west of Grand Ronde and extends west to the Otis post office. He was advised by the Chairman that since this was not on a state road, he should endeavor to secure help from the county.

Mr. Booth presented the figures submitted by the engineer as to the cost of state highways in Lake County. On the Klamath Falls to Lakeview highway, a distance of 38 miles, estimated cost of \$218,288.00; on the Lakeview-Alturas section, a total distance of 15 miles, \$38,159.00; Lakeview to Bend, a distance of 135 miles, \$557,674.00; total cost in Lake County, \$814,121.00. The citizens of Lake County propose a bond issue to the limit, \$200,000.00, and offer this entire amount on these projects in cooperation. Mr. Booth then moved, which was carried unanimously, that these roads be put on as cooperative projects between the county and the state and the Federal Government under the Federal Aid Road Act, the motion being contingent on Lake County carrying their bond issue and cooperating to the extent of \$200,000.00.

Mr. Booth submitted an engineer's report on the cost of construction of the state highways in Klamath County. On the Klamath Falls-Bend highway in Klamath County, a distance of 118 miles, the estimated cost was \$369,688.00; on the Klamath Falls to Alturas Highway, a mileage of 30.5 miles, an estimate of \$213,527.00; on the Klamath Falls to Lakeview Highway, a distance of 70.5 miles, \$234,594.00; on the Lakeview to Bend, 12 miles, \$44,171.00; total cost in Klamath County on these highways

is \$861,980.00 and the total mileage 231.

Mr. Booth then moved, which was carried unanimously, that the highways in Klamath County as mentioned above be included as state cooperation, provided that Klamath County cooperate to the extent of \$360,000, which was the limit of their bond money and that in addition they add \$20,000 that they now have on hand; in other words, \$380,000.00 for cooperation, and that the state make up the difference between this and 50% and the Government take the other 50%. Klamath County was represented by Mr. Darley and Lake County by Judge Smith. Mr. Cecil and Mr. Dater were present and Mr. Cecil said that he would recommend those sections of these projects which were within the forest reserve for cooperation under his department.

Mr. A. D. Kern of the Oregon Independent Paving Company, who was the low bidder on the Amity-Holmes Gap section, appeared and offered to make a reduction of 10 cents per cubic yard on rock and 2 cents per square yard on paving, a total reduction of \$3,860.00. On motion of Mr. Booth, which was carried unanimously, the previous action by which the Amity-Holmes Gap Section was rejected, was reconsidered. On motion of Mr. Booth, which was carried unanimously, the contract for this section was awarded to the Oregon Independent Paving Company, in consideration of the reduction in their bid, at \$244,170.50 for standard bitulithic Type "E".

On the Oakland-Yoncalla section, Clark & Henery Construction Company proposed to submit a macadam base with a standard bitulithic wearing surface instead of their previous bid, which was based on Type "D", bituminous base at unit prices which reduced their bid to \$272,499.80. On motion of Mr. Booth, which was carried unanimously, the action by which the bid of Clark & Henery was rejected was reconsidered. Mr. Booth moved, which was carried unanimously, that this contract be awarded to Clark & Henery at \$272,499.80 for standard bitulithic.

On motion of Mr. Booth, the contract for the Walker-Creswell Section of the Pacific Highway in Lane County was awarded by the Commission for the County of Lane to Joplin & Eldon on their bid of \$36,816.00.

On motion of Mr. Booth, which was carried, the Engineer was instructed to prepare for grading and graveling as a post road project the Grants Pass-Waldo section of the Grants Pass-Crescent City Highway for Federal cooperation under the Federal Aid Road Act, the portion within the forest reserve ordered as a forest road and the section without, a post road. The engineer was instructed to make a reconnaissance for this in the near future and report to the Commission on the estimated cost.

On motion of Mr. Booth, the engineer was instructed to extend the contract held by Oskar Huber for paving that section of the West Side Highway between Corvallis and the Polk County line one and one-half miles into Polk County if he would consider this at the same unit price as bid on his original contract.

On motion of Mr. Booth, the engineer was instructed to submit to the Federal Government for cooperation as a post road project that section of the Roseburg-Coos Bay Highway between Myrtle Point and Roseburg, accepting the cooperation offered by Coos and Douglas Counties.

On motion of Mr. Booth, the engineer was instructed to advertise about 9 miles of paving between Monroe and Corvallis on such portions as were now ready for paving. He was instructed also to advertise for grading and graveling between Junction City and Monroe in two sections, splitting at the county line.

Mr. Thompson made a motion which was carried unanimously that the Waldport-Benton County line section of the Alsea River project be made a forest project and that the contract be spread over a four year period on condition that Lincoln County appropriate \$12,000 each year and the state and Federal Government each cooperate to the extent of \$18,000 per year for four years. Mr. Cecil was present and advised that he would recommend this project to his department. The Engineer was instructed to make a reconnaissance from Alsea to Philomath.

Action on the Pilot Rock-Prairie City project was postponed until the next meeting. The Oregon Caves and Bear Gulch projects were indefinitely postponed.

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

Herbert Nunn
State Highway Engineer

Roy A. Klein
Secretary

S. Benson
Chairman

W. L. Thompson
Commissioner

R. A. Booth
Commissioner

Portland, Oregon, May 6, 1919.

Meeting of the State Highway Commission was called to order at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

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

Vouchers Nos. 1339 to 1585, inclusive, were approved.

The following proposals received for cement were read:

Lehigh Portland Cement Company:

500 bbls. f.o.b. Arlington	\$3.54 per bbl.
375 " f.o.b. Elgin	3.76 " "
Credit for sacks returned - 25¢ each	
5¢ per barrel discount for payment within 10 days from invoice date.	

Henry Cowell Lime & Cement Company:

10,000 bbls. f.o.b. dock at Marshfield	\$3.647 per bbl.
1,600 " f.o.b. cars Miller Station	3.43 " "
500 " f.o.b. Arlington	3.65 " "
26,000 " Beaverton-Hillsboro project	
Delivered at Rawley, Beaverton,	
Huber, Aloha	3.22 " "
Delivered at Radfield, Newton,	
Matson	3.25 " "
375 " f.o.b. Elgin	4.01 " "
Credit for sacks returned - 15¢ each	
5¢ per barrel discount if paid within 10 days from invoice date.	

Oregon Portland Cement Company:

1,600 bbls. f.o.b. Miller Station	\$3.42½ per bbl.
26,000 " f.o.b. Oswego for the Hillsboro-	
Beaverton Project	2.95 " "
10,000 " f.o.b. Marshfield	2.92½ " "
500 " f.o.b. Arlington	3.05 " "
375 " f.o.b. Elgin	3.41 " "
Credit for sacks returned - 15¢ each	
5¢ per barrel discount for cash within 10 days	

Pacific Portland Cement Company:

10,000 bbls. f.o.b. docks Marshfield	\$3.647 per bbl.
1,600 " f.o.b. Miller Station	3.425 " "
500 " f.o.b. Arlington	3.65 " "
26,000 " f.o.b. Oswego	2.95 " "
Credit for sacks returned - 15¢ each	
5¢ per barrel discount for payment within 10 days	

International Portland Cement Company:

5,000 bbls. f.o.b. Arlington	\$3.54 per bbl.
375 " f.o.b. Elgin	3.76 " "
Credit for sacks returned - 15¢ each	
5¢ per barrel discount for payment within 10 days.	

The following proposals received for grading and paving were read:

COLUMBIA RIVER HIGHWAY
ARLINGTON-MORROW COUNTY LINE - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.	131,280.00	131,280.00

PACIFIC HIGHWAY
JACQUES PLACE-JOHNS PLACE - GRADING AND MACADAM

	Screened Gravel	Broken Stone
J. T. Logan	74,941.50	77,181.50

PACIFIC HIGHWAY
OAKLAND-SOUTH - GRADING AND MACADAM

	Run-of-bank Gravel Concrete Pipe	Corr. Iron Pipe	Water Bound Macadam Concrete Pipe	Corr. Iron Pipe
Baker Bros.	29,334.00	28,832.00	29,934.00	29,432.00
John Hakanson	26,365.00 (Screened Gravel)			

PACIFIC HIGHWAY
GREEN SPRINGS MOUNTAIN ROAD-CALIFORNIA LINE - PAVING

	Standard Bitulithic Type "E" Concrete Pipe	Corr. Iron Pipe	Type "F" Concrete Pipe	Asphaltic Concrete Type "E" Concrete Pipe
Federal Construction Co.	296,805.50	296,829.50		
Warren Construction Co.	304,320.50			
Oskar Huber*			286,233.50	313,365.50

PACIFIC HIGHWAY
ASHLAND-GREEN SPRINGS MOUNTAIN ROAD - GRADING AND PAVING

	Standard Bitulithic Type "E" Br. Stone	Type "F" Run-of- Bank Gravel	Asphaltic Concrete Type "E" Br. Stone
Federal Construction Co.	194,867.20		
Warren Construction Co.	190,779.00		
Oskar Huber*		185,339.50	185,339.50
			195,729.00

WEST SIDE HIGHWAY
MONROE-LANE COUNTY LINE - GRADING AND MACADAM

	Screened Gravel Concrete Pipe	Corr. Iron Pipe	Run - of - Bank Gravel Concrete Pipe	Corr. Iron Pipe
T. B. Bidwell	43,922.75		42,572.00	
Benton County	33,080.00			
Washburn & Hall	38,216.50	38,385.50	37,879.00	38,048.00

* Deduction of \$8,000 to be made if both sections are awarded.

PACIFIC HIGHWAY
COMSTOCK-PASS CREEK - GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
Albert Anderson & Co.		
G. G. Stewart	13,680.00	18,582.50

PACIFIC HIGHWAY
ROSEBURG-WINCHESTER - GRADING AND MACADAM

	Broken Stone	Screened Gravel
G. G. Stewart & Co.	39,812.50	30,692.50

LA GRANDE-ENTERPRISE HIGHWAY AND OLD OREGON TRAIL
ISLAND CITY-LA GRANDE-HOT LAKE - PAVING

	Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"	Concrete No. 1
B.S. Bottom Course	B.S. Bottom Course	Cem.Grav. Bottom Crse.	B.S. Bottom Course
Cem.Grav. R.B.Grav.	Cem.Grav. R.B.Grav.	Cem.Grav. R.B.Grav.	Cem.Grav. R.B.Grav.
Shoulders	Shoulders	Shoulders	Shoulders
United Contr. Co.	135929.60	135629.60	133114.60
S. Birch & Sons			132814.60
Kaiser Pav. Co.		132643.60	132643.60
Warren Const. Co.	135686.60	135686.60	132193.60
			132193.60
			136714.40

HIGHWAY NO. 29
HILLSBORO-FOREST GROVE - PAVING

	Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"	Concrete
Br. Stone	Gravel	Br. Stone	Gravel
Shoulders	Shoulders	Shoulders	Shoulders
S. Birch & Sons			
(Concrete culverts)			96,356.00
(Corr. iron ")			94,851.00
United Contracting Co.			96,359.00
(Concrete culverts)	99,792.00	98,373.00	97,767.00
Warren Construction Co.			96,348.00
(Concrete culverts)	98,458.50	97,039.50	95,218.50
Hugh Crumney			93,799.50
(Concrete culverts)	101,793.00	100,546.00	96,933.00
Northwestern Const. Co.			95,686.00
(Concrete culverts)			
(Corr. Iron ")			112,575.00
			112,605.00

WEST SIDE HIGHWAY
JUNCTION CITY-BENTON COUNTY LINE - GRADING AND MACADAM

	Run-of-bank Gravel	Screened Gravel
Washburn & Hall	45,254.10	45,826.10
T. B. Bidwell	51,803.60	54,091.60

PACIFIC HIGHWAY
SEXTON MOUNTAIN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Pacific Bridge Company	155,882.00	155,942.00
L. O. Herrold	126,857.00	127,832.50
A. Giebisch	133,004.00	132,917.50
Johnson Contract Company	151,388.00	149,921.00
Baker Bros.	136,252.00	133,938.00
General Construction Company	161,715.00	160,185.00
Guy F. Atkinson	194,097.50	
H. J. Hildeburn	125,055.00	

PACIFIC HIGHWAY
EUGENE-GOSHEN - PAVING

Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"	Concrete
Br. Stone Gravel Shoulders	Br. Stone Gravel Shoulders	Br. Stone Gravel Shoulders
Guy F. Pyle (Concrete Pipe)	102517.00	97892.00
S. Birch & Sons (Concrete Pipe)	109273.70	105148.70
(Corr. Iron ")	109311.50	105186.50
United Cont. Co. (Concrete Pipe)	113356.50 109106.50	111056.50 106806.50
Warren Const. Co. (Concrete Pipe)	112638.90 108338.90	108498.90 104198.90
Federal Const. Co. (Concrete Pipe)	114514.00	109914.00
Clark & Henery Const. Co. (Concrete Pipe)	107182.00 102857.00	*104382.00*100057.00
Kaiser Paving Co. (Concrete Pipe)		111884.50 111841.50

* Crushed and screened gravel for base.

PACIFIC HIGHWAY
GOLD HILL-JOSEPHINE COUNTY LINE - GRADING AND PAVING

Asphaltic Concrete Type "D"	Standard Bitulithic Type "E"	Concrete
Type "E"	Type "E"	No. 1
Hugh Crumney (Grav. Shoulders)	331228.50	317524.50
(Br. Stone ")	332614.50	318910.50
Federal Const. Co. (Gravel Shoulders)	322219.00	

Oskar Huber (Grav. Shoulders)	289034.00		
Warren Const. Co. (Grav. Shoulders)	324862.70	314584.70	
Guy F. Atkinson (Grav. Shoulders)			333723.00
Schell & Calvert (Grav. Shoulders)	292660.00	*274204.00	*290810.00 *280532.00
(Br. Stone ")	292779.00	**274323.00	**290929.00**280651.00
Clark & Henery Const. Company (Grav. Shoulders)	315601.00	308749.00	
(Br. Stone ")	315727.00	308875.00	

* Concrete Pipe

**Corrugated Iron Pipe.

On motion of Mr. Booth, which was carried, the only bid which was received on the Oregon City-Oswego Section was returned unopened, since the engineer recommended a further investigation of an alternate route. The engineer was instructed to readvertise this project when plans and specifications were ready.

On motion of Mr. Thompson, which was carried, the proposals for cement and the proposals for grading and paving were referred to the engineer for tabulation and the engineer instructed to report at 10 A. M., May 7th.

On motion of Mr. Thompson, which was carried, a proposal submitted on cement by the Santa Cruz Portland Cement Company was returned unopened, since it was not received until after the other bids on cement had been opened and read.

At 11 o'clock the proposals which were received for the \$500,000.00 issue of bonds were read, after which Mr. Thompson offered the following resolution, which was duly seconded and carried:

WHEREAS, at a meeting of the State Highway Commission held April 14, 1919, a resolution was regularly adopted directing that bids be invited for the purchase of Five Hundred Thousand Dollars par value of the bonds authorized under Chapter 423 of the General Laws of Oregon for 1917, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock A. M. on the 6th day of May, 1919, and at 11 o'clock, A. M. on the 6th day of May, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of May 6, 1919; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications, to-wit: The Bond Buyer, published in New York City, and Pacific Banker, published at Portland, Oregon, 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 May 1st, 1919, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from May 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, and

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

WHEREAS, the State Highway Commission of the State of Oregon is now at eleven o'clock A. M. of the 6th day of May, 1919, in regular session at Room 520 Multnomah County Court House, 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)	New York City	\$459,761.00
The National City Co.)		
The Northern Trust Company	Chicago	460,704.00
Bank of Italy	San Francisco	461,488.00
R. M. Grant & Company	Chicago	462,595.00
Fear & Gray	Portland	462,950.00
Lumbermens Trust Company	Portland)	
Continental & Commercial Trust)	
& Savings Bank	Chicago)	463,375.00
Guaranty Trust Company of New York)	
Morris Brothers, Inc.	Portland	463,550.00
G. E. Miller & Company	Portland)	
Seasongood & Mayer	Portland)	465,625.00
Weil, Roth & Company	Portland)	
Henry Teal	Portland	465,800.00
Clark, Kendall & Company	Portland	466,140.00
First National Bank of New York City		466,411.00
Carstens & Earles, Inc.	Seattle	466,805.00

The United States National Bank of Portland, Oregon	\$467,850.00
Loomis & Goss	Seattle)
Blodget & Company	Boston)
A. B. Leach & Company	Boston)
	467,900.00

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

WHEREAS, the bid of Loomis & Goss of Seattle, Blodget & Company of Boston and A. B. Leach & Company of Boston, 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 Loomis & Goss, Blodget & Company and A. B. Leach & Company;

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

1. That said bid of Four Hundred Sixty-Seven Thousand Nine Hundred Dollars (\$467,900.00), of said Loomis & Goss, Blodget & Company and A. B. Leach & 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 (40) Five Hundred Dollar bonds, of which twelve (12) One Thousand Dollar Bonds and one (1) Five Hundred Dollar bond shall be due and payable on October 1, 1924, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated May 1st, 1919, 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 May 1, 1919, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twelve One Thousand Dollar bonds and one Five Hundred Dollar bond be issued so as to mature October 1, 1924, 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 bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City, at the option of the holder thereof.

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

On motion of Mr. Thompson, duly seconded and carried, the Secretary was instructed to return the checks of the unsuccessful bidders for the bonds.

A delegation from Yamhill County, consisting of C. F. Daniels, County Judge, S. E. Cummins and William Gunning, County Commissioners, and Mr. W. B. Dennis, appeared before the Commission and presented a resolution of the Yamhill County Court, requesting that the State Highway Commission let contracts for the grading along with the paving of all the highways designated by the Commission in Yamhill County, either as a whole or any section, and requested the Highway Commission to advance such sums as may be necessary to cover the cost of grading on these highways. The county agreed to reimburse the Highway Commission for all money advanced or loaned for this purpose. Further, the county officials urged that the contracts be let as soon as possible.

On motion of Mr. Booth, which was carried, the request of Yamhill County was granted and the Commission agreed to award all contracts for both grading and paving on such projects as the Commission decided upon for this year.

On motion of Mr. Booth, which was duly carried, the engineer was instructed to advertise for grading and macadamizing that section of the Yamhill-Nestucca Highway east of the Grand Ronde Store, in length approximately 2 miles, macadam to be 16 feet wide and to be paid for by the state, grading to be paid for by the county.

Mr. W. B. Dennis presented a request from the city of Carlton, requesting the Commission to pave 16 feet wide through that city, the town agreeing to pave the remaining width on all occupied streets. On motion of Mr. Thompson, which was carried, the request of the city of Carlton was granted.

Mr. L. M. Graham of Forest Grove and Judge Goodin of Washington County spoke in behalf of the highway between Gaston and Forest Grove and asked that the state award the contract for both grading and rocking, together, the grading to be paid for by the county, and the paving by the state. On motion of Mr. Booth, the request of the Washington County delegation was granted.

A delegation from Deschutes County, consisting of Messrs. Hamilton, Burdick, and Whisnant, appeared before the Commission and outlined the plan of their bond issue to be voted upon June 3. They propose to offer \$35,000 to be spent on the highway commencing at the Lane-Deschutes County line, continuing through Sisters, Bend and east toward the Deschutes-Lake County or Deschutes-Harney County line, this amount to be used on any portion of the road that the Commission decides. \$60,000 was placed at the disposal of the Commission for the north and south road. On motion of Mr. Thompson, the engineer was instructed to make a survey from the Crooked River south to Redmond on The Dalles-California Highway at his early convenience. The delegation was assured assistance if the county bond issue passes, but definite action was deferred until the June meeting.

Judge Boyce represented Jefferson County, advising the Commission that a \$100,000.00 bond issue was proposed at the June election and that this amount was to be placed at the disposal of the State Highway Commission for construction of the Dalles-California Highway across Jefferson County and asking for cooperation on the part of the State Highway Commission. Mr. Thompson advised Judge Boyce that the Commission would cooperate with Jefferson County, but the amount could not be definitely stated. Mr. Benson advised Judge Boyce that the location would be substantially on the route of the present road.

A delegation from Harney County, consisting of H. C. Levens, County Judge, R. L. Hass, Commissioner, and Jap McKinnon, Commissioner, and other representative citizens, advised the Commission that a bond issue was proposed for the June election in Harney County and presented projects on which they wished state aid. On motion of Mr. Thompson, the Engineer was instructed to make the survey and prepare for a project agreement between the State, County and Federal Government under the Post Road Aid Act from Lawen to Crane, accepting cooperation from Harney County of \$20,000, the understanding being that this amount is to be repaid by Harney County in 1920, agreements to be prepared by the Attorney General and submitted to the Court for execution. Mr. Thompson further made a motion, which was carried, that the Commission accept the tender of \$20,000 to be expended between Burns and Suntex by way of the Riley postoffice on the Bend-Burns Highway, and that the engineer be instructed to prepare this project as a post road project for cooperative construction between the Federal Government, State and County. This \$20,000 is to be put up by the county in 1920. The project is not to be started this year, and further, the amount to be contributed by the State and Federal Government is to be determined when the engineer's estimates are prepared.

A special meeting was ordered on May 27th and the regular meeting was ordered for the date of June 10.

The engineer was instructed to prepare for advertisement at the meeting to be held on May 27, the following projects, if they could be prepared: Rocky Point bridge across the Rogue River near Gold Hill; Leona-Drain section of the Pacific Highway; Roseburg-Dillard Section of the Pacific Highway; grading and macadamizing Newberg to West Dayton; $1\frac{1}{2}$ miles in Polk County on the West Side Highway north of the Benton County line.

For the meeting on June 10, the engineer was instructed to advertise the following projects: Sarvice Creek-Valades Ranch section of the John Day Highway; grading Hubbard Creek to Brush Creek section of the Coast Highway in Curry County; grading and rocking 2 miles east from the Grand Ronde Store; grading and rocking from Gaston to Yamhill.

Mr. W. C. Calder of Baker asked about various projects in Baker County and Mr. Thompson explained what progress was being made.

The meeting then adjourned until 10 o'clock, A. M., the next day.

Portland, Oregon, May 7, 1919.

The State Highway Commission reconvened at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

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

A tabulation of the summaries of the bids received was read.

Arlington-Morrow County Line section of the Columbia River Highway in Gilliam County, grading. On motion of Mr. Thompson, which was carried, all bids were rejected and the engineer was instructed to re-advertise for proposals to be received at the next meeting.

Sexton Mountain section of the Pacific Highway in Josephine County, grading. On motion of Mr. Booth, which was carried, the bids were referred to the engineer.

Jacques Place-Johns Place section of the Pacific Highway in Douglas County, grading and macadam. On motion of Mr. Booth, which was carried, the bids were referred to the engineer.

Junction City-Benton County Line section of the West Side Highway in Lane County, grading and macadam. On motion of Mr. Booth, which was carried, the contract was awarded to Washburn & Hall at \$45,254.10, which was the lowest bid received.

Oakland South section of the Pacific Highway in Douglas County, grading and macadam. On motion of Mr. Booth, which was carried, the contract was awarded to John Hakanson at \$26,365.00, which was the lowest bid received.

Green Springs Mountain Road-California Line Section and Ashland-Green Springs Mountain Road section of the Pacific Highway in Jackson County. On motion of Mr. Booth, which was carried, the contract for both sections was awarded to Oskar Huber; the first section at \$286,233.50, and the other

at \$185,339.50, less \$8,000, as proposed in his bid if he were awarded both contracts.

Monroe-Lane County Line Section of the West Side Highway in Benton County, grading and macadam. On motion of Mr. Booth, which was carried, the contract for this work was awarded to Benton County for \$33,080.00, which was the lowest bid received.

Comstock-Pass Creek section of the Pacific Highway in Douglas County, grading and macadam. On motion of Mr. Booth, which was carried, this contract was awarded to Albert Anderson & Company for \$13,680.00, which was the lowest bid received.

Roseburg-Winchester Section of the Pacific Highway in Douglas County, grading and macadam. On motion of Mr. Booth, which was carried, the bid of G. G. Stewart & Company was rejected, it being the only bid received and considered excessive. The engineer was instructed to re-advertise this project for the next meeting.

Gold Hill-Josephine County Line section of the Pacific Highway in Jackson County, grading and paving. On motion of Mr. Booth, which was carried, this contract was awarded to Schell & Calvert at \$274,204.00, being the lowest bid received. The secretary was instructed to hold the check of the next lower bidder until the contract was executed.

Island City-LaGrande-Hot Lake section of the Old Oregon Trail in Union County, paving. On motion of Mr. Thompson, which was carried, the award was made to the Warren Construction Company for Standard Bitulithic, Type "E", at \$131,182.60, which was the lowest bid received, with a stipulation in the contract that, regardless of the validity of the patents, no royalty would be paid on this contract.

Hillsboro-Forest Grove section of the West Side Highway in Washington County, paving. On motion of Mr. Booth, which was carried, the contract was awarded to the Warren Construction Company for Standard Bitulithic at \$93,799.50, which was the lowest bid received.

Eugene-Goshen section of the Pacific Highway in Lane County, paving. On motion of Mr. Booth, which was carried, the contract was awarded to Guy F. Pyle for Standard Bitulithic, Type "E", at \$97,892.00. The Secretary was instructed to hold the check of the next bidder until this contract is executed.

Tabulation of bids received for cement was read.

Cement for delivery at Marshfield. On motion of Mr. Thompson, which was carried, the contract for 10,000 barrels of cement at Marshfield was awarded to the Henry Cowell Lime and Cement Company at \$3.647 per barrel, less 15¢ each for returned sacks.

On motion of Mr. Thompson, which was carried, the Oregon Portland Cement Company was awarded the contract for 1,600 barrels of cement,

delivered at Miller Station, for the Deschutes Bridge, at \$3.425 per barrel, less 15¢ each for returned sacks.

On motion of Mr. Thompson, which was carried, the Lehigh Portland Cement Company was awarded the contract for 375 barrels of cement, delivered at Elgin, for \$3.76 per barrel, less 25¢ each for returned sacks.

On motion of Mr. Thompson, which was carried, the contract for 500 barrels of cement, delivered at Arlington, was awarded to the Lehigh Portland Cement Company for \$3.54 per barrel, less 25¢ each for returned sacks.

On the cement for the Hillsboro-Beaverton project, the bid of the Oregon Portland Cement Company was referred to the engineer with instructions that he take up the matter with the contractors and authority given him to reject the bid if the contractors did not care to purchase from the State at the price quoted.

On motion of Mr. Thompson, which was carried, the engineer was instructed to complete the survey and prepare an estimate for grading the remaining portions of the West Side Highway between Amity and Gaston and the Yamhill-Nestucca Highway between McMinnville and the Tillamook County line on the west.

Oskar Huber, who had just been awarded the contract for the construction of the Ashland-Green Springs Mountain Road and the Green Springs Mountain Road-California Line Section of the Pacific Highway, appeared before the Commission and suggested that the pavement on these sections be widened to sixteen feet, inasmuch as there is a large amount of curvature. The engineer was instructed to prepare an estimate of the cost and report at the next meeting as to the additional yardage required to widen to sixteen feet.

The engineer was instructed to advertise for paving that section of the Columbia River Highway between Rainier and Clatskanie and also the section in Hood River County between Cascade Locks and Hood River for the next meeting.

Mr. Booth presented the matter of the location of the highway between Medford and Crater Lake, asking if Medford had been made the terminus of the original survey and if the original survey had been approved and accepted by the Highway Commission. The Secretary was instructed to bring up all the minutes on this subject at the next meeting. The Secretary was instructed to hold the project statement of the Medford-Eagle Point project until the next meeting.

Mr. Crawford, representing the Oregon Land Settlement Commission, spoke of the location of the road south of Independence in relation to the farm unit which they propose to locate on the highway and urged that this route be definitely located so that they could close an option on property which they held. Mr. Booth stated for the

Commission to Mr. Crawford that they were unable to make a definite decision until the engineer had made a report on the survey which was to be submitted at the next meeting.

In the matter of the John Day Highway in Malheur County, Mr. Thompson made a motion, which was carried, unanimously, that this highway be extended and the terminus at the Idaho Line be at Nyssa.

Albert Anderson, who holds the contract for the construction of the viaduct over the Southern Pacific railroad at Divide, which expired on May 1st, asked for an extension of time to July 1st, inasmuch as he has been delayed by the railroad company in the matter of securing a bond. On motion of Mr. Thompson, which was carried, an extension of time to July 1st, 1919, was granted. It is understood, however, that no further extension of time shall be made after this date.

A letter was read from Judge Watson of Coos County, requesting that his county be loaned \$10,000 for the removal of slides and the preparation of subgrade for paving between Marshfield and Cedar Point, and also \$10,000 for the completion of the grading between Cedar Point and Coquille, since they had no county funds available. On motion of Mr. Booth, which was carried, the Commission agreed to advance Coos County such portion of these amounts as are required to accomplish these results with the understanding that the money is to be repaid in the year 1920 and that no interest is to be charged. The attorney was instructed to prepare an agreement covering this advance.

The engineer was instructed to advertise nine miles north of Monroe for grading and paving as soon as plans and estimates could be prepared, and the Secretary was instructed to inquire from Benton County as to whether or not they wished the grading advertised along with the paving.

In the matter of providing for funds to carry on the work, Mr. Thompson offered the following resolution which was unanimously adopted:

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 4th, 1917, the State Highway Commission is authorized to issue bonds of the State of Oregon and sell the same in order to create a fund to be used in carrying out the purposes of said Act, not to exceed a total authorized issue of Six Million Dollars, and

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

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

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

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

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

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

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

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements 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 One Million Dollars;

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

(a) That of the bonds authorized under Chapter 423, General Laws of Oregon for 1917, a seventh issue of One Million 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 the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock, A. M., on the 10th day of June, 1919, and at 11 o'clock, A. M., on the 10th day of June, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and that the said bids shall be opened by the Commission at Room 520 Multnomah County Court House, Portland Oregon, at a meeting to be held at said place at the hour of 11 o'clock, A. M., on the 10th day of June, 1919.

(c) That notice of such sale shall be given by the Secretary of this Commission by publication thereof for two issues in the Bond

Buyer, published in New York City, and two issues in the Pacific Banker, published in Portland, Oregon.

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million 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 on October 1st of each year, beginning with the sixth year from the date of issue. The first installment to be payable on October 1st, 1924. That these bonds shall be in denominations of One Thousand Dollars, each, except that six bonds of each maturity will be issued in denominations of Five Hundred Dollars, each. They will be known as Series No. 3 and numbered from 3081 to 4200, both numbers inclusive.

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

(f) That said bonds be dated June 1, 1919, 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 June 1, 1919, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement.

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

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

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

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

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value of said bonds.

The following resolution was presented by Mr. Thompson and unanimously adopted by the State Highway Commission:

BE IT RESOLVED by the State Highway Commission, meeting in regular session, that the Board of Control of the State of Oregon be and is hereby requested to issue and sell highway bonds for road purposes to meet cooperation offered by the Federal Government under the Federal Aid Road Act as provided in Section 2 of Chapter 175 of the Laws of 1917 to the amount of Five Hundred

Thousand Dollars (\$500,000.00), and the funds secured therefrom be placed to the credit of the State Highway Commission not later than August 1, 1919.

A letter was received from the Cascades Contract Company, asking for the return of their certified check for \$3,500, which was submitted in January, 1918, with their proposal for rock to be delivered from Shedd, Oregon. Inasmuch as the Commission did not care to accept this proposal, the Secretary was directed to return the check.

On motion of Mr. Thompson, the following resolution was passed unanimously:

WHEREAS, Chapter 153 of the Laws of Oregon for the year 1919 provides that all claims not exceeding Two Hundred Dollars (\$200.00) each in amount, which are payable out of the State highway funds, may be submitted to the State Highway Commission, accompanied by an itemized list of such claims, which said claims may be passed upon separately by the Commission, or by considering and passing upon the said itemized list of claims; and further provides that said Commission may authorize the State Highway Engineer to endorse upon each of said claims in said approved list, the approval of the Commission; and

WHEREAS, an application and use of said statutory provision to the business of the Commission will materially aid the Commission and relieve the members thereof from the necessary work of individually endorsing each particular claim, thereby economizing in time and labor;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Engineer be and he is hereby ordered and directed to prepare, prior to each meeting of the Commission, an itemized list of all claims against the highway funds, not exceeding Two Hundred Dollars (\$200.00) each, said itemized list to be appropriately arranged for the endorsement of the Commission, and said Engineer is further ordered and directed to endorse upon each of said claims included in said approved list, the approval of said Commission and the endorsement thereof, which endorsement shall be deemed to be the approval and endorsement of the Commission.

Upon motion of Mr. Benson, it was ordered that the maintenance contracts executed by Yamhill County and by Washington County for the maintenance of state highways in said counties be executed by the State Highway Commission, whereupon said contracts were duly executed by the Commission and a copy of each ordered filed in the office of the State Highway Commission at Salem, Oregon.

