Contract No. 165, Joplin & Eldon, Stage Road Pass. Extension granted to May 31, 1920.

Contract No. 171, Warren Construction Company, Canyon Road-Washington County. Extension granted to May 31, 1920.

Contract No. 176, Warren Construction Company, Lone Pine-Hot Lake macadam. Matter referred to Commissioner Kiddle.

Contract No. 180, Warren Construction Company, Wolf Creek Section. Extension granted to May 31, 1920. Matter of penalty to be considered later.

Contract No. 191, James F. Clarkson, John Day Highway Bridges. Extension granted to March 31, 1920.

Contract No. 192, Portland Bridge Company, Molalla River Bridge. Extension granted to May 31, 1920. Penalty to be determined later.

Contract No. 194, Warren Construction Company, Canyonville-Galesville macadam. Extension granted to June 1, 1920. Engineering costs to be determined later.

Contract No. 202, Hakanson & Corson, Walker-Cottage Grove. Extended without penalty to June 30, 1920.

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

Herbert Nunn
State Highway Engineer

R. A. Booth
Acting Chairman

Roy A. Klein
Secretary

Ed E. Kiddle

Salem, Oregon, January 14, 1920.

The meeting of the State Highway Commission was called to order at 11:00 o'clock A. M. in Room 323 Capitol Building, Salem. Those present were:

R. A. Booth, Acting Chairman
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The State Highway Engineer presented the figures on the estimated cost of construction of that section of The Dalles-California Highway between Madras and the Deschutes-Jefferson County Line. After a full discussion it was agreed by the Commission to submit this section

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as a post road project, including the grading and approximately 10 miles of gravel surfacing which it was estimated would cost $150,000.00, the cost to be divided as follows: $50,000 Jefferson County, and the balance to be divided between the state and the Federal Government.

Due to high water and floods, the engineer reported serious damage to the pavement on the Wild Horse section of the Oregon-Washington Highway just north of Pendleton. The Commission approved a maintenance order covering the necessary repairs, Umatilla County having signified its willingness to cooperate to the extent of fifty per cent on the expenditure.

The secretary presented a project statement for the Wallowa Canyon Section of the La Grande-Enterprise Highway, which was approved by the members present and the Secretary was instructed to forward the same to the Federal Government.

Messrs. Palmer & Young, who hold the contract for the grading between Oswego and Oregon City, presented their claim for clearing in excess of their original bid. Due to the changes in alignment it was shown that the acreage was increased to the amount of six acres over the amount originally estimated on this project. On this showing the Commission allowed the claim for excess clearing on the basis of actual cost of doing the work plus ten per cent for supervision to be determined as the proportionate amount of the total cost which the excess area bears to the total area.

Legislative matters were discussed and it was decided to present a bill giving the Commission authority to prosecute repair work without advertising, in the case of flood, fire, slides, wash-outs, etc., as will be necessary in emergency cases.

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

Herbert Nunn
State Highway Engineer

R. A. Booth
Acting Chairman

Roy A. Klein
Secretary

Ed E. Kiddle

Portland, Oregon, February 4, 1920.

The meeting of the State Highway Commission was called to order at 2:00 o'clock P. M. in Room 1301 Yeon Building, Portland, Oregon. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

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On motion of Mr. Kiddle, seconded by Mr. Benson, which was carried unanimously, the location of the Columbia River Highway between Seufert and the Deschutes River was agreed to be on the River route using the portions of the Portage Railroad grade, the canal embankment and the abandoned O.-W. R. R. & N. grade as located by the State Highway Engineer. On motion of Mr. Booth, which was carried, it was agreed to build the lower line, or the line adjacent to the railroad track, requiring the lower bridge rather than the upper line which required a longer and higher bridge unless Mr. Seufert offers an amount equal to the difference in cost of the two bridges.

The engineer was instructed to complete the plans for the West Side Highway from Monmouth South at his early convenience.

After discussion and full consideration, the following motion was offered by Mr. Booth and carried unanimously:

After carefully considering the opinion of the Attorney General and believing it is for the best interests of the State, it is agreed that no royalty will be paid on patented pavement* until ordered to do so by the Court.

The engineer reported that there would probably be a shortage of open top cars for the transportation of road building materials during the coming season. In view of this the Commission favored encouraging contractors to store up materials for the working season at the present time, and favored making payments to the contractor each month for material delivered up to 75% of its value for non-perishable materials, the per cent to be paid, however, to be left to the Engineer.

The engineer was instructed to proceed with the survey of the Coast Highway between Port Orford and the Coos County Line, at his convenience.

On motion of Mr. Booth which was carried, the schedule of salary increases proposed by the engineer was adopted.

On motion of Mr. Kiddle which was carried, the Oregon-Washington Highway through the city of Weston was routed through Water Street.

The secretary called the attention of the Commission to the fact that inadvertently there had been omitted from the minutes and records of the Commission of the meeting held January 7, 1919, the resolution and action of the Commission designating and adopting the Salem-Dallas Highway as a State Highway, and asked permission to have said minutes corrected by adding thereto said resolution; whereupon the following motion was made, seconded and declared carried, moved by Commissioner Booth and seconded by Mr. Kiddle, that the minutes of the meeting of January 7, 1919, be corrected by adding thereto the following resolution, to-wit:

WHEREAS, under the provisions of Chapter 423 of the Laws of Oregon for 1917 and Chapter 173 of the Laws of 1919, the State Highway Commission is authorized and empowered to designate and

*This correction made by Mr. Booth under date of August 25, 1920.

define, in addition to the roads designated by the State Legislature, other and additional roads as State Highways, as the Commission may deem of sufficient public importance, and such roads as may connect other portions of the State, and said Commission is authorized to improve and pave the said highways as post roads or forest roads, or otherwise as the Commission may deem best; and

WHEREAS, the highway known as the Salem to Dallas highway is a road of public importance, and is a road that connects other portions of the State, and are connected by highways designated by the State Legislature, and in the judgment of the Commission the improvement of such highway will be for the best interests of the State,

THEREFORE, BE IT RESOLVED by the Commission, that the said Salem to Dallas Highway be, and the same is hereby, adopted as a State Highway.

AND BE IT FURTHER RESOLVED, that said State Highway be improved as a post road project.

And that said resolution be entered and recorded in said minutes, nunc pro tunc, as of January 7, 1919.

On motion of Mr. Benson which was carried, it was agreed to retain Mr. Jay Bowerman as associate attorney in the Riddle case.

At 8 o'clock P. M. the Commission met again in the Benson Hotel, with all members present.

Mr. W. B. Dennis of Carlton spoke in behalf of Washington and Yamhill Counties, advocating that proposals be received in the near future for the completion of paving between Forest Grove and Yamhill but that the award of the contract be deferred pending the passage of the four per cent debt limit at the May election. Mr. Dennis stated that Yamhill County was ready to go ahead with its grading contract which was awarded to them August 5, 1919 but on which no work has yet been done.

Mr. Graham of Forest Grove spoke in favor of cancelling the macadam contract between Forest Grove and Gaston and outlined the advantages of letting the paving contract this year.

Mr. Benson and Mr. Booth replied to both for the Commission, stating that it would not appear advisable to ask for proposals under such conditions and expressed the doubt that a reasonable bid would be secured. Also that it was felt that time should be given to make a thorough study of the needs of the state at large rather than committing themselves to any one project. Assurance was given that this project would be considered in the event that the bond indebtedness limit was increased.

Mr. W. T. Vinton of McMinnville requested that the section between Newberg and West Dayton and West Dayton to McMinnville also Sheridan

to Willamina be placed on the program for paving this year. He suggested that a second county bond issue would probably be floated during the coming season to take care of the balance of the grading and bridges. Judge Daniels of Yamhill County, Mr. Buck of Newberg and Mr. Clyde Apperson of McMinnville spoke also in favor of work in Yamhill County. They were assured that Yamhill County roads would be given consideration in the event the debt limit amendment was carried.

Mr. Walter Evans, District Attorney of Multnomah County, representing the Oregon Chamber of Commerce, and Representative Gore of Jackson County told of the volume of tourist travel to Crater Lake and the adverse criticism of the roads and urged the improvement of the Medford-Crater Lake Highway.

Judge Gardner proposed that a paved road be constructed between Medford and Trail through Eagle Point on the survey of the State Highway Engineer, the pavement to be 12 feet wide with four foot macadam shoulders on each side to be completed in a two year period. He stated that Jackson County would offer 25% of the entire cost and asked that the state contribute 25% and the remaining 50% to be met from Federal Aid Post Road funds. He stated further that Jackson County would guarantee a reasonable bid.

Mr. E. V. Carter of Ashland urged that construction be started this season. Mr. Van Duzer, President of the Portland Chamber of Commerce, spoke in behalf of the project urging that the road leading to Oregon's great scenic asset be improved. Mr. Benson replied for the Commission that the project was considered a creditable one and requested that the proposition of Jackson County be submitted in writing.

Judge Gillette appeared before the Commission, assuring them that Josephine County would complete the grading on the Pacific Highway. He requested further work on the Grants Pass to Crescent City Highway, offering 25% of the cost by the county from Kerby to Grants Pass, and proposed that it be placed on the program as a post road project with the state and Federal Government cooperating.

Judge Gillette then presented the matter of the Grave Creek bridge on the Pacific Highway, asking for 50% state aid in building the structure.

The matter of the route of the Pacific Highway through the city of Grants Pass was presented, Judge Gillette exhibiting a map showing a direct route just constructed by the county instead of a route making several right angle turns as proposed by the citizens. He further stated that the county court would lay one-half mile of macadam on this section within the city limits of Grants Pass this year. The Commission favored the direct route as proposed.

The Commission took the matters brought up for further consideration and no definite action was taken.

Mr. George Quayle, Executive Secretary of the Oregon Chamber of Commerce, advised the Commission that a committee from the Chamber of Commerce had gone to Washington in behalf of further Federal Aid

appropriations and requested the Commission to give this movement their support. He was advised that the Commission through its Chairman had already urged the Oregon representatives in Congress to support further federal aid appropriations.

Mr. F. J. Miller of Albany requested that plans be made for the paving of the Pacific Highway between Albany and Tangent during the coming season.

Mr. Gale S. Hill, Prosecuting Attorney of Linn County, urged the construction of the McKenzie Pass Project.* He stated that Linn County has available from their bond issue $60,000 from Albany to Lebanon and $44,000 from Lebanon to Cascadia. He proposed that the first section be constructed under the Federal Aid Act for post roads and the balance of the project as a forest project.

The meeting then adjourned.

Herbert Nunn
State Highway Engineer

S Benson
Chairman

Roy A. Klein
Secretary

R A Booth

Ed E Kiddle

Portland, Oregon, February 5, 1920.

Meeting of the State Highway Commission was called to order at 10:00 A. M. in Room 360 Multnomah County Court House, those present being:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The secretary read the proposals received on the following projects:

COAST HIGHWAY
KILCHIS RIVER BRIDGE - STRUCTURAL STEEL

Pacific Foundation Co.	10,332.00

* Should be Santiam River Project

OREGON-WASHINGTON HIGHWAY
12' CULVERT AND 59' VIADUCT
ADAMS-ATHENA SECTION

Union Bridge Co.	17,751.25
Rhyner-Dicke Co.	13,652.50

OREGON-WASHINGTON HIGHWAY
60' STEEL SPAN - ATHENA-MILTON SECTION

Pacific Foundation Co.	10,872.00
Union Bridge Co.	13,006.25

COLUMBIA RIVER HIGHWAY
DRY CANYON ARCH - MOSIER-ROWENA SECTION

Union Bridge Co.	36,777.50
Lindstrom & Feigenson	23,900.00
Jas. F. Clarkson & Co.	28,252.50

COLUMBIA RIVER HIGHWAY
MOSIER CREEK ARCH - MOSIER-ROWENA SECTION

Union Bridge Co.	57,675.50
Lindstrom & Feigenson	42,801.25
Jas. F. Clarkson & Co.	53,942.50
A. Guthrie & Co.	48,782.50

COLUMBIA RIVER HIGHWAY
YOUNGS BAY BRIDGE - CLATSOP COUNTY

Project No. 2

Milwaukee Bridge & Iron Co.	324,669.30
Jas. F. Clarkson & Co.	340,563.95
D. M. Stevenson	318,669.03
Gilpin Construction Co.	308,620.60

Project No. 2A

Gilpin Construction Co.	56,524.00

BAKER-CORNUCOPIA HIGHWAY
CANYON SECTION - GRAVELING

	Crushed Gravel	Crushed Rock
J. A. Hoskins*	38,250.00	41,820.00
A. J. McGarry	38,665.00	
S. D. Sturgill & Co.	44,745.00	
Washburn & Hall	44,845.00	(Based upon not less than 10,000 cu.yds. gravel being used. Price 50¢ less if sub-grade prepared by state)
F. C. Oxman	36,200.00	

*No bid on clay or other earth filler.

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Mr. Jay W. Dunn, County Commissioner of Lincoln County, requested that a reconnaissance be made of the route of the Coast Highway south from the Salmon River to Newport or Toledo. This information was desired in order to submit it to the people for a bond election. On motion of Mr. Booth which was carried, the engineer was directed to make this reconnaissance at his early convenience without any further obligation on the Commission.

The Commission adopted unanimously the Simpson Creek route between Chitwood and Toledo as the definite location of that section of the Newport-Corvallis Highway as recommended by the Engineer.

Mr. L. M. Graham appeared in behalf of the Forest Grove-Gaston project. He stated that the Washington County Court was willing to leave to the Commission the matter of cancelling the macadam contract. In view of the fact that no work could be done until spring, it was thought advisable to let the matter wait for the present.

Mr. Fletcher of Lafayette stated that the city of Lafayette wished to pave 20 ft. additional through the city, making a 36 ft. pavement. He was advised that the Commission could not promise pavement this year.

C. E. Woodson of Morrow County asked for Market Road Surveys in his county and the engineer was instructed to continue the Market Road Survey begun in Umatilla County at Hermiston from the county line up Butter Creek by way of Pine City to Lena Postoffice, also a survey from the Umatilla-Morrow County line near the Jarman place up the Jarman Hill and on the other end of the same road from Lexington up the Lexington Hill about five miles. All of these surveys to be made at the expense of the county.

Mr. Muir, City Auditor of Dallas, and Mr. W. V. Fuller, representing the City Council, asked that the Salem-Dallas Highway between Rickreall and Dallas be routed south of the river instead of on the north side, thus reducing the amount of paving within the city limits required to be laid by the city. Judge Robinson and Commissioner Graves, representing the County Court were asked if this change was desired by the county officials. They were non-committal and asked for time for consideration. Mr. Benson stated that if a joint request was received from the City Council and the County Court it would be considered by the Commission.

A delegation from Amity headed by M. S. Taylor urged that the paving south of Amity be started early this year so that the project could be completed. They were advised that pressure would be placed upon the contractors to speed this job up.