Upon motion of Mr. Thompson, the following resolution was adopted:

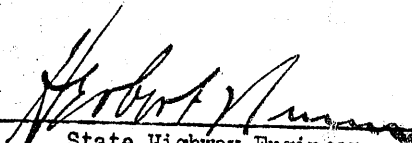
WHEREAS, Chapter 20 of the General Laws of Oregon for 1919 authorizes and directs the Secretary of State, upon the order of the


State Highway Commission, attested by the Secretary of said Commission, to draw a warrant on any fund belonging to the state highway funds, in the sum of \$30,000.00, the same to be designated as and to be a revolving or emergency fund;

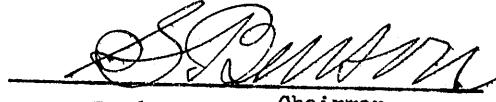
NOW, THEREFORE, IT IS HEREBY ORDERED that the Secretary of State be and he is hereby requested to draw a warrant on any fund belonging to the state highway funds in the sum of \$30,000.00, said sum to be designated and known as an emergency or revolving fund, and to be for the use of the State Highway Commission as provided in Chapter 20 of the General Laws of Oregon for the year 1919.

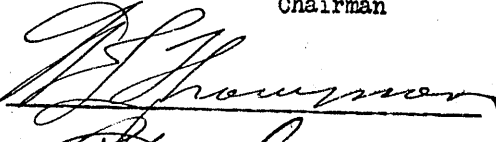
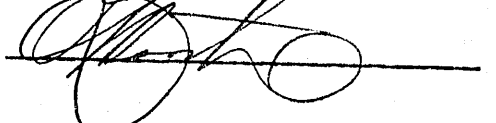
The Commission signed and approved the executed contracts awarded at the last meeting.

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


State Highway Engineer


Secretary


Chairman

Portland, Oregon, May 27, 1919.

Meeting of the State Highway Commission was called to order in Room 520 Multnomah County Courthouse, Portland, at 10 o'clock A. M. Those present were:

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

Vouchers Nos. 1586 to 1851 were approved.

Bids were opened for grading and paving projects as advertised.

COLUMBIA RIVER HIGHWAY
RAINIER-CLATSKANIE SECTION - PAVING

	Standard Bitulithic Type "E"	Type "F"	Asphaltic Concrete Type "E"
Clark & Henery Construction Co.	205,061.00		
A. Giebisch	196,610.00		
Federal Construction Co.	210,655.00		
Oskar Huber		209,360.00	
Warren Construction Co.	195,812.00		204,212.00

FOREST GROVE - McMINNVILLE HIGHWAY
YAMHILL-McMINNVILLE SECTION - GRADING AND PAVING

Concrete No. 2	Asphaltic Concrete Type "D"	Concrete Type "E"	Standard Bitulithic Type "D"	Gravel Type "E" Bitulithic Type "D"
Northwest Const.Co. *224155.00				
Guy F. Atkinson *276100.00				
Aberdeen Paving Co. #276100.00				
	*282345.00	*266325.00		*259885.00
	**282420.00	**266400.00		**259960.00
	#287655.00	#271635.00		#265195.00
	##287730.00	##271710.00		##265270.00
				*302787.50
Warren Construction Co.			*309505.00	
Clark & Henery "				*294275.00
Federal Construction Co.				

*Gravel Shoulders, Concrete Pipe **Gravel Shoulders, Corr. Iron Pipe
#Broken Stone Shoulders, Concrete Pipe ## Broken Stone Shoulders, Corr. Iron Pipe

WEST SIDE HIGHWAY
NEWBERG-WEST DAYTON SECTION - GRADING AND MACADAM

	Broken Stone Macadam Concrete Pipe	Corr. Iron Pipe	Run-of-Bank Gravel Macadam Concrete Pipe	Corr. Iron Pipe
A. Giebisch & Co.	81,195.00	81,107.00		
E. E. Cummins*	71,493.00	72,052.00	60,333.00	60,892.00

*Price to be reduced if gravel is not rolled

PACIFIC HIGHWAY
JACQUES PLACE-JOHNS PLACE - GRADING AND MACADAMIZING

	Screened Gravel Concrete Pipe	Corr. Iron Pipe	Run-of-Bank Gravel Concrete Pipe	Corr. Iron Pipe
Joplin & Eldon	72,077.00	71,929.50	70,957.00	70,809.50
W. B. Tull		82,281.50		75,001.50

PACIFIC HIGHWAY
ROSEBURG-DILLARD SECTION - GRADING AND MACADAMIZING

	Broken Stone Macadam Concrete Pipe	Corr. Iron Pipe	Screened Gravel Macadam Concrete Pipe	Corr. Iron Pipe
Colby & Logan	92,659.10	91,753.00	90,784.10	89,878.00
Boie & Chiene*	84,043.00	84,277.00	86,293.00	86,527.00

*No bid on Lumber and Timber

PACIFIC HIGHWAY
OAKLAND-WILBUR SECTION - GRADING AND PAVING

	Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"
Warren Construction Co.	221,097.00	215,617.00
Clark & Henery Construction Co.		204,404.00
Federal Construction Co.		216,182.00

COLUMBIA RIVER HIGHWAY
RUTHTON HILL-HOOD RIVER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Transfer & Livery Co.	22,293.42	
J. G. Fairfowl		Cost plus 10%
G. E. Kibbe	21,200.00	21,168.66

COLUMBIA RIVER HIGHWAY
CASCADE LOCKS-HOOD RIVER SECTION - PAVING

	Standard Bitulithic Type "E"	Asphaltic Concrete Type "E"
Pacific Bridge Co.		
(Broken Stone Shoulders)		428,625.00
G. E. Kibbe		
(4400 c.y. Broken Stone Shoulders)	421,415.04	
(2200 c.y. Gravel Shoulders)		
Federal Construction Co.		
(Broken Stone Shoulders)	479,630.00	
Oskar Huber		
(Broken Stone Shoulders)		450,935.00
(Gravel Shoulders)		450,935.00
Warren Construction Co.		
(Broken Stone Shoulders)	459,215.00	475,615.00

COLUMBIA RIVER HIGHWAY
THE DALLES-CHENOWITH SECTION - GRADING AND PAVING

	Standard Bitulithic Type "E", Concrete Pipe	Concrete No. 2. Concrete Corr. Iron Pipe Pipe
United Contracting Co.	56,613.20	
Kaiser Paving Co.		67,026.00 67,146.00

WEST SIDE HIGHWAY
BENTON COUNTY LINE-NORTH - PAVING

	Standard Bitulithic, Type "F"	Crushed Rock Shoulders
Oskar Huber	31,635.00	31,635.00

COLUMBIA RIVER HIGHWAY
ARLINGTON-MORROW COUNTY LINE SECTION - GRADING AND MACADAMIZING

M. J. Conley	220,195.00
Warren Construction Co.	241,915.00
Johnson Contract Co.*	226,487.50
J. G. Fairfowl	Cost plus 9 1/2%
*Conditions on gravel and haul	

COLUMBIA RIVER HIGHWAY
TIDE CREEK BRIDGE - COLUMBIA COUNTY

Union Bridge Co.	8,085.00
Curtis Gardner	9,940.00
Stebinger Bros.	9,928.80
Parker & Banfield	9,383.60
Pacific Bridge Co.	7,990.80
Robert Wakefield	9,380.90
L. O. Herrold	9,522.20

COLUMBIA RIVER HIGHWAY
SIX COLUMBIA COUNTY BRIDGES

Union Bridge Co.	35,956.00
Parker & Banfield	41,383.00
Pacific Bridge Co.	37,492.40
L. O. Herrold	39,095.00
Portland Bridge & Building Co.	41,140.60

PACIFIC HIGHWAY
LINN COUNTY - FRAME TRETTLE

Pacific Foundation Co.	14,145.00
Union Bridge Co.	18,108.50
Linn County Court	10,300.00
Parker & Banfield	16,101.00
Portland Bridge Co.	14,726.00
Robert Wakefield	17,133.00
Erixon & Jones	16,447.12
Otto C. Hartman	24,250.00
Interstate Contract Co.	17,255.00

PACIFIC HIGHWAY
LINN COUNTY - I-BEAM AND CONCRETE BRIDGE

Pacific Foundation Co.	4,845.00
Union Bridge Co.	4,950.40
Linn County Court	2,605.00
Parker & Banfield	4,901.00
Robert Wakefield	3,580.30
Erixon & Jones	4,170.50
Curtis Gardner	4,400.00

A delegation from Gaston and Forest Grove presented a petition with approximately five hundred signatures favoring the west side route between Dilley and Gaston which had been previously approved by the State Highway Commission. They stated that this petition was to show the Commission that the adopted route was favored by a majority of the citizens, inasmuch as a petition was being circulated by interested parties favoring the east side route. The Commission assured the delegation that there had been no change in the previous plans and that the road would be built on the west side route.

Judge Anderson appeared in behalf of Clackamas County, asking for state funds on the bridge at Oregon City. After discussion of the matter at some length, on motion of Mr. Thompson, which was carried, the Engineer was instructed to investigate the feasibility of building a sidewalk on the side of the present bridge and also to make an investigation as to the strength of the present structure. The Commission instructed the engineer to make a survey and estimate of a possible route from Canemah to Oregon City along the side hill west of the railroad tracks.

Mr. C. E. Ladd of Carlton presented a letter from the City Council of Carlton, asking that the State Highway Commission decide the route of the West Side Pacific Highway through the city of Carlton. Mr. Ladd spoke in favor of Kutch Street and said that the property owners on this street will pay for paving the remaining width of the street outside of the 16 feet to be paved by the Commission but that the city will have to pay for the paving if the location is made on Yamhill Street. Mr. Howe spoke in favor of Yamhill Street. Mr. Benson stated that the Commission would investigate and decide at the next meeting.

Mr. Rufus Holman of Multnomah County appeared before the Commission and stated that Clackamas County had requested Multnomah County to join with them and requested that the State Highway Commission determine the route of the Mt. Hood Loop through Clackamas County at the earliest possible date.

In the matter of the Bertha-Beaverton road, Mr. Holman stated that Multnomah County would avail itself of the same opportunity offered other counties and desired to borrow the money from the Highway Commission necessary to pave this road. It was the understanding that the Commission would advertise and award the contract for this section between Bertha and the Multnomah-Washington County line in the same manner as other state contracts are advertised and awarded and that Multnomah County would reimburse the State Highway Commission out of next year's tax levy. On motion of Mr. Thompson, which was carried, the proposition of Multnomah County was accepted and the engineer was instructed to advertise this project for proposals to be received at the next meeting.

Commissioner Hunt of Marion County appeared before the Commission and requested that that section of the Pacific Highway between Jefferson and Salem which the county will grade this year but which will not be ready for paving be rocked before winter. This request was granted and on motion of Mr. Thompson, which was carried, the engineer was instructed to advertise for rocking on such sections of this project between Salem and the end of the

paving contract already let as were necessary to put the road in condition for the winter.

Messrs. T. J. Butler and D. H. Pierce, County Commissioners of Linn County, appeared and objected to the type of bridges proposed for the Pacific Highway in their county on which proposals were received at the morning session. They advocated 40 ft. trusses instead of timber trestle. The Commission requested that the matter be taken up with the engineer and the merits of the respective plans be considered and a definite solution worked out.

Mr. F. A. Seufert of The Dalles spoke of the location west of The Dalles and asked that the highway be built along the railroad instead of along the foot hill route as was adopted by the Highway Commission. No action was taken on this suggestion. He also urged that work be commenced on the Dufur road. It was explained to him that this was a post road project and that surveys were now being made.

Mr. F. T. Brown, representing the Lehigh Portland Cement Company, advised the Commission that he had made a mistake in his bid for cement to be furnished at Elgin and Arlington in his bid of May 7, giving credit on returned sacks at 25¢ each instead of 15¢ each. He requested that the Commission award this contract on the basis of 15¢ for sacks returned. The Commission felt that it could not consistently do this and directed the secretary to retain the certified check which the Lehigh Portland Cement Company submitted with their proposal and authorized the secretary to place the order for the same amount of cement with the International Portland Cement Company of Spokane at their bid price submitted May 6, 1919.

Oskar Huber appeared before the Commission and said that he was willing to reduce his bid on the Siskiyou paving contract to the amount of \$6,000 if the Commission will widen the roadbed to 16 feet. On motion of Mr. Booth, which was carried, Mr. Huber's proposal was accepted and the engineer was instructed to increase the width of the pavement to 16 feet.

Mr. A. J. Hill of the Warren Construction Company proposed to the Commission that the roadbed on the Wolf Creek-Grave Creek Section, previously awarded on the basis of 12 feet wide, be widened to 16 feet and offered to reduce his bid \$250 per mile if this was done. On motion of Mr. Thompson, which was carried, the pavement on Wolf Creek-Grave Creek Section was ordered widened to 16 feet where there was sufficient space on the roadbed as now graded, on the consideration that the contractor reduce \$250 per mile.

On motion of Mr. Booth, the minutes of the meetings of April 14, 15 and 16 and May 6 and 7 were approved.

Mr. Booth suggested, which was concurred in by the other members of the Commission, that the period of advertising be made longer to enable contractors to have more time for inspection.

Mr. James Stewart presented a petition from Wheeler County Court,

asking for the improvement by the State Highway Commission under the Post Road Aid Act of the John Day Highway from the foot of Cummins Hill to summit of Butte and Sarvice Creek; from foot of McNamee Grade on Sarvice Creek to the John Day River at the mouth of Sarvice Creek; also commencing at the end of the Forest Road on McKenzie River Highway to the Grant County Line near Valades Ranch. Mr. Stewart also presented a petition from the County Court of Gilliam County, making application for post road aid on the John Day Highway from the Cottonwood Bridge to Condon and from Condon to Mayville.

The engineer was instructed to hold the Medford-Eagle Point post road project until the Commission has had an opportunity to make an inspection.

The Commission adjourned, to reconvene at 10:00 A. M., May 28th.

Portland, Oregon, May 28, 1919.

The Commission reconvened at 10:00 A. M. Those present were:

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

The Secretary read the tabulation of the bids received and the following awards were made:

Pacific Highway, Jefferson-Albany Section. On motion of Mr. Booth, which was carried, the contract for the construction of 850 lineal feet of frame trestle was awarded to the Linn County Court for \$10,300.00, being the lowest bid received, with reference of the plan they propose to the engineer. Mr. Booth made a motion, which was carried, that the contract for the construction of the I-beam bridge on the same project be awarded to the Linn County Court at \$2,605.00, being the lowest bid received.

Columbia River Highway, Columbia County. On motion of Mr. Booth, which was carried, the contract for the construction of a reinforced concrete bridge over Tide Creek was awarded to the Union Bridge Company of Portland at \$8,085.50. On motion of Mr. Booth, which was carried, the Union Bridge Company was awarded the contract at \$35,956.00 for the construction of six reinforced concrete bridges between Scappoose and Deer Island.

Columbia River Highway, Arlington-Morrow County line section. On motion of Mr. Thompson, which was carried, on account of an error in the tabulation of this bid and also on account of the large difference between the estimated cost and the low bid, the engineer was instructed to further investigate conditions and report at the next meeting. M. J. Conley, the low bidder, offered to reduce the price on the grader work to \$600.00 per mile and to reduce the price on pay haul from 65¢ to 60¢ per mile.

Columbia River Highway, Rainier-Clatskanie Section. On motion of Mr. Booth, the contract for the paving of this section was awarded to the Warren Construction Company at \$195,812.00 for Standard Bitulithic, Type "E", which was the lowest bid received.

West Side Highway, Newberg-West Dayton Section. On motion of Mr. Booth, the contract for grading and rocking this section was awarded to E. E. Cummins of McMinnville at \$60,333.00, using Run-of-Bank Gravel, which was the lowest bid received, with the understanding that the grading is to be paid for by the county.

McMinnville-Forest Grove Highway, Yamhill-McMinnville Section. On motion of Mr. Booth, which was carried, this contract was awarded to the Northwest Construction Company for No. 2 concrete at \$224,155.00, which was the lowest bid received. The secretary was instructed to hold the check of the second low bidder.

West Side Highway, Benton-Polk County line north one and one-half miles. On motion of Mr. Booth, which was carried, this contract was awarded to Oskar Huber for standard bitulithic, Type F, at \$31,635.00.

Pacific Highway, Oakland-Wilbur Section. On motion of Mr. Booth, this contract was awarded to Clark & Henery Construction Company for standard bitulithic, Type "E", at \$204,404.00, with the understanding that, inasmuch as this bid was based on the use of crushed gravel from Roseburg and that there is some possibility of securing rock adjacent to the project, this contract is awarded with the provision that if the local stone is used, the price on rock and pavement will be reduced an equivalent amount.

Columbia River Highway, Dalles-Chenoweth Section. On motion of Mr. Thompson, seconded by Mr. Booth, this contract was awarded to the United Contracting Company for standard bitulithic, Type E, at \$56,613.20. Mr. Benson voted "No" on this award, stating that he desired to be on record as opposed to this contract.

Pacific Highway, Jacques Place to Johns Place, grading and macadam. On motion of Mr. Booth, which was carried, the bid of Joplin and Eldon of \$70,957.00, with concrete pipe, the lowest bid received, was accepted with the understanding that the matter be referred to the engineer and that the macadam be widened from 12 ft. to 16 ft. and the price lowered correspondingly.

Columbia River Highway, Ruthton Hill Section, grading. On motion of Mr. Thompson, which was carried, this contract was awarded to G. E. Kibbe, using concrete pipe at \$21,200, the lowest bid received.

Columbia River Highway, Cascade Locks to Hood River, paving. On motion of Mr. Thompson, which was carried, the award of this contract was made to G. E. Kibbe for standard bitulithic, Type "E", based on using crushed rock aggregate in the wearing surface and 4,400 cubic yards crushed rock and 2,200 cubic yards of gravel in the shoulders at a total bid price of \$421,415.00.

Pacific Highway, Roseburg-Dillard Section, grading and macadam. On motion of Mr. Booth, which was carried, this contract was awarded to Logan & Colby on their bid of \$91,753.00, using broken stone macadam and concrete pipe.

On motion of Mr. Thompson, which was carried, the engineer was instructed to readvertise at the June meeting those projects on which no bids were received. On motion of Mr. Booth, which was carried, the secretary was instructed to return the checks to the unsuccessful bidders.

Judge Marsters of Douglas County appeared before the Commission and requested that Douglas County be loaned money for the purpose of securing rights-of-way on the Pacific Highway through Douglas County, this amount not to exceed \$25,000, one-half to be returned in 1920 and one-half in 1921. On motion of Mr. Booth, which was carried, this request was granted.

In the matter of the Tiller-Crater Lake Cutoff, Judge Marsters represented that Douglas County wished to cooperate with the State and Federal Government and stated that the county and Federal Government have already spent approximately \$12,000 on this road. On motion of Mr. Booth, which was carried, the Commission agreed to cooperate with the county and the Federal Government as a forest road on the construction of the section between the end of the present graded road and Drew, approximately three miles in length, it being understood that the total cost of this work will be equally divided between the Federal Government, the State and the County and that the Commission appropriate the sum of \$21,866.67, as its proportionate share of the cost, based on the estimate of the engineer of the Bureau of Public Roads of \$65,600.00.

Mr. G. E. Kibbe, who was awarded the contract for the paving of the Cascade Locks-Hood River section, stated that he would put two plants on this job and if necessary put on a third plant in order to complete this year.

On motion of Mr. Thompson, which was carried, the engineer was instructed to prepare specifications and advertise as soon as convenient that section of the Columbia River Highway between Svensen and Clatskanie in such units as he thinks advisable.

In the matter of the Coos Bay-Reedsport and Port Orford-Brush Creek sections of the Coast Highway, proposed as cooperative construction, Mr. Booth moved that the Commission appropriate \$50,000.00 and such further amount as may be necessary in addition to the county funds provided to complete the grading between Hubbard Creek and Brush Creek, provided that the Federal Government appropriate \$50,000.00 for the Coos Bay-Reedsport project.

On further motion of Mr. Booth, which was carried, the Hubbard Creek-Brush Creek project was ordered advertised at the next meeting.

On motion of Mr. Thompson, the engineer was instructed to adver-

tise that section of the Oregon-Washington Highway from a point 2 miles east of Athena to Milton, at the July meeting, for paving.

On motion of Mr. Thompson, which was carried, the engineer was authorized to withdraw from the payroll account and place in the State Highway Fund the amount of \$484.60. This amount was drawn on voucher No. 1538 (year 1917) and paid with warrant No. 4066, dated December 27, 1917, in favor of Herbert Nunn, State Highway Engineer, to cover payroll account in Lake County. Inasmuch as this warrant was in excess of \$10,000 appropriated for this project, the same was placed in the payroll account and checks never drawn against it.

The engineer was instructed to prepare for advertisement for paving that section of the Pacific Highway between Albany and Tangent.

It was suggested by the Commission to the Attorney that the clause in the maintenance contract practically requiring replacement of pavement be changed or eliminated so that it would not require counties to replace pavement when worn out.

The Commission discussed maintenance and instructed the engineer to make small maintenance repairs such as called for by emergencies -- slides, washcuts, opening of ditches, etc.

The Commission decided that the matter of paving through small towns should be decided as each case comes to their attention.

Mr. Bartlett of Estacada and several others appeared before the Commission in the interest of the Mt. Hood Loop, asking for a location through Clackamas County. They advocated the route through Eagle Creek, Cherryville and Bissell. The engineer was instructed by the Commission to make a reconnaissance at a later date when engineers of the department are available.

The Commission confirmed the agreement made by the Engineer to divide the H. J. Hildeburn contract for the Sexton Mountain Section into three parts, thereby reducing his bid the total amount of \$7,000 to be deducted from his final payment.

The Commission executed the contracts awarded at the last meeting.

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

Herbert Nunn
State Highway Engineer

Roy A. Klein
Secretary

S. Benson
Chairman

Portland, Oregon, June 10, 1919.

The meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 10 o'clock A. M. Present were:

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

The following proposals for bridge construction were opened:

EIGHT BRIDGES - YAMHILL COUNTY

Parker & Banfield	\$20,608.00
V. R. Dennis	25,512.00
(alternate)	Cost plus \$2,100.00
Stebinger Bros.	18,274.00
Curtis Gardner	22,000.00
Pacific Bridge Co.	24,886.00
Yamhill County Court	14,760.00

ROCK POINT BRIDGE - JACKSON COUNTY

Parker & Banfield	46,725.00
Pacific Bridge Co.	49,387.50
L. O. Herrold	53,265.00

The following proposals for road construction were opened:

OLD OREGON TRAIL CABBAGE HILL-KAMELA SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Pacific Bridge Co.	246,980.00	244,930.00
Warren Construction Co.		218,569.80
Clifton, Applegate & Toole	173,558.00	171,515.00
J. G. Fairfowl	Cost plus 15% of engineers estimate	
Dalrymple & Ackerman*	118,459.50	117,874.50

*Conditioned on extension of time for completion of entire job. Bid is on 12.5 miles at above unit prices.

COLUMBIA RIVER HIGHWAY ECHO-PENDLETON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Pacific Bridge Co.	241,706.50	239,325.00
Rajotte, Robert & Winters	312,653.00	309,955.50

Guy F. Atkinson		262,735.00
A. E. Porter	230,464.00	228,371.50
Clifton, Applegate & Togle	221,895.50	221,860.00
Johnson Contract Co.		192,013.50
Nettleton-Bruce & Eschbach Co.	349,890.50	346,791.00
Palmer & Young		284,150.00
Warren Construction Co.		372,825.00
G. E. Kibbe		253,408.00

JOHN DAY RIVER HIGHWAY

SERVICE CREEK-VALADES RANCH SECTION - GRADING AND BRIDGES

Kern & Day Cost plus fixed sum \$45,000 on entire project

UNIT #1

Warren Construction Co. Corr. Iron Pipe 211,940.00

UNIT #3

Northwestern Construction Co. Corr. Iron Pipe 268,666.10

BAKER-CORNUCOPIA HIGHWAY
SAG SECTION - GRADING AND GRAVELING

	Gravel	Crushed Rock
F. C. Oxman & Co.	51,511.54	59,756.54
Morrison, Knudson Co.	42,924.40	

PACIFIC HIGHWAY
CALBY-AURORA SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.		36,249.90
C. J. Cook Co.	41,033.50	
W. B. Tull		34,401.00
L. O. Herrold	44,173.50	44,544.00
Lyons & Son	39,872.50	39,872.50
Pacific Bridge Co.	48,273.00	48,159.00

YAMHILL-NESTUCA HIGHWAY
GRAND RONDE-BUTLER'S STORE SECTION - MACADAM

W. N. Trent 16,170.00

WEST SIDE HIGHWAY
MONROE-NORTH SECTION - GRADING AND PAVING

Standard Bitulithic Type "E"	Concrete Pipe	Gravel Bitulithic Type "D"		Corr. Iron Pipe
		Gravel	Br. Stone	
Shoulders	Shoulders	Shoulders	Shoulders	Shoulders
Warren Construction Co.	246007.10	252807.10	232932.10	239732.10
Federal Construction Co.	246540.00	253340.00	222570.00	229370.00
Clark & Honery Const. Co.	244434.20	248234.20	230559.20	234749.20
Oskar Huber			245617.00	
Pacific Bridge Co.			214368.50	
				213894.60

ASHLAND-KLAMATH FALLS HIGHWAY
GREEN SPRINGS MOUNTAIN-JENNY CREEK SECTION - GRADING

Jackson County Court Cost plus 10%
Oskar Huber 76,780.00

ASHLAND-KLAMATH FALLS HIGHWAY
GREEN SPRINGS MOUNTAIN-SUNNIT-PACIFIC HIGHWAY - GRADING

Concrete Pipe	Class C	Rubble	Corr. Iron Pipe	
			Class C	Rubble
Concrete	Masonry	Concrete	Masonry	
Johnson Contract Co.				
John Hampshire & Co.	143,320.00	143,820.00	172,152.00	
Bole & Chiens			143,282.50	143,282.50
A. Giebisch	114,517.50	113,975.50	148,959.00	
Pacific Bridge Co.	128,910.00		114,465.00	113,365.00
J. F. Reddy	149,206.00	148,716.00	128,910.00	
Oskar Huber		146,322.50	148,774.50	143,284.50

PACIFIC HIGHWAY
ROSEBURG-WILBUR SECTION - GRADING

H. J. Hildeburn 21,721.00

PACIFIC HIGHWAY
YONCALLA SECTION - GRADING AND MACADAM

Concrete Pipe	Corr. Iron Pipe
A. Giebisch	
100,822.00	100,740.00

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PACIFIC HIGHWAY
LEONA-DRAIN SECTION - GRADING AND MACADAM

	Broken Stone Macadam	Screened Gravel Macadam	Run-of-Bank Gravel Macadam
Albert Anderson & Co.	*59,490.00	*62,210.00	*54,390.00
	**59,490.00	**62,210.00	**54,390.00
A. Giebisch	*73,386.00		
	*73,406.00		
*Concrete Pipe			
**Corr. Iron Pipe			

COAST HIGHWAY
MARSHFIELD-CEDAR POINT SECTION - REMOVAL OF SLIDES

Coos County Highway Department Cost only-equipment furnished free

COAST HIGHWAY
CEDAR POINT-COQUILLE SECTION - GRADING

	Concrete Pipe Cost only	Corr. Iron Pipe
Coos County Highway Department		
Moon & Co.	10,640.00	
Ira Padrick & Martin Weber	14,580.00	14,580.00

COAST HIGHWAY
HUBBARD CREEK-BRUSH CREEK - GRADING

Scandia Shipbuilding Co.	291,790.00
A. Giebisch	188,137.50
Pacific Bridge Co.	330,952.50
Moon & Co.	157,590.00
Rajotte, Robert & Winters	296,550.00
Porter Bros. Co.	240,012.50
John Hampshire & Co.	294,972.50

HIGHWAY NO. 29.
BERTHA-WASHINGTON COUNTY LINE - PAVING

	Standard Bitulithic, Type E Gravel Shoulders	Broken Stone Shoulders	Concrete No. 2 Gravel Aggregate Gravel Shoulders
Warren Construction Co.	67,291.00	68,813.50	
A. Guthrie & Co.			69,016.00
United Contracting Co.	68,661.00	70,401.00	

The proposals for the sale of \$1,000,000 state highway bonds were read.

On motion of Mr. Thompson, which was duly seconded and carried, the following resolution was adopted:

WHEREAS, at a meeting of the State Highway Commission held May 7, 1919, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under Chapter 423 of the General Laws of Oregon for 1917, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock A. M., on the 10th day of June, 1919, and at 11 o'clock A. M., on the 10th day of June, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of June 10, 1919; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications, to-wit: The Bond Buyer, published in New York City, and Pacific Banker, published at Portland, Oregon; 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 June 1st, 1919, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from June 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

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

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 10th day of June 1919, in regular session at Room 520 Multnomah County Court House, 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:

Redmond & Company	New York)	\$932,940.00
Morris Brothers, Inc.	Portland)	
Henry Teal	Portland	935,900.00
Hornblower & Weeks	New York)	
E. L. Devereaux & Co.	Portland)	938,030.00
Freeman, Smith & Camp Co.	Portland)	
Guaranty Trust Company of New York)	938,030.00
William Salomon & Co.	New York)	
Lumbermens Trust Company	Portland)	
Continental & Commercial Trust & Savings Bank)	
Harris Trust & Savings Bank	Chicago)	938,200.00
Wm. A. Read & Company	Chicago)	
Loomis & Goss	Chicago)	
Blodget & Company	Seattle)	
A. B. Leach & Company	Boston)	938,300.00
E. H. Rollins & Sons	Boston)	
Ferris & Hardgrove	New York)	
Halsey, Stuart & Company	Spokane)	
Edmunds & Company	Chicago)	939,030.00
Curtis & Sanger	Boston)	
Anglo & London Paris National Bank	Boston)	
Kean, Taylor & Co.)	
Seattle National Bank	New York)	
Clark, Kendall & Co.	Seattle)	940,720.00
The National City Company	Portland)	
The Bankers Trust Company	New York	941,390.00
Northern Trust Company	New York)	
Carstens & Earles, Incorporated	Chicago)	942,600.00
	Seattle)	

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 The Bankers Trust Company of New York, Northern Trust Company of Chicago and Carstens & Earles, Incorporated, of Seattle, 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 Bankers Trust Company, Northern Trust Company and Carstens & Earles, Incorporated;

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

1. That said bid of Nine Hundred Forty-two Thousand Six Hundred Dollars (\$942,600.00), of said Bankers Trust Company, Northern Trust Company and Carstens & Earles for One Million 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

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authorized, empowered and directed to cause to be lithographed and printed eight hundred and eighty (880) One Thousand Dollar bonds, and two hundred and forty (240) Five Hundred Dollar bonds, of which twenty two (22) One Thousand Dollar Bonds and six (6) Five Hundred Dollar bonds shall be due and payable on October 1, 1924, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated June 1, 1919, 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 June 1, 1919, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twenty-two One Thousand Dollar bonds and six Five Hundred Dollar bonds be issued so as to mature October 1, 1924, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million Dollars.

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

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

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

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

On motion of Mr. Thompson, the Secretary was instructed to return the checks of the unsuccessful bidders.

At 2 o'clock P. M., the following proposals for the construction of a warehouse and garage were read:

Erixon & Jones	Warehouse	\$6,278.00)	
	Machine shop	4,710.00)	\$10,988.00
Parker & Banfield			9,883.00
Stebinger Bros.			9,408.00
C. C. White			9,977.59

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The following proposals for cement were read:

Santa Cruz Portland Cement Company, Portland
F.o.b. cars at McMinnville, St. Joseph, Carlton
and Yamhill \$3.29 per bbl.

15¢ each for returned sacks
Discount of 5¢ per barrel for cash in ten days.

Pacific Portland Cement Company, Portland
F.o.b. cars at McMinnville, St. Joseph, Carlton
and Yamhill 3.29 per bbl.

15¢ each for returned sacks
Discount of 5¢ per barrel for cash in ten days.

Henry Cowell Lime & Cement Co., Portland
F.o.b. cars at McMinnville, St. Joseph, Carlton
and Yamhill 3.29 per bbl.

15¢ each for returned sacks
Discount of 5¢ per barrel for cash in ten days.

Oregon Portland Cement Co., Portland
F.o.b. cars at McMinnville, St. Joseph, Carlton
and Yamhill 2.69 per bbl.net

Sacks charged for at 15¢ each and a like amount
credited on return of sacks.
Discount of 5¢ per barrel for cash in ten days.

The following proposals for truck equipment were read:

United Sheet Metal Works, Portland
Wooden dump bodies, steel lined, \$162.50 each, built according
to specifications submitted, delivered in Portland.

Fred Dundee, Portland.
Hydraulic hoists, heavy duty, \$285.00; light duty, \$265.00; in-
stallation of same \$25.00 extra.
3 and 3½ cu. yds. capacity wooden dump bodies, steel lined \$175.00;
2 and 2½ cu. yd. " " " " " 170.00.
Installation of dump bodies is included in price for installing
the hoists.
Cabs \$75.00 each.
Delivery to be made in Portland, Oregon.

Vulcan Iron Works, Seattle
2 yd. steel body single wall \$180.00 each
2½ " " " " " 193.50 "
3 " " " " " 207.00 "
3½ " " " " " 220.50 "
These prices f.o.b. cars at Portland are for the bodies only and
do not include any sills or subframe.

Kilbourne & Jacobs Manufacturing Co., Columbus, Ohio.

All steel bodies complete, 2 yd. \$250.00; 2½ yd. \$265.00; 3 yd.
\$285.00; 3½ yd. \$300.00.

Wentworth & Irwin, Inc., Portland.

Cab, shield and curtains \$ 55.00 each
2, 2½ or 3 yd. capacity wood body, steel lined 200.00 "
Standard Hydraulic Hoist 275.00 "

Commercial Iron Works, Portland.

Screw Hoist and wood bodies, steel lined \$365.00 each

Mr. B. F. Stone and Mr. George W. Sanborn, President and Vice-
President of the Port of Astoria, and Mr. C. W. Fulton of Astoria appeared
in the interest of the Young's Bay bridge and the Astoria-Seaside paving
project. They urged that the Commission take immediate steps to provide
for the additional widening required for the roadway and the necessary fill-
ing of the approaches to the Young's Bay bridge. They offered to secure
the right of way required free of charge and stated that the Port would
build the necessary bulkhead and offered the use of the Port of Astoria
dredge to make the hydraulic fill, offering to build the bulkhead and make
the fill at actual cost, but stated that it would be necessary to take im-
mediate action as the dredge would be available in two weeks. The matter
was taken under consideration and it was later decided to ask for proposals
for building the bulkhead and making this fill on June 16, 1919.

A delegation appeared from Deschutes County, requesting assist-
ance on the Dalles-California Highway. They represented that their county
has provided \$60,000.00 in bonds for that section north from Bend to the
Jefferson County line and asked that the state cooperate to the extent of
\$40,000.00, based on an estimated cost of \$100,000.00 for the construction
of this project. On motion of Mr. Thompson, this proposal was accepted
and the engineer was instructed to advertise the section from Bend north to
the Jefferson County line for the next meeting. The delegation requested
the Commission to make a survey on the east and west highway between Bend
and Sisters in the near future and also one from Bend south on the route
of the Dalles-California Highway. The engineer was instructed to do this
at his early convenience.

Mr. Chas. E. Ladd, Mr. W. B. Dennis and Mr. W. A. Howe presented
the matter of the location of the highway through the city of Carlton, Mr.
Ladd and Mr. Dennis favoring Kutch Street and Mr. Howe Yamhill Street.
Mr. Benson suggested that the people of the city should decide among them-
selves the route of the highway through the city and definite action was
deferred.

A representative from Baker County requested that the Highway
Commission make a survey at once on the Haines-Baker portion of the Old
Oregon Trail so that the county can get the right of way and prepare the
subgrade. On motion of Mr. Thompson, the engineer was instructed to make
this survey at his early convenience.

Judge Daniels of Yamhill County requested information as to the definite location of the highway between Bellevue and McMinnville. He was advised that no change had been made by the Commission and that the location would follow the old road.

Judge Phy appeared, representing Union County. On motion of Mr. Thompson, which was carried, the report of the engineer on the location between Hot Lake and Union was accepted and this route was adopted as shown on the map. On motion of Mr. Thompson, which was carried, the engineer was instructed to advertise for graveling the Old Oregon Trail from the end of the present paving job between LaGrande and Hot Lake on to the county line, such sections as are ready for grading and graveling.

A representative from the city of Rainier advised the Commission that the city had \$7,000.00 and that the county had promised \$5,000.00 for the grading and paving of the Columbia River Highway through the city of Rainier. Mr. Benson suggested that their proposal be submitted in writing and the engineer was requested to submit an estimate of the total cost of this project.

A group of interested property owners appeared before the Commission in behalf of the short-cut line on the Canyon Road between Beaverton and the Multnomah County line. They requested the Commission to adopt this as the location and stated that the property owners will donate \$6,000.00, all of the right of way and a quarry site free. Discussion developed that this would necessitate an 8% grade, but inasmuch as Multnomah County had already paved a section of this highway within the county on the same grade, Mr. Benson made a motion, which was carried, that this short-cut route be adopted.

Judge Miller and others from Lincoln County advised the Commission that they had passed a \$180,000.00 bond issue and proposed spending this entire amount on the Newport-Corvallis Highway between Newport and the Benton County line and asked cooperation from the state. On motion of Mr. Thompson, which was carried, the Commission pledged themselves to macadamize this highway on condition that the county would grade to state highway standards throughout the limits of their county, and the engineer was instructed to make this survey at as early a date as possible, giving preference to the portion between Newport and Toledo.

Judge Malone of Benton County represented that Benton County had passed their bond issue and desired to construct that section of the Newport-Corvallis line between Wren and the Lincoln County line at as early a date as possible. The engineer was instructed to advertise as soon as ready for grading and rocking. Judge Malone stated that the county will bid on this project.

A delegation appeared in behalf of Morrow County and stated that the county bond issue had carried and that \$125,000 had been designated to be applied on that section of the Oregon-Washington Highway extending from Heppner north to the county line. In addition, the road district had

voted \$8,000.00 by special tax. They stated also that during 1918 \$19,000.00 was expended by the County Court in grading and macadamizing a part of the road extending from Heppner east toward Pendleton and from Heppner toward the Columbia River Highway. They advised that they had \$40,000 in county bond money available for the extension toward Pilot Rock. \$70,000.00 had also been designated to apply on the Heppner-Monument road. They proposed to turn over to the State Highway Commission \$125,000.00 to be expended upon the Heppner-Willow Creek Section and \$40,000.00 on the Heppner-Pilot Rock Section within Morrow County, and asked state cooperation. They asked Government cooperation on the Heppner-Monument road. Definite action was deferred.

Judge Gardner of Jackson County asked if planking on the bridge over the Rogue River between Gold Hill and Central Point would come under the maintenance contract. He was advised that the county should go ahead and re-plank the bridge if necessary at its own expense.

James Stewart, representing Wheeler and Gilliam Counties, asked as to the maintenance of the John Day Highway. He was advised that the county should do such maintenance work as necessary to keep the road in good repair.

Mr. I. N. Day explained his proposal on the Service Creek-Valades Ranch Section of the John Day Highway.

Mr. Martin Tellefson, Commissioner of Jefferson County, stated that his county had bonded for \$100,000.00 to be spent entirely upon the Dalles-California Highway. He was advised that the Commission had already instructed the county to proceed with the survey through Jefferson County as soon as they finish the section from Bend north and that the county was entitled to post road aid on this road from Madras south. On motion of Mr. Thompson, which was carried, the engineer was instructed to make a survey from Condon to Cottonwood bridge on the John Day Highway.

Mr. M. J. Conley appeared in the matter of his bid on the Arlington-Morrow County line section of the Columbia River Highway. On motion of Mr. Thompson, which was carried, the matter was deferred until a later date and Mr. Bennett was instructed to report as to the advisability of accepting Mr. Conley's bid.

No further business coming before the Commission, the meeting adjourned at 5:10 P. M. until 10:30 o'clock the next morning.

Portland, Oregon, June 11, 1919.

The State Highway Commission reconvened at 10:30 A. M., those present being:

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

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On motion of Mr. Booth, which was carried, the Commission rescinded its previous action whereby the Eugene-Junction City section was designated as the section for the experimental pavement, and in lieu of it that section between Divide and Goshen was substituted.

On motion of Mr. Booth, which was carried, the engineer was instructed to advertise the section between Junction City and Eugene for the next meeting, if possible, requesting that it be divided into two sections, providing that contractors may bid on the two sections or as a whole. The engineer was instructed to state in the advertisement that such state equipment as was available would be furnished free of charge to the contractor.

The location of the Columbia River Highway between The Dalles and Mosier was discussed and on motion of Mr. Benson, which was carried, the so-called "high line" was adopted as the route of the Columbia River Highway between these points. This line may be further described as 13 miles in length and reaches an elevation of approximately 720 feet. The estimated cost is \$226,000.00. No tunnels are necessary on this route.

The tabulation of the bids for grading and paving was read.

Sag Section, Baker-Cornucopia Highway, Baker County. Grading and graveling. On motion of Mr. Thompson, which was carried, the contract for this section was awarded to Morrison-Knudsen Company at \$42,924.40, using gravel surfacing, which was the lowest bid received. In the same motion, the secretary was instructed to hold the certified check of the second bidder until the low bidder had qualified.

Monroe North 9 miles on the West Side Pacific Highway in Benton County. Grading and paving. On motion of Mr. Booth, which was carried, the award was made to the Pacific Bridge Company at \$214,368.50 using concrete pipe and 3 inch gravel bituminous base with a 2 inch wearing surface.

Canby-Aurora Section, Pacific Highway in Clackamas County. Grading. On motion of Mr. Booth, which was carried, this contract was awarded to W. B. Tull, the low bidder, at \$34,401.00.

Cedar Point-Coquille Section of the Coast Highway in Coos County. On motion of Mr. Booth, which was carried, the award was made to Moon & Co. at \$10,640.00, using concrete pipe.

Marshfield-Cedar Point Section of the Coast Highway in Coos County. Removing slides. On motion of Mr. Booth, this contract was awarded to the Coos County Court at actual cost.

Hubbard Creek-Brush Creek Section of the Coast Highway in Curry County. Grading. On motion of Mr. Booth, the award was made to Moon & Co. at \$157,590.00, which was the lowest bid received.

Roseburg-Wilbur Section of the Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, this contract was awarded to H. J. Hildeburn for grading only at a bid price of \$21,721.00.

Yoncalla Section, Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, bids were rejected and the engineer instructed to readvertise, including adjoining section, at the next meeting.

Leona-Drain Section, Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, the award was referred to the engineer, with authority to close the contract when certain conditions named by the low bidder, Albert Anderson, had been discussed, at the bid price of \$54,390.00, using broken stone macadam from local material.

Pacific Highway to Green Springs Mountain Summit on the Ashland-Klamath Falls Highway in Jackson County. Grading. On motion of Mr. Booth, which was carried, an award was made to A. Giebisch at a bid price of \$113,975.50, using concrete pipe and Class C concrete.

Green Springs Mountain to Jenny Creek Section, Ashland-Klamath Falls Highway in Jackson County. On motion of Mr. Booth, which was carried, the award was made to Jackson County, based on cost plus ten per cent of the value of the equipment used.

Bertha-Washington County line section of Highway No. 29 in Multnomah County. Paving. On motion of Mr. Booth, which was carried, this contract was awarded to the Warren Construction Company on their bid of \$67,291.00, using "Run-of-Bank" gravel shoulders and Standard Bitulithic Type "E".

Cabbage Hill-Kamela Section, Old Oregon Trail, Umatilla County. On motion of Mr. Thompson, which was carried, the award was made to Dalrymple and Ackerman, based on their bid for the completion of the 12½ miles at their unit prices submitted, and accepting their proposal for an extension of time for the completion of the entire job.

Echo-Pendleton Section of the Columbia River Highway in Umatilla County. Grading. On motion of Mr. Thompson, which was carried, the award was made to the Johnson Contract Company at \$192,013.50.

Sarvice Creek-Valades Ranch Section, John Day Highway, Grant and Wheeler Counties. On motion of Mr. Thompson, which was carried, the bids on Units No. 1 and No. 3 were rejected and the engineer instructed to re-advertise this job. The bid of Kern & Day for the entire project was also rejected on motion of Mr. Thompson, which was carried.

East of Grand Ronde Section of the Yamhill-Nestucca Highway, 2 miles in length, in Yamhill County. Macadam. On motion of Mr. Booth, which was carried, this bid was referred to the engineer with authority to close this contract if desirable.

Forest Grove to Gaston Section of Highway No. 29. On motion of

Mr. Booth, which was carried, since there were no bids received on this project, the engineer was instructed to readvertise at the next meeting if the County Court of Washington County so desired.

The proposals for cement as received were read. On motion of Mr. Thompson, the award was made to the Henry Cowell Lime & Cement Co. for Mt. Diablo cement, to be furnished f.o.b. cars McMinnville, St. Joseph, Carlton and Yamhill, at \$3.29 per barrel, with 15¢ each for sacks returned.

The tabulation of the proposals for eight reinforced concrete bridges in Yamhill County were read. On motion of Mr. Booth, which was carried, these bridges were awarded to Yamhill County at \$14,760.00.

Bridge across the Rogue River on the Pacific Highway in Jackson County. On motion of Mr. Booth, the contract was awarded to Parker & Banfield at \$46,725.00, which was the lowest bid received.

Bids for the warehouse and garage at Salem. On motion of Mr. Booth, this contract was referred to the engineer, with authority to award the contract to the lowest bidder.

Bids for hoists and dump bodies for trucks. On motion of Mr. Booth, this bid was referred to the engineer, with authority to select the type best adapted for the purpose.

On motion of Mr. Booth, the engineer was instructed to make a survey and estimate for the Hood River County unit of the Mt. Hood Loop Highway, connecting the Columbia River Highway with the east end of the Government survey.

On motion of Mr. Benson, which was carried, the engineer was instructed to prepare plans and specifications for bridges on the West Side Highway at Newberg and Dayton.

On motion of Mr. Thompson, which was carried unanimously, the route of the Oregon-Washington Highway was located to leave the Columbia River Highway at Willows, thence up Willow Creek to Heppner.

On motion of Mr. Thompson, which was carried, the engineer was instructed to prepare for advertising such sections of the Oregon-Washington Highway in Morrow County as can be expeditiously prosecuted at this time, accepting the cooperation, in amount \$165,000.00, tendered to the State Highway Commission by Morrow County.

On motion of Mr. Thompson, which was unanimously carried, the following resolution was adopted:

WHEREAS, the State Highway Commission did under the authority of Chapter 423 of the General Laws of Oregon for 1917, offer for sale Five Hundred Thousand (\$500,000.00) Dollars of the bonds provided for and authorized by said Chapter 423; and

WHEREAS, at the meeting of May 6, 1919, Loomis & Goss, Blodget & Co. and A. B. Leach & Co. were declared to be the successful bidders for said bonds, and were awarded the sale of the same; and

WHEREAS, the said purchasers of said bids requested that said bonds be printed according to the form heretofore adopted by the said State Highway Commission for registered bonds, which said request was complied with by the said State Highway Commission; and

WHEREAS, subsequently thereto the said purchasers rescinded said order and request and directed and requested that said bonds be changed and printed as non-registered bonds;

THEREFORE, BE IT RESOLVED that the said bonds, in compliance with the request and order of said purchasers, be printed as non-registered bonds and according to the form heretofore adopted by the said State Highway Commission for non-registered bonds or bonds made payable to bearer; and

BE IT FURTHER RESOLVED that the cost and expense of reprinting said bonds by reason of said subsequent order and change by said purchasers, be charged to the said purchasers.

On motion of Mr. Thompson, which motion was declared carried, it was ordered that the resolution made at the meeting of the State Highway Commission on May 6th, 1919, by which resolution the Board of Control of the State of Oregon was requested to issue and sell bonds under Chapter 175 of the Laws of 1919 to the amount of Five Hundred Thousand Dollars (\$500,000.00), be rescinded, and the said Board be authorized to disregard said resolution for the reason that the said sum of Five Hundred Thousand Dollars (\$500,000.00) will be inadequate at this time to meet the demands made upon the Commission for cooperation with the Federal Government.

The following resolution was presented by Mr. Thompson and unanimously adopted by the State Highway Commission:

WHEREAS, there has been provided by the Federal Government funds for road construction in the State of Oregon, which said funds are available only by cooperation of said State of Oregon with the Federal Government; and

WHEREAS, the State Highway Commission is without funds with which to match the said funds offered by the Federal Government;

THEREFORE, BE IT RESOLVED by the State Highway Commission, meeting in regular session, that the Board of Control of the State of Oregon be and it is hereby requested to issue and sell Highway Bonds in the sum of Eight Hundred Thousand Dollars (\$800,000.00) for road construction purposes, in cooperation with the Federal

Government under the Federal Aid Road Act, as provided in Chapter 175 of the Laws of 1917, the funds procured by the sale of said bonds to be placed to the credit of the State Highway funds not later than the 1st day of August, 1919.

The following resolution, presented by Mr. Thompson, was unanimously adopted:

WHEREAS, the contracting firm known as Copenhagen Brothers were on the 26th day of March, 1919, by the State Highway Commission, awarded the contract for macadamizing the Sarvice Creek Summit Section of the John Day River Highway in Wheeler County, Oregon; and

WHEREAS, in keeping with said award, there was executed a contract for the construction of said road, which said contract was executed by the said Copenhagen Brothers and the State of Oregon, by the State Highway Commission; and

WHEREAS, since the execution of said contract by the said Copenhagen Brothers, the said firm has been reorganized and is now known and designated as Copenhagen Bros. Co; and that from and after the time of such reorganization the contractual obligations developing upon the said Copenhagen Brothers will be assumed and carried out by the said Copenhagen Bros. Co.; and

WHEREAS, the said Copenhagen Brothers have, under date of June 7, 1919, authorized the payment of all money due under and by virtue of the said contract with the said Copenhagen Brothers, to the said firm of Copenhagen Bros. Co., and have by said writing requested the said State Highway Commission to consent to the completion of said contract being done by the said Copenhagen Bros. Co.;

THEREFORE, IT IS HEREBY ORDERED that the consent of the Commission be and the same is hereby given authorizing and permitting the said Copenhagen Bros Co. to do all of the work and complete the contract entered into by the Copenhagen Brothers with the State Highway Commission on the 26th day of March, 1919, as heretofore stated; and

IT IS FURTHER ORDERED that Secretary of the State Highway Commission enter upon the records of the Commission a copy of this Resolution and furnish to the said Copenhagen Brothers a certified copy of said Resolution; and

IT IS FURTHER ORDERED that this Resolution and the consent of the State Highway Commission is subject to the consent and approval of the Surety Company which became surety for the faithful performance of the contract by the said Copenhagen Brothers.

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At 1:00 P. M. the Commission started on a trip by automobile over the Pacific Highway.

At 2:00 P. M., a meeting was held in the County Court Room at Oregon City. Present were:

S. Benson, Chairman	H. S. Anderson, County Judge
W. L. Thompson, Commissioner	W. A. Proctor, County Commissioner
R. A. Booth, Commissioner	W. F. Harris, County Commissioner
Herbert Nunn, State Highway Engineer	
Roy A. Klein, Secretary.	

The Clackamas County Court was interviewed in respect to the bridge across the Willamette River at Oregon City. Judge Anderson proposed that the county put up one-third of the cost of this structure and suggested that their finances would permit of a structure of about \$100,000.00. The Engineer was instructed to investigate and report on a type of bridge which could be constructed for this price. The Molalla River bridge between Canby and Barlow was discussed and the County Court was advised that the engineer would prepare an estimate and plan of this structure in the near future.

The meeting then adjourned.

After traveling over the Pacific Highway, the Commission met at Grants Pass on the evening of June 12.

On motion of Mr. Booth, the engineer was instructed to prepare for advertisement that section of the Pacific Highway between Myrtle Creek and Canyonville, also the bridge across the Umpqua River and the under-crossing at Myrtle Creek.

On motion of Mr. Booth, the engineer was instructed to prepare plans for the overhead crossing at Comstock and submit the same to the Public Service Commission for its approval.

The engineer was also instructed to advertise at the next meeting for grading and rock on that section of the Pacific Highway from the north end of the Clark & Henery paving contract to Drain.

The engineer was instructed further to prepare plans and specifications for the overhead crossing just south of Roseburg.

The engineer was instructed to advertise the Baker-Haines project for the July meeting if the survey was completed and the plans were ready.

The Commission directed the secretary to request the Bureau of Public Roads to open up each portion of the Canyonville-Galesville forest project as soon as the same was completed, and especially urge upon them to make the inconvenience to the traveling public, due to detours, as light as possible.

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The Secretary was further instructed to take up with Mr. Cecil, District Forester, the matter of macadamizing the Canyonville-Galesville Section and ask them if they would cooperate on the same. If an agreement could not be reached with them, the advertisement of the same for macadamizing was ordered as soon as the plans and specifications could be prepared.

The secretary was also instructed to take up the matter of widening the macadam on the Three Rivers forest project from 9 feet to 12 feet, asking for cooperation on this additional width from the Forest Service. In case this was refused, the engineer was instructed to widen to 12 feet at the expense of the State of Oregon.

On motion of Mr. Booth, the overcrossing of the Southern Pacific tracks at Tolo was ordered advertised as soon as the matter has been approved by the Public Service Commission. A bill for the cost of macadam placed on the River Road between Junction City and Eugene during the year 1919, amounting to \$16,166.29, was presented by Mr. Harlow, County Commissioner of Lane County. This rocking was approved for payment with the exception of the depreciation on equipment amounting to \$1,250.00. The Secretary was instructed to advise the County Court of Lane County that the payment of the claim would be approved on the basis of this deduction, making a total of \$14,916.29.

On motion of Mr. Thompson, the definite award of the contract for cement for the Yamhill-McMinnville project was deferred for further consideration.

In view of the fact that the Port of Astoria dredge would be in a position to make the hydraulic fill required at the west end of the Young's Bay Bridge within about two weeks, and it was necessary that the bulkhead be constructed previous to that time, the Secretary was instructed to wire the Port of Astoria the acceptance of the Commission of their proposal to construct this bulkhead at cost.

The Commission approved the action of the engineer in dividing the Schell & Calvert contract between Gold Hill and the Jackson-Josephine County line into three units.

The meeting then adjourned and the Commission spent the next day on inspection of the Pacific Highway between Grants Pass and the California State Line.

Herbert Nunn
State Highway Engineer

Roy A. Klein
Secretary

S. Benson
Chairman

Portland, Oregon, July 8, 1919.

The meeting was called to order at 10 o'clock A. M. in Room 520 Multnomah County Court House. Those present were:

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

The Secretary opened the proposals which had been received for bridges.

COLUMBIA RIVER HIGHWAY
R. C. SPAN OVER U.S.R.S. DITCH NEAR HERMISTON

Finnell & Howry	4,320.00
Union Bridge Company	4,878.00
A. D. Kern	5,628.00

COLUMBIA RIVER HIGHWAY
SIX R. C. SPANS OVER FURNISH CANAL

Finnell & Howry	15,100.00
A. D. Kern	21,518.50
Union Bridge Co.	19,856.25

LA GRANDE-JOSEPH HIGHWAY
NINE CULVERTS ELGIN-MINAM SECTION

Rhyner & Dicke	4,960.00
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COLUMBIA RIVER HIGHWAY
BEAVER CREEK BRIDGE NO. 11

Union Bridge Co.	4,357.00
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PACIFIC HIGHWAY
THREE WOOD TRESTLES - DOUGLAS COUNTY

Portland Bridge Co.	3,676.00*
Curtis Gardner	4,496.00
Joplin & Eldon	3,990.00
Union Bridge Co.	3,136.40*

PACIFIC HIGHWAY
ONE 2'x5' BOX CULVERT - DOUGLAS COUNTY

Portland Bridge Co.	1,224.00*
Curtis Gardner	1,002.00
Joplin & Eldon	1,050.00
Union Bridge Co.	978.00*

*Conditional upon acceptance of bid for Cow Creek Canyon Bridge.

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PACIFIC HIGHWAY
COW CREEK BRIDGE - DOUGLAS COUNTY

Union Bridge Co.	18,487.00
Curtis Gardner	22,905.00
Joplin & Eldon	30,790.00
Portland Bridge Co.	22,264.00
Scandia Shipbuilding Co.	21,002.00

PACIFIC HIGHWAY
TWO 30' SKEW GIRDERS OVER PASS CREEK - DOUGLAS COUNTY

Albert Anderson	6,931.00
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PACIFIC HIGHWAY
TWO WOOD TRESTLES NEAR CENTRAL POINT

J. Hartman	3,350.00
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The Secretary then opened the proposals which had been received for grading and paving.

BAKER-CORNUCOPIA HIGHWAY
CANYON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudson Co.	52,784.50	52,845.50
	(Contingent upon date of completion being extended to Nov. 30, 1919.)	

JOHN DAY RIVER HIGHWAY
SARVICE CREEK-VALADES RANCH SECTION-GRADING AND BRIDGES

UNIT NO. 1

Elliott & Scoggin	204,897.00
Warren Construction Co.	203,503.20
Oskar Huber	*200,422.20 (No price L & T)
Copenhagen Bros. Co.	196,684.40
" " "	Force account plus 10%
" " "	Cost plus \$40,000.00

UNIT NO. 2

Oskar Huber	*133,750.40
Warren Construction Co.	137,977.54
Elliott & Scoggin	136,192.50
Copenhagen Bros. Co.	Cost plus 10% or
	" " \$40,000.00 on
	all four sections.

*Conditional upon being awarded all four units.

UNIT NO. 3.

Oskar Huber	*165,730.65
Copenhagen Bros. Co.	Cost plus 10% or
	" " \$40,000.00 on
	all four sections

UNIT NO. 4.

Oskar Huber	*202,105.35
A. D. Kern	188,359.57
Copenhagen Bros. Co.	Cost plus 10% or
	" " \$40,000.00 on
	all four sections.

COLUMBIA RIVER HIGHWAY
SVENSEN-ROCK CREEK SECTION - PAVING

Standard Bitulithic Type "E"
Concrete Pipe & Broken Stone Shoulders

Pacific Bridge Co.	180,589.50
Warren Construction Co.	177,604.75

COLUMBIA RIVER HIGHWAY
ROCK CREEK-WESTPORT SECTION - PAVING

Standard Bitulithic Type "E"
Concrete Pipe & Broken Stone Shoulders

Pacific Bridge Co.	197,151.00
Warren Construction Co.	192,356.25 (Rock from Bugby Quarries)

COLUMBIA RIVER HIGHWAY
WESTPORT-CLATSKANIE SECTION - PAVING

Standard Bitulithic Type "E"
Concrete Pipe & Broken Stone Shoulders

Pacific Bridge Co.	242,969.50
Warren Construction Co.	234,957.50

HIGHWAY NO. 29
YAMHILL-GASTON SECTION - GRADING AND MACADAM

With 12" Concrete Pipe With Corr. Iron Pipe
other pipe Corr. Iron

Northwestern Construction Co.		
(Crushed gravel macadam)	103,484.24	103,571.60
Jas. W. Morris (Screened gravel macadam)	109,135.00	
*Conditional upon being awarded all four units.		

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SALEM-DALLAS HIGHWAY
SALEM-DALLAS SECTION - GRADING AND PAVING

Asphaltic Concrete Type "D"	Gravel Bitulithic Type "D"	Concrete No. 2	Std. Bit. Type "E"
Conc. Pipe	Conc. Pipe	Gravel	Conc. Pipe
Screened	R.-of-B.	Aggregate	Br. Stone
Gravel	Gravel	Gravel	Conc. Pipe

Oskar Huber	323717.50	320742.50	323717.50	320742.50	367670.40
Warren Const. Co.			351719.40		
Guy F. Atkinson				354020.00	

PACIFIC HIGHWAY
SALEM-BROOKS SECTION - PAVING

	Asphaltic Concrete Type "E"	Standard Bitulithic Type "E"
Blake-Compton Co.	104,668.30	102,704.80
Guy F. Pyle		101,039.00
Warren Construction Co.		102,780.60

PACIFIC HIGHWAY
EUGENE-JUNCTION CITY SECTION - PAVING

UNIT NO. 1

Standard Bitulithic Type "E"	Concrete Pipe	Concrete Pipe
R.-of-B. Gravel	Shoulders	Broken Stone
Shoulders		Shoulders
Clark & Henery Const. Co.	113,312.50	126,285.00
Warren Construction Co.	121,085.00	

UNIT NO. 2

Standard Bitulithic Type "E"	Concrete Pipe	Concrete Pipe
R.-of-B. Gravel	Shoulders	Broken Stone
Shoulders		Shoulders
Clark & Henery Construction Co.	122,191.60*	130,612.80
Warren Construction Co.	125,412.80	

PACIFIC HIGHWAY
COMSTOCK OVERCROSSING - STRUCTURE, GRADING AND MACADAM

Albert Anderson	21,704.50
Curtis Gardner	20,238.00

*Reduce 3¢ per sq. yd. pavement if awarded both sections.

PACIFIC HIGHWAY
YONCALLA SECTION - GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
Pacific Bridge Co.	91,922.00	91,840.00

PACIFIC HIGHWAY
STAGE ROAD PASS SECTION - MACADAM

	Br. Stone Macadam	R.-of-B.Gravel
		One Course
Joplin & Eldon	24,825.00	16,425.00

COLUMBIA RIVER HIGHWAY
SEUFERT SECTION - GRADING AND PAVING

United Contracting Co.	
(Concrete Pipe and Broken Stone Shoulders)	19,355.00

PORTLAND-Forest GROVE HIGHWAY
CANYON ROAD SECTION - GRADING AND PAVING

Standard Bitulithic Type "E"

Warren Construction Co.	
(Concrete Pipe and Broken Stone Shoulders)	103,099.40

CENTRAL OREGON HIGHWAY
BURNS-LAWEN SECTION - GRADING AND MACADAMIZING

	Concrete Pipe	Corr. Iron Pipe
Porter & Conley	172,458.50	171,241.00
Pacific Bridge Co.	126,467.00	126,412.00
A. D. Kern		158,000.10

PACIFIC HIGHWAY
OREGON CITY - OSWEGO SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
W. B. Tull		50,700.45
C. J. Cook Co.	49,926.75	
Clackamas County	57,746.00	(Class "C" Concrete & Reinf. not included in bid.)
Lyons & Son	48,071.75	48,071.75
L. O. Herrold	51,462.80	51,579.86
Palmer & Young	43,072.49	43,089.89
Oregon Engineering & Construction Co.	52,022.00	(Class "C" Concrete not included)

Mayor Bunn of the city of Yamhill, presented a resolution requesting paving through his city by the Commission. On motion of Mr. Benson, which was carried, this matter was referred to the engineer for investigation and report.

Mr. Woodson of Morrow County stated that Morrow County desired the use of \$6,000, which had been set aside by his county for use on the Columbia River Highway, until after the fall taxes had been received. The Secretary was instructed not to draw on this \$6,000 in payment of work done on the Columbia River Highway until after the October taxes have been collected.

Judge Boyce of Jefferson County appeared and advised that Jefferson County was ready to sell its bonds as soon as the Commission requested them to do so for the purpose of cooperating throughout their county. They were advised that it would not be necessary to sell the bonds until the contracts were let.

On motion of Mr. Thompson, which was carried, the engineer was instructed to advertise for macadam that section of the Columbia River Highway between Hood River and Mosier.

On motion of Mr. Benson, which was carried, the engineer was instructed to advertise for paving the section of the Columbia River Highway between Scappoose and Deer Island.

In the matter of the grading through the City of Rainier, on which cooperation was offered by the City of Rainier, in amount \$7,000, and the County of Columbia, in amount \$5,000, the Commission decided to accept the cooperation offered and the matter was referred to the attorney to draw up an agreement to cover this matter and the engineer was instructed to advertise this project for construction at the next meeting.

Mr. R. L. Connor, District Attorney of Yamhill County, asked that the grading from McMinnville to West Dayton be undertaken. He was advised that surveys had already been ordered and as soon as the same had been completed the job would be advertised.

Mr. L. M. Graham of Forest Grove, Judge Stevenson of Portland and others appeared in the interest of the so-called Inland Double-Loop Highway which extends from Forest Grove through Timber, Vernonia, Mist to Astoria. Mr. Benson advised the delegation that the Commission at the present time would not consider putting any more post roads on the state highway map.

Mr. Butts of Tillamook County advised the Commission that his county had passed a bond issue for \$430,000 and desired the Commission to advise the county what grading to do next to prepare for paving. They desired paving on the five miles north of Tillamook and Mr. Thompson suggested that the county complete the grading required on this unit so that construction may be awarded this fall or early in the spring and

that the Commission will take into consideration the funds expended by the county in grading this five mile unit. Mr. Butts was advised that the county should do the grading on the additional ten miles south of Tillamook but that the Commission would not promise any more paving this year.

In the matter of the location north of Tillamook, the report of the District Engineer was read, which favored the Miami or inland route. It was apparent that opinion in Tillamook County was divided over the merits of the two routes. The Commission declined to take further action on this matter until they had looked over the ground themselves, and, in the meantime, the engineer was instructed to prepare a complete report.

Mr. Jay Bowerman appeared in behalf of certain citizens of Gilliam County who are interested in the location of the John Day Highway from Condon north and urged that a reconnaissance survey be made north through Arlington. James Stewart, representing Gilliam County, S. Palmer of Ajax and Judge McKee of Sherman County urged that the highway be definitely located by way of the Cottonwood bridge through to Wasco in Sherman County. These representatives stated that Sherman County bonds to the amount of \$125,000 had been voted for the Cottonwood Route and that Gilliam County bonds were voted on that basis. The engineer was instructed to make a reconnaissance between Condon and Arlington at the same time that the survey was made which had previously been ordered between Condon and Wasco by way of the Cottonwood bridge.