The engineer reported that Stebinger Bros., the low bidders on the Yamhill River bridge near McMinnville, had refused to sign the contract. Judge Daniels of Yamhill County reported that Stebinger Bros. were willing to forfeit their certified check up to five per cent of the amount of their bid. Mr. Booth then made a motion which was carried that with this understanding, that the five per cent forfeit be turned over to Yamhill County the matter be referred to the attorney for proper disposition.

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Judge Daniels advised that their county bond funds were nearly exhausted and that a second issue was contemplated. He asked that the state build this bridge to be reimbursed if the new county bond issue carried. The proposal was not considered favorably.

Judge Wallace of Crook County asked that the record be corrected making the eastern terminus of the Crooked River Highway Paulina instead of Shorty Davis Ranch. After consideration, Mr. Booth made the following statement, "With the understanding that the people of Crook County come before us asking for a correction of the minutes of April 16 page 514 of the record to change the word 'Shorty Davis Ranch' to 'Paulina' and making us the proposition that they will improve the section between Shorty Davis Ranch and Paulina without asking us for any aid, I move that the word 'Paulina' be inserted for 'Shorty Davis'." Seconded by Mr. Benson, carried unanimously.

The engineer reported that the Bureau of Public Roads had hesitated in giving their approval to the Crooked River project because it was not shown as a through road. He was instructed to arrange a conference with Judge Wallace and a representative from the Bureau the following day.

Jackson County Court represented by Judge Gardner, presented written resolutions for cooperation on the Medford-Crater Lake Highway. On motion of Mr. Booth it was agreed that in lieu of all that had been said or considered in the matter of the Medford-Crater Lake Road the Commission would keep it under consideration and give an answer after the May elections.

Mr. Philip Dater, Engineer for Forest Service, presented an application for the Santiam River Project, signed by the County Court of Linn County. On motion of Mr. Booth, which was carried, the Commission approved the project with the understanding that the amount to be furnished by the county be left open.

Mr. Dater presented an amended agreement for the Florence-Eugene Forest Project to correct clerical error in their office which was signed by the Commission.

A working program for the forest projects for the coming year was discussed. Mr. Dater stated that the Forest Service wished to do something on the Oregon Caves project this year. Discussion brought out the fact that if the Mt. Hood Loop is constructed within the next two years, the Summit Section of the McKenzie Highway, the Lakeview-Lapine and the Klamath Falls-Crescent projects must be delayed. It was stated that the section between the Fremont Forest Reserve line and Lapine is the worst section of the Lakeview-Lapine Highway. Mr. Benson stated that work in Klamath and Lake Counties was deemed more necessary than work on the Mt. Hood Loop, and for that reason work should be pushed on the Lapine-Lakeview project. The Tiller-Trail project was deferred for another year.

On motion of Mr. Booth which was carried, the Engineer was instructed to prepare as a post road project that section of the Dalles-California Highway between the south boundary of the Klamath Indian Reservation and Sand Creek, the per cent of cooperation to be Federal Government 50%, State 25%, County 25%.

Mr. Thomas B. Kay requested State and Federal Aid on the Woodburn-Newberg connection in Marion County. The project calls for 16½ miles of paving. County has $132,000 available. Mr. Hunt, County Commissioner, also spoke in behalf of this project. Mr. Benson stated for the Commission that this project would be kept in mind but could not be taken up until the main highways are completed.

The tabulation of the bids received was read by the secretary.

Youngs Bay Bridge, Clatsop County. On motion of Mr. Booth which was carried, the contract for this structure was awarded to the Gilpin Construction Company, the low bidder, at $308,620.60.

Bridges Nos. 529 and 530, Adams-Athena Section, Oregon-Washington Highway, Umatilla County. On motion of Mr. Kiddle which was carried, the contract for these structures was awarded to the low bidder, Rhyner-Dicke Co. at $13,652.50, this bid being acceptable to the County Court of Umatilla County who are paying for this structure.

Bridge No. 495 on the Athena-Milton Section of the Oregon-Washington Highway in Umatilla County. On motion of Mr. Kiddle, this contract was awarded to the low bidder, the Pacific Foundation Co. at a bid price of $10,872.00, which was acceptable to the County Court of Umatilla County who are paying for this structure.

Dry Canyon Bridge, Mosier-Rowena Section of the Columbia River Highway in Wasco County. All bids received being considered excessive, were rejected and the engineer was instructed to readvertise at the next meeting.

Mosier Creek Bridge No. 498, Mosier-Rowena Section, Columbia River Highway in Wasco County. On motion of Mr. Kiddle, the contract for this structure was awarded to Lindstrom & Feigenson the low bidder at $42,801.25.

Graveling, Canyon Section, Baker-Cornucopia Highway in Baker County. On motion of Mr. Booth which was carried, this project was referred to the engineer with power to act.

Kilchis River Bridge, Coast Highway, Tillamook County. On motion of Mr. Booth which was carried, the award for furnishing the steel for this bridge was awarded to the Pacific Foundation Co. at $10,332.00, this bid being satisfactory to Tillamook County.

Judge Phy and Commissioner Townley of Union County stated the plans of their county in expending their bond issue and asked for state aid as follows:

La Grande-Enterprise Highway.

Island City-Sand Ridge Section. County asks state to grade. County will pave at own expense.

Willow Creek-Elgin Section. County asks that state do grading, county will pave at own expense.

Elgin-Minam Section, twelve miles. Asks state to grade remaining three miles. County to pave twelve miles.

Mr. Booth then stated for the Commission, "Union County came before us at the last meeting with a proposal to pave the road between La Grande and Minam if we would grade it and desired to lend the state the money required if necessary. They come before us now renewing that proposition. The motion is that we favorably consider their proposal and are willing to undertake it provided the funds that were contemplated by the legislative act become available by vote of the people in May." Motion seconded by Mr. Benson and carried.

Union County then asked that estimates be prepared and the section be advertised for graveling between Elgin and Minam, county to pay cost of this macadamizing.

Old Oregon Trail.

Kamela to Hilgard. County asks that survey be completed and estimates furnished for grading so county may ask for bids at early date. County to pay for this improvement. On motion of Mr. Benson, the engineer was instructed to complete the survey and prepare estimates.

Hilgard to La Grande. County asks that estimates be prepared and project advertised in two contracts, one for grading and the other for a bridge. On motion of Mr. Benson which was carried, the engineer was so instructed.

La Grande-Hot Lake. County asks that state pave balance not now paved. Action postponed.

Hot Lake-Union. County asks that survey be made and estimates prepared. County to pay for grading. Engineer instructed to do this.

Union-Telocaset. County asks that this section be paved by state. No promise made.

Telocaset-North Powder. County asks that contract for grading, bridges and culverts be advertised and let as soon as survey can be made and estimates prepared. County proposed to pay for cost of this improvement. On motion of Mr. Benson which was carried, engineer was instructed to make surveys and prepare estimates as requested.

Mr. Booth stated for the Commission in the presence of officials of Union County that the Commission makes no definite promise as to time

when paving will be done.

Wallowa County. County Judge Marvin asked that descriptions of the right of way between the end of the Wallowa Canyon project and Joseph be furnished, also that the survey be completed between Flora and Enterprise on both ends of the forest projects. The engineer was instructed to furnish this data and make these surveys at his early convenience.

Judge Barnes and Commissioner Miller stated that Deschutes County had $25,000 to use on the road from Bend to Millican, and wanted State and Federal cooperation, estimated cost $69,000.

R. L. Hass, Commissioner of Harney County, spoke of his county's interest in this improvement. The County Court of Deschutes County agreed that this is the most important project they have.

Commission will take under advisement.

Mr. Hass asked that the Lawen-Crane Section be placed upon the current year's program. Matter was taken under advisement.

Deschutes County also has $20,000 for Redmond-Sisters and wishes cooperation from state and Federal Government. Plan to improve 7 miles from Cline Falls on the Deschutes west to Broad Canyon, and wants survey on balance.

S. S. Schell reported that his company could not secure gravel at a reasonable price and the following resolution was introduced by Mr. Benson:

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 1, and otherwise known as the "Pacific Highway" a portion of which said Highway is located in Jackson County, Oregon; and

WHEREAS, the State Highway Commission has entered into a contract with S. S. Schell and J. L. Calvert for the grading and paving of the Gold Hill-Josephine County Line Section of the Pacific Highway, by the terms of which said agreement and its modifications, the State has agreed to furnish the rock and gravel necessary for said grading and paving; 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 Abbie J. Champlin, which said premises and the portion thereof upon which is found said gravel is described as follows:-

Starting at Sta. 0 which is approximately 1,765 ft. south and 45 ft. west of the N¼ Cor. Sec. 2, Twp. 36 S.

R. 4 W. W. M. thence south 45° 00' west 376 ft., thence north 0° 30' east 330' thence north 78° 15' east 216 ft. thence south 4° 30' east 616 ft. to the point of beginning.

Said tract contains 4.1 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 Jackson 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, 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.

A delegation from Baker County consisting of Wm. Duby, County Judge, J. L. Dodson and E. E. Marker, Commissioners, W. L. Meacham,

A. S. Shockley, Davis Wilcox, and W. A. Steward appeared in behalf of Baker County's interest. Request was made that the survey of the Old Oregon Trail from Baker to the Malheur County line be completed this season. On motion of Mr. Benson which was carried, the engineer was instructed to make this survey at his convenience.

The Baker delegation stated that before cooperating on the graveling of the Canyon Section they desired to know when the Commission would complete the Baker-Cornucopia Highway. The delegation claiming that they had been promised this highway and the county bond issue carried on strength of it. The Secretary advised that no appropriation had been made for this purpose and there was no record in the minutes of such a promise. A full discussion of this subject followed. The matter was then postponed until the next day for further consideration and the meeting adjourned.

Portland, Oregon, February 6, 1920.

The meeting was called to order at 10 A. M. in Room 1301 Yeon Building. Those present were:

S. Benson, Chairman
Ed.E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. A. J. Hill, representing the Warren Construction Company, appeared before the Commission regarding the prices bid on shoulder rock on Contracts 162, 163 and 164, extending from Svensen to Clatskanie. Mr. Hill stated that in reducing his bid on rock at the meeting of July 8, 1919 that the reduction he offered applied only to base rock and not to shoulder rock. Mr. Hill having brought this matter up previously and soon after the contracts were drawn, it was thought advisable, there being a possibility of misunderstanding, to allow the original prices bid to apply on shoulder rock and the engineer was instructed to correct the contract to these original prices; that is, Svensen-Rock Creek Section $4.23, Rock Creek-Westport Section $3.50, Westport-Clatskanie Section $4.00.

Mr. Hill asked for an adjustment on the price of unclassified material between Deer Island and Clatskanie on the Columbia River Highway, claiming that his bid anticipated only ditches and shaping of the roadbed sections, whereas he had been required to widen roadbed and reslope some of the excavations under the item of Unclassified Material. This matter was referred to the Engineer for investigation and report.

Mr. Hill then brought up the matter of final settlement on the Oakland-Yoncalla grading job, Contract No. 19, which was awarded September 5, 1917 and completed in the fall of 1918, final estimate never having been accepted by his Company. Mr. Hill stated that the Warren Construction Company claimed more rock and intermediate classification than allowed on the engineer's estimate and asked that this matter be

investigated by independent engineers. This matter having been thoroughly studied by the Commissioners on the ground, Commission believing the classification given to be correct and having thoroughly considered the matter on previous occasions did not care to reconsider and reopen this case.

Mr. Hill asked that where contracts were under construction and five miles or more were completed that a final estimate be given on the five mile section. The Commission took this matter under advisement to consider the legal aspects of such a course.

The Baker County delegation discussed the Baker-Cornucopia Highway situation further. Mr. Benson stated for the Commission that cooperation would be offered on the Baker-Cornucopia Highway in an equitable amount consistent with the requirements of the other counties if the election is carried in May authorizing the increase of the bonded indebtedness limit. Baker County agreed to cooperate 50% on the graveling of the Canyon Section of the Baker-Cornucopia Highway.

The Columbia County Court requested that the maps of the St. Helens-Pittsburg road which were made up from the surveys made in 1913 and 1914 be turned over to their County Court for use in the construction of a market road between St. Helens and Pittsburg. The engineer was requested to furnish this data.

In the matter of the McKenzie River Highway between Redmond and Prineville and the Crooked River Highway between Prineville and the Shorty Davis Ranch, Judge Wallace of Crook County and Messrs. Purcell, McKesson and Anderson were present from the Bureau of Public Roads. Mr. Purcell stated for the Government that he would recommend that this project be rejected as a Federal Aid project unless there is a provision made that this be a through connecting road and must be a substantial improvement; that is, must be surfaced so it is passable at all times of the year.

Mr. Kiddle then made the following motion which was carried: Inasmuch as the Government is not willing to cooperate on the Crooked River Project between Prineville and the Shorty Davis Ranch, it is agreed that the project be withdrawn and state funds be supplied to be used in cooperation with the county funds available.

It was agreed also to include gravel surfacing for the entire length of the Prineville-Redmond project instead of for a four mile stretch previously included. It was tentatively agreed that the cooperation on this project should be 50% Government 25% county and 25% state. It was understood, however, that total county funds in both projects was $145,000 and that whatever were used out of this total for this project would not be available for the Crooked River project.

Judge King and Commissioner Tellefson of Jefferson County were present advocating that a survey be made from Madras north to the Wasco County line. After a full discussion, the engineer was instructed to make this survey at his convenience.

The engineer advised the Commission that investigation had developed the fact that surfacing would be required on practically the entire length of the Madras south to the Deschutes County line section. It was proposed, however, to stop the improvement at the summit of the hill above the Trail crossing so that if at a future date it was decided to build a bridge across the Crooked River that this could be done without losing the work in improving the grade to the present crossing. This was agreeable to the Commission and the project was increased to cost approximately $180,000. This is a Federal Aid project, the cost to be divided 50% by the Federal Government, $50,000 by the County of Jefferson and the balance by the state. Judge King asked the Commission if the right of way cost could be deducted from the county's share of $50,000. The Commission, however, decided that the right of way cost should be in addition, which was agreed to by Judge King.

Mr. F. Seufert appeared in behalf of the location of the Columbia River Highway across his property, stating that he would offer a donation of $5,000 if the upper route through his place was selected but stated that he would not object if the lower route was taken. The donation is made in view of the fact that a bridge on the upper location would be more expensive than the lower. The matter was referred to the engineer for a comparison of costs.

The engineer advised the Commission that a change in alignment was proposed on the Three Rivers Section, covering a distance of approximately one mile which would eliminate three bridges. It was not proposed to build this section at the present time but hold the same for future development, the present road between these points being in fair condition. This being agreeable to Tillamook County who are participating in the cost, the Commission approved the plan.

An extension of time to July 30, 1920 was allowed A. Giebisch on Contract No. 152 on recommendation of the engineer.