The meeting adjourned at 3:30 to meet at 10 o'clock the next morning.

Portland, Oregon, July 9, 1919.

At 10 o'clock the Commission reconvened in Room 520 Multnomah County Court House. Those present were:

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

Tabulations of the bids on bridges received the previous day were read by the Secretary and the following awards were made:

Three timber trestles on the Stage Road Pass Section of the Pacific Highway. On motion of Mr. Booth, which was carried, this contract was awarded to the Union Bridge Company at \$3,136.40.

Bridge across Cow Creek, Pacific Highway, in Douglas County. On motion of Mr. Booth, which was carried, this contract was awarded to the Union Bridge Company at \$18,487.00, the lowest bid received.

For a reinforced concrete box culvert on Stage Road Pass Section,

Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, the contract for this structure was awarded to the Union Bridge Company at \$978.00.

A reinforced concrete bridge over Pass Creek on the Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, this contract was awarded to Albert Anderson at \$6,931.00.

Bridge No. 11 over Beaver Creek on the Columbia River Highway in Columbia County. On motion of Mr. Booth which was carried, the bid received on this project was rejected on the ground of being excessive.

Six reinforced concrete bridges over the Furnish Canal on the Columbia River Highway in Umatilla County. On motion of Mr. Thompson, which was carried, these bids were referred to the engineer and to the Umatilla County Court.

Reinforced concrete bridge over Irrigation Ditch near Hermiston. On motion of Mr. Thompson, which was carried, the bids were referred to the engineer and the Umatilla County Court.

Two timber bridges on the Pacific Highway near Central Point in Jackson County. On motion of Mr. Booth, the contract for the construction of these bridges was awarded to J. Hartman at \$3,350.00.

For nine reinforced concrete culverts on the Elgin-Minam section in Union County. On motion of Mr. Thompson, which was carried, the award was made to Rhyner-Dicke Co. at \$4,960.00.

The tabulation of the bids received for paving and grading jobs were read by the Secretary and the following awards were made:

Salem-Dallas Highway, grading and paving. On motion of Mr. Booth, the contract was awarded to Oskar Huber for \$320,742.50 for gravel bitulithic Type "D", using concrete pipe and run-of-bank gravel for shoulders.

Burns-Lawen Section of the Central Oregon Highway, grading and graveling. On motion of Mr. Thompson, the contract was awarded to the Pacific Bridge Company at \$126,467.00, using concrete culvert pipe.

Oregon City-Oswego Section, Pacific Highway in Clackamas County. Grading. On motion of Mr. Booth, which was carried, the award of this contract was referred to the State Highway Engineer and the Clackamas County Court, who are to pay for this job.

Viaduct over the Southern Pacific Railroad and approaches near Comstock. On motion of Mr. Booth, which was carried, this contract was awarded to Curtis Gardner at \$20,238.00.

Seufert Section, Columbia River Highway, Wasco County. Grading

and paving. On motion of Mr. Thompson, which was carried, this contract was awarded to the United Contracting Company at \$19,355.00, using concrete culvert pipe and broken stone shoulders.

Yamhill-Gaston Section of the McMinnville-Forest Grove Highway, grading and graveling. On motion of Mr. Booth, these bids were rejected and the engineer instructed to readvertise at the next meeting.

Yoncalla Section, Pacific Highway in Douglas County, grading and macadam. On motion of Mr. Booth, which was carried, all bids were rejected and the engineer instructed to readvertise.

Stage Road Pass Section, Pacific Highway, Douglas County. On motion of Mr. Booth, which was carried, contract for macadam was awarded to Joplin & Eldon, using run-of-bank gravel for \$16,425.00.

Multnomah County line to Beaverton section of the Canyon road in Washington County. On motion of Mr. Booth, which was carried, contract for grading and paving was awarded to the Warren Construction Company at \$103,099.40 for standard bitulithic Type "E". The award to this Company for the grading was approved by Washington County who will pay for the same.

Canyon Section, Baker-Cornucopia Highway in Baker County. On motion of Mr. Thompson, the contract for the construction of this unit was awarded to the Morrison-Knudsen Company at \$52,784.50, using concrete pipe.

Salem-Brooks Section of the Pacific Highway in Marion County. On motion of Mr. Booth, which was carried, all bids were rejected and the engineer was instructed to readvertise.

Service Creek-Valades Ranch Section, Unit No. 1, of the John Day Highway in Wheeler County. On motion of Mr. Thompson, which was carried, this award was made to Copenhagen Bros. Co. for the grading only, removing from the contract the lumber and timber and the truss spans, at \$175,984.40.

Service Creek-Valades Ranch Section, Units Nos. 2, 3 and 4. On motion of Mr. Thompson, all these bids were rejected and the engineer was instructed to readvertise.

Eugene-Junction City, West Side Highway in Lane County, Units No. 1 and No. 2. On motion of Mr. Booth, which was carried, these awards were referred to the engineer with authorization to do the work with his own forces if desirable.

Svensen-Rock Creek Section, Rock Creek-Westport Section and Westport-Clatskanie Section of the Columbia River Highway in Clatsop and Columbia Counties. On motion of Mr. Booth, which was carried, these bids were referred to the engineer.

In the matter of the contract for the construction of the Columbia River Highway between Arlington and the Morrow County line, on motion of Mr. Thompson the previous action of the Commission in deferring

the award be reconsidered and the contract be awarded to M. J. Conley, the low bidder, on a basis of considering a deduction of \$600 per mile on the grader work and 5¢ per mile on the pay haul, making a total amount based on the estimated quantities of \$216,235.00, with the further provision that contractors would use state trucks, paying commercial rate if these were available.

On motion of Mr. Booth, which was carried, the previous action of the Commission in which the Commission agreed to cooperate with the Federal Government in paving from Medford to Eagle Point on the Grater Lake Highway was reconsidered and on further motion of Mr. Booth, which was carried, the Commission agreed to request cooperation from the Government on the line from Medford through Eagle Point to Prospect for grading and macadam, accepting the cooperation offered by Jackson County.

Mr. E. T. Johnson appeared before the Commission and asked that the Commission reject his bid on the Echo-Pendleton Section awarded at the previous meeting, since he had made an error in his figures. Mr. Thompson suggested that Mr. Johnson discuss this matter with the County Court of Umatilla County, since the county was paying for this improvement.

In the matter of the location of the highway between Eugene and Western Lane County and Northern Coos County, Mr. Booth and Mr. Benson left the matter to Mr. Thompson for a decision. Mr. Thompson deferred his answer until he could have time to investigate the matter on the ground.

Mr. J. N. Teal, attorney, and officers of the Oregon Portland Cement Company appeared in behalf of their company, urging the Commission to rescind its previous award of contract to the Henry Cowell Lime & Cement Co. and award the same to them on the basis of being a home industry. Mr. Huntington, President of the Associated Industries of Oregon, also spoke in behalf of this company. Mr. Ben Dey, representing the Henry Cowell Lime & Cement Co., presented a case for his company and urged the Commission not to change their previous award. After hearing these men at some length, Mr. Benson announced that the Commission would take the cement matter under consideration.

In regard to the paving on Unit No. 1 of the Salem-Aurora Section of the Pacific Highway, on motion of Mr. Thompson, the following resolution was adopted:

WHEREAS the reports of the inspection on the Salem-Aurora job show that the average thickness of the pavement is up to the standard, at the same time the reports show that certain sections are below the standard,

THEREFORE, BE IT RESOLVED that the engineer be hereby instructed to see that the contractor bring those sections up to the standard of the specifications.

Mr. A. J. Hill of the Warren Construction Company appeared before the Commission and advised that if he was awarded the contract for the Svensen to Rock Creek Section, he would reduce his bid on crushed rock 30½ cents per cubic yard and on the Rock Creek-Westport Section on crushed rock 26 cents per cubic yard and on the Westport-Clatskanie Section on crushed rock 28 cents per cubic yard. After discussion and considering these reductions, the Commission awarded a contract for all three of these units to the Warren Construction Company.

Mr. A. W. Clark of the Clark & Henery Construction Co. advised the Commission that he would reduce his bid \$3,750 on each unit of the Eugene-Junction City project. On motion of Mr. Booth, which was carried, the commission reconsidered its previous action in rejecting all bids on this project and on further motion of Mr. Booth, which was carried, accepted the proposal of the Clark & Henery Construction Co. and the contract was awarded on the basis of a reduction of \$7,500 for the whole project.

On motion of Mr. Booth, the Commission reconsidered its previous action on the Salem-Brooks Section and the matter was referred to the engineer with authority to close the contract if a sufficient reduction in price could be obtained.

Mr. H. T. Hesse, Commissioner of Washington County, appeared before the Commission and requested that Washington County be loaned \$20,000 for grading on the Canyon Road between Multnomah County line and Beaverton, stating that these funds would be paid back within a year.

Mr. J. W. Morris, representing the Pacific Bridge Company, requested that twenty trucks and a tractor to be used on the Burns-Lawen Section be allotted to his company. This matter was referred to the engineer.

Grading and macadam, Yoncalla section. On motion of Mr. Booth, which was carried, the previous action of the Commission was reconsidered and the bid referred to the engineer with authority to award this contract if a reasonable reduction in the price could be secured.

After discussion of the cement situation, the Commission decided to place the order for the cement required for the Yamhill-McMinnville project with the Oregon-Portland Cement Company and substitute for the award of the cement for this project previously given the Henry Cowell Lime & Cement Co. the contract for the cement required at Marshfield or other points reached by water transportation.

Upon motion of Commissioner Thompson, all of the Commissioners being present and voting, and which motion was declared passed by a unanimous vote of the Commission, the following resolution was adopted:

WHEREAS, under Chapter 173 of the General Laws of Oregon for 1919, which law was enacted by the Legislative Assembly of Oregon for the year 1919 and signed by the Governor February 26,

1919, and thereby became immediately effective and operative by reason of the fact that said enactment was passed with the constitutional emergency provision as a part thereof, the State Highway Commission is authorized to issue bonds of the State of Oregon during the next five years in a sum not exceeding Ten Million Dollars, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, the said State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, no bonds have yet been issued under the provisions of said Act, and the Commission is empowered to issue at any time during the next five years the full sum of Ten Million Dollars authorized by said Act; and

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

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been and is hereby ratified and adopted; and appears in full at the end of this resolution; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act, and Whereas, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

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

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

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at

the present time the necessity of road construction requires the issue of One Million Dollars, par value, of bonds authorized by the said statute.

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 173, General Laws of Oregon for 1919, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at the office of this Commission, at Salem, Oregon, up to and including Seven o'clock A. M. of the 5th day of August, 1919, and at Eleven A. M. of said day, at Room 520 Multnomah County Court House, Portland, Oregon, and that said bids shall be opened by the Commission at Room 520 in the County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of Eleven o'clock A. M. of the 5th day of August 1919;

(c) That notice of such sale be given by the Secretary of this Commission by a publication thereof for two issues 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 One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-half 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, 1924. That said bonds shall be in denominations of One Thousand (\$1,000.00) Dollars each and known and designated as Series No. 1 and shall be numbered 1 to 1000, both numbers inclusive;

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

(f) That said bonds be dated August 1, 1919, 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 1, 1919, 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 upon delivery of said bonds;

(h) That an opinion be secured from Storey, Thorndike, Palmer

and Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof;

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

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

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value, of said bonds.

Number	UNITED STATES OF AMERICA	Number
	STATE OF OREGON	
\$1000		\$1000
	OREGON STATE HIGHWAY	

Four and one-half Per Cent Gold Bond

Series No. 1.

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

ONE THOUSAND DOLLARS

on the first day of together with interest on said sum from the date hereof until paid at the rate of four and one-half 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 conformity 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 173, General Laws of 1919.

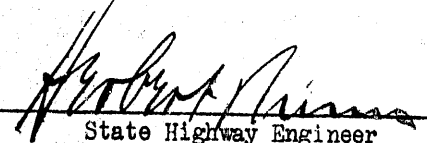
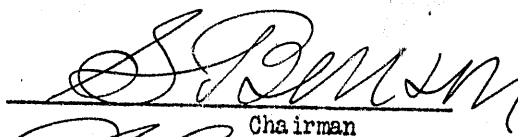
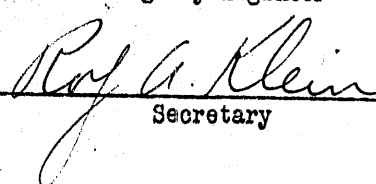
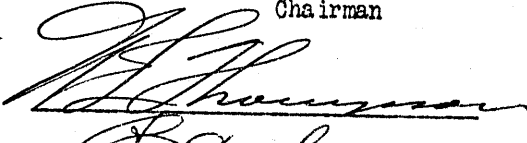
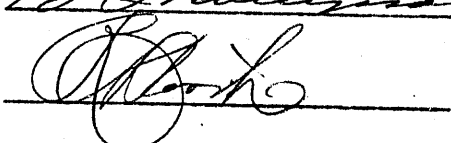
JUL 9 1919

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 fac-simile signatures of its said officers, all as of the first day of 1919.

(Signed) Ben W. Olcott, Governor
" Ben W. Olcott,
Secretary of State
" O. P. Hoff,
State Treasurer.

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

 State Highway Engineer	 Chairman
 Secretary	 Commissioner
	 Commissioner

Portland, Oregon, August 5, 1919.

Meeting of the State Highway Commission was called to order at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

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

Proposals for highway construction advertised were opened and read by the Secretary.

AUG 5 1919

AUG 5 1919

576

OLD OREGON TRAIL
LONE PINE-HOT LAKE SECTION - MACADAM

Warren Construction Co.
Union County

40,270.00
Cost plus 9%

OREGON-WASHINGTON HIGHWAY
ATHENA-MILTON SECTION - PAVING

Standard Bitulithic
Type "E"

Warren Construction Co. (Broken Stone & Gravel
Shoulders)

260,940.25 (Based on crushed
rock in wearing
surface and should-
ers for 25% of job
and crushed gravel
in 75% of job.)

JOHN DAY RIVER HIGHWAY
BUTTE CREEK SECTION - GRADING

Concrete Pipe Corr. Iron Pipe

Warren Construction Co.
Jas. F. Clarkson
C. H. Green

59,845.40
47,743.00
63,983.50

63,956.00

THE DALLES-CALIFORNIA HIGHWAY
THE DALLES-THREE MILE CREEK SECTION - PAVING

Asphaltic Concrete Standard Bitulithic
Type "E" Type "E"

United Contracting Co.
(Run-of-Bank Gravel Shoulders)

48,067.70

46,188.70

THE DALLES-CALIFORNIA HIGHWAY
BEND-JEFFERSON COUNTY LINE SECTION - GRADING

Corr. Iron Pipe

Johnson Contract Co.

109,185.00

OLD OREGON TRAIL
BAKER-HAINES SECTION - GRADING AND MACADAMIZING

Concrete Pipe			Corrugated Iron Pipe			
Crushed Gravel Bottom	Screened Gravel Bottom	R.-of-B. Gravel Bottom	Crushed Gravel Bottom	Screened Gravel Bottom	R.-of-B. Gravel Bottom	R.-of-B. Gravel Bottom
Crushed Gravel Top	Crushed Gravel Top	Crushed Gravel Top	Crushed Gravel Top	Crushed Gravel Top	Crushed Gravel Top	R.-of-B. Gravel Top

A. D. Kern
F. C. Oxman
Porter & Conley

128605.50 128605.50 124585.50 128505.40 128505.40 124485.40
96054.37 93039.38 90024.38 83994.38
135577.00

577

COAST HIGHWAY
ASTORIA-SEASIDE SECTION - PAVING

Concrete Pipe Corr. Iron Pipe

Pacific Bridge Co.	359,226.04	359,240.04
J. H. Tillman Co. (Std Bitulithic)	314,158.87*	314,158.87*
Warren Construction Co. (Std. ")	335,730.88**	

*Sand embankment - see letter. **20% crushed gravel in wearing surface

COLUMBIA RIVER HIGHWAY
RAINIER CITY SECTION - GRADING

Pacific Bridge Co. 56,935.00

HIGHWAY NO. 29.
YAMHILL-GASTON SECTION - GRADING AND MACADAM

R.-of-B. Gravel Crushed Gravel

Yamhill County Court	93,892.60	
Northwestern Construction Co.		106,071.60*

*Approximately 30% crushed gravel.

PACIFIC HIGHWAY
SALEM-BROOKS SECTION - PAVING

Blake-Compton Co. A. Guthrie & Co.

Standard Bitulithic Type "E"		
(Broken Stone Shoulders)		97,020.80
(Crushed Gravel ")		93,513.30
Broken Stone Base (Screened Gravel ")		92,445.80
(R.-of-B. " ")		93,055.80

Gravel Bitulithic Type "D"		
Broken Stone Base - Broken Stone Shoulders		102,480.80
Crushed Gravel " - Crushed Gravel " "		97,984.30
Screened " " - Screened " " "		96,615.80
R.-of-B. " " - R.-of-B. " " "		97,397.80

Concrete No. 2		
Broken Stone Base		104,887.80
Crushed Gravel " "		102,530.30
Screened " " "		101,812.80
Run-of-Bank Gravel Base		102,222.80

106,691.10

PACIFIC HIGHWAY
DIVIDE-DOUGLAS COUNTY LINE SECTION - MACADAM

Broken Stone Crushed Gravel

J. H. Hawley & Co.	13,801.00	13,801.00
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AUG 5 1919

PACIFIC HIGHWAY
YONCALLA SECTION - GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
Albert Anderson (Broken Stone Macadam)	97,820.00	97,820.00
Contingent upon extension of time limit		

PACIFIC HIGHWAY
ROSEBURG-WILBUR SECTION - MACADAM

Clark & Henery Construction Co.	48,550.00
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PACIFIC HIGHWAY
CANYONVILLE-MYRTLE CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
H. J. Hildeburn	86,565.00	86,390.00
John Hampshire & Co.	105,625.00*	86,125.00
Warren Construction Co.		85,950.00
		105,222.50*
		91,959.00

*Without gravel

PACIFIC HIGHWAY
CANYONVILLE-GALESVILLE SECTION
6.5 miles 6" macadam, 4.5 miles 2" surfacing

L. O. Herrold	78,610.00
John Hampshire & Co.	Cost plus 10%
Warren Construction Co.	74,242.50

PACIFIC HIGHWAY
STAGE ROAD PASS-WOLF CREEK SECTION - MACADAM

	Broken Stone	R.-of-B. Gravel One Course
Warren Construction Co.	40,125.00	
Joplin & Eldon	52,800.00	37,000.00

PACIFIC HIGHWAY
MOLALLA RIVER BRIDGE NEAR CANBY

Illinois Steel Bridge Co.	58,142.00
Portland Bridge Co.	47,793.60
Parker & Banfield	50,676.00
Portland Bridge & Building Co.	49,518.00
A. Guthrie & Co.	60,274.25

JOHN DAY RIVER HIGHWAY
3 WOOD SPANS - WHEELER COUNTY

Warren Construction Co.	22,475.00
Jas. F. Clarkson	17,885.00
Curtis Gardner	19,320.00
L. N. Roney	21,325.00

PACIFIC HIGHWAY
BRIDGES OVER MILLERS GULCH & BIRDSEYE CREEK - JACKSON COUNTY

Parker & Banfield	11,540.00
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PACIFIC HIGHWAY
3 BRIDGES OVER NEIL CREEK NEAR ASHLAND

Frank Jordan	14,078.75
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WEST SIDE HIGHWAY
3 BRIDGES & 4 CULVERTS ON AMITY-HOLMES GAP SECTION

A. D. Kern	18,250.00
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On motion of Mr. Booth, which was carried, the bids on the Corvallis South section were returned unopened, inasmuch as the County Court stated that they were not ready to prepare the subgrade on this section and asked that it go over until next year.

At 11 o'clock, proposals for the sale of state highway bonds were opened and read by the Secretary. On motion of Mr. Thompson, which was carried unanimously, the following resolution was adopted:

WHEREAS, at a meeting of the State Highway Commission held July 8, 1919, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under Chapter 173 of the General Laws of Oregon for 1919, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Commission at Salem, Oregon, up to and including seven o'clock A. M. of the 5th day of August, 1919, and at eleven A. M. of said day at Room 520 Multnomah County Court House, Portland, Oregon, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of August 5, 1919; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publica-

tions, to-wit: The Bond Buyer, published in New York City, and Pacific Banker, published at Portland, Oregon; 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 1, 1919, 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 an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

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

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 5th day of August, 1919, in regular session at Room 520 Multnomah County Court House, 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:

The National City Company	Portland	\$974,500.00
Henry Teal	Portland	981,900.00
Blodget & Company	Boston)	
A. B. Leach & Company	Boston)	
E. H. Rollins & Sons	New York)	983,250.00
Loomis & Goss	Seattle)	
Freeman Smith & Camp Co.	Portland)	
Guaranty Trust Company of New York)	985,600.00
William Salomon & Co.	New York)	
Clark, Kendall & Co., Inc.	Portland)	
Seattle National Bank	Seattle)	985,762.80
Kean, Taylor & Co.	New York)	
Lumbermens Trust Company	Portland)	
Continental & Commercial Trust & Savings Bank)	
Harris Trust & Savings Bank	Chicago)	986,600.00
Union Trust Company of Spokane	Chicago)	
		Par, less a discount of \$11,500.00
William R. Compton Co.	St. Louis)	
Bankers Trust Co.	New York)	991,500.00
Northern Trust Co.	Chicago)	
Carstens & Earles, Inc.	Seattle)	

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 the William R. Compton Company of St. Louis, Bankers Trust Company of New York, Northern Trust Company of Chicago and Carstens & Earles, Incorporated, of Seattle, is the highest and best bid received; and

WHEREAS, the said State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is to the best interests of the State of Oregon to accept said bid of said William R. Compton Company, Bankers Trust Company, Northern Trust Company and Carstens & Earles, Incorporated;

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

1. That said bid of Nine Hundred Ninety-one Thousand Five Hundred Dollars (\$991,500.00), of said William R. Compton Company, Bankers Trust Company, Northern Trust Company and Carstens & Earles, Incorporated, for One Million Dollars par value bonds of the State of Oregon, authorized under said Chapter 173, General Laws of Oregon for 1919, 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 one thousand (1000) One Thousand Dollar Bonds, of which twenty-five (25) One Thousand Dollar Bonds shall be due and payable on October 1, 1924, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated August 1, 1919, 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, 1919, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twenty-five One Thousand Dollar bonds be issued so as to mature October 1, 1924, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million 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 pur-

suant to the law of this State.

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

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

Mr. T. J. Butler of Linn County inquired regarding the project between Albany and Tangent. He stated that if hard surfacing was not contemplated this year, the county would not care to disturb the present gravel surface but would grade this year a two mile cut off so that everything would be in readiness for paving next year. The Commission advised him that it would be impossible to do any paving this year south of Albany. Mr. Butler asked that the location be made south of Albany to Shedd so that their plans could be made for grading, and the engineer was instructed to do this at his early convenience. Mr. Butler further requested that plans be made by the Bridge Department for the bridge across the Calapooya River and this request was also granted.

Senator T. B. Handley and Mr. Jay Bowerman appeared in behalf of Tillamook County and requested that the Highway Commission not take any definite or final action in the matter of the location of the Coast Highway between the Miami River and the north Tillamook County line at this time. Judge Holmes spoke in favor of the Miami Route. After hearing the arguments, Mr. Benson announced for the Commission that there is no money available now to apply on this road and the selection of the route will be deferred for the present.

Mr. W. B. Dennis, representing the city of Yamhill, requested that the present highway through the city be adopted as the route of the main highway in preference to the cutoff on the west side of the railroad track. Mayor Bunn also presented arguments in favor of the highway through the city. The Commission advised the delegation that the matter would be taken under consideration.

Representing Yamhill County, Mr. W. S. Allan, Ex-County Commissioner, spoke in favor of the old road on the route from Newberg to West Dayton, just south of the city of Newberg. No action was taken.

At 2 o'clock, bids were opened for pneumatic and solid automobile tires and referred to the engineer for tabulation.

The members of the State Board of Conciliation, Messrs. Hartwig, Flynn and Woodward, appeared before the Commission and requested that the Commission assist in getting the contractors to submit the dispute between the union rollersmen and themselves to arbitration. Mr. A. J. Hill spoke for the contractors. After the facts on both sides of the question had been brought out, Mr. Benson stated for the Commission that they were

confronted with the rising costs of construction throughout the state and were compelled to curtail construction on this account, but that the matter would be given consideration and further investigation and a statement would be made later as to the position of the Commission.

Representing Yamhill County, Judge Daniels appeared in the matter of the contract of W. N. Trent on the Grand Ronde Section. He asked that Trent be allowed to work on the contract for grading and macadamizing east of the Grand Ronde store at the same time that he was working on his Grand Ronde contract. The engineer recommended, in view of the extreme urgency of getting the Grand Ronde work completed, that this be undertaken before Trent was permitted to work east of the Grand Ronde store.

Representing Washington County, and particularly the Forest Grove to Gaston road, Mr. L. M. Graham appeared before the Commission and asked that the matter of macadamizing be undertaken by force account since no bids had been received. On his statement that if the state would furnish trucks the county would bid on the rocking, this project was ordered advertised for proposals to be received on August 14th in Room 1301 Yeon Building.

Mr. Woodson, representing Morrow County, stated that the estimate on the Heppner-Morrow County line section overruns the funds available by \$30,000.00. Mr. Thompson suggested cutting down the mileage to be improved. Mr. Woodson suggested cutting down the width of the road. After discussion, the Commission advised the county to take up the matter with Mr. Bennett for such modification as might appear desirable and the engineer was instructed to advertise the whole portion when plans and specifications have been prepared.

In behalf of Crook County, Judge Wallace appeared and stated that the Crooked River Highway through Prineville to Shorty Davis Ranch consisted of approximately 46 miles and that the engineer's estimate was over \$500,000. The present plan calls for an 18 foot roadway through solid rock, and 21 feet in earth. Judge Wallace estimated that if this roadway was narrowed to 12 feet in rock and 16 feet in earth, with bridges 18 feet wide, the estimate can be cut to \$325,000. The Commission advised him that the matter would be studied thoroughly and a decision would be announced later.

Mr. Philip Dater, representing the Forest Service, stated that bids for the Hayes Hill Section of the Grants Pass-Crescent City Highway had been received and, with the engineering, would exceed the original estimate by about \$20,000. After consideration, it was agreed that the Commission would meet the next day in the office of Mr. George H. Cecil, District Forester, and take up this and other forest projects.

Mr. Oskar Huber, who has the contract for Unit No. 2 on the Salem-Aurora Section of the Pacific Highway, filed a written statement with the Commission, agreeing to change the proportions of coarse rock in the base of this pavement, which was accepted by the Commission.

Mr. A. J. Hill, representing the Warren Construction Company,

appeared before the Commission and represented that on the Rickreall-Monmouth-Independence project, crushed rock for the base could be secured only at infrequent intervals, and in order to keep the work going continuously, requested permission to lay a 3 inch gravel bituminous base to be used only when crushed rock could not be obtained. It was agreed that the cost of the bituminous base should be the same as the average cost of the crushed rock and 85 cents per square yard was agreed as the unit price.

At 4:30 o'clock, the meeting was adjourned to meet at 10 o'clock the next day.

Portland, Oregon, August 6, 1919.

The meeting of the Highway Commission reconvened in Room 520 Multnomah County Court House at 10 o'clock A. M. Present were:

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

The secretary read the tabulation of the bids received on the previous day and the following actions were taken:

Molalla River Bridge. Mr. Booth made the following motion: Inasmuch as this bridge is to be paid for by the county and we are to lend them the money, I move that the bid be referred to the engineer for the purpose of consulting with the county, with authority to award the contract if the price is agreeable to the county. Motion seconded and carried.

Bridges in Wheeler County on the John Day Highway, Unit No. 1. On motion of Mr. Thompson, which was carried, the construction of these bridges was awarded to Jas. F. Clarkson at \$17,885.00, which was the lowest bid received.

Millers Gulch and Birdseye Creek on the Pacific Highway in Jackson County. On motion of Mr. Booth, which was carried, no award was made on these bridges and the matter was indefinitely postponed on account of lack of funds, and since this construction can be deferred without delaying the paving.

Three bridges over Neil Creek. On motion of Mr. Booth, which was carried, the construction of these bridges was awarded to Frank Jordan at \$14,078.75.

Three bridges and four culverts in Polk and Yamhill Counties, on the West Side Highway. On motion of Mr. Booth, which was carried, all bids were rejected and the engineer was instructed to readvertise these bridges for the next meeting.

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The Dalles-Three Mile Creek Section of the Dalles-California Highway. On motion of Mr. Thompson, this contract was awarded to the United Contracting Company on Type E standard bitulithic at \$46,188.70.

Canyonville-Galesville Section of the Pacific Highway in Douglas County. Macadam. On motion of Mr. Booth, which was carried, these bids were referred to the engineer with authority to award this contract according to his best judgment.

Roseburg-Wilbur Section of the Pacific Highway in Douglas County. Macadam. On motion of Mr. Booth, which was carried, this work was postponed for the present because of the scarcity of funds, since it is a good gravel road at the present time.

Lone Pine-Hot Lake Section, Old Oregon Trail, Union County. Macadam. On motion of Mr. Thompson, the award of this contract was referred to the engineer with authority to act.

Bend-Jefferson County Line Section of the Dalles-California Highway in Deschutes County. On motion of Mr. Thompson, which was carried, all bids were rejected for this project and the engineer instructed to make a further investigation of the location.

Baker-Haines Section of the Old Oregon Trail in Baker County. On motion of Mr. Thompson, contract for this section was awarded to F. C. Oxman at \$96,074.35, the lowest bid received, using crushed gravel in the top and bottom course.

Stage Road Pass-Wolf Creek Section, Pacific Highway, Josephine County. Macadam. On motion of Mr. Booth, which was carried, this contract was awarded to the Warren Construction Company, using broken stone macadam, at \$40,125.00.

Divide-Douglas County Line, Pacific Highway in Lane County. On motion of Mr. Booth, which was carried, this bid was referred to the engineer with a view of securing a modification of the bid if local stone was used.

Yamhill-Gaston Section. On motion of Mr. Booth, the proposals received were rejected as excessive and the bids were referred to the engineer with the understanding that he consult the county and request them to handle the grading with their own county forces.

Rainier City Section, Columbia River Highway, Columbia County. On motion of Mr. Booth, which was carried, the proposal of the Pacific Bridge Company was referred to the engineer.

Athens-Milton Section, Oregon-Washington Highway, Umatilla County. On motion of Mr. Thompson, which was carried, this contract was awarded to the Warren Construction Company for standard bitulithic at \$260,940.25, inasmuch as the county was contributing half of the cost of this improvement and they were in favor of this award.

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Yoncalla Section, Pacific Highway, Douglas County. On motion of Mr. Booth, which was carried, this contract was awarded to Albert Anderson, using concrete pipe at a bid price of \$97,820.00, with the understanding that he shall rock those parts of the highway which are necessary for use during the winter and that the time limit be extended as requested.

Salem-Brooks Section, Pacific Highway, Marion County. On motion of Mr. Booth, which was carried, this contract was awarded to the Blake-Compton Company for Type E standard bitulithic at \$92,445.80.

Butte Creek Section, John Day Highway, Wheeler County. On motion of Mr. Thompson, which was carried, the contract for this unit was awarded to Jas. F. Clarkson Company at \$47,743.00.

Canyonville-Myrtle Creek Section of the Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, the award for this unit was made to H. J. Hildeburn at \$86,390.00, using concrete pipe, on the condition that Hildeburn consents to the postponement or cancellation of the project which he has between Roseburg and Wilbur for the purpose of conserving available funds.

Astoria-Seaside Section, Coast Highway, Clatsop County. On motion of Mr. Benson, which was carried, all bids were rejected.

On motion of Mr. Booth, which was carried, the Forest Grove-Gaston Section and the Walker-Cottage Grove Section, on which no bids were received, were ordered readvertised.

On motion of Mr. Thompson, which was carried, the bids received for automobile tubes and casings and solid tires were referred to the engineer.

Mr. W. A. Howe of the city of Carlton, requested that the Commission state to the city the width they desired Yamhill Street paved and the city will do the paving outside of the 16 feet to be paved by the Highway Commission. On motion of Mr. Booth, which was carried, this matter was referred to the engineer.

The Warren Construction Company contract for 5 miles south of Tillamook City was considered and it was agreed to macadamize the entire project this fall and pave only such sections as are on the old settled roadbed.

On motion of Mr. Booth, which was carried, the matter of petitions and other communications from the people of Klamath County, relative to the location of the highway between Dairy and Lakeview, at the request of the County Court to defer action until they could be further heard, the matter was postponed.

At 11 o'clock A. M., the Commission met in Room 1301 Yeon Building. Mr. A. J. Hill of the Warren Construction Company, Mr. J. H. Crane of the Oregon Hassam Paving Company, and A. D. Kern were present and a discussion

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regarding the amount of rock being used in the base for bituminous pavement followed. The contractors inclined to the belief that too much rock was being used and ask that the thickness of the crushed rock and macadam base be decreased. The engineer recommended that no change be made in the present practice and further recommended that in all cases the crushed rock base be filled with screenings, making a macadam base which has proved more satisfactory. This recommendation was adopted by the Commission.

The Engineer recommended that, in certain cases where the roadbed was narrow and could not be widened without disturbing slopes, the pavement be narrowed sufficiently to allow a full shoulder. This policy was adopted by the Commission.

In order to more fully and completely inspect the preparation of the base and the pavement being laid throughout the state, the engineer was authorized to employ an assistant engineer for this purpose.

The Commission met at 1:30 P. M. in the District Forester's office in the new Postoffice Building. Those present were:

S. Benson, Chairman	Geo. H. Cecil, District Forester
W. L. Thompson, Commissioner	P. H. Dater
R. A. Booth, Commissioner	C. H. Purcell, Acting District Engineer
Herbert Nunn, State Highway Engineer	
Roy A. Klein, Secretary	

The various forest projects were taken up and discussed.

Mr. Cecil stated that it would be necessary to increase the estimate for the Mt. Hood Loop Section now that complete data was available.

The matter of narrowing the Ochoco Project in both Wheeler and Crook Counties on the basis of a 12 foot roadway, was discussed but it was later decided to let the width remain as first established; that is, a 16 foot traveled way, exclusive of ditches.

The new estimate for the construction of the Flora-Enterprise project showed a considerable increase over the original, but it was decided not to change the width.

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

WHEREAS, due to the increased cost of labor and materials, it has been necessary to revise the estimated cost of the Ochoco Canyon project in both Wheeler and Crook Counties,

THEREFORE, BE IT RESOLVED, that this Commission appropriate for the section in Wheeler County \$69,800.00 in addition to funds previously appropriated, and for the section in Crook County, the sum of \$22,135.00, in addition to amounts already appropriated for this work.

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Mr. Thompson then offered the following resolution which was adopted:

WHEREAS, due to the increased cost of labor and materials, it has been necessary to revise the estimated cost of the Flora-Enterprise project in Wallowa County,

THEREFORE, BE IT RESOLVED that this Commission appropriate for this project the sum of \$18,225.00 in addition to the amounts previously adopted.

Mr. Cecil stated that on the Hayes Hill Section, the lowest bid was about \$20,000 more than the money appropriated. Mr. Booth suggested that the Forest Service take up the matter with the county, inviting them to cooperate.

On the Zigzag-Government Camp Section of the Mt. Hood Loop, on which bids were received, the Commission was favorable to the award at approximately \$261,000.00.

Mr. Cecil stated that the Deschutes County Section of the McKenzie River Highway was now under contract and that an additional section of 15½ miles would be let this fall. A survey is now completed for the Summit Section of the McKenzie River Highway.

On the Reedsport-Coos Bay project, Mr. Cecil stated that they were ready to go ahead on their part next year.

On the Alsea River project, one-fourth to be done each year for a four year period. Tidewater section to be constructed first.

On the Eugene-Florence Section, surveys to be made this year.

Lakeview to Lapine, surveys to be made this year.

On the Lakeview to Klamath Falls Section, it was understood that an appropriation for forest aid would be made on the section between Klamath Falls and Lakeview within the Fremont National Forest. It was decided that between Lapine and Lakeview, the standard roadbed adopted would be 16 feet in the traveled way exclusive of ditches, which is equivalent to a 20 foot roadbed.

On the Tiller-Trail section, it was stated that \$5,000.00 would put this road in good condition for travel.

On the Pilot Rock-Prairie City and Prairie City-Unity projects, nothing will be done until Grant County cooperates.

The Bear Gulch and Oregon Caves projects to be deferred until later.

On motion of Mr. Thompson, \$500.00 was appropriated for cooper-

ative maintenance on the Mt. Hood Loop.

The Highway Engineer advised the Commission that the surveys on the Roseburg-Myrtle Point section were now being finished and, on motion of Mr. Booth, it was agreed to submit that section from the west end of Camas Valley west a distance of about 14 miles for improvement as the first unit, which includes the worst section, asking the counties to contribute on this portion and submit the same as a post road project.

The Commission reconvened at 3:30 o'clock in Room 520 Multnomah County Court House. Present were:

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

On motion of Mr. Booth, the Eugene-Florence Highway, designated in the law as extending from a point in Lane County to a point in Coos County, was located as follows: From Deadwood by way of Lake Creek, Blachly, Low Pass, Cheshire, and from thence east to the Pacific Highway, as located by the engineer. Motion was seconded by Mr. Thompson and opposed by Mr. Benson, who filed the following statement:

"My opposition to the construction of any part of what is designated as the Eugene-Florence road at this time is based upon the following reasons:-

"First,- Section eight (8) of the Ten Million Road Bonding Act states:-

"That the first roads to be constructed shall be those of the most commercial importance, and such as will contribute most to the growth and development of the State and its various resources."

The uncompleted condition of the Pacific, Columbia River and the Dalles-California Highways precludes diverting funds for the construction of roads of even secondary importance much less of roads of so little value to the State as a whole as the Eugene-Florence project. It is unfair and unjust to counties such as Linn, Douglas, Marion, Jackson and others, that have voted bonds for the construction of their local roads, to be required to contribute to the construction of a purely local road in Lane County that by a comparison of assessed valuation and financial ability is fully able to care for its own thoroughfares.

"Second,- My opposition to the selection of the Low Pass against the High Pass between the Pacific Highway and Blachly is not only based upon personal investigation but upon the reports

of engineers reports of surveys and observations. The report of J. C. McLeod, Division Engineer, summarizing reports of three engineers, states that the length from the Pacific Highway to Blachly on the High Pass Road is 20.3 miles. The cost of construction totals \$311,000. The distance from the Pacific Highway to Blachly over the Low Pass Route according to the Thomas survey is 27.2 miles and cost of construction is placed at \$423,600. It will be observed the distance in favor of the High Pass Route is 6.9 miles and in cost of construction \$112,600.

"Third,- It is claimed that the difference in snow fall between the High and Low Pass is an objectionable feature to the adoption of the former location, but as the difference in elevation between the two routes is only 300 feet and the positive statement of persons familiar with the situation that there is never a period when one route is passable, but that the other can be negotiated disposes of this contention.

"Fourth,- It is claimed that by adopting the longer road a greater number of people will be served near the Eastern Terminus but when we take into consideration that this road is proposed as a through road to Coos Bay and that the principal tonnage to be hauled over the road originates in Lake Creek Valley West of the Junction of the two proposed locations, this should not be taken into consideration.

"The improvement of the High Pass as is contemplated in the reports of engineers would remove the one barrier that prevents the full use of the important section of the Eugene-Florence road while the reconstruction of the section of the Low Pass provided for, would only remedy one defect and would necessitate much more expensive construction before any other section of the road could be made passable.

"Criticism of the State Highway Commission by communities that have not received proper recognition in the improvement and construction of roads that are not only contiguous but which are compulsory in use by them is becoming specific and general and in most instances are justified. Such roads of acknowledged primary and state-wide importance as the Pacific, Columbia River, The Dalles, Bend, Klamath Falls, John Day, and Central Oregon Highways are far from completion while roads such as the Corvallis-Newport, Roseburg-Coos Bay, Mount Hood and Crater Lake Roads have hardly gone beyond preliminary survey. In view of these specific instances it is essentially wrong in theory, justice and principle to divert state funds to the improvement of a road purely local in character and in benefit when highways of admitted state wide importance are uncompleted and in some instances are not even in preliminary stages of construction.

"The several engineer's reports are filed herewith in support of my opposition to the Low Pass Route."

Mr. Booth made a further motion, in view of the urgent need of maintaining travel across the mountains that the engineer be instructed to immediately prepare as a post road project approximately 5 miles in length across the summit of the Coast Range on the basis of cooperation of 25% by the Federal Government, 25% by the State of Oregon and 50% by the county. The motion was seconded by Mr. Thompson and opposed by Mr. Benson. Mr. Thompson, in casting his vote, submitted the following statement:

"Before voting on this location, I carefully considered the report of Engineer Libby, the said report covering four possible routes, two of these routes having been eliminated by agreement between Commissioners Benson and Booth, this controversy centering on what is known as the Low Pass and High Pass routes.

"On August 4th I made a personal examination of these two routes. Due to limited funds, construction on the passes themselves can only be considered at this time. It was therefore my proposal that we comply with the request of Lane County and that of Commissioner Booth, which request by the way is the only request for improvement on this location ever made by Commissioner Booth. In considering the project I have found that it would be necessary to improve 4½ miles on the Low Pass as against 7.4 miles on the High Pass. The Engineer's estimate of the grading of these two sections is \$81,000 on the Low Pass and \$106,000 on the High Pass. Due to the fact that our Engineer discovered available rock on the Low Pass which was reported to me in person by the engineer making the report referred to above. The cost of macadamizing the two sections would be about on the same basis per mile.

"The Low Pass is without question an all year road as shown by its use and the Engineer's report. There is a difference of elevation in favor of the Low Pass of 310 feet. From figures furnished by Mr. Earl of Blachly I found that the traffic from Nov. 1st of last year to April 1st of this year was nearly four times as great by the Low Pass as by the High Pass. The summer traffic however is more by the High Pass, due to its use for the transportation of lumber from a small saw mill located on this route. Mr. Earl's report further shows that the principal item of freight west bound is that consigned to a Mr. Slater, a merchant at Blachly, for the year it is 60,000 pounds by the High and 180,000 pounds by the Low Pass.

"The Low Pass is a post road and the High Pass is not. The regulations of the Department of Agriculture would not permit Federal cooperation on the High Pass Road unless the entire project from the Pacific Highway to Blachly was presented for immediate construction. It is true that this is a secondary road, but as such is a part of the State road leading from the Coast, east over the Mackenzie Pass to Central Oregon connecting with the John Day Highway. As a secondary road it is entitled to cooperation from

the Post and Forest funds. The Legislature and people of the State contemplated and expected that the Post road fund would be used on secondary roads only.

"Now as a modification of the action of the Commission, in view of our rapidly approaching the bonded limit and with a desire to preserve for the State every dollar of the Federal aid provided for by Congress, I would suggest that the project agreement ordered prepared at the August 6th meeting be modified (Lane County having agreed in the previous project statement to assume half the cost of this improvement) as follows: The Federal Government to be requested to assume 50% of the estimated cost of this improvement and Lane County assuming 50%, thereby relieving the general funds of the Highway Commission from any burden whatever by this improvement."

On motion of Mr. Thompson, which was carried unanimously, the highway between Forest Grove and McMinnville was located as originally outlined, and, in accordance with the terms of the county bond issue, routed through the city of Yamhill.

On the highways proposed for improvement in Klamath County, the Engineer was instructed to take up the Klamath Falls-Dairy and Klamath Falls-Malin projects as post road projects first on a basis of cooperation of 50% Government funds, 25% state funds and 25% county funds.

In the matter of the location south of Newberg on the West Side Highway, motion was made by Mr. Benson and carried unanimously that new location on the west side of the railroad track just south of the city be adopted as the definite location.

On motion of Mr. Thompson, which was carried, the contract of the United Contracting Company on the Dalles to Chenoweth Section of the Columbia River Highway in Wasco County was terminated at a point designated as the county farm and the county permitted to use the \$15,000 which they had set aside for cooperation with the state on the remaining section of this road as they see fit.

Mr. Thompson made a further motion that the Columbia River Highway west of The Dalles be located beginning at the Fourth Street bridge running west along the railroad right of way to the old railroad grade. Motion was seconded by Mr. Benson and agreeable to Mr. Booth.

On the Echo-Rieth Section, the proposal of the Johnson Contract Company was referred to Mr. Thompson and the engineer for adjustment.

Mr. Booth made a motion, which was carried, that the paving on the Scappoose-McBrides Mill Section of the Columbia River Highway be made a post road project.

In view of the shortage of funds and the fact that the contractors were not making the progress at first anticipated, the engineer was in-

structed to reduce the engineering forces as might be done without detriment to the work.

In reference to the matter of arbitrating the differences between the contractors and the roller men, on motion of Mr. Booth, the Commission issued the following statement: That this Commission is willing to lend itself to the matter of reconciliation in all reasonable ways and that they are in favor of the principle of arbitration, but that there are other bodies whose function it is to adjust wages and considers that this appeal is beyond their jurisdiction.

The engineer was instructed to prepare as a post road a section in Lake County north of Lakeview as soon as the surveys were completed.

The engineer reported that the Warren Construction Company was willing to reduce its bid 20 cents per cubic yard on the crushed rock on the Lone Pine-Hot Lake Section and the contract was awarded to this company on this basis.

The Commission authorized the engineer to prepare as a post road project the graveling for approximately 8 miles on the Baker-Middle Bridge Section of the Baker-Cornucopia Highway on a basis of cooperation of the county 25%, state 25% and Federal Government 50%.

The proposal of the contractor to reduce the unit price on the Sexton Mountain Section provided the width of roadbed was increased to 24 feet, was rejected.

Upon motion of Commissioner Thompson, all of the Commissioners being present and voting, and which motion was declared passed by a unanimous vote of the Commission, the following resolution was adopted:

WHEREAS, under Chapter 173 of the General Laws of Oregon for 1919, which law was enacted by the Legislative Assembly of Oregon for the year 1919 and signed by the Governor February 26, 1919, and thereby became immediately effective and operative by reason of the fact that said enactment was passed with the constitutional emergency provision as a part thereof, the State Highway Commission is authorized to issue bonds of the State of Oregon during the next five years in a sum not exceeding Ten Million Dollars, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, the said State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold of said authorized Ten Million Dollars of bonds the sum of One Million Dollars, and the Commission is empowered under the provisions of said Act to issue and sell at any time during the next five years the full

sum of Ten Million Dollars authorized by said Act; and

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

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been heretofore adopted in connection with the sale of the first One Million Dollars of said authorized sale of bonds; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act, and Whereas, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

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

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

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at the present time the necessity of road construction requires the issue of Two Million Dollars, par value, of bonds authorized by the said statute.

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 173, General Laws of Oregon for 1919, Two Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at the office of the Chairman of this Commission, at Room 1301 Yeon Building, Portland, Oregon, up to and including Eleven o'clock A. M. of the 20th day of September, 1919, and that said bids shall be opened by the Com-

mission at Room 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at the hour of Eleven o'clock A. M. of the 20th day of September 1919;

(c) That notice of such sale be given by the Secretary of this Commission by a publication thereof for two issues 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 Two Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-half 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, 1924. That said bonds shall be in denominations of One Thousand (\$1,000.00) Dollars each and known and designated as Series No. 1 and shall be numbered 1001 to 3000, both numbers inclusive;

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

(f) That said bonds be dated October 1, 1919, 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 October 1, 1919, 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 upon delivery of said bonds at Portland, Oregon;

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

(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 Two Million Dollars, par value, of said bonds.

On recommendation of the engineer, the following extensions of time were granted to contractors:

H. J. Hildeburn, Drain-Yoncalla Section. Time extended sixty days.

Johnson Contract Company, Blalock-Arlington Section. An extension of sixty days.

Joplin & Eldon, Stage Road Pass-Wolf Creek Section. An extension of thirty days.

A. D. Kern, Hall Hill-Prairie City Section. An extension of time to September 15, 1919.

J. H. Hawley & Co., Divide-Douglas County Line Section. An extension of time of thirty days.

Mr. Benson introduced the following resolution, which was unanimously adopted by the Commission:

WHEREAS, by the terms and provisions of Chapter 423 of the Laws of Oregon for 1917, the road running from the town of Pendleton in Umatilla County to the Washington State line and which road has been adopted by the State Highway Commission as a State Highway, it is provided that the said Highway shall be permanently constructed and improved; and

WHEREAS, the State Highway Commission has designated and adopted said Highway as one of the highways to be permanently improved, which highway has been designated as State Highway No. 8 and is otherwise known as the Oregon-Washington Highway; and

by law
WHEREAS, there is imposed upon the County of Umatilla the duty of procuring and acquiring the right of way for said road but said County has failed and neglected to acquire all of said right of way, and by reason of such failure and neglect to acquire the portion of said highway hereinafter described the Oregon State Highway Commission is being hindered in the construction and improvement of said Highway; and

WHEREAS, it is necessary because of the failure and neglect of the said County to acquire said portion of said right of way for said highway, to institute such proceedings as are provided by law for the purpose of acquiring said right of way; and

WHEREAS, the said Highway, as designated and defined above, encroaches upon a portion of the premises of one J. M. Bannister, the portion of which said premises so encroached upon being described as follows, to-wit:

All that part of the property of J. M. Bannister in Section 21, T. 4 N., R. 35 E. W.M., included within a strip of land ___ feet wide being 40 feet on each side of the center line of the Oregon-Washington Highway No. 8, as surveyed over and across said property

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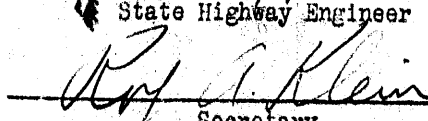
and as more particularly described as follows: Beginning at a point in the center of the present traveled County Road 1520.0 feet S. 88 12' W. of the center of Section 21, T. 4N. R. 35 E. W.M. Umatilla County, State of Oregon, thence on a 7 deg. curve to the right whose central angle is 31 deg. 30' 450.0 feet; thence S. 60 deg. 18' E. 1863.1 feet; thence on a 6 deg. curve to the left whose central angle is 29 deg. 11' 486.4 feet to a point in the center of the present traveled county road to a point 1350.5 feet North and 1775.5 feet N. 89 29' W. from the corner of Sections 21, 22, 27 and 28, T. 4N., R. 35, E. W.M., said tract of land containing 2.67 acres of land more or less. Save and except that certain part of the above described center line which is 60 feet wide being 30 feet on each side of the center line of the Oregon-Washington Highway survey, and is described as follows: Beginning at Sta. 9 + 00 of the above described center line, thence S. 60 deg. 18' E. 300 feet along said center line to Sta. 12 + 00 of the Oregon-Washington Highway.

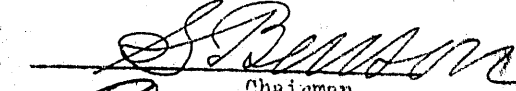
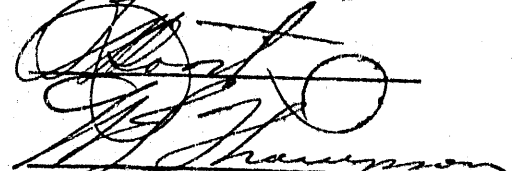
AND, WHEREAS, it is necessary that title to the above described premises be acquired by the State for right of way purposes, by reason of the failure and neglect of the said County to acquire the same, and by reason of the further fact that said above described tract of land is necessary for the proper location, establishment and improvement of said highway;

THEREFORE, BE IT RESOLVED, that the said above described tract of land be declared by this Resolution to be necessary for the proper location, establishment and improvement of said Highway No. 8, in Umatilla County, which said highway is some times designated as the Oregon-Washington Highway and the necessity for such land for said highway is hereby declared; and

BE IT FURTHER RESOLVED that an effort be made to agree with the owners of said tract of land upon the compensation to be paid for the taking of same and the damage, if there be any, and in the event that no satisfactory agreement can be reached, then it is hereby FURTHER RESOLVED that the Attorney General of the State of Oregon be and he is hereby requested to begin and prosecute to a final determination such suit or action as will be necessary and appropriate to acquire title to said premises, and to acquire the necessary right of way, franchise and privilege for the location, establishment and improvement of said highway over and across said premises.

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


State Highway Engineer

Secretary


Chairman


AUG 6 1919

Portland, Oregon, September 9, 1919.

Meeting of the State Highway Commission was called to order at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

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

The following proposals for road and bridge construction were opened and read by the Secretary:

WEST SIDE HIGHWAY
McMINNVILLE-WEST DAYTON SECTION - GRADING

	Concrete Pipe	Concrete Pipe & 48" Corr. Iron	Corr. Iron Pipe	Corr. Iron Pipe & 48" Reinf. Conc. Pipe
W. N. Trent	71,655.00	71,415.00		
Palmer & Young	67,975.00		67,980.00	
V. R. Dennis Const. Co.	70,435.00			70,732.50
Northwestern Const. Co.	90,172.00		89,825.00	

COLUMBIA RIVER HIGHWAY
DEER ISLAND-SCAPPOOSE SECTION - PAVING

A. Guthrie & Co.	289,465.00	No. 2 Concrete Screened Gravel Shoulders
Warren Construction Co.	239,670.00	Type "E" Standard Bitulithic Will macadamize sections impassable in winter rains
	229,515.00	Type "E" Standard Bitulithic Based on using gravel for macadam base and shoulders for 5 miles from Scappoose. Crushed rock for balance.

PACIFIC HIGHWAY
WALKER-COTTAGE GROVE SECTION - MACADAM

	Broken Stone	Crushed Gravel
Hakanson & Corson	29,545.00	28,915.00
Western Construction Co.	16,485.00	(Based on portion only. Pro- visional upon state furnishing roller and trucks.)

COLUMBIA RIVER HIGHWAY
HOOD RIVER-MOSIER SECTION - MACADAM

A. D. Kern	32,640.00	Based on 50% screenings & 50% Hood River gravel. Material to be furnished without royalty. Price includes royalty on 6,400 yards screenings at 25¢ to be paid by state.
Porter Yett	86,720.00 32,760.00	Broken Stone Macadam. "Loops" gravel pit to be furnished ready to operate <u>Free</u> .
Pacific Bridge Co.	78,200.00 31,920.00	Broken Stone Macadam. Loop Gravel & Screenings Pit to be furnished ready to work <u>Free</u> .
	75,120.00	Broken Stone Macadam

COLUMBIA RIVER HIGHWAY
SHERMAN COUNTY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Porter Bros. Co.	365,801.00	365,156.00
J. W. Sweeney	263,513.50	263,003.00
John Hampshire	282,510.00	282,230.00
A. D. Kern		257,190.00
A. Guthrie & Co.	301,620.00	301,340.00
Elliott, Scoggin & Wolfe	276,515.00	275,900.00
Oskar Huber		280,747.50
Porter & Conley	207,805.00	207,115.00

COLUMBIA RIVER HIGHWAY
JOHN DAY RIVER-BLALOCK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Elliott, Scoggin & Wolfe	232,840.00	232,351.00
Oskar Huber		194,013.50
John Hampshire & Co.	239,486.00	239,188.50
A. Guthrie & Co.	211,338.80	211,116.40

COLUMBIA RIVER HIGHWAY
QUINTON TUNNEL

Elliott, Scoggin & Wolfe	54,679.00
Johnson Contract Co.	46,964.00
Oskar Huber	45,898.00
Porter & Conley	49,530.00
A. Guthrie & Co.	41,857.50
Jas. F. Clarkson	45,379.00
John Hampshire & Co.	55,316.00
A. D. Kern	48,162.00
Walter N. Rees	53,828.60

DALLES-CALIFORNIA HIGHWAY
KLAMATH FALLS-ALGOMA SECTION - GRADING AND MACADAM

W. H. Mason	Cost plus 10%, with maximum of \$10,000. Unit price bid irregular, cannot be tabulated.
Klamath County Court	Cost plus 10% 146,061.50 (Concrete Pipe) 144,957.50 (Corr. Iron Pipe)

WEST SIDE HIGHWAY
3 BRIDGES, 2 CULVERTS - AMITY-HOLMES GAP SECTION

A. D. Kern	18,480.00
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PACIFIC HIGHWAY
ONE 40' R. C. BRIDGE NEAR JUNCTION CITY

Union Bridge Co.	6,659.05
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PACIFIC HIGHWAY
BRIDGE OVER SAND CREEK NEAR LEONA

Stebinger Bros.	12,915.40
Baker Bros. Co.	12,570.00
Union Bridge Co.	11,954.25
Albert Anderson	14,770.50 (Conditional on extension of com- pletion date to March 30, 1920.)
Curtis Gardner	12,277.00

In behalf of Deschutes County, Judge Barnes, Commissioner Miller and H. J. Overturf appeared and asked that the grading and the surfacing on the link of the Dalles-California Highway between Bend and the Jefferson County line be undertaken by the State Highway Commission at once. After due consideration, on motion of Mr. Thompson, which was carried, the Commission agreed to accept the \$60,000 offered by Deschutes County and meet the balance from State funds. The Highway Commission also agreed to surface such portions as the State Highway Engineer deemed to be necessary at a later date. On further motion of Mr. Thompson which was carried, it was agreed to present the surfacing on this section as a cooperative project with the Federal Government.

Deschutes County requested aid in the matter of maintenance south of Bend. This matter was referred to the engineer for a further report.

Judge Anderson and Commissioner Harris of Clackamas County appeared in the matter of providing funds for the bridge at Oregon City. After due consideration and discussion, it was agreed that the state

would ask the Federal Government to cooperate as a post road project, the state and the Government contributing together \$100,000, the county and city to raise the balance, and the design to be approved by the State Highway Commission.

Judge Marsh appeared for Umatilla County, stating that the county was now grading on the Old Oregon Trail from Pendleton east, a distance of 10 miles, to the foot of Cabbage Hill. He requested that the State Highway Commission gravel this section, advertising for proposals at an early date. On motion of Mr. Booth, which was carried, the engineer was instructed to prepare this section as a cooperative post road project when conditions were right for this work.

Mr. C. E. Cochran of the O.-W. R. R. & N. Company, spoke in connection with the Lorenzen Crossing in the Burnt River Canyon east of Baker. Since this will be the route of the Old Oregon Trail, the exact location of which has not been determined, the railroad requested the State Highway Commission, if they considered it proper to ask the Public Service Commission to defer action on this crossing until a permanent improvement is planned at this point. On motion of Mr. Thompson, the attorney was instructed to take this matter up with the Public Service Commission as requested by the railroad company.

Mr. Cochran then proposed that an agreement be made between the railroad company and the State Highway Commission providing that, at points where grade crossings were eliminated by the substitution of subways or viaducts, the cost of constructing the same be divided forty per cent to the railroad company and the remaining sixty per cent be borne by the Highway Commission and/or the county in such proportion as might be agreed upon. The railroad company proposed further that the agreement include a statement that where new crossings were made necessary by highway construction where no crossings existed at the present time that the Highway Commission and the county in which the improvement is located should construct the same entirely at its expense. Mr. Thompson asked Mr. Cochran if his company would be agreeable to sharing the expense of eliminating grade crossings by construction parallel to the railroad track in some instances. Mr. Cochran stated that it was his opinion that this distribution would be just and equitable and that he would recommend the same to the company as a general proposition. Mr. Booth suggested that Mr. Cochran reduce his proposals to writing and submit the same for the consideration of the Commission.

Judge Bunnell of Klamath County presented a petition from residents of his county in favor of routing the Klamath Falls-Lakeview Highway via Bly and Bonanza. On motion of Mr. Booth which was carried the petitions were accepted and ordered filed for future consideration.

Mr. O. N. Johnson of Junction City appeared and asked that the matter of the location of the Lane-Coos Highway be reopened, especially referring to the High Pass-Low Pass Section. Mr. Booth opposed reopening the subject, stating that the Low Pass location had been definitely fixed

by a majority vote at the last meeting. A discussion followed in which Mr. Booth outlined his position in favor of the Low Pass and Mr. Benson spoke for the High Pass. C. N. Johnson made an argument in favor of the High Pass. Messrs. Blachly, J. W. Rust, Ray Congdon and Dr. Kuykendall participated in the discussion.

Mr. Thompson then made the following motion, "That the motion previously adopted providing for cooperation on the Low Pass project be modified to read one-half of the cost to be paid by Lane County and one-half by the Federal Government under the Federal Aid Road Act." Seconded by Mr. Booth. Opposed by Mr. Benson "for the reason that it is the most expensive route and does not serve the best interests of the state."

The following resolution was then introduced by Mr. Thompson and carried unanimously:

WHEREAS, the County of Baker has requested that the Baker-Middle Bridge section of the Baker-Cornucopia Highway, approximately 8 miles in length, be surfaced with gravel to a width of 10 feet and has offered in behalf of the County of Baker to meet twenty-five per cent of the cost of this improvement from its own funds,

THEREFORE, BE IT RESOLVED, by the State Highway Commission that the offer of cooperation on the part of Baker County be accepted and an appropriation be made by the State Highway Commission from funds available under Chapter 175, Laws of 1917 for an amount equal to twenty-five per cent of the cost of this project, and

BE IT FURTHER RESOLVED that the Engineer be instructed to prepare plans and specifications and submit the same to the Federal Government, requesting them to cooperate on this project to the extent of fifty per cent of the cost as a Post Road project under the terms of the Federal Aid Road Act.

The following resolution was introduced by Mr. Booth and carried unanimously:

WHEREAS, the State Highway Commission is committed to the improvement of the Hayes Hill Section of the Grants Pass-Crescent City Highway in Josephine County in cooperation with the Federal Government, acting through the Department of Agriculture, and

WHEREAS, proposals have been requested and the low bid received has been in excess of the funds appropriated,

THEREFORE, BE IT RESOLVED, that the sum of \$10,000 is hereby appropriated from funds available in addition to the appropriation previously made for this project.

The Commission adjourned at 5 o'clock to meet at 10:30 A. M. the next day.

Portland, Oregon, September 10, 1919.

The meeting reconvened at 10:30 A. M. at 520 Multnomah County Courthouse. Those present were:

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

The tabulation of the bids received on the previous day was read by the secretary and the following awards were made:

John Day River to Blalock Section, Columbia River Highway, Gilliam County. On motion of Mr. Thompson, which was carried, all bids were rejected and the engineer was instructed to readvertise this project.

Quinton Tunnel Section of the Columbia River Highway in Gilliam County. On motion of Mr. Thompson, which was carried, contract for the construction of this section was awarded to A. Guthrie & Co. at \$41,857.50, with the understanding that the actual construction be delayed on this project until it had been submitted as a post road project and approved by the Federal Government.

Walker-Cottage Grove Section, Pacific Highway, Lane County. On motion of Mr. Booth, which was carried, this contract was awarded to Hakanson & Corson, using broken stone macadam at \$29,545.00.

Mc Minnville-West Dayton Section, West Side Highway, Yamhill County. On motion of Mr. Booth, which was carried, this project was referred to the engineer with instructions to secure the approval of the county on this award since payment for this project is to be made from county funds and that, if approved, the engineer be given authority to award the contract to Palmer & Young, the low bidders, at their bid price of \$57,975.00.

Hood River-Mosier Section, Columbia River Highway, Hood River and Wasco Counties. On motion of Mr. Thompson, which was carried, the award was made to A. D. Kern at \$31,040.00, with the understanding that they furnish the gravel or stone required without cost to the state.

Klamath Falls-Algoma Section, The Dalles-California Highway, Klamath County. On motion of Mr. Booth, the award of this contract was referred to the engineer, the matter to be taken up with Judge Bunnell of Klamath County for such action as may appear desirable, and with authority to readvertise at the next meeting if necessary.

Scappoose-Deer Island Section. Columbia River Highway, Columbia County. Paving. On motion of Mr. Booth, which was carried, this project was ordered submitted as a post road project, and on further motion of Mr. Booth, this contract was awarded to the Warren Construction Company based on their bid of \$229,515.00 for Type "E" Bitulithic, based on using gravel for macadam base and shoulders for five miles from Scappoose, crushed rock for balance, with the understanding that the paving should not be commenced until the project has been approved by the Federal authorities.

Sherman County Section, Columbia River Highway. On motion of Mr. Thompson, which was carried, this contract was awarded to Porter & Conley at \$207,115.00. This award was made conditional that the work should not be started until the project has been approved by the Federal Government.

The bridge over Sand Creek near Leona, Pacific Highway; bridge over Crow Creek near Junction City, West Side Highway; 3 bridges and 2 culverts, Amity-Holmes Gap Section, West Side Highway. On motion of Mr. Booth, all proposals on these bridges were rejected and the engineer instructed to readvertise at a subsequent meeting.

Judge Wallace of Crook County spoke of the McKenzie Highway between Redmond and Prineville and the Crooked River Highway between Prineville and Davis Ranch. He stated that by elimination and reducing the width of the roadbed section in solid rock, the estimate could be reduced to \$320,000.00. Crook County was ready to offer \$145,000 in cooperation on this road and could increase this amount proportionately up to a twenty-five per cent increase if the cost of the completed work is greater than now estimated. On motion of Mr. Thompson, which was carried, the cooperation offered by Crook County was accepted and the engineer was instructed to submit the same as a post road project, requesting cooperation on the following basis: Crook County \$145,000; State \$15,000; Federal Government \$160,000, and that, further, the job be advertised as soon as the plans have been approved by the Federal Government.

Messrs. L. J. Simpson and Charles Hall urged the construction of the Roseburg-Myrtle Point Highway. Mr. Booth replied for the Commission that the project was on the program for 1919 and that plans were being prepared. On motion of Mr. Booth, which was carried, the engineer was instructed to advertise at the next meeting the section between Camas Valley and Remote Postoffice, consisting of approximately 14 miles, and divide the same into such units as he considered would bring the best results to the state. Mr. Booth made a further motion, which was carried, that the engineer be instructed to prepare additional units for advertising as soon as the plans can be prepared, also that it was the intention of the Commission to complete this project as funds are available.