An extension of time to March 2, 1920 was granted to E. D. Olds on Contract No. 217 Tryon Creek Bridge. On recommendation of the engineer, engineering cost to be deducted from his estimate from the date of completion called for, December 31, 1919, until final acceptance.

Extensions of time were granted to the Johnson Contract Company on the Arlington-Blalock section for a period of 60 days, making the date of completion March 31, 1920.

Extensions of time were granted to Porter & Conley on the Arlington-Morrow County line section of 90 days, bringing the completion date April 30, 1920, without penalty.

An extension of time to February 29, 1920 was granted to A. J. McGarry for the construction of a guard fence in Columbia County.

An extension was allowed the Union Bridge Company of 60 days for the construction of the Scappoose-Deer Island bridges which would bring

the completed time to February 1, 1920.

The following projects were ordered advertised for the next meeting:

Paving between Aurora and Canby on the Pacific Highway in Clackamas County; graveling between Echo and Pendleton, Columbia River Highway; graveling between Arlington and Blalock; all of the above to be Federal Aid projects.

The engineer was also instructed to advertise as soon as they were prepared the Seufert-Deschutes Section of the Columbia River Highway; Wallowa Canyon Section of the La Grande-Enterprise highway, the Madras to the Jefferson-Deschutes County line section of The Dalles-California Highway and the Mayville-Thirtymile Section of the John Day Highway.

Such bridges as are included in projects now under construction were ordered advertised.

The engineer was given authority to make arrangements with the railroad company or by force account to oil the sand in Sherman, Gilliam and Morrow Counties where required.

In the matter of the Mt. Hood Loop, requests for aid having been received from the Board of County Commissioners of Multnomah County, the Commission agreed to appropriate $170,000 of state and Federal money against $85,000 by the county and proceed with the construction of the worst section between the county line and Zigzag, provided the bonded debt limitation amendment carries. The engineer was instructed to investigate the routes and report to the Commission.

A request for $20,000 for rights of way on the Pacific Highway in Douglas County was received but, inasmuch as it was not signed by the County Court, and the further fact that reports showed Douglas County to be in good financial condition, the request was rejected.

The engineer was authorized to use a standard of 16 feet for macadam where traffic justified it and the constructed roadbed is of sufficient width to carry it, but where it does not, it should be 12 or 14 feet.

The engineer was authorized to revise the specifications as may be thought advisable and report to the State Highway Commission at the next meeting.

Payment of the claim of Crandall & Roberts for auditing the accounts of the department were ordered deferred for further investigation.

The date of the next meeting was tentatively set for March 23, 1920.

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

Herbert Nunn
State Highway Engineer

S Benson
Chairman

Roy A. Klein
Secretary

Ed E. Kiddle

Portland, Oregon, March 22, 1920.

The meeting of the State Highway Commission was held in the Benson Hotel at 8:00 o'clock P. M. Those present were:

S. Benson, Chairman
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. Benson brought up the request of Clackamas County for further aid on the Oregon City bridge, and after consideration it was decided to defer further action on this matter until Mr. Booth could be present.

The State Highway Engineer reported the result of a reconnaissance survey between Gresham and Zigzag on the Mt. Hood Loop. The Commission ordered a location survey made at the early convenience of the Engineer and in view of Clackamas County having funds available for the construction of the section between Sandy and Firwood, preference would be given this section in making the survey.

The Engineer reported that on several sections of the Columbia River Highway in Eastern Oregon the cattle were breaking down the slopes and filling the ditches where the soil is sandy and of a light nature. The Engineer was instructed to request the counties to fence the right of way where these conditions obtain.

The Engineer reported that he had made an examination of the section of the Pacific Highway between Canby and Aurora which had been ordered advertised for hard surfacing and recommended to the Commission that inasmuch as the fills were new and the ground marshy, that it would be better to gravel this section during the present year in preparation for paving next year, meanwhile giving the public the advantage of this cut-off.

The Engineer also reported that progress on the bridge over the Molalla River had been retarded due to high water conditions and that

the bridge would probably not be finished until the middle of the summer. In view of these facts the Commission instructed the Engineer to advertise for graveling that section between Aurora and Barlow at the next meeting.

The matter of advertising the grading of the Monmouth-South section of the West Side Highway was discussed and the Engineer was instructed to see the Polk County Court and request them to approve the advertising of this section at the next meeting as this work is to be paid for from county funds.

A request having been made for a reconnaissance of the east side of Summer Lake in Lake County as a proposed route of the Lakeview-Lapine Highway, the Commission instructed the Engineer to make a reconnaissance of this route at his convenience.

The Market Road Law was discussed at some length, especially matters of policy on the distribution of the surplus among the counties.

At 10 o'clock, the meeting was adjourned.

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

Roy A. Klein
Secretary

Portland, Oregon, March 23, 1920.

The meeting of the State Highway Commission was called to order at 10;00 A. M. in Room 520 Multnomah County Court House. The following were present:

S. Benson, Chairman
Ed E. Kiddle, Commissioner
Herbert Numn, State Highway Engineer
Roy A. Klein, Secretary

The Secretary opened and read the following proposals for bridges, grading and graveling:

BIG EDDY OVERCROSSING - WASCO COUNTY

Colonial Building Company	16,928.00
Union Bridge Company	23,747.40
A. Guthrie & Co.	23,860.00
Parker & Banfield	22,529.00
Jas. F. Clarkson & Co.	20,315.00
Hord-Brooks Co.	20,128.75
Hauser Construction Co.	27,158.00
Stebinger Bros.	22,678.70
Lindstrom & Feigenson	22,346.50

DILLON OVERCROSSING - WASCO COUNTY

Colonial Building Company	20,505.00
Union Bridge Company	29,550.00
D. M. Stevenson	23,892.00
A. Guthrie & Co.	28,515.00
Jas. F. Clarkson & Co.	25,325.00
Stebinger Bros.	29,139.00
Hauser Construction Co.	31,845.00
Lindstrom & Feigenson	25,281.00
Parker & Banfield	24,117.00

SEUFERT VIADUCT - WASCO COUNTY

Union Bridge Company	40,147.60
Colonial Building Company	32,405.00
A. D. Kern	34,026.25
A. Guthrie & Co.	50,572.50
Jas. F. Clarkson & Co.	37,062.50
Hauser Construction Co.	59,987.50
Stebinger Bros.	42,542.50
Lindstrom & Feigenson	37,383.50
Parker & Banfield	38,126.45

BRIDGE NO. 527 AT PRINEVILLE - CROOK COUNTY

Montag & Michelfelder	4,750.00
E. J. Barrett	5,620.00
Pacific Foundation Co.	4,604.00
Oskar Huber	3,970.00

CROOKED RIVER BRIDGES - CROOK COUNTY

A. Guthrie & Co.	171,320.00

POLE CREEK & CANYON CREEK BRIDGES - MALHEUR COUNTY

Morrison-Knudsen Co.	17,032.95
Curtis Gardner	16,295.00

MEHAMA BRIDGE - MARION AND LINN COUNTIES

	Proposition No. 1	Proposition No. 2
Parker & Banfield		49,211.00
Northwest Bridge & Iron Co.	22,425.00	
Illinois Steel Bridge Co.	25,155.00	
Minneapolis Steel & Machinery Co.	23,985.00	
Union Bridge Co.		54,302.00
Pacific Iron Works	24,050.00	50,017.50
Jas. F. Clarkson & Co.		57,373.00
Hord-Brooks Co.		54,074.50

NESTUCCA RIVER BRIDGE - TILLAMOOK COUNTY

	Proposition No. 1	Proposition No. 2
Parker & Banfield	45,893.00	
Pacific Foundation Co.		17,460.00
Union Bridge Company	44,874.00 (Using local gravel)	
D. M. Stevenson	43,455.00	

LA GRANDE-JOSEPH HIGHWAY
WALLOWA CANYON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Otto Hansen	126,113.40	126,647.50
A. D. Kern		112,336.10
Elliott & Scoggin	113,081.00	114,007.20
Rajotte, Fobert & Winters	130,543.00	129,735.00
Thos. E. Young & Co.	134,534.00	134,700.00
Jas. F. Clarkson & Co.		135,538.50
Morrison-Knudsen Co.	116,740.50	115,450.60
Hauser Construction Co.	115,573.00	113,495.00
Porter Bros. Co.	187,588.10	189,009.60

COLUMBIA RIVER HIGHWAY
ECHO-PENDLETON SECTION - SURFACING

	Broken Stone & Crushed Gravel	Crushed Gravel
Porter & Conley	113,500.00	
Clifton, Applegate & Toole	154,750.00	
A. D. Kern	128,000.00	
Oskar Huber		131,000.00 (No payhaul to be paid)
Warren Construction Co.	165,950.00	
Thos. E. Young & Co.	176,000.00	
Washburn & Hall	127,650.00	

COLUMBIA RIVER HIGHWAY
BLALOCK-ARLINGTON SECTION - SURFACING

	Broken Stone & Crushed Gravel	Broken Stone
A. J. McGarry	74,550.00	
Washburn & Hall	63,750.00	
Warren Construction Co.	73,585.00 (Based upon using gravel from pits at Stas. 194/40 and 342/00)	
Oskar Huber		64,175.00 (No payhaul to be paid)
A. D. Kern	54,630.00	
Johnson Contract Co.	83,965.00	
Porter & Conley	44,825.00	

COLUMBIA RIVER HIGHWAY
SEUFERT-DESCHUTES RIVER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Jas. F. Clarkson & Co.		189,871.00
A. Guthrie & Co.	304,138.00 (Bid on 18" plain Conc. Pipe. Price on Class "C" is written Forty Dollars, figures $48.00)	
Johnson Contract Co.	244,097.30	243,335.00 (Subject to qualification on R.R. protection bond)

DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY LINE-MADRAS SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
A. Guthrie & Co.	189,539.40	
A. D. Kern		169,818.88 (Contingent upon securing R.R. cars)
Oskar Huber	153,624.00	
Jas. F. Clarkson & Co.		168,866.00

Senator Hurley, representing Malheur County, requested that the plans for the bridge across the Malheur River at Vale be prepared and the project advertised as soon as possible. The Engineer was instructed to prepare these plans and present an estimate for the same to the State Highway Commission.

Senator Hurley further requested that a survey be made of the Jordan Valley Road south through Malheur County to the Jordan Valley, stating that the county had $55,000 to spend on this project and wanted to spend it on a route that would be acceptable to the State Highway Commission. Mr. Kiddle proposed that the matter be considered as a market road. No definite action, however, was taken and the matter was deferred until the full Commission could be present.

It was also urged that a survey be made between Brogan and Ironside since a large proportion of this land is owned by a land company which desires to erect fences and it is represented that they would be willing to donate the right of way but wished to place their fences on the proper lines. Accordingly, the Engineer was instructed to make the survey at his convenience.

Mr. A. D. Leedy, District Attorney of Grant County, appeared before the Commission and requested that a survey of the John Day Highway be completed from the Valades Ranch to John Day and asked that the survey between Dayville and the Iron Bridge be taken up first since the county has funds to spend on this section. This was agreeable to the Commission and the Engineer

was instructed to make this survey between Dayville and the Iron Bridge at his convenience.

Mayor A. B. Thomson of Echo appeared before the Commission and introduced Mr. George, Secretary of the Commercial Club of that city, who presented arguments in favor of the route of the Columbia River Highway through the business district of Echo and stated that it was the wish of the citizens of Echo that the route be not changed as had been proposed. It was explained to the delegation that to go through the city required two crossings of the railroad, one of which is about a mile south of the city and the railroad company insisted on making it an overhead crossing which would involve an expenditure of approximately $25,000. The Bureau of Public Roads had also refused to cooperate on the project for graveling between Echo and Pendleton unless an overhead crossing is provided at this point. Mr. Benson stated that he preferred locating the route on the east side of the railroad track eliminating the grade crossing which was agreed to by Mr. Kiddle, but definite action to be deferred until Mr. Booth could be consulted.

Mr. Leslie Butler, Mr. E. O. Blanchard and Judge L. N. Blowers representing Hood River County appeared before the Commission advising them that now that the survey had been completed of the unit of the Mt. Hood Loop in their county, that they were prepared to vote a bond issue for this purpose and asked cooperation from the State. Mr. Benson stated for the Commission that no promises could be made since no funds would be available until after election, but it was agreed that any funds which the county might spend on this project would be recognized and that cooperation would be offered on this project as far as can be done consistently, when funds are available.

Mr. A. D. Leedy, District Attorney for Grant County, appeared on behalf of his county in the matter of the distribution of surplus Market Road funds, stating that his county had made a two mill levy and requested that it be matched to the full amount if other counties had not made levies to take up the surplus. Mr. Benson stated for the Commission that it was proposed to distribute this surplus according to advice of the Attorney General's office.

Judge Sawyer, newly elected County Judge of Deschutes County, appeared in the interests of his county and urged that the Commission advertise surfacing from Bend to the Deschutes-Jefferson County line at an early date, stating that due to the light nature of the soil, the new grade would become badly rutted and portions of it blown away during the summer; and in addition it would leave the main traveled Dalles-California Highway in extremely bad condition for summer traffic. He was advised that the Commission would consider this matter but that no funds would be available until after the election.

Judge Sawyer asked also that a survey be made from Bend to Lapine this summer and was advised that these surveys would be made as soon as engineering parties could be spared for this purpose.

The project between Bend and Burns was brought up, the county

asking for state aid between Bend and Millican for which the county has $35,000 available. Action on this matter was deferred.

Judge Duby of Baker County asked that an additional appropriation be made for graveling on the Baker-Middle Bridge Section to cover a strip approximately 4000 feet long which was omitted from the original contract, it being thought that this section would not require surfacing. The report of the Engineer being favorable to this improvement, this increase was granted, the total cost being estimated at $3,400.00, of which Baker County agreed to pay half.

Commissioner Townley of Union County inquired as to the method ofspending Market Road funds and also regarding the maintenance of the Old Oregon Trail between Union and Telocaset. He was referred to the Engineer on both of these matters.

The Engineer reported that maintenance was required on 50 miles of gravel surfacing which had just been completed in Umatilla and Morrow Counties and the Engineer was instructed to organize a maintenance crew and handle this work direct.

Mr. James Stewart requested that the Mayville-Thirtymile Creek Section of the John Day River Highway in Wheeler County be advertised at the next meeting and he was advised that this would be done if the survey and estimates were completed in time.

Mr. Stewart asked that Wheeler County's petition for grading between the foot of McNamee grade and Service Creek be considered inasmuch as the county had $10,000 appropriated for this project. He was advised that no action could be taken on this matter until after the election.

A delegation was present from Oswego requesting that pavement be laid from Oswego to the Multnomah County line. Mr. Benson stated for the Commission that funds were not available at this time and it was not the policy of the Commission to let pavement in small sections since the unit prices would be higher and that the program provided for paving between the Multnomah County line and Oregon City in one contract, and that further, since the Oregon City bridge was in a weakened condition, the improvement of the west side route was not desirable at the present time as it would greatly increase the present traffic.