Mr. Charles Hall presented a letter from Perham, Brown, Dean & Hague, contractors, requesting that no deduction be made on their estimate for freight reduction on sand shipments between Coquille and Marshfield, since shipment by rail was not originally contemplated in the plans for construction. The matter was referred to the engineer for a report.

The following resolution was unanimously adopted and entered in the minutes of the Highway Commission:

WHEREAS, there has been duly and regularly adopted, located and established, by the Oregon State Highway Commission, a State Highway designated and known as State Highway Number 6, and otherwise known as the "Old Oregon Trail", a portion of which said Highway is located in Baker County, Oregon; and,

WHEREAS, the State Highway Commission has entered into a contract with one F. C. Oxman for the grading and macadamizing of that portion of said Highway in Baker County extending from the north city limits of Baker City to the town of Haines, in said County, by the terms of which said agreement the State has agreed to furnish the gravel necessary for said grading and macadamizing of said Highway; and,

WHEREAS, the available gravel and rock convenient and accessible to said job and the most suitable for said construction work, is on a portion of the premises owned by and in the possession of one T. N. Proffit and _____ Proffit, his wife, which said premises and the portion thereof upon which is found said gravel is described as follows:

Beginning at a point on easterly right-of-way line of the Oregon road known as the "Old Oregon Trail", of the Haines-Baker Section of said Highway, said point being opposite Station 437 of the Survey of said road and 2,383.9 feet South and 1,080 feet West of the section corner common to Sections 31, 32-5 and 6, of Townships 8 and 9 South of Range 40 East, W. M.; thence 63 Deg. 14' East, 300 feet to a point, thence 4 deg. 58' East, 430.8 feet to a point; thence South 63 Deg. 14' West, 140 feet to a point on the easterly right-of-way line of said road; thence North 26 Deg. 46' West, 400 feet to the point of beginning, all in Section 6, Tp. 9, Range 40 East of the W. M., in Baker County, Oregon, containing 2 acres more or less.

AND, WHEREAS, it is necessary and there is urgent need that the State procure the said material and acquire title to that portion of the said premises heretofore described for the

purpose of having and acquiring said material for said road construction;

THEREFORE, IT IS HEREBY RESOLVED by the Oregon State Highway Commission, all members being present in regular session, that it is hereby declared to be necessary that the State procure certain gravel, rock and sand from the premises heretofore described, for the purposes heretofore stated, and there is hereby declared to exist a need on the part of the State for said material for said road construction in said Baker County, and it is hereby further declared to be advantageous to the State of Oregon to have said material for the purposes herein specified, said advantage being this: That the said State is under obligation to furnish to said Contractor said material which, and unless the State can procure the same, it will sustain a loss by reason thereof, and the further advantage that unless the State can procure said material by donation, purchase, agreement, condemnation, or by the exercise of the power of eminent domain, the said State will be required to pay exorbitant and unreasonable prices for like material, all of which will be to the disadvantage and damage and injury of the State of Oregon; that if the State can procure the land upon which the said material is found, it will be in a position to supply material at a reasonable rate for road construction in said county, thereby saving a large sum of money to the State of Oregon.

BE IT FURTHER RESOLVED that the Attorney General of the State of Oregon be and he is hereby authorized and requested, for and on behalf of the Oregon State Highway Commission, to attempt to agree with the owner or owners of any interest in the above described land upon the compensation to be paid therefor, or the damages, if any, for the taking thereof, and if said Attorney General is unable to agree with the said owner or owners of any interest in said above described land, or if said Attorney General is unable to find or locate said owner or owners within the State, the said Attorney General is hereby requested to commence and prosecute to a final determination, any necessary or appropriate suit or action for the State in the name of the Highway Commission, in the Circuit Court of the proper county for the condemnation of such interest as such owner or owners may have in said above described property, to determine the compensation to be paid for said property and the damage, if any for the taking thereof.

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Judge Bunnell of Klamath County requested the Commission for a decision on the location of the Klamath Falls-Lakeview Highway by way of Bonanza instead of Dairy. He was advised that the Commission would take the matter under consideration.

Mr. James Stewart, representing Gilliam County, requested state aid on that section of the John Day Highway north of Mayville toward Condon a distance of seven miles. He was requested to ask his county to put up \$75,000, estimated as half the cost of grading and surfacing, and to report to the Commission at the next meeting.

On motion of Mr. Booth, which was carried, that section of the Dalles-California Highway from Klamath Falls north to the Klamath Indian Reservation Line was ordered prepared as a post road project.

On motion of Mr. Thompson, which was carried, the previous action of the Commission in rejecting all bids on the John Day-Blalock Section was reconsidered and on further motion of Mr. Thompson, the contract for this section was awarded to Oskar Huber on condition that he reduce his bid on common from 77 cents to 63 cents.

On motion of Mr. Thompson, the engineer was instructed to advertise that section of the Columbia River Highway between The Dalles and Rowena for grading and paving as soon as the plans were prepared.

Several protests against the award of the contract for the Baker-Haines project to F. C. Oxman having been received, the matter was discussed and an opinion on this point which had been secured from the Attorney General was read, the Attorney General holding that the bid having been made in good faith by a citizen of the state who had deposited a certified check as required and otherwise fulfilled his obligations, the Commission had no authority to repudiate previous action.

A petition was read from the city of Ontario, requesting that the Highway Commission pave the Old Oregon Trail between the city limits of Ontario and the Snake River, a distance of approximately .9 mile. On motion of Mr. Thompson, which was carried, the engineer was instructed to prepare plans and specifications for this project and request Federal cooperation on the same to the amount of fifty per cent of the total cost.

Mr. Philip Dater, District Engineer of the Forest Service, appeared in the interests of the Flora-Enterprise project and stated that more funds would be required for this project and that inasmuch as the county had already contributed generously to this project, it was not thought advisable to ask them to cooperate further, and it was proposed that the additional funds be provided on a basis of fifty per cent by the Federal Government and fifty per cent by the State Highway Commission. On motion of Mr. Thompson, which was carried, additional funds to the amount of \$10,500.00 were appropriated for this project.

The engineer reported that, due to inability to secure the proper

grade of materials, A. D. Kern, who holds the contract for paving between Jefferson and Albany, desired to substitute bitulithic top course for asphaltic concrete on which he bid at the same price. The engineer recommended that this be accepted, which was done, it being understood that the state would assume royalties as on similar contracts.

On motion of Mr. Benson, the engineer was authorized to secure the services of a testing engineer and equip a laboratory for the purpose of making tests of road-building materials.

The Secretary was instructed to request the Board of Control to issue One Million Dollars (\$1,000,000) Bean-Barrett bonds.

Mr. Booth made a motion, which was carried, that contractors unduly delinquent be required to pay for the engineering costs after their time limit had expired.

The matter of holding the certified check for Frank Jordan, submitted as a bond for the faithful performance of his contract for the construction of three bridges over Neil Creek on the Pacific Highway in Jackson County, Mr. Thompson having investigated the responsibility of the bank, the Commission instructed the Secretary to hold this check without cashing the same until the contract was completed.

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

Robert Nunn
State Highway Engineer

Roy A. Klein
Secretary

S. Benson
Chairman

Herbert Nunn
Thompson

Portland, Oregon, September 20, 1919.

Meeting of the State Highway Commission was called to order at 10 A. M. in Room 1301 Yeon Building. Those present were:

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

The Secretary opened and read the bids received for various projects as follows:

JOHN DAY RIVER HIGHWAY
CAIRO-NYSSA SECTION - SURFACING

Porter & Conley	69,277.25	
Johnson Contract Co.	79,335.00	(Provisional upon extension of time limit)
A. D. Kern	70,875.00	

DALLES-CALIFORNIA HIGHWAY
BEND-JEFFERSON COUNTY LINE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Ward & Logan	89,736.00	89,580.48 (Lump sum on Clearing and Grubbing figured on basis of 24.6 A. @ \$120.00.)
Northwestern Construction Co.	93,348.00	92,992.80
John Hampshire & Co.	99,274.50	98,674.50
Siems & Carlson	96,922.70	96,403.30 (Lump sum on Clearing and Grubbing figured on basis of 15.3 A. heavy @ \$200.00, 9.3 A. light @ \$30.00)
Johnson Contract Co.	99,132.00	98,291.50

At 11 o'clock the secretary opened and read the bids received for the sale of \$2,000,000 state highway bonds.

Upon motion of Mr. Benson, the following resolution was unanimously adopted:

WHEREAS, at a meeting of the State Highway Commission held August 5, 1919, a resolution was regularly adopted directing that bids be invited for the purchase of Two Million Dollars par value of the bonds authorized under Chapter 173 of the General Laws of Oregon for 1919, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Chairman of this Commission, at Room 1301 Yeon Building, Portland, Oregon, up to and including eleven o'clock A. M. of the 20th day of September, 1919, and further directed that said bids should be opened by the Commission at Room 1301 Yeon Building, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of September 20, 1919; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications,

to-wit: The Bond Buyer, published in New York City, and Pacific Banker, published at Portland, Oregon; 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 October 1, 1919, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from October 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

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

WHEREAS, the State Highway Commission of the State of Oregon is now at eleven o'clock A. M. of the 20th day of September, 1919, in special session at the office of the Chairman, Room 1301 Yeon Building, Portland, with Mr. Benson and Mr. Booth 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:

Guaranty Trust Co.	New York)	\$1,965,600.00
William R. Compton Co.	St. Louis		
Equitable Trust Co.	New York		
Kissell, Kinnicutt & Co.			
Northern Trust Co.	Chicago		
Carstens & Earles	Seattle)	
National City Co.	New York		1,962,580.00
Henry Teal	Portland		1,961,600.00
Union Trust Co.	Spokane)	1,950,600.00
Halsey, Stuart & Co.	Chicago		
Curtis & Sanger	Boston		
Blodget & Co.	Boston		
A. B. Leach & Co.	Boston		

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 Guaranty Trust Co. of New York, William R. Compton Co. of St. Louis, Equitable Trust Co. of New York, Kissell, Kinnicutt & Co., Northern Trust Co. of Chicago and Carstens & Earles of Seattle, 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 Guaranty Trust Co., William R. Compton Co., Equitable Trust Co., Kissell, Kinnicutt & Co., Northern Trust Co. and Carstens & Earles;

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

1. That said bid of One Million Nine Hundred Sixty-five Thousand Six Hundred Dollars (\$1,965,600.00), of said Guaranty Trust Co., William R. Compton Co., Equitable Trust Co., Kissell, Kinnicutt & Co., Northern Trust Co. and Carstens & Earles, for Two Million Dollars par value bonds of the State of Oregon, authorized under said Chapter 173, General Laws of Oregon for 1919, be and the same is hereby accepted;

2. That the Secretary of this Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed two thousand (2000) One Thousand Dollar Bonds, of which fifty (50) One Thousand Dollar Bonds shall be due and payable on October 1, 1924, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated October 1, 1919, 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 October 1, 1919, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that fifty One Thousand Dollar bonds be issued so as to mature October 1, 1924, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of Two Million 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.

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

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

Mr. Swigert, representing the Pacific Bridge Company, explained his proposal on the Hood River-Mosier Section, submitted at the last meeting. He stated that at the time their proposal was submitted, his company was of the opinion that they owned the screenings near their plant at Mosier. They found out later that these screenings were the property of Wasco County, and, therefore, offered no objection to the award of the contract for the surfacing of the Hood River-Mosier Section to A. D. Kern, which was awarded at the last meeting of the Commission.

Mr. Hague, of Perham, Brown, Dean & Hague, and Mr. Galloway, of the National Surety Company, asked that the estimate for work done in September and October be passed without deducting the cost of cement used on this job. The Commission deferred action for further consideration.

Mr. James Stewart appeared in behalf of Gilliam County for the project of surfacing seven miles from Mayville north toward Condon and presented a resolution adopted by the County Court of Gilliam County, appropriating \$75,000 in cooperation on this project. On motion of Mr. Booth, which was carried, the Gilliam County cooperation was accepted and the engineer instructed to prepare the project for advertisement.

Mr. S. E. Notson, District Attorney of Morrow County, requested funds from the state to meet the estimate of money required for the grading of the Gilliam County Line to Heppner Section. This was estimated to cost \$175,000, which was \$30,000 in excess of the funds available. It was suggested by the Commission that this project be divided up into small units and one unit be eliminated from the project if it was found that the total bids exceeded the funds available.

On motion of Mr. Booth, the engineer was instructed to advertise this section in units so that if it appeared desirable a contract could be awarded for such portions as it appeared desirable to construct at this time.

Judge Test of Malheur County requested that the Cow Valley-Brogan post road project be expedited as much as possible.

The secretary read the tabulation of the bids received and the following action was taken:

Cairo-Nyssa Section, Malheur County. On motion of Mr. Booth,

which was carried, this matter was referred to the engineer.

Bend-Jefferson County Line Section, Deschutes County. On motion of Mr. Booth, this bid was also referred to the engineer.

The Commission then considered the Perham, Brown, Dean & Hague contract for the construction of the Marshfield-Coquille Section of the Coast Highway. The engineer reported that the contractors are losing money and in his opinion would continue to lose money. Mr. Galloway, representing the National Surety Company, was present and Mr. Benson asked him if the surety company was in a position to take the work over. Mr. Galloway said his company was not, and desired that the Highway Commission take the work over.

Mr. Benson suggested that the contractor and the company get together and make a proper request to the Highway Commission to take the work over. On motion of Mr. Booth, the request of Perham, Brown, Dean and Hague for postponement of payment for cement used was declined.

The matter of an agreement with the railroad company, regarding the sharing of the cost of the construction of grade crossings was discussed and deferred for future consideration.

In the grading of the West Side Highway in Polk County, the engineer was instructed to advise the county that the surveys are completed and request them to furnish the funds for grading and report at the next meeting.

In Klamath County, the engineer reported that the county asked that they be given the contract from the city limits of Klamath Falls through Pelican City to a point on the present road about three miles in length on a cost plus ten per cent basis, the cost to be divided equally between the state and the county, and that the balance of the section north to the Indian Reservation Line be submitted as a separate post road project. On motion of Mr. Booth, this arrangement was confirmed.

The engineer reported also that the county desired the macadam laid 16 feet wide instead of 12, and that the grade be not less than 20 feet wide excluding ditches. On motion of Mr. Booth, which was carried, the request for wider roadbed section was granted and the Commission agreed to use the standard 20 foot roadbed section, exclusive of ditches, except in the rock cuts north of Klamath Falls where it would be narrowed to 16 feet traveled way, and a 16 foot macadam be used on all the projects above mentioned. It was agreed that cooperation in Klamath County should be on the basis of 25% county money, 25% state money and 50% Federal money, which would increase their bond issue four times.

The engineer was instructed to advertise at the next meeting the Klamath Falls-Algoma, Klamath Falls-Dairy, Klamath Falls-Merrill and Merrill-Malin sections, also in Lake County from Lakeview to Crooked Creek on the north and from Lakeview to Pine Creek on the south.

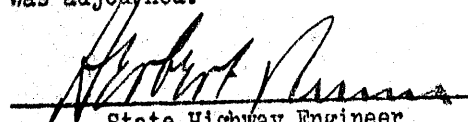
The engineer was instructed to advertise the Camas Valley-Remote project in two sections at the next meeting. The Mosier-Rowena project was also ordered advertised.

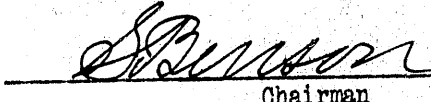
Mr. Booth proposed the postponement of the Low Pass Section of the Lane-Coos County Highway until further investigation and survey could be made by the engineer. It was agreed that this project should be built 20 feet wide with 12 foot macadam.

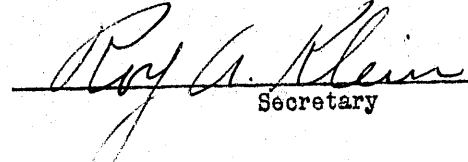
A deed for the Barlow road was submitted by Attorney George H. Joseph. The secretary was instructed to submit the deed to the Attorney General for his approval and advice.

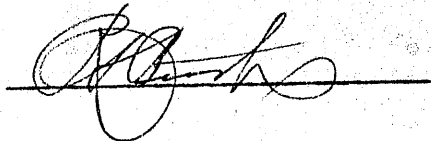
The paving on the Svensen-Astoria Section was discussed and the secretary was directed to request the Attorney General for an opinion as to a maintenance contract with the Warren Construction Company on this project.

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


State Highway Engineer


Chairman


Secretary



Portland, Oregon, October 7, 1919.

Meeting of the State Highway Commission was called to order at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

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

The Secretary opened and read the following proposals on highway and bridge construction:

COOS BAY-ROSEBURG HIGHWAY
REMOTE-CAMAS VALLEY SECTION, UNIT NO. 1 - GRADING

Corr. Iron Pipe Cedar Log Culverts

John Hampshire & Co. (Will not accept without Unit No. 2)	151,372.12	152,610.57
Grant Smith & Co. (Irregular bid. Clearing and Grubbing not included)	187,122.20	200,238.10
W. J. Conrad & Co. (Based on award for both units and traffic to be closed during construction)	190,769.62	193,836.42
Scandia Shipbuilding Co. (Irregular bid, no bond)	177,304.95	180,498.40

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COOS BAY-ROSEBURG HIGHWAY
REMOTE-CAMAS VALLEY SECTION, UNIT NO. 2 - GRADING

Corr. Iron Pipe Cedar Log Culverts

Grant Smith & Co. (Irregular bid. Clearing and Grubbing not included)	252,560.00	270,915.60
John Hampshire & Co.	198,720.60	200,456.10
W. J. Conrad & Co. (Based on award of both units. Road to be closed during construction)	264,615.54	268,355.34

COLUMBIA RIVER HIGHWAY
MOSIER-ROWENA SECTION - GRADING AND TUNNEL

Concrete Pipe Corr. Iron Pipe

Porter & Conley	294,895.00	294,159.25
Johnson Contract Co.	223,627.50	222,835.00
A. D. Kern	265,313.60	265,652.00
Grant Smith & Co. (Irregular bid, without Clearing and Grubbing)	354,092.50	348,722.50
Henry & McFee	262,665.00	261,247.50
Baker Bros. Co.	249,486.00	250,306.50
Clifton, Applegate & Toole		249,351.25

OREGON-WASHINGTON HIGHWAY
GILLIAM COUNTY LINE-HEPPNER SECTION - GRADING

Concrete Pipe Corr. Iron Pipe

Oskar Huber		146,493.50
Porter & Conley	214,358.00	213,686.00

UNIT NO. 1

Northwestern Construction Co.	45,088.00	44,900.50
Oskar Huber		37,984.80

PACIFIC HIGHWAY
BORDNER HILL AND WAIN HILL SECTION - GRAVELING

Marion County Court	Cost
Blake-Compton Co.	5,525.00
Chris. H. Ringwald	4,875.00

KLAMATH FALLS LAKEVIEW HIGHWAY
KLAMATH FALLS-DAIRY SECTION - GRADING AND MACADAM

County Court of Klamath County	Cost plus 10% Cost
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DALLIES-CALIFORNIA HIGHWAY
MERRILL-CALIFORNIA LINE SECTION - GRADING AND MACADAM

County Court of Klamath County	Cost plus 10%
	Cost

DALLIES-CALIFORNIA HIGHWAY
KLAMATH FALLS-MERRILL SECTION - GRADING AND MACADAM

County Court of Klamath County	Cost plus 10%
	Cost

DALLIES-CALIFORNIA HIGHWAY
ALGOMA SECTION - GRADING AND MACADAM

County Court of Klamath County	Cost plus 10%
	Cost

BAKER-CORNUCOPIA HIGHWAY
BAKER-MIDDLE BRIDGE SECTION - GRAVELING

F. C. Oxman	37,950.00
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JOHN DAY RIVER HIGHWAY
SARVICE CREEK-VALADES RANCH SECTION - GRADING AND BRIDGES
Unit No. 2

	Corr. Iron Pipe
Jas. F. Clarkson & Co.	126,934.60
Unit No. 3	
Jas. F. Clarkson & Co.	115,536.60
Unit No. 4	
A. D. Kern	154,561.26
Jas. F. Clarkson & Co.	156,689.75

COLUMBIA RIVER HIGHWAY
ROWENA-DALLIES SECTION - GRADING

	Corr. Iron Pipe	Concrete Pipe
Rajotte, Robert & Winters	92,900.00	
A. D. Kern	76,821.00	76,425.00
Johnson Contract Co.	89,395.00	89,395.00
United Contracting Co.	94,905.00	

LAKEVIEW-BEND HIGHWAY
LAKEVIEW-CROOKED CREEK SECTION - GRADING AND GRAVELING

	R.-of-B. Gravel	Screened Gravel	Crushed Gravel
Lake County Court	127,782.20	140,794.70	145,132.20

LAKEVIEW-NEW PINE HIGHWAY
LAKEVIEW-NEW PINE CREEK SECTION, UNIT NO. 1
GRADING AND MACADAMIZING

	R.-of-B. Gravel	Screened Gravel
Lake County Court	13,867.00	15,967.00

SUCKER CREEK ARCH - CLACKAMAS COUNTY

Pacific Bridge Co.	48,406.25
Lindstrom & Feigenson	55,842.50
Union Bridge Co.	53,880.00
Parker & Banfield	48,789.00
A. Guthrie & Co.	51,050.00
Edw. Sandeberg	58,372.50

TRYON CREEK TRESTLE - CLACKAMAS COUNTY

Union Bridge Co.	7,320.00
Parker & Banfield	9,190.00
Curtis Gardner	7,500.00
Palmer & Young	9,600.00
A. Guthrie & Co.	7,800.00
E. D. Olds	7,224.00
Robt. Wakefield	7,772.00
Edw. Sandeberg	9,700.00

SAND CREEK BRIDGE - DOUGLAS COUNTY

Curtis Gardner	11,903.00
Union Bridge Co.	12,034.75

HEPPNER JUNCTION OVERCROSSING - GILLIAM COUNTY

Union Bridge Co.	15,147.50
Rees & Davis	12,725.00
A. Guthrie & Co.	15,710.00
Lindstrom & Feigenson	13,600.00

WILLOW CREEK BRIDGE-GILLIAM COUNTY

A. Guthrie & Co.	29,735.00
Union Bridge Co.	22,360.00
Rees & Davis	21,515.00
Lindstrom & Feigenson	24,342.25

OVERCROSSING NEAR TOLO - JACKSON COUNTY

Union Bridge Co.	15,762.50
Parker & Banfield	18,836.50
Albert Anderson	14,576.00

DEPOT SLOUGH TRESTLE - LINCOLN COUNTY

R. W. Pepin	3,545.00
Curtis Gardner	4,100.00
John A. Carlson	4,270.00
J. C. Altree	3,700.00 (Old Fir)
	3,497.00 (Second Growth)

OVERCROSSING NEAR MESSNER - MORROW COUNTY

Union Bridge Co.	14,078.00
Rees & Davis	13,240.00
A. Guthrie & Co.	17,131.00
Lindstrom & Feigenson	13,415.75

Mr. Booth called to the attention of the Commissioners a number of instances where contractors are delinquent and the work had been delayed to such an extent that the public would be inconvenienced during the winter or else traffic would be cut off entirely and that the state would be put to extra expense to maintain traffic unless contractors did better in the next few weeks. On motion of Mr. Booth, the engineer was instructed in these cases to enforce the penalty provided in the contract or refer the matter back to the Commission. Motion was seconded by Mr. Thompson and carried.

Mr. Bennett reported that he had negotiated with Porter & Conley, the low bidders on the Cairo to Nyssa section of the John Day River Highway in Malheur County and that they had agreed to reduce their bid 11 cents per cubic yard on the rock, amounting to a total of \$2,200.00. On motion of Mr. Thompson which was carried, the contract was awarded to Porter & Conley at their reduced bid.

Mr. Bennett reported that no reduction had been offered on the Bend-Jefferson County Line section on which Ward & Logan were the low bidders, and recommended to the Commission that inasmuch as the bid was considered excessive the work be readvertised. On motion of Mr. Thompson which was carried, the engineer was instructed to readvertise this section at the next meeting of the Commission.

Mr. C. E. Cochran, General Solicitor for the O.-W. R. R. & N. Company, appeared before the Commission in regard to the various grade separations proposed on his company's lines. On motion of Mr. Thompson which was carried, the attorney was instructed to present to the Public Service Commission a statement covering the agreement between the parties concerned on a basis of the railroad cooperating to the extent of 40% and the county and state to 60% in the construction of grade separations at Glover, Perry, Hot Lake and Telocaset. On further motion of Mr. Thompson which was carried, the attorney was instructed to present an agreement to the Public Service Commission covering the construction of an overhead crossing at Big Eddy on which the cooperation offered was 80% by the county and state and 20% by the railroad. On motion of Mr.

Thompson, the attorney was instructed to present a further agreement covering construction of overhead crossings at Dillon and Heppner Junction on which, in view of this being an entirely new crossing, the state and county agree to pay for the total cost.

On motion of Mr. Thompson, the following resolution was adopted:

WHEREAS, the Oregon State Highway Commission is constructing a highway through Umatilla County, which said highway encroaches upon the property of the O.-W. R. R. & N. Company's property at Echo in said county, and

WHEREAS, an application was made by the said Highway Commission to the said railroad company for an easement, license and permit to encroach upon the said property at said place, and

WHEREAS, the said application was granted and an easement, license and permit executed by the officers of and for the said railroad company, which said grant or easement has been delivered to the Highway Commission for acceptance,

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission, all members being present in regular session, that said grant, easement and license be accepted for the purpose for which the same was requested and granted and that said instrument be recorded in the deed records of Umatilla County, Oregon.

Mr. Rufus Holman, Commissioner from Multnomah County, spoke in behalf of the Mt. Hood Loop section in Clackamas County, urging that a decision be made as to the route between Gresham and Sandy. He stated Multnomah County would be willing to connect at any point the adopted location of the Commission required. He spoke especially of Multnomah County's desire that Clackamas County roads be improved, and also urged an appropriation for the Oregon City bridge.

Mr. Porter of Oregon City urged a further appropriation by the state for the Oregon City bridge, stating that Oregon City was unable to contribute anything, due to having reached the limit of their bonded indebtedness. The Commission requested Mr. Porter to secure from the County Court a statement as to the amount they would appropriate.

Messrs. Dunn, Purcell and F. B. Riley headed a delegation from Sandy and requested that the location of the Mt. Hood Loop be made by way of the Bluff Road between Gresham and Sandy. Mr. Benson made a statement for the Commission that it did not appear desirable to decide on the location between Gresham and Sandy at this time until further engineering data could be secured.

Senator Hurley and Judge Test appeared in behalf of Malheur County, requesting aid on surveys and surfacing, proposing to use their bond issue for the grading. On motion of Mr. Thompson which was carried, the engineer

was ordered to make surveys from Ontario to Vale and from Ontario north to a point opposite Weiser and a survey from Vale west to the Burrell Ranch. On motion of Mr. Thompson, which was carried, graveling was ordered 12 feet in width on the projects from Vale to Brogan and from Vale to Burrell Ranch and from Ontario north to a point opposite Weiser after the grading has been prepared by the county and as funds are available.

On motion of Mr. Thompson, which was carried, the engineer was instructed to prepare plans for a bridge across the Malheur River at Vale on a basis of one-half the cost by the county and the other half to be submitted to the Federal Government for cooperation under the post road aid act.

Commissioner Miller was present from Deschutes County and spoke in behalf of the road south from Bend, advising that the cinders on the section recently covered required reshaping, and also a request that the improvement be completed by cindering four miles which were not covered when the previous work was done. The engineer was instructed to prepare for advertising the cindering of four miles and such additional grade as required and reshaping of the old grade where necessary. The engineer was instructed to furnish such engineering as may be required on the construction of the Burns-Horse Ridge Section, which is being constructed with county funds.

Mr. Bennett was instructed to report on the maintenance of cindering south of Bend.

Judge Boyce was present in behalf of Jefferson County. On motion of Mr. Thompson, which was carried, that section of the Dalles-California Highway between Madras and the Deschutes County line was ordered advertised for grading and graveling where necessary as a post road project, the Government to be requested to cooperate to the extent of 50%, cost of the balance to be met by the county and state, using the county bond funds as their portion.

Judge Hare of Tillamook County requested that 15 miles more of paving on the Coast Highway be advertised this fall. He also requested that market road surveys be made. The Commission discussed the cost of these market road surveys and requested the attorney to investigate the matter and see if the engineering cost for this work could be paid out of the market road fund. Pending a decision on this point, definite action was deferred. However, the county was requested to submit a statement as to which roads they propose to use market road money.

Mr. Benson made a motion which was carried that the Bentley road in the vicinity of Grand Ronde in Polk County be rocked on force account to enable traffic to get over same this winter and thus keep open the highway to Tillamook.

Judge Duby of Baker County spoke of the Canyon Section of the Baker-Cornucopia Highway east of Richland. He advised that no provision had been made for graveling and it would be impassable if not graveled. On motion of Mr. Thompson which was carried, the engineer was instructed

to prepare this as a post road project for advertisement at the next meeting on the basis of a supplemental agreement to the present project in which the county would cooperate to the extent of 50% and the government 50%, the county's share to be met out of the bond issue.

The matter of payment for the grading of the Baker-Haines Section was discussed and it was agreed that payment for this grading should be made from the county bond fund.

Judge Phy appeared in behalf of Union County, requesting that on the Union-Telocaset and Elgin-Minam post roads gravel surfacing be laid to keep the roads open during the winter and also so that the county can pave next year. Definite action on this matter was deferred until the results of the county bond election are known so that plans can be made accordingly.

Mr. Woodson of Morrow County asked that a survey be made from the Morrow-Gilliam County line through Gilliam County to a junction with the Columbia River Highway at Willows, looking toward the ultimate improvement of this section.

Mr. James Stewart appeared in behalf of Gilliam County and on motion of Mr. Thompson which was carried, that section of the John Day Highway between Mayville and Thirty Mile Creek was ordered advertised as a co-operative post road project for grading, using county funds to the extent of \$75,000, Federal Government \$75,000 and the state the balance.

Mr. Stewart applied for a market road survey from Condon to Lone Rock for Gilliam County, which was ordered filed.

Upon motion of Commissioner Thompson, all of the Commissioners being present and voting, and which motion was declared passed by a unanimous vote of the Commission, the following resolution was adopted:

WHEREAS, under Chapter 173 of the General Laws of Oregon for 1919, which law was enacted by the Legislative Assembly of Oregon for the year 1919 and signed by the Governor February 26, 1919, and thereby became immediately effective and operative by reason of the fact that said enactment was passed with the constitutional emergency provision as a part thereof, the State Highway Commission is authorized to issue bonds of the State of Oregon during the next five years in a sum not exceeding Ten Million Dollars, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, the said State Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold of said authorized Ten Million Dollars of bonds the sum of Three Million Dollars, and the Commission is empowered under the provisions of said Act to issue

and sell at any time during the next five years the full sum of Ten Million Dollars authorized by said Act; and

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

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been heretofore adopted in connection with the sale of the first One Million Dollars of said authorized sale of bonds; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act, and Whereas, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

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

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

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at the present time the necessity of road construction requires the issue of One Million Dollars, par value, of bonds authorized by the said statute.

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 173, General Laws of Oregon for 1919, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received by

the Secretary of this Commission at the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock, A. M., on the 4th day of November, 1919, and at 11 o'clock A. M., on the 4th day of November, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and that the said bids shall be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock, A. M., on the 4th day of November, 1919;

(c) That notice of such sale be given by the Secretary of this Commission by a publication thereof for two issues 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 One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-half per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue. The first installment to be payable on April 1st, 1925. That said bonds shall be in denominations of One Thousand (\$1,000.00) Dollars each and known and designated as Series No. 1 and shall be numbered 3001 to 4000, both numbers inclusive;

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

(f) That said bonds be dated November 1, 1919, 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 November 1, 1919, 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 upon delivery of said bonds at Portland, Oregon;

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

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

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

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value, of said bonds.