Mr. H. J. Hildeburn of Roseburg who was awarded the contract for the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County, which has been delayed by an injunction instituted by the citizens of Riddle, appeared before the Commission and asked for a percentage increase in his unit prices to cover increases in labor and materials which had been made in the intervening time. No action was taken.

Judge Gillette of Josephine County asked for state aid on the reconstruction of the Grave Creek bridge on the Pacific Highway. He proposed that this structure be built 50% by the County and 50% by the State. This was agreeable to the Commission and the project was ordered advertised

for the next meeting.

The Engineer reported that there were two bridges in Jackson County on the Pacific Highway, one over Birdseye Creek and one over Miller's Gulch which should be replaced with permanent structures so that the paving could be completed at this time. These two bridges were accordingly ordered advertised for proposals to be received at the next meeting.

Commissioner Asa Fordyce of Klamath County requested information regarding Market Roads. He was referred to the Engineer.

The Engineer reported that the city of Drain had offered to furnish a 40 foot right of way for the Pacific Highway through the city, necessitating moving several buildings, but could not secure a 60 foot right of way. The Commission thereupon decided to accept the proposal of the city to furnish the proposed 40 foot right of way.

Mr. S. L. Burnaugh representing Wallowa County asked that the Wallowa Canyon Section, on which proposals were received today for grading, be macadamized as soon as this could be done, and stated that the county was ready to cooperate to 50% of the cost and accordingly the Engineer was instructed to prepare this project as a Federal Aid project and was instructed to advertise the same when conditions were suitable.

The Engineer was authorized to construct a temporary grade crossing over the O.-W. R. R. & N. at Messner, this being agreeable to the railroad company.

The Engineer reported that contractors were not keeping up the schedule on the work of the Columbia River Highway between Mosier and Pendleton and that a labor shortage was threatened when the harvest season starts. It was brought out also that it was extremely desirable that the grading be completed at as early a date as possible. The following resolution was then offered by Mr. Benson and adopted:

WHEREAS, it has been brought to the attention of the Highway Commission that there is a scarcity of labor in the state of Oregon, and that contractors on highway construction are unable, by reason of such scarcity, to procure sufficient laborers with which to prosecute their work with dispatch and economy; and

WHEREAS, it is deemed for the best interests of the state that the grading and graveling of the section of the Columbia River Highway between Mosier and Pendleton be completed at the earliest possible date so that such highway may be opened to the public for use and travel, thereby avoiding the steep, dangerous and circuitous route now being used; and

WHEREAS, the said graveling and surfacing, as proposed, can be compacted and rolled in a better and more workmanlike manner during the early months of the year when the soil and other material is in a damp and moist condition, thereby securing a better and more

permanent highway; and

WHEREAS, the said section of the Columbia River Highway is located in a rough, rocky area, and in a portion of the state extremely hot and dry in the summer season, which facts and conditions make it difficult, and almost impossible, for contractors to secure sufficient labor with which to prosecute their work; and

WHEREAS, there exists at this time a shortage of skilled or efficient labor, such as is necessary for such work, and such shortage and lack of such labor threatens to become more acute during the harvest season of the year; and

WHEREAS, the laborers now employed on said highway construction have expressed and signified a desire to work more than eight hours in any one day, and more than forty-eight hours in any one week, because of the fact that said construction work, and the construction camps are in isolated portions of the state, and the said laborers prefer to construct said highway during this season of the year rather than during the said dry and hot summer season; and

WHEREAS, it is deemed advisable and necessary in the interests of highway construction that a necessity and an emergency be declared to exist, and that said contractors be permitted to employ persons, and said laborers be permitted to labor, more than eight hours in any one day, and more than forty-eight hours in any one week.

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission that a necessity exists and an emergency is hereby declared which requires the employment of persons on said section of the Columbia River Highway for more than eight hours in any one day, and more than forty-eight hours in any one week.

BE IT FURTHER RESOLVED, that the State Highway Engineer be, and he is hereby directed and instructed to notify in writing, the contractors engaged in the construction of the said Columbia River Highway; that this emergency has been declared as contemplated by Chapter 31 of the Laws of Oregon for 1913, and that he further notify said contractors that they may employ and may permit persons to labor on said highway for more than eight hours in any one day, and more than forty-eight hours in any one week; such employment to be subject to the provisions of the said chapter and the Laws of the State of Oregon as to the compensation for all over time so employed.

BE IT FURTHER RESOLVED, that the said engineer be, and he is hereby, instructed that as soon as said necessity and emergency ceases to exist, and other labor of like skill and efficiency is available for said work, to notify said contractors to discontinue the employment of persons for more than eight hours in any one day and more than forty-eight hours in any one week.

BE IT FURTHER RESOLVED, that this resolution be duly entered in the minutes and records of the Highway Commission.

The Johnson Contract Company requested an adjustment in compensation for the construction of the Lang Canyon bridge and two cattle crossings on the Blalock-Arlington Section. The engineer reported that the original bid on concrete on this section was for small culvert work the bulk of which was located near the city of Arlington. It was afterward necessary to construct two cattle passes at difficult locations to get in materials. At Lang Canyon, a culvert had been proposed on the original plans which it was found necessary to replace with a bridge, effecting a saving in the amount of concrete and embankment quantities. As a result of these changes provided for on page 6 of the specifications under the clause, Alteration in Details of Construction, the Engineer recommended that the Johnson Contract Company be allowed actual cost, plus 5% on materials and 15% on labor, which was approved by the Commission and payment ordered on this basis.

Mr. Charles Hall of Marshfield asked that the Commission appropriate sufficient funds to complete the paving between Coquille and Marshfield this year, stating that the grading on the Coquille end had been completed and stating that a mile of oil macadam on the Marshfield end was in poor condition.

Mr. Hall spoke of the proposed county bond issue of $1,000,000 and wished assurance of assistance from the state. Mr. Benson stated that no funds would be available until after the May election, but that their expenditures on the State highways would be recognized and such assistance as could be consistently given would be promised.

Judge Malone of Benton County spoke of the Corvallis-Toledo Highway stating that the county will complete the grading in June in their county and stating that they expected the State to do the rocking and asked that this project be advertised.

The Engineer recommended that the Commission accept Mr. Huber's proposal to lay a three inch bituminous base on the north slope of the Siskiyou section of the Pacific Highway to widen out the concrete base now in place. Mr. Huber explained his high bid of $2.96 per square yard for the completed pavement which includes a three inch base and a two inch top, on the ground that the work was only 8 feet wide and about a mile in length and that it required a long haul of materials. On the basis of these facts, the Commission accepted Mr. Huber's proposal.

At 5:00 o'clock the summary of bids received in the morning session were read.

Blalock-Arlington Section of the Columbia River Highway in Gilliam County, gravel surfacing. On motion of Mr. Kiddle which was carried, the contract for this section was awarded to Porter & Conley at a bid price of $44,825.00.

Echo-Pendleton Section of the Columbia River Highway in Umatilla County. On motion of Mr. Kiddle, which was carried, award of the contract for this section was referred to the Engineer.

Seufert-Deschutes Section of the Columbia River Highway in Wasco County. On motion of Mr. Kiddle, this contract was awarded to the James F. Clarkson Company at a bid price of $189,871.00.

Wallowa Canyon Section of the La Grande-Enterprise Highway in Wallowa County. On motion of Mr. Kiddle the contract was awarded to A. D. Kern, the low bidder, at $112,336.10.

Deschutes County Line-Madras Section of Dalles-California Highway in Jefferson County. On motion of Mr. Kiddle, this bid was referred to the Engineer for investigation.

Bridge No. 527 near Prineville. On motion of Mr. Kiddle which was carried, this contract was awarded to Oskar Huber, the low bidder, at $3,970.00.

The Nestucca River Bridge on the Coast Highway in Tillamook County. On motion of Mr. Kiddle the proposal of the Pacific Foundation Company for furnishing this steel span at $17,460 was accepted and the contract awarded to this Company, since this contract had been approved by the County Court of Tillamook County, who is to pay for this structure.

Bridges on the Crooked River Highway in Crook County. On motion of Mr. Kiddle, which was carried, the bids were rejected and the Engineer instructed to readvertise at the next meeting.

The bridge across the North Santiam River in Linn and Marion Counties. This being a county structure, the cost to be paid for jointly by Linn and Marion Counties, the Engineer was instructed to take this matter up with both counties and be governed by their wishes.

Bridge over Pole Creek and Canyon Creek on the Cow Valley-Brogan Section in Malheur County. On motion of Mr. Kiddle the bid of Curtis Gardner at $16,295 was referred to the Engineer for investigation.

Reinforced concrete bridge over Threemile Creek near Seufert. On motion of Mr. Kiddle, which was carried, this contract was awarded to the Colonial Building Company at $32,405.00, being the lowest bid received.

The overcrossing of the O.-W. R. R. & N. tracks near Dillon on the Columbia River Highway in Wasco County. On motion of Mr. Kiddle, which was carried, the contract for this structure was awarded to the Colonial Building Company of Spokane, at the bid price of $20,505.00.

Overcrossing of the O.-W. R. R. & N. at Big Eddy on the Columbia River Highway in Wasco County. On motion of Mr. Kiddle, which was carried, this contract was awarded to the Colonial Building Company at $16,928.00.

On motion of Mr. Kiddle, the Secretary was instructed to retain the checks and bonds of the second lowest bidders on the last three jobs until the contracts are signed and that all the rest of the checks be returned.

Mr. James Stewart representing Gilliam County, asked that a reconnaissance be made from Condon to Lone Rock, on which the county proposed to spend available county funds. The Commission instructed the Engineer to make this reconnaissance at his convenience.

The meeting was adjourned to reconvene at 9:30 o'clock the next morning.

Portland, Oregon, March 24, 1920.

The meeting was called to order at 9:30 o'clock A. M. in Room 1301 Yeon Building. Those present were:

S. Benson, Chairman
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Stewart of Douglas County appeared before the Commission in regard to right of way matters in that county. He stated that $12,500 had been allowed in their budget for reimbursing in part the State Highway Commission on account of expenditures for right of way for Douglas County during the past year. He stated that Douglas County had no available funds from other sources to purchase the balance of the right of way necessary for the Pacific Highway and requested that instead of making repayment at this time from funds on hand, that they use the funds available for right of way purposes and repay the Commission to the amount of $25,000 next year. This was agreeable to the Commission and they so advised Judge Stewart.

Mr. Purcell, District Engineer of the Bureau of Public Roads, and Mr. McKesson were present and asked as to their position on Federal cooperation on the Echo to Pendleton graveling, they stated that their Bureau would take a stand against grade crossings and would not cooperate on this project unless the grade crossing was eliminated. Mr. Kiddle then stated, "Since the Government will not cooperate, I think we are fully justified in changing this route from the west side to the east side of the railroad tracks." Mr. Benson stated, "I wish to be on record as opposed to going through Echo on the west side of the railroad tracks." Mr. Benson then made a motion which was carried, that the definite location be adopted as the east side route through Echo in order to secure the cooperation of the Government and to eliminate the expense of the overhead crossing demanded by the railroad company.

Mr. Dater, representing the Forest Service, presented the matter of surfacing on the Flora-Enterprise forest project six miles in length. It was estimated that the total cost of this work would be approximately $28,000, of which Wallowa County offered $7,333 and the balance be divided between the State of Oregon and the Federal Government. This improvement being considered advisable, Mr. Dater was advised that the Commission would agree to enter into a cooperative agreement on this basis.

Mr. Purcell advised the Commission that the grading on Unit No. 2 of Canyonville-Galesville project had been completed, but that there remained the bridge across Canyon Creek to be constructed. He advised that there remained a balance of $18,000 from the original appropriation and that the estimated cost of the proposed reinforced concrete structure was $35,000. The Commission authorized the advertising of this structure at once and advised that the additional funds required would be supplied from state funds.

In the matter of the request of the citizens of Weston for the reconsideration of the location through the city of Weston, Mr. Benson stated that it was the Commission's opinion that the location as approved at the last meeting should stand.

The Secretary reported that the Forestry Department had advised that they were unable to cooperate on the Sand Creek Unit of the Bend-Klamath Falls Highway. The Commission therefore ordered that this project be held in abeyance until funds could be provided.

Grant County officials made a request that county funds expended for surveys made in 1916 be refunded, but the Commission decided not to reopen this matter.

The award of the contract on the Deschutes County Line-Madras Section of the Dalles-California Highway which had been deferred was brought up for consideration. The engineer reported that the best rock was located at Mecca but that definite assurances could not be secured from the railroad company that arrangements could be made for transportation. On motion of Mr. Kiddle which was carried, this contract was awarded to Oskar Huber with the provision that, if the railroad company can handle rock by rail from Mecca, this material be used, otherwise the use of local rock would be permitted.

The route of the Old Oregon Trail between Haines and North Powder on the so-called "East location" was definitely adopted as the state highway route, having in its favor a saving in distance and first cost of construction, and acceptable grade and curvature. The Engineer was instructed to make a detail survey of this route.

The Secretary presented a letter from the Ontario Commercial Club, requesting that that section of the John Day Highway between the city limits of Ontario and the Snake River be paved. This matter having received favorable consideration at a previous meeting of the Commission, the Engineer was instructed to make a survey and prepare estimates for submitting the same to the Federal Government for Post Road Aid; 50% of the cost to be met by the State and 50% by the Federal Government.

Mr. Kiddle called to the attention of the Commission that three miles of the Redmond-Prineville project had not been taken care of, this section being the three miles directly east of Redmond in Deschutes County. It was proposed that the grading and macadam of this three miles and also the eight miles of macadam not provided adjacent in Crook County be taken

care of after the May elections and that a request be made for cooperation from the county on the section within Deschutes County.

The Pacific Coast Advertising Bureau advised the Commission of the trip of a caravan to be made overland from Vancouver, B. C. to Stockton, Calif. in May and requested that the roads be well signed and that suitable detours be provided where paving operations were in progress. They also requested that the members of the Commission join with them on this trip and that an engineer be detailed to explain the points of interest and construction features of the highway. The matter was favorably considered by the Commission.

A request was received from the County Court of Clatsop County requesting permission to go ahead and use the county funds to the amount of $65,000 for paving between Nests' and Gearhart about three miles, and that the Commission pay the costs over and above the $65,000 which the county had available. Since this is a relatively small unit it appeared to the Commission that this plan would be unwise and that the unit price would be higher than if the whole project were let at once; further, that it would divide the project into two distinct parts which would probably result in higher prices when bids were received. Accordingly the Secretary was instructed to advise the Clatsop County Court of the position of the Commission and advise them that the matter would be considered if the result of the May election was favorable to the continuance of the road program.