Upon motion of Mr. Benson, the following resolution was unanimously adopted:

WHEREAS, the provisions of Chapter 403 of the Laws of Oregon for 1919 provide as follows:

"Section 1. Nothing contained in the act of this legislative assembly which was House Bill No. 427 (Chap. 173, Laws 1919), shall be construed to prevent the issuance and sale of bonds of the state of Oregon for the purpose of meeting the conditions of the act of congress set forth in chapter 175 of the laws of Oregon of 1917, but said bonds shall be issued as in said chapter provided, and no part of the state highway funds provided for in said house bill No. 427 shall be used to meet any of said federal appropriation other than such portion of said fund as shall be derived from the sale of said bonds issued under the provisions of said chapter 175. (Laws 1919, Chap. 403, p. 732.)"

and,

WHEREAS, House Bill No. 427, otherwise designated as Chapter 173 of the Laws of 1919, designated in the above mentioned statute, is the act of the 1919 legislature generally known as the Ten Million Dollar Bonding Act, which act or fund, together with the Six Million Dollar Fund, are the only sources out of which the State Highway Commission is authorized to procure funds for road construction by the sale of bonds, and

WHEREAS, by virtue of the law as declared in the decision of the Oregon Supreme Court in the case of Benson v. Withycombe, (84 Or. 652; 166 Pac. 41) the said Highway Commission is precluded from appropriating any of the funds derived from the Six Million Dollar Act to meet the Federal Aid made possible under the provisions of Chapter 175 of the Laws of Oregon for 1917 and, by reason of the provisions of said Chapter 173 of the Laws of 1919, the Highway Commission is precluded from appropriating any of the funds derived from the sale of bonds under the Ten Million Dollar Bonding Act and, by reason of the further fact that all of the funds derived from the sale of bonds under said Chapter 175 of the Laws of Oregon for 1917 have been expended or appropriated in meeting Federal Aid and Federal appropriation, the Highway Commission is without funds at this time and is without the means or authority with which to procure additional funds to meet Federal appropriations now available, and

WHEREAS, there are available for road construction work in the State of Oregon large sums of money made possible by Federal appropriation but which is dependent upon the State of Oregon appropriating like or equal amount, which Federal Aid the state is unable to take advantage of at this time by reason of the fact heretofore stated,

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission that the Board of Control be and said board is hereby requested to issue and sell One Million Dollars worth of bonds under the provisions and authority of said Chapter 175 of the Laws of Oregon for 1917.

The meeting was then adjourned to meet at 10:30 A. M. the next day.

Portland, Oregon, October 8, 1919.

The State Highway Commission reconvened at 10:30 A. M. Those present were:

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

Tabulation of the bids received on the previous day was read.

John Day River Highway, Sarvice Creek-Valades Ranch Section, Unit No. 2, Wheeler County. On motion of Mr. Thompson which was carried, this contract was awarded to Jas. F. Clarkson & Co. at \$126,934.60.

John Day River Highway, Sarvice Creek-Valades Ranch Section, Unit No. 3, Grant County. On motion of Mr. Thompson which was carried, the contract for this section was awarded to Jas. F. Clarkson & Co. at \$115,536.60.

John Day River Highway, Sarvice Creek-Valades Ranch Section, Unit No. 4, Grant County. On motion of Mr. Thompson which was carried, this contract was awarded to A. D. Kern at \$154,561.26.

Oregon-Washington Highway, Morrow County, Heppner to the Morrow-Gilliam County line section. On motion of Mr. Thompson, which was carried, the entire contract was awarded to Oskar Huber at \$146,493.50, it being understood that this amount would be paid by Morrow County less an allowance to be made to Morrow County in reimbursement for macadamizing done on this same highway near Heppner in 1918.

Columbia River Highway, Mosier-Rowena Section, Wasco County. On motion of Mr. Thompson, which was carried, this contract was awarded to the Johnson Contract Company, using concrete pipe, at \$223,627.50.

Columbia River Highway, Rowena-The Dalles Section, Wasco County. On motion of Mr. Thompson, which was carried, this contract was awarded to A. D. Kern at \$76,425.00, using concrete pipe.

Baker-Middle Bridge Section, Baker-Cornucopia Highway. On motion of Mr. Thompson, which was carried, the bid for graveling was rejected and the engineer instructed to proceed to do this work with his own forces.

Lakeview to New Pine Creek Section. On motion of Mr. Booth, which was carried, the award was made to the county at \$13,867.00, using run-of-bank gravel.

Lakeview-Crooked Creek Section. On motion of Mr. Booth which was carried, the award of this contract was made to Lake County at \$127,782.20, using run-of-bank gravel.

Roseburg-Coos Bay Highway, Remote-Camas Valley Section, Unit No. 1. On motion of Mr. Booth, which was carried, this contract was awarded to John Hampshire & Co. at \$151,372.12, using corrugated pipe.

Roseburg-Coos Bay Highway, Remote-Camas Valley Section, Unit No. 2. On motion of Mr. Booth, which was carried, this contract was awarded to John Hampshire & Co. at \$198,720.60.

Pacific Highway, Marion County, Bordner Hill and Wain Hill Section, graveling. On motion of Mr. Booth, which was carried, the proposal of Marion County was accepted to do this work at cost.

No bids at unit prices having been received for the work in Klamath County, Mr. Booth moved that it be readvertised for the November meeting and the engineer was instructed to increase the time limit giving the contractors approximately one year in which to complete this work. Motion seconded and carried.

Bridge over Sucker Creek, Pacific Highway, in Clackamas County. On motion of Mr. Booth, which was carried, this award was referred to the engineer with instructions to present the matter to the county, inasmuch as they are to pay for the work, and if agreeable to the county, to award the same to the lowest bidder.

Tryon Creek bridge, Pacific Highway in Clackamas County. On motion of Mr. Booth which was carried, this award was referred to the engineer with instructions to present the matter to the county, inasmuch as they are to pay for the work, and if agreeable to the county, to award the same to the lowest bidder.

Bridge over Sand Creek, Pacific Highway in Douglas County. On motion of Mr. Booth, which was carried, this contract was awarded to Curtis Gardner at \$11,913.00.

Junction
Overcrossing near Heppner, Columbia River Highway, Gilliam County. On motion of Mr. Thompson which was carried, this contract was awarded to Rees & Davis at \$12,725.00.

Bridge over Willow Creek, Columbia River Highway, in Gilliam County. On motion of Mr. Thompson, which was carried, this contract was awarded to Rees & Davis at \$21,515.00.

Overcrossing near Tolo, Pacific Highway, Jackson County. On

motion of Mr. Booth, which was carried, this contract was awarded to Albert Anderson at \$14,576.00.

Bridge over Depot Slough near Toledo, Newport-Corvallis Highway, Lincoln County. On motion of Mr. Booth, which was carried, this contract was referred to the engineer with instructions to award the same to the low bidder if agreeable to the county who are to pay for this structure.

Overcrossing near Messner, Columbia River Highway, Morrow County. On motion of Mr. Thompson, which was carried, this contract was awarded to Rees & Davis at \$13,240.00.

Reinforced concrete bridges on the Amity-Holmes Gap Section of the West Side Highway. On motion of Mr. Booth, which was carried, the engineer was instructed to build these bridges with state forces, no bids having been received.

Mr. Porter of West Linn reported that he had a conference with the County Court of Clackamas County and if the bond issue was carried \$119,000 would be available for the bridge and that if the bond issue does not carry they will provide \$100,000.00 for the bridge on the plans as submitted by the Highway Commission. On motion of Mr. Booth, which was carried, the previous action of the Commission was reconsidered and on further motion of Mr. Booth which was carried, the Commission agreed to pay 50% of the cost of a bridge designed by the Bridge Department and Mr. Porter be authorized to convey this information to the County Court.

On motion of Mr. Benson which was carried, the engineer was instructed to make a survey from Sandy toward Zigzag on the Mt. Hood Loop in Clackamas County. On further motion of Mr. Benson which was carried, the Commission authorized the building of this section provided Multnomah County would put up \$170,000.00.

Acting on the advice of the attorney that there might be a possibility of a case in which the Commission would be personally liable, Mr. Booth moved that in all contracts awarded today and hereafter to the counties that they be required to give bond the same as individual contractors. Motion seconded and carried.

Dr. Donnelly appeared in behalf of the Columbia River Highway between Arlington and Blalock and on motion of Mr. Thompson which was carried, the engineer was instructed to make a further investigation and if he thought it advisable to award contract for graveling or macadam at an early date.

Mr. Geo. C. Macdonald, Jr., of the Henry Cowell Lime & Cement Co., appeared and asked that his certified check submitted with the proposal to furnish 23,000 barrels be returned and offered to furnish a bond in lieu of the check. This matter was agreeable to the Commission.

On motion of Mr. Booth, which was carried, the engineer was instructed to purchase equipment required and to proceed to make concrete

*and approved by the Commission. (Change in minutes approved on April 3, 1920)

culvert pipe.

The engineer was instructed to study the tunnel conditions on the Hood River-Mosier Section and report on the advisability of lining the same.

On motion of Mr. Thompson, which was carried, the location of the Dalles-California Highway between Terrebonne and the Jefferson-Deschutes County line was located upon the west side of the railroad track, as recommended by the engineer.

On motion of Mr. Thompson, which was carried, the maintenance contract with Hood River County was authorized, based on a plan whereby the county will contribute not less than \$5,000 a year toward the maintenance of the Columbia River Highway for a period of five years.

On motion of Mr. Thompson which was carried, the engineer was instructed to enforce all maintenance contracts on all paving or macadam which is now completed or that may be completed this year.

The engineer was instructed to advertise for macadam from the foot of Sexton Mountain to Grants Pass when it appeared desirable to do so.

Attorneys for the surety company, Messrs. Harrison Allen and Feck, appeared in connection with the Perham, Brown, Dean & Hague contract. They advised that the price of rock had been raised by the company furnishing same and on motion of Mr. Booth which was carried, the matter was referred to the engineer and the attorney with instructions that if the engineer believed the price of rock to be exorbitant or unfair that the attorney be authorized to commence condemnation proceedings providing a written request has been submitted by the surety company.

Mr. A. J. Hill presented a written proposal by the Warren Brothers Company in the matter of royalty on bitulithic pavement, which was considered at length by the Commission. Mr. Hill stated that the basic patent on bitulithic pavement would expire on May 20, 1920 and that in his opinion no attempt would be made to collect royalty after that date. Mr. Thompson suggested that a proposition be made for a lump sum price to be determined as royalty for all pavement which might be laid up to the date of May 20, 1920. Mr. Hill agreed to take the matter up with his company.

Dr. E. W. Lazell, who has been employed as Testing Engineer, appeared and protested against being relieved of this work. The matter was referred to the State Highway Engineer for adjustment.

Judge Anderson of Clackamas County and Commissioners Proctor and Harris appeared in behalf of the location of the Mt. Hood Loop between Gresham and Sandy and asked that the location be definitely decided at this time. Mr. Thompson made a statement for the Commission

that it would not appear advisable to definitely locate the road at this time since the people would expect immediate improvement of this road and that the Commission preferred to defer definite action until a later date when the engineering data would be completed.

The Clackamas County Court approved the award of the bridges over Tryon Creek and Sucker Creek to the low bidders.

The following extensions of time were requested and approved:

F. C. Oxman, Baker-Middle Bridge project, extension of thirty days from September 30, 1919.

Johnson Contract Company, Blalock-Arlington section, extension of thirty days from October 31, 1919.

Union Bridge Company, extension of time to November 30, 1919 for the completion of a 2'x5' box culvert and an extension of time to November 30, 1919 for the completion of three wood trestles near Glendale.

Blake-Compton Company, Unit No. 1, Salem-Aurora Section, extension of thirty days from October 15, 1919.

Joplin & Eldon, macadamizing Stage Road Pass Section, application for extension referred to Mr. Booth for investigation.

Union Bridge Company, Cow Creek Bridge, extension of time to November 30th.

Frank Jordan, bridges over Neil Creek, extension of time of ninety days from October 15, 1919.

H. J. Hildeburn, Drain-Yoncalla Section, extension of time to November 30, 1919.

Joplin & Eldon (Western Construction Co., subcontractors) for the grading of the Walker-Cottage Grove Section. Extension of time to November 15.

The arrangement entered into by the State Highway Engineer and Clark & Henery Construction Company, substituting asphaltic concrete base on certain sections of the Oakland-Yoncalla Section for macadam base was confirmed.

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

Robert A. Klein
State Highway Engineer
Roy A. Klein
Secretary

E. Benson
Chairman
W. Thompson
W. Booth

OCT 8 1919

OCT 8 1919

Portland, Oregon, November 4, 1919.

Meeting of the State Highway Commission was called to order at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

R. A. Booth, Acting Chairman
J. N. Burgess, Commissioner
Herbert Numm, State Highway Engineer
Roy A. Klein, Secretary

At 10 o'clock, proposals were opened for highway construction as follows:

JOHN DAY RIVER HIGHWAY
COW VALLEY-BROGAN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.	81,960.00	81,154.40
Pacific Bridge Co.	92,277.30	92,147.30 (90 day extension requested)

DALLES-CALIFORNIA HIGHWAY
BEND-JEFFERSON COUNTY LINE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Siems & Carlson	92,888.70	93,064.70
Elliott & Scoggin	99,291.00	98,602.80 (No bid on Metal Reinf.)
Oskar Huber	84,942.50	
Ward & Logan	92,344.00	92,188.48

DALLES-CALIFORNIA HIGHWAY
BEND-ALLEN RANCH SECTION - GRADING AND SURFACING

Oskar Huber	25,019.00	
A. J. McGarry	38,188.50	
Siems & Carlson	33,250.50	(Cinders to be furnished at Lava Butte free. Royalty on gravel not to exceed 25%. Bunkers to be furnished free.)
Deschutes County Court	27,939.50	

CROOKED RIVER HIGHWAY
PRINEVILLE-SHORTY DAVIS RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Siems & Carlson	207,221.00	202,125.20
Northwestern Construction Co.	219,333.95	217,045.45
Jas. F. Clarkson & Co.		250,896.50
Oskar Huber	223,997.99	
A. Guthrie & Co.		199,588.06

McKENZIE RIVER HIGHWAY
PRINEVILLE-REDMOND SECTION - GRADING AND GRAVELING

	Concrete Pipe	Corr. Iron Pipe
Siems & Carlson	84,511.20	83,746.50 (Based on payhaul. No filler bid.)
Elliott & Scoggin	70,011.70	68,579.30 (No bid on surfacing)
Jas. F. Clarkson		111,712.30
Oskar Huber	73,417.28	
A. Guthrie & Co.		132,456.80
A. Guthrie & Co.		Unit prices Prineville to Sta. 685. Cost plus 12 1/2% Sta. 685 to Redmond.
Northwestern Construction Co.	97,268.20	96,934.70

DALLES-CALIFORNIA HIGHWAY
KLAMATH FALLS-MERRILL SECTION - GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
	R.-of-B. Gravel	R.-of-B. Gravel
Oskar Huber	155,032.05	
Washburn & Hall		251,585.74 (Based upon using gravel from Hatch pit)
A. D. Kern		197,380.25 (State to furnish gravel, rolling & waterbinding @ force account)
Warren Construction Co.		206,149.26 (Based upon using gravel from Hatch pit only.)
Klamath County Court	279,797.95	279,710.95 (Late bid. Not competitive.)

KLAMATH FALLS-LAKEVIEW HIGHWAY
KLAMATH FALLS-DAIRY SECTION - GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
	R.-of-B. Gravel	R.-of-B. Gravel
Warren Construction Co.		217,182.95 (Sta. 630 to Dairy end. Water to be paid at cost. Right reserved to substitute Broken Stone for R.-of-B. Gravel)
Oskar Huber	146,008.16	
Klamath County Court	183,452.00	183,526.00 (Late bid. Not competitive)
	185,122.00*	185,196.00*

*Crushed gravel

DALLIES-CALIFORNIA HIGHWAY
ALGOMA SECTION - GRADING AND MACADAM

	Concrete Pipe		Corr. Iron Pipe
	Broken Stone Macadam	Cinder Macadam	Broken Stone Macadam
Warren Construction Co.			215,827.97
A. D. Kern			181,902.50*
Oskar Huber	125,532.20	124,422.20	
Klamath County Court	170,387.50		170,109.70 (Late bid. Not competitive.)

*State to furnish quarry. Wetting to be Force Account.

DALLIES-CALIFORNIA HIGHWAY
MERRILL-CALIFORNIA LINE SECTION - GRADING AND MACADAM

	Concrete Pipe		Corr. Iron Pipe	
	Crushed Gravel	R.-of-B. Gravel	Crushed Gravel	R.-of-B. Broken Stone
Warren Construction Co.			203,238.82	
Guy F. Atkinson				224,762.50
Oskar Huber		115,580.90		
Klamath County Court	157,486.20	155,711.20	157,634.20	155,859.29

COLUMBIA RIVER HIGHWAY
BETWEEN DEER ISLAND AND DELENA
4,400 LIN. FT. GUARD FENCE

A. J. McGarry	4,390.00
Chas. A. Nutt	7,630.00

OLD OREGON TRAIL
PENDLETON-CABBAGE HILL SECTION - GRADING & MACADAM

	Concrete Pipe	Corr. Iron Pipe
Clifton, Applegate & Toole	100,701.00	100,924.10
Warren Construction Co.	106,611.00	
Umatilla County Court	106,720.30	106,720.30 (No bid on Clearing and Grubbing)
Porter & Conley	102,721.50	102,496.50

For building a warehouse at Salem, the following proposals were received and opened:

Joseph W. Knapp	5,978.00
Siewert & Engstrom	5,473.00
Erixon & Jones	7,564.00
L. C. Denison	6,983.00

At 11 o'clock, proposals were opened for the sale of \$1,000,000 Oregon state highway bonds.

Upon motion of Mr. Burgess, the following resolution was unanimously adopted:

WHEREAS, at a meeting of the State Highway Commission held October 7, 1919, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under Chapter 173 of the General Laws of Oregon for 1919, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock A. M., on the 4th day of November, 1919, and at 11 o'clock A. M. on the 4th day of November, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of November 4, 1919; and

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of this Commission by publication thereof for two issues in the following publications, to-wit: The Bond Buyer, published in New York City, and Pacific Banker, published at Portland, Oregon; 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 November 1, 1919, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from November 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

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

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 4th day of November, 1919, in regular session at Room 520 Multnomah County Court House,

Portland, with Mr. Booth and Mr. Burgess 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:

A. B. Leach & Company	Boston)	
Hemphill, Noyes & Company)	
Halsey, Stuart & Company	Chicago)	977,000.00
Ladd & Tilton Bank	Portland)	
The National City Company	New York	980,312.00
Continental & Commercial		
Trust & Savings Bank	Chicago)	980,800.00
Harris Trust & Savings Bank	Chicago)	
Lumbermens Trust Company	Portland)	
Henry Teal	Portland	984,300.00
Bankers Trust Company	New York)	
Guaranty Trust Company	New York)	
Kissel, Kinnicut & Company	New York)	985,990.00
William R. Compton Company	New York)	
Carstens & Earles, Inc.	Seattle)	
Kean, Taylor & Company		
First National Bank	New York)	
Seattle National Bank	Seattle)	987,550.00
Anglo & London Paris National)	
Bank	San Francisco)	
Clark, Kendall & Co., Inc.	Portland)	
Eldredge & Co.	New York)	987,700.00
White, Weld & Co.	New York)	
Stacey & Braun	New York)	
Freeman Smith & Camp Co.	Portland)	988,230.00
William Salomon & Co.	New York)	

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 Freeman Smith & Camp Co. of Portland and William Salomon & Co. of New York, 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 Freeman Smith & Camp Co. and William Salomon & Co.;

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

1. That said bid of Nine Hundred Eighty-Eight Thousand Two Hundred Thirty Dollars (\$988,230.00), of said Freeman Smith & Camp Co. and William Salomon & Co. for One Million Dollars par value bonds of the State of Oregon, authorized under said Chapter 173, General Laws of Oregon for 1919, 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 one thousand (1000) One Thousand Dollar Bonds, of which twenty-five (25) One Thousand Dollar Bonds shall be due and payable on April 1, 1925, 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 November 1, 1919, 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 November 1, 1919, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twenty-five One Thousand Dollar bonds be issued so as to mature April 1, 1925, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million 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.

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

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

Mr. Burgess further moved that the checks of the unsuccessful bidders be returned.

Mr. Ernest F. Johnson, County Commissioner of Wallowa County, was

present and stated that his county had \$315,000 to spend on state highways and offered to use this to pay for 50% of the cost of the same, requesting Federal or state aid for the balance. Mr. Booth replied for the Commission, saying that the Commission was in sympathy with this project but no Federal funds were available for this project at this time. He stated, also, however, that further consideration would be given and an answer would be made as soon as possible. The unit proposed for immediate improvement was the canyon running east from Minam toward Joseph, an approximate distance of 9 miles.

Judge Boyce of Jefferson County urged that the Commission advertise the section from Madras south to the Deschutes County line. Discussion developed that this project could be divided into two units and it was agreeable to Judge Boyce to take up one of these projects only for immediate construction. Mr. Bennett reported that the field surveys were completed. Judge Boyce also requested that the road north from Madras to the Wasco County line be located, stating that the county had \$50,000 to put on that section. The possibility of using the O.-W. R. R. & N. grade, if abandoned for railroad purposes, was discussed. The rebuilding of the section between Antelope and Madras was urged as an immediate necessity. Mr. Booth stated that a definite decision could not be made on this project at this time.

In regard to the Quinton Tunnel, Columbia River Highway, Gilliam County, Mr. Bennett reported that serious objections had been raised by the railroad company to the construction of this tunnel immediately adjacent to their tracks and that investigation had developed that a somewhat cheaper line could be obtained by building over the summit. The engineer was authorized to take up the matter with the contractor with a view to cancelling this contract and reimbursing him for expenditures already made on this account, with instructions to report back to the Commission as to the terms of such an adjustment.

Representing Yamhill County, Mr. Boise and Judge Daniels appeared, requesting that the highway between Newberg and Yamhill through the Chehalem Valley be designated as a market road and asked that the survey be made as soon as convenient. They agreed that the expense of the survey would be met out of other county funds if made before the market road money was available. The Commission advised the delegates that the matter of designating the roads to be improved under the market road act was a county matter and that surveys would be made as requested.

Judge Daniels spoke of the bridge between St. Joe and McMinnville over the Yamhill River. The county desires to build a permanent structure at this crossing and requests the state to furnish the plans. The county also desires to borrow money from the state to commence the work, repayment to be made part in the Spring and part in the Fall of 1920. Judge Daniels stated further that the present bridge was in poor condition and desired that the new structure be advertised as soon as the plans could be prepared. The Commission decided to take the matter under consideration.

In reply to a request from the Yamhill County delegation for

hardsurfacing between McMinnville and Newberg, Mr. Booth stated for the Commission that the Commission was committed to the macadam surfacing between these points but cannot consider hardsurfacing until the main highways have been taken care of.

Judge Gillette of Josephine County filed a petition for a market road survey in their county, which was ordered filed and the engineer instructed to make the necessary surveys.

Messrs. Rees and Davis, who have the contract for the construction of several bridges on the Columbia River Highway in Umatilla, Morrow and Gilliam Counties, advised the Commission that they had been unable to secure a surety bond and asked the acceptance of personal bond. On motion of Mr. Booth, which was carried, the Commission agreed to accept in lieu of the usual bond for the Willow Creek bridge, Heppner Overhead Crossing, and Messner Overhead Crossing, a personal bond with Liberty bonds as collateral, and the attorney was instructed to prepare a contract. Notice was also given Rees & Davis that the railroad may require an indemnity bond for structures over their tracks. The attorney was instructed to take this matter up.

Judge Marsh appeared for Morrow and Umatilla Counties, requesting a market road survey from Lena on the Oregon-Washington Highway in Morrow County to connect with the Columbia River Highway. Approximately 20 miles of this project is in Morrow County and 20 miles in Umatilla County. The secretary was instructed to record this request for a survey.

Judge Phy, representing Union County, asked for a survey from Telocaset to North Powder on the Oregon Trail. On motion of Mr. Burgess, which was carried, the engineer was instructed to make this survey at his early convenience.

Senator Porter of Linn County spoke in connection with the location of the Pacific Highway through Halsey south. The Commission approved the engineer's report favorable to the line along the Southern Pacific railroad tracks provided arrangements for right of way should be secured by the County Court of Linn County and the city of Halsey.

Judge Gardner of Jackson County requested information regarding the market roads and he was advised of the Commission's understanding of the law.

Judge Gardner and Commissioner Owen advised the Commission that they would like to have the four mile portion of the Ashland-Klamath Falls Highway lying between Jenny Creek and the Klamath-Jackson County line constructed and were willing to pay fifty per cent of the cost of this improvement. They also desired that the roadbed on the contracts already let between Ashland and Jenny Creek on this highway be widened. The matter was referred to a later session. On the Medford-Crater Lake Highway, they stated that they would like to have six miles graveled from Prospect west. The soil being very light, it was very desirable that this work should be done in the early spring. This matter was also taken under advisement.

Judge Gardner and Commissioner Owen further requested that if possible on the contract from Gold Hill to the Jackson-Josephine County line that a bituminous base be substituted for the macadam base now being used. This matter was referred to the engineer.

Mr. James Stewart, representing Wheeler County, spoke in behalf of the McKenzie Highway from Mitchell toward Prineville. He stated that from Mitchell to the forest reserve line three and one-half miles had already been built and that Wheeler County had \$25,000 available. Mr. Booth stated for the Commission that on account of the shortage of funds this project could not be considered at this time.

The engineer advised the Commission that the Bureau of Public Roads which is cooperating to the extent of fifty per cent of the cost of the Salem-Brooks project, covering four miles of paving, desired the use of more crushed rock base than specified in the original estimate. The engineer recommended that instead of increasing the thickness of the crushed rock base that a bituminous base be used, the contractor having made a bid on this item. The change being agreeable to the contractor, on motion of Mr. Burgess the Commission adopted a bituminous base for this section.

The matter of the location of the Columbia River Highway between Seufert and Deschutes was brought up and the Commission decided to look over the ground.

The Commission adjourned to meet again at 10 A. M. on November 5.

Portland, Oregon, November 5, 1919.

The State Highway Commission reconvened at 10 A. M. in Room 520 Multnomah County Court House. Those present were:

R. A. Booth, Acting Chairman
J. N. Burgess, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

The secretary read the tabulation of the bids as received.

Prineville-Crooked River Section in Crook County. On motion of Mr. Burgess, the bid of A. Guthrie & Co. for this section at \$199,588.06, using concrete pipe, was accepted. Supported and awarded.

Prineville-Redmond Section, Crook County. On motion of Mr. Burgess, the bid of Oskar Huber for \$73,417.28, using concrete pipe, was accepted. Supported and awarded.

Bend-Allen Ranch Section, Dalles-California Highway. On motion of Mr. Burgess, the bid of Oskar Huber at \$25,019.00 was accepted. Supported and awarded.

Bend-Jefferson County Line Section, Dalles-California Highway. On motion of Mr. Burgess, the bid of Oskar Huber, using concrete pipe,

for \$84,942.50, was accepted. Supported and awarded.

Merrill-California Line Section. On motion of Mr. Burgess, the bid of Oskar Huber was accepted at a bid price of \$115,580.90, provided that the work does not commence until July 1, 1920. Supported and awarded.

Klamath Falls-Merrill Section. On motion of Mr. Burgess, the bid of Oskar Huber at \$115,032.05 was accepted. Supported and awarded.

Klamath Falls-Dairy Section. On motion of Mr. Burgess which was carried, the bid of Oskar Huber at \$146,008.16 was accepted, provided that no work is to be done until July 1, 1920. Supported and awarded.

Algoma Section, Dalles-California Highway, Klamath County. On motion of Mr. Burgess, the bid of Oskar Huber at \$125,532.20 was accepted. Supported and awarded.

Cow Valley-Brogan Section. On motion of Mr. Burgess, the bid of Morrison-Knudsen Company was accepted at \$81,154.80. Supported and awarded.

Guard fence between Deer Island and Delena. Columbia River Highway, Columbia County. On motion of Mr. Burgess, the bid of A. J. McGarry for \$4,390.00 was accepted. Supported and awarded.

Pendleton-Cabbage Hill Section. On motion of Mr. Burgess, the bid of Clifton, Applegate & Toole, using concrete pipe, was accepted at \$100,701.00. Supported and awarded. The secretary was instructed to hold the check of the second bidder.

Baker-Cornucopia Highway. No bids having been received, Mr. Burgess made a motion, which was carried, that the same be readvertised.

Proposals for warehouse at Salem. On motion of Mr. Burgess, which was carried, the bid of Siewert & Engstrom at \$5,473.00 was accepted and the contract awarded.

On motion of Mr. Booth, the engineer was instructed to prepare plans and designate a unit on the section between Minam and Joseph to be advertised at the next meeting.

On motion of Mr. Booth, the engineer was instructed to proceed with the widening of the Ashland-Klamath Falls Highway in Jackson and Klamath Counties to 20 feet, including ditches; that is, 16 feet wide traveled way, and the expense to be borne fifty per cent by the county and fifty per cent by the state, as proposed by the county. The engineer was also instructed to advise the contractor of this change, with the understanding that the unit prices shall not exceed those in the contract.

In regard to the petitions of various counties for surveys for market roads, the engineer was instructed to make these surveys as early as possible in the best practical way and at the least expense to the counties.

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The engineer was instructed to advertise the Youngs Bay Bridge at the January meeting if found advisable, and to advertise the Mayville-Thirty Mile Creek Section at the December meeting.

The engineer was instructed to investigate the loading conditions of trucks on the state highways and report back to the Commission.

The engineer reported that he had investigated conditions in connection with concrete culvert pipe manufacture. In view of the cost of establishing a new plant for this purpose, the Commission decided to defer this matter for the present.

The following requests for extensions of time were made:

Morrison-Knudsen Company, Baker-Cornucopia Highway. Extension of time requested from November 30 to December 30. On motion of Mr. Burgess, which was carried, the time was extended as requested.

Clark & Henery Construction Co., Oakland-Wilbur Section. On motion of Mr. Burgess, which was carried, the time was extended to October 31, 1920, contingent upon completing the grading at once.

Clark & Henery Construction Company, Oakland-Yoncalla Section. Request for extension of time to July 31, 1920. Referred to the engineer with power to act.

Porter & Conley. On the Morrow County Section, Columbia River Highway, Morrow County. Extension of time to December 31, 1919. On motion of Mr. Burgess, which was carried, the time was extended as recommended.

L. O. Herrold, Scappoose-Deer Island Section, Columbia River Highway, Columbia County. Extension of time from October 31 to December 15 requested, and this extension being recommended by the engineer, on motion of Mr. Burgess, which was carried, the extension was granted, provided that the contractor pay for the cost of watchmen and repairmen's service in connection with the telegraph, telephone and railroad lines and also bear the engineering cost over this period.

A. Guthrie & Co., Hillsboro-Multnomah County Line Section. Requested an extension to December 15, stating that the pavement was completed on October 21 but the shoulder work could not be done until the pavement had set a four weeks period. On motion of Mr. Burgess, which was carried, this extension was granted.

Porter & Conley, Echo-Morrow County Line, Umatilla County, Columbia River Highway. Extension until December 31, 1919. On motion of Mr. Burgess, which was carried, this extension was granted.

E. E. Cummins, Newberg-West Dayton Section, West Side Highway. On motion of Mr. Burgess which was carried, time was extended to November 30, on condition that the contractor pay the extra engineering cost.

John Hakanson, Oakland South Section, Pacific Highway, Douglas County. Requested an extension of time until next spring. Referred to

the engineer.

Clark & Henery Construction Company, Central Point-Gold Hill Section, Pacific Highway, Jackson County. On motion of Mr. Burgess, the time was extended as recommended by the engineer.

Pacific Bridge Company, Rainier City Section, Columbia River Highway, Columbia County. On motion of Mr. Burgess, which was carried, an extension of time to November 30 was granted.

Union Bridge Company, bridge over Cow Creek. Extension of time to November 30. On motion of Mr. Burgess, which was carried, the extension of time was granted.

Frank Jordan, Neil Creek bridges. Pacific Highway, Jackson County. Extension of time to January 15. Referred to the engineer with power to act.

The previous action of the Commission was reaffirmed that where contractors are unduly delinquent, the costs of engineering be charged against the job after the completion date or the matter referred to the Commission.

The Secretary presented a request from Multnomah County, asking that the State Highway Engineer investigate and report on the condition of the Willamette River bridges in Multnomah County in the city of Portland, and further, this investigation be made at the expense of the state. On motion of Mr. Booth, the engineer was instructed to comply with their request and make a thorough examination of the bridges and furnish Multnomah County with a complete report.

A communication was received from Curry County, requesting that the State Highway Commission match their bond money, \$98,000, recently voted. The secretary was instructed to advise them that the Commission was committed to the improvement of the road between Port Orford and Gold Beach, using Federal or state funds to match the county bond money when the money became available.

A request was received from John Hampshire for an adjustment on loss due to reducing quantities on the Stage Road Pass Section by narrowing the roadbed. This matter was referred to the engineer, asking him to make a recommendation.

Mr. Bennett presented the matter of oiling the slopes of the excavation and the adjacent right of way to hold the shifting sand on the work east of Arlington. The engineer was instructed to investigate this matter and give authority to do the work if it appeared desirable to do so.