A request having been received from the Hillsboro Commercial Club and others interested that the highway from Bertha through Hillsboro, Forest Grove, Gaston, Yamhill, Carlton to McMinnville be changed from our designation of Highway No. 29 to the Tualatin Valley Highway was approved and the Secretary instructed to enter the same upon the official maps and records.

The name of the Yamhill-Nestucca Highway was changed to the McMinnville-Tillamook Highway, as it is believed that this name is more distinctive and descriptive, and the Secretary was instructed to enter the same upon the official maps and records.

A request for an extension of time on the construction of the overcrossing of the Southern Pacific tracks was received from Albert Anderson, contractor. On the recommendation of the Engineer the time was extended to April 30, 1920.

Frank Jordan, contractor on the Neil Creek bridges in Jackson County, requested an extension of time. On recommendation of the Engineer, the time was extended to April 30, 1920.

Jas. F. Clarkson, contractor for the bridges on Unit No. 1 of the Service Creek-Valades Ranch Section of the John Day River Highway, requested an extension of time and on recommendation of the Engineer, an extension was granted to June 30, 1920.

Jas. F. Clarkson, contractor for the grading on Unit No. 1 of the Service Creek-Valades Ranch Section of the John Day Highway, asked for an extension of time to April 30, 1920, which was granted.

A communication from the County Court of Jackson County was read on the maintenance of the Medford-Crater Lake Highway. The County advised that they would furnish the driver, fuel and operating costs for an automobile truck if the State would furnish a truck and tank for sprinkling the section from Prospect about six miles west, during the summer season, as it is thought that by this method the road may be kept in passable condition. The proposal of the county was accepted.

A communication was read by the Secretary from citizens of Gold Beach asking that the State Highway Engineer visit their county and advise as to the location of the Coast Highway between Brookings and Gold Beach. It was represented that the county had funds to spend on this project and requested that a survey be made by the State Highway Commission. The Engineer was instructed to report on this matter at his convenience.

It was reported that the condition of The Dalles-California Highway for about four miles in length near Crescent in Klamath County was very bad, and Mr. Benson suggested that a wider clearing be made making two additional tracks for the traffic. The Engineer was instructed to take the matter up with Klamath County.

A report of the finances of the Department was made by the Secretary and after consideration of the Forest and Post Road projects under contract, the following resolution was introduced by Mr. Kiddle, which was unanimously adopted:

WHEREAS, there has been provided and appropriated by the Federal Government, funds with which to aid the State of Oregon in the construction of roads and highways, which said funds are available only by cooperation between the said State of Oregon and the Federal Government; and

WHEREAS, the State of Oregon by virtue of Chapter 175 of the Laws of Oregon for 1917, and Chapter 31 of the General Laws of Oregon, enacted at a special session of the legislature for 1920, accepted the provisions of said Federal Act and authorized, directed and empowered the State Board of Control of the State of Oregon to issue and sell bonds for the purpose of cooperating with the Federal Government in the construction of roads in the State of Oregon, and for the purpose of procuring funds for such cooperation; and

WHEREAS, the State of Oregon, acting through and by its State Highway Commission, has entered into contracts with the Federal Government for the construction of roads and highways in the State of Oregon, and by said agreements and contracts the State of Oregon is obligated to contribute to the expense of said road construction, and by virtue of said cooperation with the Federal Government, the sum of $3,700,000; and

WHEREAS, by virtue of the provisions and authority of Chapter 175 of the Laws of Oregon for 1917, the Board of Control has sold bonds of the State of Oregon for the purpose of procuring funds for cooperation with the Federal Government for road construction, as herein stated, in the amount, and in the sum of $1,200,000, which said sum of money has been expended in road construction by the State Highway Commission; and

WHEREAS, by virtue of said contracts and agreements, and the obligations therein imposed, the State of Oregon is obligated to pay and contribute to such road construction, in addition to the said $1,200,000, the sum of $2,500,000; and

WHEREAS, the State of Oregon and the State Highway Commission are without funds with which to meet said obligations, and the funds therefor must be derived from the sale of bonds as provided by law.

THEREFORE, BE IT RESOLVED, that the Board of Control of the State of Oregon, be and said Board is hereby requested, to issue and sell bonds of the State of Oregon in the sum of $2,500,000; the funds derived therefrom to be used as herein stated.

BE IT FURTHER RESOLVED that said Board of Control be requested to sell at this time of said $2,500,000, $1,000,000 of said bonds, the remaining $1,500,000 to be sold at some subsequent date upon request of the Highway Commission.

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

WHEREAS, it has been brought to the attention of the Highway Commission that there is a scarcity of labor in the state of Oregon, and that contractors on highway construction are unable, by reason of such scarcity, to procure sufficient laborers with which to prosecute their work with dispatch and economy; and

WHEREAS, it is deemed for the best interests of the State that the grading, graveling and other contemplated improvement of the section of the Coos Bay-Roseburg Highway known as the Remote-Camas Valley Section, be completed at the earliest possible date so that such highway may be opened to the public for use and travel, and thereby avoid and eliminate the hazard which now attends the use of the present road in said portion of the State; and

WHEREAS, the said graveling, surfacing and other contemplated improvement can be compacted and rolled in a better and more workmanlike manner during the early months of the year when the soil and other material is in a damp and moist condition, thereby making possible a better and more permanent highway; and

WHEREAS, there exists at this time a shortage of skilled

or efficient labor such as is necessary for such work, and which said shortage and lack of labor threatens to become more acute during the harvest season of the year; and

WHEREAS, it appears to the Commission that there is no controversy and no objection made by the available laborers to working more than eight hours in any one day, or more than forty-eight hours in any one week; and

WHEREAS, it is deemed advisable and necessary in the interests of highway construction that the existing necessity and the existing emergency be declared, and that the contractors having the construction of said highway be permitted to employ persons to labor, and that said laborers be permitted to labor, more than eight hours in any one day, and more than forty-eight hours in any one week.

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission that a necessity exists and that an emergency is hereby declared which requires the employment of persons on said section of said highway for more than eight hours in any one day and more than forty-eight hours in any one week.

BE IT FURTHER RESOLVED, that the State Highway Engineer be, and he is hereby directed and instructed to notify in writing, the contractors engaged in the construction of the said Coos Bay-Roseburg Highway; that this emergency has been declared as contemplated by Chapter 61 of the Laws of Oregon for 1913, and that he further notify said contractors that they may employ and may permit persons to labor on said highway for more than eight hours in any one day, and more than forty-eight hours in any one week; such employment to be subject to the provisions of the said chapter and the Laws of the State of Oregon as to the compensation for all overtime so employed.

BE IT FURTHER RESOLVED, that the said engineer be, and he is hereby instructed that as soon as said necessity and emergency ceased to exist, and other labor of like skill and efficiency is available for said work, to notify said contractors to discontinue the employment of persons for more than eight hours in any one day and more than forty-eight hours in any one week.

BE IT FURTHER RESOLVED, that this resolution be duly entered in the minutes and records of the Highway Commission.

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

WHEREAS, it has been brought to the attention of the Highway Commission that there is a scarcity of labor in the State of Oregon, and that contractors on highway construction are unable, by reason of such scarcity, to procure sufficient laborers with which to prosecute their work with dispatch and economy; and

WHEREAS, it is deemed for the best interests of the State that the grading, graveling and other contemplated improvement of the Three Rivers Section of the Tillamook-McMinnville Highway in Tillamook County be completed at the earliest possible date so that such highway may be opened to the public for use and travel during the early summer; and

WHEREAS, it appears that said highway, if completed and open for travel during the early summer, will be of great advantage to the people of the State of Oregon; and

WHEREAS, said construction work is being done by the State with its own forces, and is a portion of the highway construction involved and included in a contract with the Federal Government; and

WHEREAS, it appears that the time specified for the construction of said highway will soon expire, and the work yet uncompleted cannot be finished within the time remaining for the construction of said highway as specified in said agreement with the Federal Government unless the men working on said highway be permitted to labor more than eight hours in any one day, or more than forty-eight hours in any one week; and

WHEREAS, there exists at this time a shortage of skilled and efficient labor, such as is necessary for said work, which said shortage and lack of such labor threatens to become more acute during the harvest season of the year; and

WHEREAS, it is deemed advisable and necessary in the interests of highway construction that the existing necessity and the existing emergency be declared, and that the engineer having the said work in charge, be permitted to employ persons to labor, and that said laborers be permitted to work more than eight hours in any one day, and more than forty-eight hours in any one week.

THEREFORE BE IT RESOLVED, by the Oregon State Highway Commission that a necessity exists, and that an emergency is hereby declared which requires the employment of persons to labor on said highway for more than eight hours in any one day, and more than forty-eight hours in any one week.

BE IT FURTHER RESOLVED, that the State Highway Engineer be and he is hereby directed and instructed to employ persons to labor, and to permit persons to work upon said highway construction for more than eight hours in any one day or more than forty-eight hours in any one week, such employment to be subject to the provisions of Chapter 61 of the Laws of Oregon for 1913.

BE IT FURTHER RESOLVED, that the said engineer be and he is hereby instructed that as soon as said necessity and emergency ceases to exist, and other labor of like skill and efficiency is available for said work, to notify the resident engineer to discontinue the employment of said persons for more than eight hours in any one day or more than forty-eight hours in any one week.

MAR 24 1920

BE IT FURTHER RESOLVED, that this resolution be duly entered in the minutes and records of the Highway Commission.

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

State Highway Engineer

Chairman

Secretary

Roseburg, Oregon, March 29, 1920.

The meeting of the State Highway Commission was called to order at 7:30 P. M. in Room 418 Perkins Building. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Phil A. Franklin, Acting Secretary

Mr. Coshow, counsel, presented to the Commission for their acceptance three deeds to portions of the right of way between Myrtle Creek and Canyonville on the cut-off route. These had been secured because Douglas County had not procured the right of way. These three deeds were as follows:

Cornelius Molvihill, amount agreed upon $500.00
Edwin and Margaret Weaver, free grant
W. Willis, free grant

In consideration of the above evidence, it was moved by Mr. Booth that the deeds be accepted and the secretary instructed to issue a voucher to cover the costs involved. Motion seconded by Mr. Kiddle and carried.

Mr. McLeod reported that it was probable that there would be further small expenses in connection with the right of way for this project. It was therefore moved by Mr. Booth and carried, that in case there was any further expense in connection with these rights of way, that the secretary be instructed to prepare vouchers covering such expenditures.

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

Acting Secretary

Chairman

MAR 29 1920

VOLUME V

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1920

T O

MARCH 31, 1921

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OREGON STATE HIGHWAY COMMISSION

S. BENSON, PORTLAND, CHAIRMAN (April 1 - November 13, 1920, Resigned)
R. A. BOOTH, EUGENE, COMMISSIONER, (April 1 - November 29, 1920)
" " " " CHAIRMAN, (November 29, 1920 - March 31, 1921)
ED. E. KIDDLE, ISLAND CITY, COMMISSIONER (April 1 - December 28, 1920, Deceased)
J. B. YEON, PORTLAND, COMMISSIONER, (November 22, 1920 - March 31, 1921)
W. B. BARRATT, HEPPNER, COMMISSIONER (January 8, 1921 - March 31, 1921)

- - -

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

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HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

Page	Date 1920	Subject
694	April 1	Deschutes County, Bend-Millican and Sisters-Redmond Sections; county cooperation.
		Harney County, Central Oregon Highway location near Suntex.
		Morrison Street Bridge, investigation and report.
		Columbia County. North Coast Power Co. Transmission line between Goble and Rainier.
		Marion County. Jefferson-North Section, additional 3800 lin. ft. of macadam.
		Douglas County. Myrtle Creek-Dillard Section; widening of roadbed.
695		Clackamas County. Oregon City Bridge; state cooperation.
		Lane County. Springfield overcrossing; estimate presented.
		Jackson County. Overcrossing south of Ashland ordered.
		Clackamas County. Pacific Highway, south approach to Oregon City. Matter of elimination of railroad crossing. Matter of reimbursement for amount advanced to county.
		Signs. Numerical system adopted.
		Mr. McCullough. Report on interview with Strauss Co.
		Market road fund apportionment deferred.
696	April 3	Wasco County. Right of way for Deschutes River bridge connection.
697		Clackamas County. Funds for Oregon City bridge. South approach on Pacific Highway to Oregon City.
		State highway map. Matter of new roads.
		Market road fund distribution.
		Supervision of construction of market roads.
		Wood block paving, discussion.
		Polk County, location south of Monmouth.
698	April 27	Proposals received as follows:
699		Barlow-Aurora Section, Pacific Highway, gravel surfacing Toledo-Newport Section, Corvallis-Newport Highway, grading Ashland Overhead, Pacific Highway, Jackson County Birdseye Creek and Millers Gulch Bridges, Pacific Highway Grave Creek Bridge, Pacific Highway, Josephine County
		Crook County. Ochoco Canyon Section surfacing. Loan requested. Resolution appropriating additional funds.
700		Survey ordered between Prineville and forest boundary.
		Malheur County. Ontario-Snake River paving, discussion.
		Gilliam County. Matter of northern terminus of John Day Highway.
		Wasco County. Matter of cattle pass on land of W. O. Dutton.
701		Josephine County. Hayes Hill Section, graveling. Funds
		Umatilla County. Cabbage Hill Section. Asking state funds for grading from Deadman Hill to Kamela. Pendleton-Cabbage Hill Section. Gravel. Washout on Wild Horse Creek.
		Associated General Contractors, proposed changes in form of contract.
		Lane County. Pacific Highway south of Eugene. Loan continued. Matter of permanent bridges.
702		Mr. Benson elected Chairman.