The following resolution was introduced by Mr. Burgess and carried:

WHEREAS the increased cost of labor and material has made it necessary to revise the estimated cost of the construction of the Flora-Enterprise project in Wallowa County, and

WHEREAS the State Highway Commission is obligated by previous agreement to share with the Federal Government and County of Wallowa the cost of this project, and

WHEREAS the total estimated cost is \$95,000, of which the county of Wallowa will cooperate to the amount of \$12,400,

THEREFORE, BE IT RESOLVED that an appropriation be made to make available the total sum of \$41,300 or such sum as may be required to complete the construction of this project, on condition that the Federal Government, through the Forest Service, contribute an equal amount.

Upon motion of Commissioner Burgess, Mr. Booth and Mr. Burgess being present and voting, and which motion was declared passed, the following resolution was adopted:

WHEREAS, under Chapter 173 of the General Laws of Oregon for 1919, which law was enacted by the Legislative Assembly of Oregon for the year 1919 and signed by the Governor February 26, 1919, and thereby became immediately effective and operative by reason of the fact that said enactment was passed with the constitutional emergency provision as a part thereof, the State Highway Commission is authorized to issue bonds of the State of Oregon during the next five years in a sum not exceeding Ten Million Dollars, and sell the same in order to create a fund to be used in carrying out the provisions of said Act; and

WHEREAS, by the terms and provisions of said Act, the said Highway Commission is authorized and empowered to issue said bonds in such denominations as in the judgment of the Commission will be most marketable; and

WHEREAS, there have been issued and sold of said authorized Ten Million Dollars of bonds the sum of Four Million Dollars, and the Commission is empowered under the provisions of said Act to issue and sell at any time during the next five years the full sum of Ten Million Dollars authorized by said Act; and

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

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been heretofore adopted in connection with the sale of the first One Million Dollars of said authorized sale of bonds; and

WHEREAS, said statute, as above stated, authorizes such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said Act, and Whereas, such bonds are required to be paid one-twentieth each year commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part or all of such bonds to be issued payable to the purchaser

thereof, and subject to registration with an appropriate endorsement for such purpose and registration, and a portion or all thereof to be payable to bearer and not subject to registration; and

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

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law by causing to be made certain of the road improvements designated by such statute, and in their judgment at the present time the necessity of road construction requires the issue of One Million Dollars, par value, of bonds authorized by the said statute.

THEREFORE, BE IT RESOLVED, by the State Highway Commission, in session regularly assembled, with Commissioners Booth and Burgess present:

(a) That of the bonds authorized under said Chapter 173, General Laws of Oregon for 1919, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received by the Secretary of this Commission at the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock A. M., on the 20th day of December, 1919, and at 11 o'clock A. M., on the 20th day of December, in Room 520 Multnomah County Court House, Portland, Oregon, and that the said bids shall be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at the hour of 11 o'clock A. M., on the 20th day of December, 1919;

(c) That notice of such sale be given by the Secretary of this Commission by a publication thereof for two issues 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 One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-half 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 April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue. The first installment to be payable on April 1st, 1925. That said bonds shall be in denominations of One Thousand (\$1,000.00) Dollars each and known and designated as Series No. 1 and shall be numbered 4001 to 5000, both numbers inclusive;

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

advertisement contain information as to such requirement;

(f) That said bonds be dated December 1, 1919, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from December 1, 1919, 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 upon delivery of said bonds at Portland, Oregon;

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

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

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

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value, of said bonds.

On motion of Mr. Burgess, which was carried, the following resolution was adopted;

WHEREAS, the State Highway Commission did by resolution request the Honorable Board of Control to issue and sell one million dollars of State Bonds, authorized under Chapter 175 of the Laws of Oregon for 1917; and

WHEREAS, the said Board of Control has refused to issue and sell said bonds as in said resolution requested, and has so advised and informed the State Highway Commission; and

WHEREAS, the reasons for such refusal on the part of said Board are set forth in the following extract and language taken from the report and answer of said Board relative to its action on said request, to-wit:

The Board, having considered the request of the Highway Commission contained in said resolution, and being in doubt whether it has the authority to issue the bonds therein requested, under provisions of Chapter 175 Laws of 1917, it was moved and carried that the Board decline at this time to issue the bonds requested in the resolution of said State Highway Commission.

and,

WHEREAS, in the judgment of the State Highway Commission the

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best interest of the State demands that the duty and authority of said Board to issue and sell said bonds as requested by this Commission be determined by appropriate court procedure to the end that the Highway Commission may be advised as to its ability to take advantage of funds available to the State of Oregon for road construction under Federal aid;

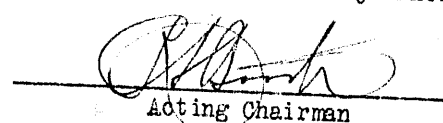
THEREFORE, BE IT RESOLVED that J. M. Devers as attorney for the State Highway Commission be and he is hereby directed and instructed to commence and prosecute to a final determination such suit, action or proceedings as may be necessary and appropriate to define the duties and authority of said Board of Control under Chapter 175 of the Laws of Oregon for 1917, and to require the said Board of Control to issue and sell State Bonds in the sum of one million dollars as in said resolution requested, and as in said Chapter 175 of the Laws of Oregon for 1917, provide.

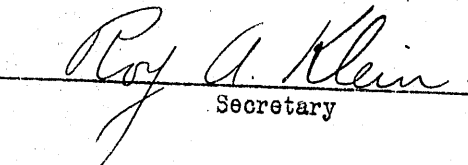
On further consideration of conditions in Wallowa County, having in mind the offer of the county to cooperate to the extent of fifty per cent, the engineer was instructed to work up a project through the canyon between Minam and Joseph and submit the same for Federal aid.

The engineer reported that it would be necessary to spread crude oil upon the slopes of the sand cuts and embankments west of Arlington to hold them, and authorization was given by the Commission for a prudent expenditure for this purpose.

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


State Highway Engineer


Acting Chairman


Secretary

Portland, Oregon, December 20, 1919.

Meeting of the State Highway Commission was called to order at 10:00 A. M. in Room 520 Multnomah County Court House. Those present were:

R. A. Booth, Acting Chairman
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer.
Roy A. Klein, Secretary

The secretary opened and read the following bids received for grading:

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BAKER-CORNUCOPIA HIGHWAY
CANYON SECTION - GRAVELING

	Crushed Gravel	Screened Gravel	Crushed Rock
Morrison-Knudsen Co.*	24,615.00		
J. A. Hoskins **	20,512.50		21,880.00
F. C. Oxman	24,615.00		
A. J. McGarry	23,521.00	21,059.50	

*If no sub-grading required will make reduction of 50¢ per cu. yd. and do necessary grading at Cost Plus 10%. Bid listed as "Gravel Surfacing."

**Provisional on grade being ready to receive rock. If ground is frozen crushed rock to be used until gravel can be worked to advantage.

COLUMBIA RIVER HIGHWAY
ASTORIA-SVENSEN SECTION - GUARD FENCE

A. J. McGarry	3,113.20
R. A. McClanathan	2,836.40
John Slotte & Co.	2,944.80

The following bids for bridges were opened and read:

WEST SIDE HIGHWAY
CHEHALEM CREEK TRESTLE

Curtis Gardner	11,410.00	(Conditional on completion July 1, 1920)
Jas. F. Clarkson & Co.	10,962.50	
E. D. Olds	8,912.50	

WEST SIDE HIGHWAY
CONCRETE VIADUCT OVER NORTH YAMHILL RIVER

Stebinger Bros.	46,513.10
Jas. F. Clarkson & Co.	54,781.00
A. Guthrie & Co.	69,269.00
Union Bridge Co.	58,967.97

YOUNG'S BAY BRIDGE

	Project 1 Cost plus 15%	Project 1A Project 1B Project 1C Project 2A Project 2B Project 2C	Project 1C Project 2C Project 3C Project 3E	Project 1 Project 2 Project 3	Project 2 Project 2A Project 2B Project 3	Project 1 Project 2 Project 3	Project 1 Project 1A Project 2 Project 2A Project 3E
Illinois Steel Bridge Co.							
A. Guthrie & Co.	76,632.00	Cost Plus	Cost Plus	75,932.00	Cost Plus	Cost Plus	
Strobel Steel Const. Co.	198,188.00	117,060.00	117,060.00	42,275.00			
Northwest Bridge & Iron Co.	535,618.00	353,353.30	422,893.30				
Gilpin Construction Co.	311,502.30	54,974.00	140,583.30	373,282.30			
D. M. Stevenson	521,138.60	341,434.59	410,378.79				
Rob't. Wakefield	Cost plus fixed sum	57,942.80	Cost plus fixed sum	57,542.80	44,946.80		

Mr. C. W. Fulton, representing the Port of Astoria, advised the Commission that, due to the increased cost of construction and a change in the plans for the development of the Port of Astoria, the project for a combination highway and railway bridge would be abandoned.

At 11 o'clock, proposals for bonds were opened and the bids taken under advisement.

Mr. W. B. Dennis of Carlton and Mr. L. M. Graham of Forest Grove spoke in favor of the route on the west side of railroad tracks as the definite location of the highway between Yamhill and Wapato. After discussion, the following resolution was offered by Mr. Kiddle and agreeable to Mr. Booth:

WHEREAS, the Commission by action heretofore taken, as entered in its minutes under date of August 6, 1919, located that portion of Highway No. 29 in Yamhill County lying between Yamhill and Wapato, so that said section of said highway should follow the old county highway on the East side of the Southern Pacific Company's railroad tracks, in accordance with the survey of the State Highway Engineer; and

WHEREAS, the County Court of Yamhill County requested the Highway Commission to cause a survey to be made between said points on the West side of said tracks for the purpose of having said section of said highway located on said West side instead of on the East side of said tracks; and

WHEREAS, it appears that said survey has been made by the Highway Engineer and filed with the Commission as ordered, and it now appearing that said engineer has recommended that said section of said highway be relocated so that the same shall follow said new survey; and,

WHEREAS, the County Court of said County has, by resolution filed with the Commission, urged that said proposed relocation be adopted as the location of said section of the Pacific Highway in Yamhill County; and

WHEREAS, it appearing to the Commission that by adopting said proposed location, there can be eliminated from said highway one grade crossing and one overhead crossing, and by reason thereof, and by reason of the other facts stated herein, it is deemed advisable that said section of said highway be relocated as herein stated, and according to said survey; and

WHEREAS, it appearing that the necessary additional right-of-way for said relocation is to be furnished by said county without expense to the state, and the grade thereon prepared at the expense of Yamhill County; and it further appearing that the city of Yamhill is to pay the cost of paving 1,500 lineal feet in said city on the street traversed by said highway.

NOW, THEREFORE, be it, and it is hereby resolved, that the action of the Commission heretofore taken locating said section of said highway between Yamhill to Gaston on the East side of the Southern Pacific railroad tracks, be, and the same is hereby, rescinded, and said section of said highway between said points is hereby located on the West side of the Southern Pacific Railroad Company's tracks along the survey as made by the Highway Engineer, and filed in the office of the Commission under date of December 20, 1919; provided, however, the said relocation is made upon the condition that the necessary additional right-of-way shall be procured by said County without expense to the State, and that said County shall prepare the grade on said highway according to the requirements of the Commission at the expense of the County; and provided further, that the said city of Yamhill shall pay for the cost of grading 1,500 lineal feet of such portion of said highway as is in the limits of the city of Yamhill on the street traversed by said highway; and provided further, that the relocation herein specified shall not become effective until the said County and the said city shall enter into written contracts with the State Highway Commission to comply with the conditions herein specified.

Mr. L. M. Graham spoke on the subject of the contract awarded to Washington County for macadamizing between Gaston and Forest Grove. It was requested that the contract be delayed until the Commission finds out whether by action of the legislature or otherwise they would have sufficient funds to complete the paving of this unit between Forest Grove and Gaston. It was stated that the county would rather wait until the Commission has sufficient funds for paving instead of macadam as at present contemplated. Judge Goodin stated while the county was willing to go through with their contract, yet in the event that paving was possible the county requested that the contract for rocking be cancelled. Mr. Booth stated for the Commission that it would be preferable to postpone action on this matter until the next meeting when the Legislature would have adjourned and plans would be made for the 1920 work. This was agreeable to those present.

Mr. G. L. Larison of Union County appeared before the Commission and urged the early construction of the Old Oregon Trail between Kamela and North Powder and also the completion of the pavement between La Grande and Minam. Mr. Larison stated that funds were available for the county share of the cooperation from their bond issue and that, if the work could be started, they would be able to advance the funds for the Government portion until those funds were available. The matter was taken under advisement for further consideration.

Judge Marsh of Umatilla County requested a survey of that section of the Pendleton-John Day Highway between Nye and the Grant County line which is not within the limits of the forest reserve. He represented that the county has \$100,000 to spend on this road.

Judge Marsh also called to the attention of the Commission that on the Echo-Pendleton Section, no contract had been made to provide for gravel surfacing. Both of these matters were deferred for future consideration.

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The bids received on the bonds were brought up for further consideration. Upon motion of Mr. Kiddle, the following resolution was unanimously adopted:

WHEREAS, at a meeting of the State Highway Commission held November 5, 1919, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under Chapter 173 of the General Laws of Oregon for 1919, and

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which sealed bids were to be received at the office of the Commission in the Capitol Building, Salem, up to and including 7 o'clock A. M., on the 20th day of December, 1919, and at 11 o'clock A. M. on the 20th day of December, 1919, in Room 520 Multnomah County Court House, Portland, Oregon, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Court House, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of December 20, 1919; and

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

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent. of the amount of such bid, and further required that such bonds be dated December 1, 1919, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from December 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

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

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 20th day of December, 1919, in regular session at Room 520 Multnomah County Court House, Portland, with Mr. Booth and Mr. Kiddle 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:

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The Citizens Bank	Portland	\$50,000 bonds on basis of 5% per annum.
Carstens & Earles, Inc.	Portland)	
Bankers Trust Company	New York)	
Guaranty Trust Company	New York)	\$966,300.00
Kissel, Kinnicut & Company	New York)	
William R. Compton Company	New York)	
Henry Teal	Portland	976,400.00
First National Bank of New York)	
Kean, Taylor & Company)	986,170.00
Anglo & London Paris National Bank of)	
	San Francisco)	
Ralph Schneeloch Company	Portland)	

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 First National Bank of New York, Kean, Taylor & Company, Anglo & London Paris National Bank of San Francisco and Ralph Schneeloch Company of Portland, 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 First National Bank of New York, Kean, Taylor & Company, Anglo & London Paris National Bank of San Francisco and Ralph Schneeloch Company;

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

1. That said bid of Nine Hundred Eighty-six Thousand One Hundred Seventy Dollars (\$986,170.00), of said First National Bank of New York, Kean, Taylor & Company, Anglo & London Paris National Bank of San Francisco and Ralph Schneeloch Company for One Million Dollars par value bonds of the State of Oregon, authorized under said Chapter 173, General Laws of Oregon for 1919, 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 one thousand (1000) One Thousand Dollar Bonds, of which twenty-five (25) One Thousand Dollar Bonds shall be due and payable on April 1, 1925, and a like number and amount on April 1st and October 1st of each year following until the full amount has become due and payable, and that such bonds be dated December 1, 1919, and bear interest from such date, and that such purchaser be required to pay in addition to his bid the interest accrued on all of said bonds from December 1, 1919, until the purchase price therefor has been paid.

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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 twenty-five One Thousand Dollar bonds be issued so as to mature April 1, 1925, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million 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.

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

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

On motion of Mr. Kiddle, which was carried, the secretary was instructed to return the checks of the unsuccessful bidders on the bonds.

Canyon Section of the Baker-Cornucopia Highway. Graveling. On motion of Mr. Kiddle all bids were rejected and the engineer was instructed to readvertise at the next meeting.

Astoria-Svensen Section, guard fence. On motion of Mr. Kiddle, the bid of R. A. McClanathan was accepted as the lowest and best bid.

Mr. A. J. Hill, representing the Warren Construction Company, appeared before the Commission and stated that the contracts with the state provided a retained percentage of 15% until the work was finally completed. He represented that his company had several contracts which were very nearly completed which had to be carried over the winter season because of a small amount of work to be done after bridges were completed or for other similar causes. Mr. Hill represented that this retained percentage tied up a large amount of working capital and requested that they be given the final estimate for such work as was completed. The Commission was disposed to final such work as came under this classification and on the recommendation of the engineer and the advice of the attorney, it was ordered on the projects following that a supplementary

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contract be drawn for the remainder and that a final estimate be given on such work as was completed on these projects: Warren Construction Company - Deer Island-Rainier, Milton-Washington State Line, Astoria-Svensen; Clark & Henery Construction Company - Gold Hill-Central Point.

An application was received from Union County for market road surveys, which was ordered filed and the engineer was instructed to make these surveys at his convenience.

Mr. James Stewart, representing Wheeler and Gilliam Counties, asked that the section of the John Day Highway between Mayville and Thirtymile be advertised. The engineer was instructed to advertise this project as soon as it was ready.

Mr. Stewart also asked that construction of the Sarvice Creek Section from Sarvice Hill to the John Day River be undertaken. Mr. Booth replied for the Commission that when money was available this project would be considered.

Construction of the highway between Mitchell and Prineville was also urged. Judge Wallace of Crook County stated that his county had \$40,000 to apply on this project from Prineville to the forest boundary, stating that the estimated cost was \$75,000. Judge Wallace also recommended for the consideration of the Commission the extension of the Crooked River Highway from Davis Ranch eastward toward Paulina, a distance of approximately 34 miles. The county has \$80,000 to use for this purpose. The Commission advised that both matters would be taken under consideration. The engineer was instructed to investigate an alternate survey in the vicinity of the Palisades in the Crooked River Canyon.

An application for market road surveys in Crook County was ordered filed.

Judge Wallace stated that Crook County or the city of Prineville would pay for the grading and temporary bridge required for the highway through the city of Prineville.

Judge Hare of Tillamook County presented an application regarding apportionment of market road fund for his county, which was ordered filed. Judge Hare inquired as to when contracts could be let for hard-surfacing on another section of the Coast Highway in Tillamook County to which Mr. Booth replied that this would be done when the money was available.

Mr. Porter of the firm of Porter & Conley appeared in behalf of his company in the matter of encroachments on the property of the O.-W. R. R. & N. Company in Sherman County. This matter was referred to the attorney with instructions to confer with the railroad company and see if modifications could not be secured.

Palmer & Young presented a claim for clearing on the Oswego-Oregon City project, which was referred to the engineer for investigation and report.

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It was decided to hold the next meeting of the Commission at Salem on December 29, to take up unfinished business.

After a full discussion, the engineer was instructed not to make any surveys without the sanction of two commissioners.

On recommendation of the engineer, Mr. Booth made a motion which was carried, that a supplementary contract be entered into with the Blake-Compton Company under the terms of which the contractor would be given a final estimate for the construction of Unit No. 1, Salem-Aurora Section of the Pacific Highway on the condition that he furnish a bond of \$5,000 to guarantee maintenance on this section of the pavement.

The matter of the location of the highway between Klamath Falls and Merrill in Klamath County was brought up in connection with changes in location requested by the county court. The Commission favored the line as originally adopted and instructed the engineer to refer the matter to the District Engineer of the United States Bureau of Public Roads.

The Secretary was instructed to request Crandall and Roberts to bring in a report of their audit of the Highway Commission funds for the next meeting.

The engineer requested a ruling from the Commission on the matter of the time which should be allowed to men on sick leave. A ruling was made that the limit should be made two weeks with pay; if a further extension of time appeared to be desirable, that the individual case should be brought up, if of merit, with the whole Commission present.

Mr. Harvey of Columbia County appeared in regard to the apportionment for market roads, asking that the Commission match their two mill levy. Mr. Booth stated for the Commission that the matter would be passed on when the full Commission was present and it is known what applications other counties have made.

In the matter of cancellation of the Quinton Tunnel contract, the Commission approved the amount recommended by the engineer as adjustment in the settlement of the contractors' claims.

At 4 o'clock, the tabulation of the bids received on the Young's Bay bridge was read by the Secretary. Mr. Booth stated for the Commission that a notice had been given in an informal way by the Port of Astoria that they have decided that they can not cooperate on the combination railway and highway bridge; therefore, the bids for the combined structure will not be considered. Mr. Booth stated further for the Commission that the bids were decidedly in excess of the estimates and the general practice of re-advertising or doing the work by force account had been followed where bids were much more than the estimates. Mr. Fulton appeared for the county of Clatsop and the Port of Astoria, stating that while the amount bid was in excess of the estimate, there were several points to be considered; that the bridge as it now exists is dangerous and the county is anxious that this bid be accepted and is ready to put up its share of the money; that the bridge designed is approved by both the county and the state, and that

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the county prefers heavy concrete construction. Mr. Wright, representing the Bureau of Public Roads, stated that their department approved the design but that he had not gone into it sufficiently to say offhand whether or not the bids were excessive. Mr. Booth then made a statement for the Commission, saying that it was the desire of the Commission to have the parties to this agreement to be sure that no mistake was being made. The Chairman of the Commission being away, the members of the Commission are disposed to consider this for a few days before award and wish to take the matter up further with Mr. Purcell, representing the Government, and the Chairman of the Commission so that an award would not be made today but a decision would be made not later than the 29th of December. The representative of the Gilpin Construction Company, the lowest bidder, stated that this was agreeable to him.

On motion of Mr. Kiddle, which was carried, the Secretary was instructed to return all checks except that of the low bidder.

The secretary read the summaries of tabulation for the bids on bridges in Yamhill County. On motion of Mr. Kiddle, which was carried, the matter of the Yamhill bridges, which are to be paid for by Yamhill County, was referred to the engineer with instructions to confer with the County Court.

The secretary was instructed to advise the Douglas County Court that rocking would be continued on state highway contracts south of Isadora to connect with the local road into Oakland which connects with the Oakland-Yoncalla section at the Southern Pacific railroad crossing at Chenoweth Park, conditional on the county court doing sufficient maintenance to keep this local road (Chenoweth Park to Oakland) open for local traffic during the coming winter. Due to conditions on the new grade from Chenoweth Park to Oakland, it will be impossible to place rock on this section.

The engineer was authorized to secure the services of a consulting bridge engineer to check over the plans of the Young's Bay Bridge if he desired to do so.

Mr. Kiddle then offered the following resolution:

WHEREAS, by the hand of the assassin, J. N. Burgess has been removed from the citizenry of the State and from the membership of the Highway Commission; and

WHEREAS, during the brief period in which Mr. Burgess was permitted to serve as a member of this Commission, he demonstrated his worth as a citizen, his ability to grasp and handle large problems of State and Community, his keen sense of fidelity to trust and duty; and

WHEREAS, by his untimely death the State has lost a citizen of worth, the Commission has been deprived of the wise counsel of a willing co-worker, his immediate community a true

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neighbor, and his family has been denied the companionship of a loving husband and father; and

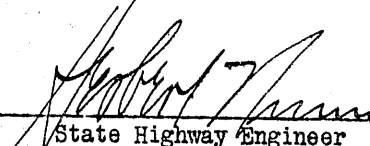
WHEREAS, the members of the Highway Commission desire to recognize and commend the willing and efficient service which Mr. Burgess had so recently tendered the people of the State of Oregon, therefore

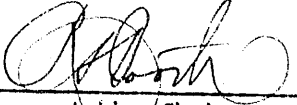
BE IT RESOLVED, that the Commission by this resolution express its sincere regret caused by the sad and untimely death of our friend and fellow worker, J. N. Burgess,

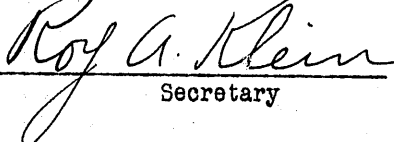
BE IT FURTHER RESOLVED, that the sincere sympathy of the members of the Commission be extended to his bereaved family and that by this simple recognition they may know he is remembered beyond his home and neighborhood.


BE IT FURTHER RESOLVED, that a copy of these resolutions be spread upon the minutes of the Commission, that an engrossed copy be sent to the bereaved family, and that a copy be furnished the Press.

BE IT FURTHER RESOLVED, that out of respect for the memory of former Commissioner Burgess, the Commission adjourn for the day.


State Highway Engineer


Acting Chairman


Secretary



Salem, Oregon, December 29, 1919.

The meeting was called to order at 10:30 A. M. in the office of the State Highway Engineer in the Capitol Building. Those present were:

R. A. Booth, Acting Chairman
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The Young's Bay bridge matter was brought up and the following were present:

Mr. McEachern and Mr. Gilpin, representing the construction company
Mr. Fulton, representing the Port of Astoria
Mr. Purcell and Mr. Wright, representing the U. S. Bureau of Public Roads

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The county had employed Mr. R. R. Clark, Consulting Engineer, to investigate the contractor's bid. Mr. Clark reported from his analysis of the bids that they did not appear excessive. Mr. Fulton urged that the Commission award the contract on the low bid submitted. The Commission discussed the matter fully with the engineers present and with Mr. Fulton. Mr. Booth then stated for the Commission that in view of the dangerous condition of the present bridge the Commission was exceedingly anxious to expedite this construction by the award of a contract. However, the Commission believe the estimates to be correct, and involving the state's interest as it does, at the price asked, the Commission cannot consistently consider this bid and therefore all bids are rejected. Mr. Gilpin of the Gilpin Construction Company then offered to make certain minor modifications in the price of the electrical equipment if the state would furnish it and in the contingency allowed for an increase in freight if the state would guarantee the present rate. Mr. Fulton stated that the county would increase their cooperation to make up the difference between the funds set aside and the bid price. This was not considered advisable by the Commission and it was stated that the rejection of all the bids would hold.

Mr. Meacham and Judge Duby of Baker County, appeared in behalf of the Baker-Cornucopia road, stating that the county had appropriated \$150,000. They wished assurance from the Commission that the section between the end of the Baker-Middle Bridge section and the Canyon section would be next taken up and completed. Mr. Booth stated for the Commission that no one road could be finished at the sacrifice of the others, but that it would be the policy of the Commission to eliminate the bad portions first. If the legislature appropriated further funds, the Commission will have a survey made at an early date.

A survey was also requested from Baker to Huntington, but no definite action was taken.

A. J. Hill, representing the Warren Construction Company, appeared and offered to change type of base on the Scappoose to Deer Island Section from rock base, Type E, to mixed bituminous base, Type D. The matter was referred to the engineer with power to act.

Dr. E. W. Lazell of Portland made a proposal to the Commission to handle the cement, sand and gravel tests the same as now, with the exception of the black mixtures being handled in the state laboratory. He requested compensation of \$350.00 a month for these consulting services. Mr. Booth stated that the matter would be taken under consideration.

Mr. C. B. McCullough, Bridge Engineer, requested that permission be given him to attend the meeting of the American Concrete Institute in Chicago on February 13, 14 and 15, and requested that travel expenses be paid by the Commission. On recommendation of the State Highway Engineer who advised that Mr. McCullough could at the same time investigate the subject of bascule bridges in Chicago and confer with the owners of bascule patents, the request was granted.

Mr. A. J. Hill, representing the Warren Construction Company, stated that his company desired to rent the Commission's field asphalt paving plant, at \$15.00 per day for each working day and wanted it on April 1 for a four months period. Definite action was deferred until the next meeting.

The State Highway Engineer reported on the matter of additional compensation for John Hampshire, contractor on the Stage Road Pass Section of the Pacific Highway. He recommended that the claim be reduced to \$1140 and this amount paid as compensation for the cost of preparing for the heavy work which was reduced by narrowing up of the roadbed, under the clause in the contract (page six) providing for adjustments in case of alterations in details of construction. In view of the facts, the Commission adopted the recommendation of the Engineer and ordered that a voucher be drawn of this amount covering payment in full.

The report of Crandall & Roberts covering the audit of the State Highway fund from December 1, 1916 to November 30, 1918 was filed.

The engineer reported that it would appear desirable to change the macadam base Type E on the Green Springs Mountain Road-California line section to Type D bituminous base. The Commission referred the matter to him with authority to take up with the contractor.

The engineer reported that an agreement had been entered into with Oskar Huber to repair the pavement between Oregon City and Canby on a basis of cost plus 15%, the total cost to be less than \$2,000.00. This arrangement was approved by the Commission.

The engineer was instructed to make the location survey of the Old Oregon Trail between Haines and North Powder at his early convenience.

As a matter of policy the Commission decided that the proportionate cost to each party in the case of the construction of overhead crossings should be determined by the Public Service Commission, in each particular case.

The matter of the award of the contract for the bridge over the Yamhill River near McMinnville came up for discussion. In this connection Stebinger Brothers, who were the lowest bidders, represented and claimed that they had made a mistake in their bid and requested that they be allowed to withdraw their bid or raise the bid in the sum of \$4,000.00.

After a conference with the Yamhill County Court, the following motion was made and carried:

Moved that the request of Stebinger Brothers for permission to withdraw their bid or be allowed to raise their bid \$4,000.00, be denied, and the contract for the construction of the bridge over the Yamhill river near McMinnville be awarded to Stebinger Brothers, who are the low bidders on said improvement, and the Secretary is instructed to have prepared and submitted to said Stebinger Brothers, the usual and appropriate contract

for execution, together with the bond required.

The Engineer was instructed to make a survey of the LaGrande-Enterprise Highway between Island City and Elgin.

In the matter of the Eugene-Florence project the Commission was advised by Mr. Cecil, District Forester, that the original estimated cost of \$3,000.00 was not sufficient to complete the survey, plans and estimates and that a total of \$8,000.00 would be required for this purpose. It was proposed to divide the cost as heretofore, on a basis of 50% Federal Government and 50% by the State of Oregon. On motion of Mr. Booth which was carried, the sum of \$2,500.00 was appropriated for this project in addition to the sum of \$1,500.00 set aside by resolution on March 27, 1919.

The following requests for extensions of time to complete contracts were considered and the following orders made. On all of these contracts where it applies these extensions are made contingent on the cancellation of the clause guaranteeing payment by the Commission of freight charges in event of increase over the rate in effect on date of contract after the completion date set out in the contract.

Contracts No. 73 and No. 74, A. D. Kern, Units No. 2 and No. 3, Hood River-Mosier Section. Extension granted to March 1, 1920 without penalty.

Contract No. 78, Elliott & Scoggin, Bee Ranch Section. Extension granted to June 15, 1920, without penalty.

Contract No. 81, H. J. Hildeburn, Yoncalla-Drain. Extension granted to May 31, 1920. Contractor to pay for engineering.

Contract No. 82, A. Guthrie & Company, Hillsboro-Multnomah County Line. Work completed except shoulders. Extension granted to March 31, 1920.

Contract No. 89, Warren Construction Company, Milton-Washington State Line. Extension granted to May 1st, 1920. Matter of penalty to be left open.

Contract No. 90, Warren Construction Company. Adams-Athens Section. Extension granted to June 1, 1920. Determination of penalty to be held in abeyance until completion of project.

Contract No. 96, Clark & Henery, Oakland-Yoncalla Section. Extension granted to July 31, 1920. Engineering to be charged to contractor after completion date (June 30, 1920).

Contract No. 101, Warren Construction Company, Hemlock-Beaver Section. Extension granted to July 31, 1920.

Contract No. 104, Warren Construction Company, Deer Island-

Rainier. Extension granted to June 30, 1920.

Contract No. 105, V. R. Dennis, McMinnville-Sheridan. Extension granted to June 30, 1920. Engineering to be charged to contractor.

Contract No. 106, Warren Construction Company, Rickreall-Monmouth-Independence. Extension granted to June 30, 1920. Matter of penalty to be left open for investigation.

Contract No. 110, L. O. Herrold, Scappoose-Deer Island. Extension granted to February 1, 1920. Contractor to pay for watchmen and repairmen in connection with telephone and telegraph lines.

Contract No. 111, Lindstrom & Feigenson. Deschutes River Bridge. Extension granted to March 31, 1920.

Contract No. 112, Portland Bridge Company. John Day River Bridge, Columbia River Highway. Extension granted to February 29, 1920.

Contract No. 121, Warren Construction Company, Island City-La Grande-Lone Pine paving. Extension granted to May 31, 1920. Matter of penalty to be considered later.

Contract No. 122, Warren Construction Company, Hillsboro-Forest Grove Section. Extension granted to May 31, 1920.

Contract No. 128, Warren Construction Company, Rainier-Clatskanie. Extended to June 30, 1920. If there are extra engineering charges they are to be brought up before the Commission for adjustment.

Contract No. 129, G. E. Colby, Roseburg-Dillard Section. Extension granted to June 30, 1920. Engineering charges to be brought up later.

Contract No. 131, Joplin & Eldon, Jacques Place-Johns Place. Extension granted to May 31, 1920. Engineering charges to be determined later.

Contract No. 132, A. D. Kern, Ruthton Hill-Hood River Section. Extension granted to March 31, 1920, on recommendation of the Engineer.

Contract No. 136, E. E. Cummins, Newberg-West Dayton. Extension granted to May 31, 1920. Matter of penalty to be decided later.

Contract No. 139, Union Bridge Company, Tide Creek Bridge. Extension granted to February 29, 1920.

Contract No. 150, Albert Anderson, Leona-Drain. Extension granted to June 30, 1920.

Contract No. 158, Parker & Banfield, Rogue River Bridge at Rock Point. Extension granted to February 29, 1920.