Page	Date 1920	Subject
702		Royalty on gravel. State Land Board requested to waive.
		Deschutes County. Surfacing Bend-Jefferson County Line Section.
		Clatsop County. Paving requested between Young's Bay and Miles Crossing.
		Linn and Lane Counties. Location between Halsey and Eugene discussed.
703		Linn County. Survey from Lebanon to Tangent ordered.
		Tabulation of bids read and action taken on following:
		Overcrossing south of Ashland
		Birdseye Creek and Millers Gulch Bridges
		Grave Creek Bridge
		Barlow-Aurora Section, gravel surfacing
		Toledo-Newport Section, grading
		Lane County. Consideration of Springfield Overcrossing deferred.
		Malheur County. Discussion of type of bridge at Vale.
		Douglas County. Oakland overcrossing deferred.
		Yamhill County. Cedar Creek Bridge, estimate to be secured.
704		Jackson County. Prospect-Park Boundary Section, surplus to be used for surfacing.
		Lane County. McKenzie River Highway. Surfacing section between Blue River and Belknap Springs. Width of Summit Section.
		Wheeler County. Ochoco Project, surfacing.
		Yamhill County. Grand Ronde and Bee Ranch Sections, additional rock and screenings necessary.
		Tillamook County. Three Rivers Section, additional macadam..
		E. W. Lazell. Contract executed.
		Sherman County. Spanish Gulch overcrossing ordered advertised.
		Right of way to be secured before contracts are let.
		Clackamas County. Matter of cooperation on Oregon City bridge within city limits.
		Lane County. Low Pass survey adopted.
		Jackson County. Ashland-Green Springs Mt. Road, proposal for gravel.
705		Public Service Commission to be asked attitude on permanent concrete overhead bridges complete.
		Broken places on pavement to be brought to attention of Commission.
		Board of Control requested to sell $1,500,000 bonds.
706	May 6	Matter of hauling logs on state highways.
		Clackamas County. Right of way at Canby.
		Hood River County. Matter of additional right of way.
707	May 7	Wheeler and Grant Counties. Jas. F. Clarkson appeared re labor shortage on his contracts.
		Clatsop County. Paving requested between Young's Bay and Miles Crossing.
		Polk County. West Side Highway located south of Monmouth. Grading refused south of Monmouth and matter of stopping paving on Salem-Dallas project.
708		Grant County. Protest against distribution of Market Road fund.
		Jackson County. Type of approach at Ashland Overcrossing.
		Clackamas County. Barlow-Aurora gravel. Awarded to Washburn & Hall.
		Lincoln County. Newport-Toledo Section awarded to Thomas Young.
		Multnomah County. Repairing of bridges.
		Union County. Design for overcrossing at Perry.
		Tillamook County. Juno overcrossing. Construction deferred.
		Douglas County. Myrtle Creek Crossing. Construction deferred.
		Warren patent litigation discussed.
		Board of Control, necessity for issuing cooperative bonds.
		Advertisement ordered for next meeting on following:
		Ashland Overcrossing approaches
		Mayville-Thirtymile Creek grading
		Ontario-Snake River Section, grading and paving
		Low Pass Section
		Spanish Gulch bridge
709		Bituminous base substituted on following projects:
		Hemlock-Beaver, Tillamook County
		Rickreall-Monmouth-Independence Section, Polk County
		Corvallis North Section, Polk County
		Dillard-Myrtle Creek Section, Douglas County
		Oakland-Wilbur Section, Douglas County
		La Grande-Island City-Hot Lake Section, Union County
		Canyon Road, Washington County
		McMinnville-Bellevue Section, Yamhill County
		Clatskanie-Svensen Section, Clatsop and Columbia Counties
		Extensions of time as follows:
		Jacques Place-Johns Place Section, Joplin & Eldon
710		Stage Road Pass Section, Joplin & Eldon
		Echo-Rieth Section, Clifton, Applegate & Toole
		Pendleton-Cabbage Hill, Clifton, Applegate & Toole
710	June 1	Proposals received as follows:
		Ontario-Snake River Section, Old Oregon Trail, grading and paving.
711		Elgin-Minam Section, La Grande-Joseph Highway, surfacing
		Pilot Rock-Pendleton Section, Oregon-Washington Highway, grading and surfacing.
		Ashland Overcrossing Approaches, Pacific Highway, grading.
		Young's Bay-Miles Crossing, Coast Highway, paving
		Mayville-Thirtymile Creek Section, John Day River Highway, grading.
712		Bridge over Spanish Gulch, Columbia River Highway, Sherman County.
		4 bridges on Crooked River Highway, Crook County.
		Cement
		State Highway signs

Page	Date 1920	Subject
713		Umatilla County. Deadman's Pass-Kamela grading requested.
		Sherman County. Deschutes River-Biggs graveling requested.
		Linn County. Tangent-Halsey grading and rocking requested.
		Matter of grade separation north of Albany.
		Washington County. Forest Grove-Gaston Section. Paving requested instead of rocking.
		Yamhill County. Paving requested from Gaston to Yamhill.
		Mt. Hood Loop. Discussion.
		Clatsop County. Astoria-Seaside improvement requested.
		Clackamas County. Oregon City Bridge funds.
		Oregon City-Canemah. Meeting of interested parties to be held next day.
714		Coos County. Completion of pavement between Cedar Point and Coquille requested.
		Paving requested between Marshfield and North Bend.
		Myrtle Point-Coquille. Matter of grading and macadamizing.
		Yamhill County. Request for paving between Newberg and St. Joseph.
		Douglas County. Appropriation requested for Tiller-Trail Cutoff.
		Deschutes County. Surfacing requested between Bend and Jefferson County line.
		Josephine County. Appropriation requested for graveling Hayes Hill Section.
		Location requested between Kerby and California line.
715		Union County. Telocaset-North Powder project. Advertisement requested. Also Union-Telocaset Section and Perry-La Grande.
		Wasco County. Dr. W. O. Dutton requested cattle pass.
		Tillamook County. Additional paving on Coast Highway requested.
		Advertisement of Juno Overcrossing requested.
		Lincoln County. Neskowin-Salmon River project.
		Columbia County. Payment of obligations of City of Rainier.
		Tabulation of bids read and action taken on following:
		Mayville-Thirtymile Creek Section, John Day River Highway
		Ashland Overcrossing Approaches, Pacific Highway
		Pilot Rock-Pendleton Section, Oregon-Washington Highway.
716		Ontario-Snake River Section, Old Oregon Trail
		Young's Bay-Miles Crossing Section, Astoria-Seaside Project.
		Elgin-Minam Section, La Grande-Enterprise Highway.
		Road signs.
		Spanish Gulch Overcrossing, Sherman County.
		Crooked River Bridges.
		Cement.
		Bituminous base on various jobs.
		Market road fund distribution.
718		Hood River County. Right of way over Morton property.
720	June 2	Following projects on 1920 construction program:
		Multnomah County Line-Oswego Section
		Salem South to end of present paving contract
		Albany-Tangent Section
		Wilbur-Roseburg Section

Page	Date 1920	Subject
720		Grants Pass-Grave Creek Section
		Mosier-The Dalles Section
		Deschutes River-John Day River Section
		John Day River-Blalock Section.
		Newberg-West Dayton Section
		West Dayton-McMinnville Section
		Yamhill County.
		Maintenance between Grand Ronde store and Yamhill-Tillamook County line.
		Sheridan-Polk County Line. County to grade, state to gravel.
721		Polk County. Yamhill County Line-Butler Store. Survey ordered.
		Tillamook County. Macadamizing between Hebo and end of paving contract.
		Juno Overcrossing ordered advertised.
		Curry County.. Hubbard Creek-Brush Creek Section approved for graveling.
		Coos County. Coquille-Myrtle Point macadamizing ordered.
		Remote-Camas Valley macadamizing ordered.
		Cedar Point-Coquille paving ordered advertised.
		North Bend-Marshfield paving. No action taken.
		Deschutes County. Bend-Jefferson County Line, graveling ordered.
		Wasco County. Tunnel between Hood River and Mosier; lining.
		Douglas County. Alternate routes at Myrtle Creek.
		Secondary roads. Discussion of Government cooperation.
722		Malheur County. Vale-Burrell Ranch Section, project agreement held.
		Umatilla County. Graveling ordered east from Cabbage Hill.
		Wallowa County. Graveling authorized on Wallowa Canyon Section.
		Coos County. Reedsport-Coos Bay project. Construction deferred.
		Lincoln County. Alsea project. Additional appropriation.
		Mt. Hood Loop. Additional appropriation.
723		Josephine County. Oregon Caves project. Project deferred.
		Clackamas County. Discussion of bridge matter and south approach of Pacific Highway to city.
		Matter of repayment of funds advanced.
723	June 3	Douglas County. Oakland-Wilbur Section. Matter of changes in contract.
		Clackamas County. Policy of Commission as to Oregon City bridge.
724		State highway signs. Design adopted.
		Malheur County. Ontario-Snake River project, paving awarded.
		Lane County. Springfield Overcrossing, construction deferred.
		Douglas County. Overcrossing at Sutherlin and one near Roseburg. Construction deferred.
		Umatilla County. Meacham grade crossing. Construction deferred.
		Union County. Hot Lake, grade crossing. Construction deferred.
		Lane County. Springfield overcrossing. Concrete structure.
		Douglas County, Oakland overcrossing. Concrete structure.
725		Morrow County. Oregon-Washington Highway location near Ione.
		Date for next meeting set.
		Resolution for sale of $1,500,000 bonds on July 20, 1920.

Page	Date 1920	Subject
727		Extensions of time requested as follows: Burns-Lawen Project, Pacific Bridge Company Messner Overcrossing Willow Creek Bridge Heppner Junction Overhead Crossing Deschutes River Bridge, Lindstrom & Feigenson Mosier-Rowena Section, Johnson Contract Company
728		Eugene-Junction City, Clark & Henery Construction Co. Butte Creek Section, Jas. F. Clarkson & Co. Echo-Pendleton Section, Clifton, Applegate & Toole Pendleton-Cabbage Hill Section, Clifton, Applegate & Toole Cairo-Nyssa Section Gold Hill-Josephine County Line, Schell & Calvert Lake County. Location of Lakeview-Lapine project. Yamhill County. Loan of $50,000 requested. Matter of hauling logs on state highways discussed. Multnomah County. Bridge repairs; engineering expense.
729		Jackson County. Medford-Crater Lake Highway, paving requested. Washington County. Forest Grove-Gaston Section. Paving deferred. Yamhill County. Newberg-McMinnville Section. Paving deferred. Yamhill-Gaston Section. To be graveled. Columbia County. Claims of L. O. Herrold on Clatskanie- Delena Section. Benton County. Matter of paving across bridge at Monroe. State highway accounts to be audited.
729 730	July 6	Proposals received as follows: Elgin-Minam Section, La Grande-Joseph Highway, surfacing North Powder-Telocaset Section, Old Oregon Trail, grading Perry-La Grande Section, Old Oregon Trail, grading Sherman County Section, Columbia River Highway, gravel surfacing Bend-Jefferson County Line, Dalles-California Highway, surfacing
731		Beaver-Hebo Section, Coast Highway, surfacing Moore Cutoff Section, Coast Highway, surfacing Riverdale-Hobsonville Section, Coast Highway, surfacing Yamhill County Line-Butler's Store Section, McMinnville-Tillamook Highway, grading and macadam Sheridan-Polk County Line Section, McMinnville-Tillamook Highway, macadamizing Newberg-Dundee Section, West Side Highway, surfacing
732		Salem South Section, Pacific Highway, surfacing Albany-Tangent Section, Pacific Highway, surfacing Roseburg-Wilbur Section, Pacific Highway, surfacing Grave Creek-Pleasant Valley Section, Pacific Highway, surfacing Talent Reservoir Section, Pacific Highway, grading Cedar Point-Coquille Section, Coast Highway, concrete pavement
733		Umatilla County. Commission invited to visit. Baker County. Commission invited to visit.
733		Deschutes County. Location between Allen Ranch and Klamath County Line requested. Harney County. Lawen-Crane Section, funds. Burns-Suntex Section, improvement requested. Umatilla County. Nye-Grant County Line, survey. Jackson County. Talent Reservoir Section, payments. Crater Lake Highway, bridge near Prospect. Ashland-Klamath Falls Highway. 3½ mile section, construction requested. Medford-Trail Section, grading requested. County cooperation.
734		Twice-a-month estimates ordered. Umatilla County. Bridges on Athena-Milton Section. Cement rejected. Extension of time. Beaver Portland Cement Co. Cement rejected at Carlton. Yamhill County. Newberg-West Dayton, paving requested. Jefferson County. Madras north, location requested. Union County. Matter of financing projects advertised for county.
735		Clatsop County. Coast Highway, cooperation requested. Tabulation of bids read.
735	July 7	Action on projects as follows: Talent Reservoir Section, referred to engineer. Cedar Point-Coquille Section, referred to engineer. Moore Cutoff Section, Riverdale-Hobsonville Section, Beaver-Hebo Section, referred to engineer. Grave Creek-Pleasant Valley Section, awarded. Albany-Tangent Section, referred to engineer. Salem South Section, referred to engineer.
736		Wilbur-Roseburg Section, awarded. Sheridan-Polk County Line Section, referred to engineer. Newberg-Dundee Section, awarded. Yamhill County Line-Butler's Store Section, rejected. Sherman County Section, rejected. Bend-Jefferson County Line Section, awarded. Elgin-Minam Section, referred to county court. Perry-La Grande Section, referred to county court. North Powder-Telocaset Section, referred to county court and state highway engineer. Certified checks and bidders bonds ordered returned. Yamhill County. West Dayton-McMinnville Section, Palmer & Young, payment.
737		Tiller-Trail project. Additional appropriation. Linn County. Undercrossing adopted north of Albany. Location through Harrisburg. Douglas County. Oakland Overcrossing. Myrtle Creek Overcrossing, design ordered prepared. Location through Myrtle Creek. Lane County. Low Pass adopted, Willamette Valley-Florence Highway.

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738		Lane County. McKenzie Highway. Cooperation.
		Linn County. Tangent-Halsey Section. County requested to delay work.
739		Tillamook County. Juno crossing postponed.
		Clatsop County. Coast Highway, cooperation granted.
		Jackson County. Medford-Trail Section, macadam; basis of cooperation.
		Hauling logs over Columbia River Highway. A. S. Nordgren.
		Map showing highways put on by commission and by legislature requested.
		Umatilla County. Umatilla-Washington State Line, reconnaissance estimate requested.
		Columbia County. L. O. Herrold claim.
		Clackamas County. Oregon City bridge, action re funds rescinded.
740		Union County. Minam Hill Section, survey ordered.
		Wasco County. Connection with Deschutes River Bridge, survey and condemnation ordered.
		Union County. Payment of excess of Union-Telocaset and Elgin-Minam jobs.
		Coos County. Paving within city limits of Coquille.
		Yamhill County. Paving within city limits of Carlton and Yamhill.
		Josephine County. Grave Creek bridge, bond for J. Elmer Nelson accepted.
		Coos County. Maintenance between Coquille and Myrtle Point.
741		Malheur County. Cow Valley-Brogan Section, claim of Morrison-Knudsen Co.
		Hood River County. Mt. Hood Loop discussed.
		Lane County. Right of way near Divide.
744		Deschutes County. Allen Ranch to Deschutes-Klamath County line. Survey ordered.
		Clatsop County. Request that pavement be widened in front of school at Knappa.
		Salem bridge. Repairs and painting, agreement.
		Payment for headers on bituminous pavement.
		Jackson County. Green Springs Mt. Summit-Pacific Highway Section, graveling ordered advertised.
		Harney County. Lawen-Crane Section, construction deferred.
		Clackamas County. Aurora-Canby Section, grading, matter of cancelling contract.
		Extensions of time as follows:
745		Arlington-Morrow County Line, M. J. Conley
		Sherman County, Porter & Conley
		John Day-Blalock Section, Oskar Huber
		Sucker Creek bridge, Pacific Bridge Company
		Hubbard Creek-Brush Creek Section, Moon & Co.
		Rhyner-Dicke Co., bridges 529 and 530, Umatilla County
		Heppner Junction Overcrossing, Rees & Davis.

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745		Wheeler County. Graveling Fossil to Butte Creek Summit, advertisement ordered.
		Resolution requesting report from engineer on miscellaneous subjects.
746		Lincoln County. Corvallis-Newport Highway, gravel ordered advertised.
		Proposals received as follows:
747		Sherman County Section, surfacing
		Goldson Section, grading
		Comstock-Lane County Line Section, culvert construction
		Yamhill County Line-Butler's Store Section, grading and macadam
		Grant County. Bridge at Dayville and graveling on Danby Ranch-Cole's Bridge Section requested.
		Wasco County. Graveling Mosier-Rowena Section requested.
		Resolution re sale of $1,500,000 bonds.
750		Checks of unsuccessful bidders for bonds ordered returned.
		Josephine County. Pleasant Valley-Grants Pass Section, grading and graveling ordered advertised.
		Linn County. Albany-Jefferson Section, extension of time.
		Yamhill County. McMinnville-Sheridan Section, extension of time.
		Coos and Douglas Counties. Remote-Camas Valley Section, macadamizing ordered advertised.
751		Coos County. Coquille-Myrtle Point, surfacing ordered advertised.
		Henry Teal. Payment for bonds at eastern points.
		Lane County. Goldson Section, protest against award withdrawn.
		Clackamas County. Mt. Hood Loop, location discussed.
		Action on proposals as follows:
752		Sherman County Section, awarded.
		Goldson Section, deferred.
		Yamhill County Line-Butler's Store Section, awarded.
		Comstock-Lane County Line, awarded.
		Yamhill and Polk Counties. Willamette Valley Highway requested.
		Grant County. Danby Ranch-Cole's Bridge Section, gravel ordered advertised.
		Bridge at Dayville ordered advertised.
		Bridges on Sarvice Creek-Valades Ranch Section ordered advertised.
		Union County. Hilgard-Kamela Section, grading ordered advertised.
753		Hot Lake-Union Section, location discussed.
		Josephine County. Hayes Hill Section, supplementary agreement for rocking.
		Lane and Deschutes Counties. McKenzie Highway, additional appropriation.
		Hood River, Mt. Hood Loop. 1½ miles grading ordered.

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753		Clackamas County. Barlow Road, maintenance.
		Gilliam County. Detour at Heppner Junction, graveling requested.
754		Union County. Hot Lake-La Grande, funds necessary.
		Resolution re advertising $1,500,000 bonds.
756		Date of next meeting.
		Lane County. Eugene-Junction City, supplementary contract with Clark & Henery Construction Co.
		Douglas County. Condemnation of premises of J. L. and S. A. Kendall, rock, gravel and sand.
759	July 26	Resolution locating West Side Pacific Highway.
762	Aug. 10	Minutes of June 1, 2 and 3 approved.
763		Proposals received on following projects:
		Cabbage Hill-Deadman's Pass Section, Old Oregon Trail, surfacing.
		John Day River-Blalock Section, Columbia River Highway, surfacing.
		Mosier-Rowena Section, Columbia River Highway, surfacing.
		Toledo-Newport Section, Corvallis-Newport Highway, macadamizing.
		Grants Pass-Pleasant Valley Section, Pacific Highway, grading and surfacing.
764		Green Springs Mt. Summit-Pacific Highway Section, Ashland-Klamath Falls Highway, decomposed granite surfacing.
		Crooked River Highway, four wooden bridges.
		John Day River Highway, five wooden bridges.
		Haystack Creek Bridge, John Day River Highway.
		Malheur County, resolution locating Old Oregon Trail.
765		Clackamas County, Multnomah County Line-Oregon City Section, graveling to be advertised.
		Crook County, Crooked River Highway, county short of funds.
766		Prineville-Redmond Project, graveling requested.
		Crooked River Highway, graveling requested.
		Bridge requested.
		Prineville-Forest Boundary, plans requested.
		Klamath County. Klamath Falls-Merrill Section, discussion of material for surfacing. Paving of three or four miles requested.
		Ashland-Klamath Falls Road, grading requested.
		Dalles-California Highway. Extension to forest reserve requested.
		Union County. North Powder-Telocaset Section grading, county to reimburse state.
767		Clackamas County, Mt. Hood Loop. Location discussed.
		Equipment, leasing to counties.
		Rufus Holman, statement re location of Mt. Hood Loop.
		Tillamook County. State requested to advance funds for Kilchis River and Nestucca Bridges.
768		Tillamook County. County requests waiving of bond on contracts recently awarded to them.

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768		Clatsop County. Astoria-Seaside Project, construction requested.
		Young's Bay Bridge, state requested to advance funds.
		Yamhill County. Newberg-West Dayton Section, payment discussed.
769		Lake County. Bridge at Paisley requested.
		Construction on various sections requested.
		M. O. Wilkins and A. B. Manley, request for continuance of paving program on trunk lines.
		Wasco and Hood River Counties. Paving requested between Hood River and The Dalles.
		Clackamas County. Paving requested from Multnomah County line to Tryon Creek bridge.
		Deschutes County. Wickner, Sharp & Chindahl, extension of time to secure bond.
		Harney County. Lawen-Crane Project. Advertisement requested.
770		Tabulation of bids and action, as follows:
		John Day River-Blalock Section, rejected.
		Mosier-Rowena Section, awarded.
		Green Springs Mt. Summit-Pacific Highway, referred to engineer.
		Cabbage Hill-Deadman's Pass Section, awarded.
		Grants Pass-Pleasant Valley Section, awarded.
		Toledo-Newport Section, rejected.
		Crooked River bridges, rejected.
		Grant County bridges, rejected.
771		Haystack Creek bridge, rejected.
		Return of checks.
		Douglas County. Myrtle Creek-Canyonville Cutoff. Right of way. Extension of time.
		Tillamook and Lincoln Counties. Slab Creek-Salmon River project. Cooperation.
		Douglas County. Tiller-Trail project discussed.
		Polk County. Salem-Dallas project. Matter of stopping contract.
		Gilliam County. John Day River-Blalock Section. A. D. Kern, offer to reduce bid.
		Wheeler County. Prineville-Mitchell project, advertisement ordered.
		Klamath County. Survey ordered Deschutes-Klamath County Line to Sand Creek.
		Coos and Douglas Counties. Remote-Camas Valley Section, approval of engineer's action in taking over contract.
772		Extensions of time as follows:
		Leona-Drain Section, Albert Anderson
		Yoncalla Section, Albert Anderson
773		Benton County Line North, Oskar Huber
		Corvallis-Polk County Line Section, Oskar Huber
		Lakeview-New Pine Creek Section, Lake County Court
		Lakeview-Crooked Creek Section, Lake County Court
		Rickreall-Monmouth-Independence Section, Warren Const. Co.
		Canyonville-Galesville Section, Warren Construction Co.

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773		Oakland-Yoncalla Section, Clark & Henery Construction Co.
		Jefferson-North Section, A. D. Kern
		Roseburg-Wilbur Section, H. J. Hildeburn
		Drain-Yoncalla Section, H. J. Hildeburn
		Myrtle Creek-Dillard Section, Oregon Hassam Paving Co.
		Salem-Brooks Section, Blake-Compton Co.
774		Mosier Creek Arch, Lindstrom & Feigenson
		Barlow-Aurora Section, Washburn & Hall
		Monroe-North Section, Pacific Bridge Co.
		Salem-Dallas Section, Oskar Huber
		Green Springs Mt. Road-California Line Section, Oskar Huber
		Ashland-Green Springs Mt. Road Section, Oskar Huber
		McMinnville-Yamhill Section, Northwestern Const. Co.
		Malheur County, Ontario-Snake River Section. Gilmore & Ritchie, request permission to offer personal bond.
		Jackson County. Bituminous base south of Steinman Crossing.
		Baker County. North Powder-Haines Section to be advertised.
		Wasco County. Resolution designating State Highway No. 39.
777		Resolution condemning right of way for highway No. 39.
780	Aug. 24	Proposals received on following projects:
		Haines-North Powder Section, grading and surfacing
781		Butte Creek Section, surfacing
		Danby Ranch-Cole Bridge Section, surfacing
		John Day River-Blalock Section, surfacing
		Yamhill-Gaston Section, surfacing
		McMinnville-West Dayton Section, surfacing
		Oregon City-Oswego Section, surfacing
782		Haystack Creek Bridge
		Bridge No. 239, Grant County
		Bridge No. 240, Grant County
		Bridge No. 241, Grant County
		Bridge No. 242, Grant County
		Bridge No. 244, Grant County
		Resolution re sale of $1,500,000 bonds
785		Matter of experimental pavement indefinitely postponed.
		Hood River County. Action on 1½ miles of Mt. Hood Loop rescinded.
		Linn County. Location between Tangent and Halsey adopted.
		Clackamas County. Mt. Hood Loop. Reports presented and location adopted.
		Washington County. Forest Grove-Gaston Section, paving requested.
		Benton County. Completion of pavement between Corvallis and Lane County line requested.
786		Wren-Blodgett Section, surfacing ordered advertised.
		Blodgett-Lincoln County Line Section, survey ordered.
		Columbia County. Paving through city of Rainier discussed.
		Douglas County. Myrtle Creek-Canyonville project. Funds for right of way to be advanced.

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786		Signs. Portland Ad Club discusses matter.
		Josephine Caves Road. Portland Chamber of Commerce requesting.
787		Clackamas County. Paving requested, Multnomah County Line-Oregon City Section.
		Tabulation of bids read and action as follows:
		Yamhill-Gaston Section, rejected.
		McMinnville-West Dayton Section, awarded.
		John Day River-Blalock Section, awarded.
		Danby Ranch-Cole Bridge Section, awarded.
		Haines-North Powder Section, awarded.
		Butte Creek Section, awarded.
		Oregon City-Oswego Section, rejected.
		Haystack Creek Bridge, referred to engineer.
788		Bridges No. 239, 240, 241, 242, 244, Grant County, referred to engineer.
		Checks of unsuccessful bidders ordered returned.
		Uniform cost estimates ordered prepared.
		Baker County. Huntington-Durkee Section ordered advertised.
		Wallowa County. La Grande-Enterprise Highway. Survey ordered completed, and advertisement ordered.
		Washington County. Multnomah County Line-Hillsboro Section, workmanship and material bond of A. Guthrie & Co.
		Paving, preparation of plans ordered for remaining sections on main highways.
		Detour signs.
		Talus subsurfacing to be placed on following projects:
		Cabbage Hill-Dead Man's Pass
		Echo-Pendleton
		Pendleton-Cabbage Hill
		John Day-Blalock
		Blalock-Arlington
789		Washington County, Yamhill-Gaston project, arrangements for graveling.
		Yamhill County, paving in city of Carlton. Objection of contractors.
		Sheridan-Yamhill-Polk County Line Section, matter of personal surety.
		Douglas County, Roseburg-Wilbur Section. Personal surety bond accepted.
		Curry County, Hubbard Creek-Brush Creek Section. Macadam ordered advertised.
		Polk County, Salem-Dallas project. Action deferred.
		Douglas County. South Umpqua River bridge on Canyonville Cutoff ordered advertised.
		Canyon Creek bridge at Canyonville ordered advertised.
		Bridge at Myrtle Creek, steel design adopted.
790		Malheur County. Bridge at Vale ordered advertised.
		Jackson County. Bridge over Rogue River, Medford-Trail project. Include in Federal Aid project.

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790		Yamhill County. State to advance funds for West Dayton-Newberg Section.
		Resolution re advertising $2,000,000 bonds.
793	Aug. 30	Yamhill County. Sheridan-Polk County Line Section, personal surety for W. N. Trent accepted.
		Klamath County. Resolution adopting Klamath Falls-Merrill Section, correcting minutes of April 16, 1919.
794	Aug. 31	Bonds. Attorney General to investigate act as to sale below par.
		Gilliam County. John Day-Blalock Section. Award reconsidered.
795		Jackson County. Ashland-Klamath Falls Highway. Bid of A. Giebisch accepted.
		Klamath County. Klamath Falls-Merrill project. Arrangements for using material discussed previously.
		Rex-Tigard and Tillamook contracts. Maintenance agreement with Oskar Huber.
	Sept. 1	Polk County. Resolution locating West Side Highway to and from Dallas in case court decides that law requires it.
797	Sept. 28	Proposals received on following:
		Malheur River bridge at Vale
		Lawen-Crane Section, grading and surfacing
		Kamela-Hilgard Section, grading
798		Oregon City-Multnomah County Line Section, paving
		Newberg-West Dayton Section, wood guard fence
		Wren-Blodgett Section, surfacing
		Hubbard Creek-Brush Creek Section, surfacing
		Minutes of July 20, August 10, 24, 30, 31 and Sept. 1 approved
		Resolution re sale of $2,000,000 bonds.
801		Klamath County. Further work requested, Dalles- California Highway.
		Ashland-Klamath Falls Highway, Keno-Jackson County Line Section, advertisement ordered.
802		Coos County. Coquille-Bandon, survey requested.
		Construction requested between Remote and Myrtle Point.
		Umatilla County. Umatilla-Washington State Line. Survey discussed.
		Linn County. Albany-South 8 miles, paving requested.
		Location adopted between Halsey and Harrisburg.
		Malheur County. Vale-Brogan Section, surfacing ordered.
		Cow Valley-Brogan Section, maintenance.
		Vale-Burrell Ranch, survey on south line ordered.
803		Crook County. Prineville-Mitchell project, construction requested.
		Deschutes County. Bend-Horse Ridge Section, surfacing requested. Aid requested on Bend-Sisters and Redmond-Sisters projects.
		Morrow County. Heppner-Gilliam County Line Section, graveling requested.
		Umatilla County. State aid requested Cold Springs-Pendleton.

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803		Wallowa County. Minam-Joseph project, construction requested.
		Wallowa Canyon-Joseph section, survey ordered.
		Flora-Enterprise Highway, survey of unsurveyed portions ordered.
		Tillamook and Lincoln Counties. Salmon River-Neskowin project. Cooperation.
		Tillamook County. Nestucca and Kilchis River bridges, state to make payment and accept county warrants.
804		Rex-Tigard and Tillamook Roads, agreement for repairs
		Jackson County. Ashland-Klamath Falls Highway, remaining section ordered advertised.
		Medford-Crater Lake Highway, Trail-Agate Section ordered advertised.
		Tabulation of bids read and action as follows:
		Malheur River bridge at Vale, awarded
		Hubbard Creek-Brush Creek Section, awarded
		Lawen-Crane Section, awarded
805		Newberg-West Dayton Section, awarded
		Oregon City-Multnomah County Line Section, awarded
		Wren-Blodgett Section, awarded
		Kamela-Hilgard Section, rejected
		Checks of unsuccessful bidders ordered returned.
		Astoria-Seaside Section, pavement ordered advertised.
		Yamhill County, Newberg-West Dayton Section, paving ordered advertised.
		Benton County. Corvallis South and Monroe North. Paving ordered advertised.
		Lane County. Route through Cottage Grove adopted.
		Curry County. Port Orford-Hubbard Creek Section, grading ordered advertised.
806		Hood River County. Advertising Mt. Hood Loop postponed.
		Lake County. Further contract requested.
		Washington County. A. Guthrie & Co. Discussion of workmanship and material bond.
		Columbia County. No authority to pave within city of Rainier.
		Twice-a-month payments to be dispensed with after Oct. 20.
		Douglas County. Tiller-Trail project. Reconsideration and change in appropriation.
		Extensions of time as follows:
		Ontario-Snake River Section, Gilmore & Ritchie
		Canyon Section, Oxman & Harrington
		Amity-Holmes Gap Section, Oregon Independent Paving Co.
		Klamath Falls-Merrill Section, Oskar Huber
		Heppner-Gilliam County Line Section, Oskar Huber
807		Merrill-California Line Section, Oskar Huber
		Bend-Jefferson County Line Section, Oskar Huber
		Algoma Section, Oskar Huber
		Prineville-Redmond Section, Oskar Huber
		Salem-Dallas Section, Oskar Huber
		Roseburg-Dillard Section, G. E. Colby
		Hubbard Creek-Brush Creek Section, Moon & Co.
		Spanish Gulch Overcrossing, Hord-Brooks Company

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807		Wasco County. Rowena-The Dalles Section, maintenance ordered.
		Jackson County. Maintenance authorized Ashland to Medford.
		Clatsop County. Request for sidewalks on Young's Bay bridge.
		National Park to Park Tour, department representative to pilot.
808		Advertising signs to be removed along highways.
		Douglas County. Right of way in city of Roseburg.
		Federal Aid not to be allowed where wooden structures are used.
		Harney County. Burns to end of Burns-Lawen contract, maintenance authorized.
		Hood River-Mosier Section. Tunnels to be lined.
		Wheeler County. Surfacing east of Spray requested.
		Morrow County. Heppner-Gilliam County Line Section. Funds insufficient.
		Gilliam County. Blalock-Arlington Section. Payment for extra work.
809		Resolution re advertising $1,500,000 bonds.
814	Oct. 15	Hood River County. District Forester wishes to award contract for Mt. Hood Loop.
		Discussion of Mt. Hood Loop.
815		Associated General Contractors protest against discontinuing twice-a-month estimates.
		Clackamas County. County to bond for $250,000 for Oregon City bridge.
		Clatsop County. Overmire Construction Company, protest against recommendation of Bridge Engineer re Walluski Bridge.
		Crook County. Prineville-Forest Boundary, construction requested.
		Douglas County. Paving near Roseburg requested.
		John Day Highway. Northern termination to be determined at next meeting.
816		Clackamas County. Cooperation on Oregon City bridge and paving through city.
		Mt. Hood Loop. Grading ordered advertised.
		Twice-a-month estimates to be continued until Jan. 1, 1921.
		Morrow County. Surfacing ordered advertised on sections of Oregon-Washington Highway.
		Sherman County. Resolution for securing gravel, rock and sand. Authority for condemnation of land.
818	Nov. 5	Klamath County. Keno-Jackson County Line. County cooperation.
		Coos County. Reconnaissance ordered, Bandon to point five miles north of Coquille.
819		Coos County. Section west of Remote-Camas Valley Section to be advertised.
		Linn County. Albany south 8 miles, paving requested.
		Morrow County. Arrangement for surfacing from Gilliam County Line to point three miles west of Lexington.
		Curry County. County cooperation offered. Lindville Hill Section and Port Orford-Hubbard Creek Section to be constructed.
819		Mt. Hood Loop. Position of Commission stated.
		Clatsop County. Permission to build sidewalks on Young's Bay bridge.
		Douglas County. Reedsport-Scottsburg Project. State aid requested.
820		Audit of accounts authorized.
		Deschutes County. Redmond-Sisters and Bend-Sisters projects, request for assistance tabled.
		Equipment, distribution by lease authorized.
		John Day Highway, terminus designated.
		Extensions of time as follows:
		Oakland-Yoncalla Section, Clark & Henery Const. Co.
		Oakland-Wilbur Section, Clark & Henery Const. Co.
		Roseburg-Wilbur Section, John Hakanson
		Mosier Creek Bridge, Lindstrom & Feigenson
		Ontario-Snake River Section, Gilmore & Ritchie
		Douglas County. Contract for gravel from Kendall property approved.
		Josephine County. Encroachment of irrigation ditch on right of way on Talent-Reservoir Section.
821		Washington County. A. Guthrie & Co. workmanship and material bond. Discussion.
		Clatsop County. Astoria-Svenson project. Final payment. Maintenance bid declined.
		Maintenance crew, organization authorized.
		Payment for equipment used in force account work.
		Clackamas County. Oregon City bridge, alternate design to be prepared.
	Nov. 6	Mr. Benson opposed to concrete pavement on Pacific and Columbia River Highways.
822		Yamhill County. Grande Ronde project. Federal cooperation increased.
		Proposals received on following:
		Skipanon-Seaside Section, paving
		Miles Crossing-Warrenton Section, sand embankment
		Newberg-West Dayton Section, paving
		Corvallis-South Section, paving
823		Trail-Agate Section, grading
		Jamieson-Vale Section, graveling
		Bridge 677 and 684, Agate-Trail Section
		Bridges 678, 679, 681, 682, Agate-Trail Section
		Resolution re sale of $1,500,000 bonds.
826		Checks of unsuccessful bidders ordered returned.
		Bids for automobile casings and tubes.
827		Lane County, High Pass-Low Pass, opinion of Attorney General.
		Goldson Section, contract with Washburn & Hall ordered prepared.
		Douglas County. Scottsburg-Reedsport project. No action to be taken by Forest Service.

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827		Wasco County. Three Mile-Dufur Section, $100,000 bonds voted.
		Wheeler County. Improvement requested mouth of Sarvice Creek to summit toward Fossil.
		Sherman County. Request for state highway north and south.
		Jackson County. Agate-Trail Section, right of way secured.
828		Umatilla County. County expenditures. Asking extension of loan till 1922.
		Cold Springs Road. Bond funds spent to be considered cooperation.
		Resolution re distribution of balance of 1920 State Market Road Appropriation.
831		Resolution re distribution of 1921 State Market Road Appropriation.
834		Mr. Benson objects to awards for concrete pavement.
		Tabulation of bids read and action as follows:
		Trail-Agate Section, Unit No. 1, awarded
		Trail-Agate Section, Unit No. 2, awarded
		Trail-Agate Section, Unit No. 3, awarded
		Jamieson-Vale Section, awarded
		Miles Crossing-Warrenton Section, awarded
		Skipanon-Seaside Section, awarded
		Newberg-West Dayton Section, awarded
		Corvallis-South Section, awarded
		Agate-Trail Section, 4 reinf. concrete bridges, awarded
		Rogue River Bridge, Agate-Trail Section, awarded
		Automobile casings and tubes, referred to engineer
		Yamhill County, Newberg-West Dayton Section guard fence, contract cancelled.
835	Nov. 29	Mr. Booth elected Chairman.
		Minutes of July 6 and September 28 approved.
		Date of next meeting January 4, 1921.
		Resolution re advertising $1,500,000 bonds.
839		American Association of State Highway Officials, Mr. Kiddle, Mr. L. E. Bean and Mr. Nunn to attend annual meeting.
		Jackson County. Agate-Trail bridges, Albert Anderson requests personal surety.
		Rogue River bridge. R. E. Meith offered as personal surety on contract.
840		Morrow County. Lexington-Gilliam County Line Section. Agreement re grading and graveling balance.
		Cancellation of Huber contract between Heppner and point 3 miles west of Lexington.
		Wasco County. Agreement re encroachments at two tunnel sites between Seufert and Deschutes approved.
		Benton County. Corvallis South section made Federal Aid project.
		Umatilla County. Funds advanced for maintenance.
		Discussion of overhead expenses in administration of Market Road Law.
		Polk County, Salem-Dallas contract. Termination discussed.
		Coos County, Roseburg-Coos Bay Highway. County cooperation requested.

Page	Date 1920	Subject
841		Harney County, Burns-Suntex Section. Cooperation.
		Clackamas County. Gas main under proposed pavement in Oswego.
		Franchises for public utilities. Engineer to make recommendations.
		Regulation of speed and loads. Engineer to make recommendations.
		State highway map for annual report considered.
		Extensions of time as follows:
		Coquille-Cedar Point Section, Scandia Shipbuilding Co.
		Jefferson-Albany Section, A. D. Kern
		Jefferson-North Section, A. D. Kern
		Salem-South Section, A. D. Kern
		Albany-Tangent Section, A. D. Kern
		Scappoose-Deer Island Section, Warren Construction Co.
842		Wasco County, Commission requested to visit.
	Jan. 3	Malheur County, Huntington-Ontario Section. Construction requested. County cooperation offered.
		Crook, Deschutes and Jefferson Counties. The Dalles-California Highway discussed.
		Crook County, Prineville-Forest Boundary Section. County funds.
843		Deschutes County. High Bridge-Cline Falls Section, gravel requested.
		Jefferson County. Location north of Madras. County funds. Engineer's report submitted.
		Federal Aid Project agreements. Discussion of surfacing clause.
844		Rex-Tigard and Tillamook maintenance agreements.
		Clatsop County. Matter of poles on Young's Bay Bridge discussed.
		Embankment on west approach of Young's Bay Bridge not commenced.
		Douglas County. Supplementary contract on Oakland-Wilbur section.
		Extensions of time as follows:
		Bend-Jefferson County Line Section, Wickner, Sharp & Chindahl
		Wallowa Canyon Section, A. D. Kern
		Athena-Milton Section, Warren Construction Company
		Lakeview-Crooked Creek Section, Lake County
		Riverdale-Hobsonville Section, Moore Cutoff Section and Beaver-Hebo Section, Tillamook County
		Big Eddy and Dillon Crossings, Colonial Building Co.
845		Danby Ranch-Cole Bridge Section, Jim Ross
		Crooked River Highway, A. Guthrie & Co.
		Pendleton-Pilot Rock Section, Umatilla County
		Hubbard Creek-Brush Creek Section, Moon & Company
	1921	
	Jan. 4	Proposals received as follows:
		Port Orford-Hubbard Creek Section, grading
		Seufert-Deschutes River Section, grading

Page	Date 1921	Subject
846		Arlington-Morrow County Line Section, wood guard fence
		Lexington-Gilliam County Line Section, surfacing and guard fence
		Nelson-Huntington Section, grading
847		Resolution re sale of $1,500,000 bonds
850		Resolution re death of Mr. Kiddle
		Clackamas County. Park Place bridge to be advertised.
		Gilliam County. Survey ordered between Condon and Arlington. Indebtedness of county discussed.
		Crook County. Prineville-Jones Mill Section to be advertised. Cooperation on McKenzie Highway.
851		Deschutes County Line-Prineville Section to be advertised.
		Jefferson County. Route from Madras north discussed.
		Sherman County. North and south road requested, cooperation offered.
		Wheeler County. Sarvice Creek Section ordered advertised.
		Yamhill County. Sheridan-Willamina Section, change from macadam to pavement requested.
		Gaston-Yamhill Section, paving requested.
		Linn County. Albany-Tangent Section, paving requested.
		Tangent-Harrisburg Section, county requested to grade.
852		Grant County. Coles Bridge-Dayville Section, improvement requested.
		Inland Loop Highway. Delegation advocating designation.
		Deschutes County. Deschutes-Crook County Line-Redmond Section. County to grade.
		Bend-Horse Ridge Section, appropriation to complete.
		Baker County. Huntington-Nelson Section, county cooperation.
		Haines-North Powder Section, loan to meet payment.
		Union County. Hilgard-Kamela Section widened; to be advertised.
853		Hilgard-La Grande Section, readvertisement requested.
		La Grande-Kamela Section, grading to be advertised.
		Tabulation of bids received and action on following:
		Nelson-Huntington Section, awarded
		Lexington-Gilliam County Line Section, awarded
		Seufert-Deschutes River Section, graveling, awarded
		Arlington-Morrow County Line Section, awarded
		Port Orford-Hubbard Creek Section, awarded
		Checks of unsuccessful bidders ordered returned.
		Bids for auditing received.
854	Jan. 5	Auditing, contract awarded.
		Harney County, Burns-Suntex Section, width of graveling.
		Portland Bridge Co. R. E.Meith offered as surety.
		Roseburg Sand & Gravel Co. Plant offered for sale.
		Wheeler County. Mitchell-Forest Boundary section. County bond funds.
		Wasco County. Mosier-Rowena Section. Claim for additional compensation.

Page	Date 1921	Subject
855		Jackson County. Agate-Trail bridges, contractor given extension of time to secure bond.
		Polk County. Benton-Polk County Line-North Section, contractor willing to cancel contract.
		Grant County. Section adjoining town of John Day. Agreement as to graveling.
		Coos County. Repairs on draw bridges, state aid requested.
		Roseburg-Coos Bay Highway, county asked for cooperation.
		Union County. Design for Hot Lake Overcrossing approved.
		Umatilla County. Design for Meacham Overcrossing approved.
		Washington County. A. Guthrie & Co. requested to file workmanship and material bond.
		Pavement depths decided upon.
		To be advertised at next meeting:
		Oakland-South Section
		Roseburg-Dillard Section
		Divide-Walker Section
		Monroe-Junction City Section
		Clackamas County. Canby-Aurora Section to be paved later.
		Marion County. Report requested on Salem-South Section.
		Douglas County. Divide-Drain Section, county to furnish detours.
856		Clackamas County. Canemah-New Era Section. Resurfacing recommended.
		Douglas County. Alexander Bridge. Lighter structure requested.
		Secretary requested to prepare data showing revenues and requirements.
		Resolution re advertising $1,000,000 bonds.
859	Jan. 19	Recommendations to legislature discussed.
	Jan. 20	Minutes of November 5 and November 29 approved.
		Coos County. Remote-Myrtle Point Section, grading and rocking requested. Myrtle Point-Coquille Section, paving requested.
860		Bandon-Curry County Line Section. Maintenance agreement.
		Coalbank Slough Drawbridge, state aid asked.
		Marshfield-North Bend paving, state aid asked.
		North Bend-Glasgow Ferry, state aid requested.
		Josephine County, Grants Pass-Crescent City Highway, resolution stating plan of Commission.
		Polk County. Delegation asking that no action be taken at present.
		Jackson County. Agate-Trail bridges. Albert Anderson reported arrangement with L. W. Metzger.
		Malheur County. Huntington-Ontario location discussed.
861		Harney County. Burns-Suntex Section to include 1½ mile section east of Burns.
		Morrow County. Morrow-Gilliam County Line-Lexington Section. Macadam to be widened.

Page	Date 1921	Subject
861		Baker County. Nelson-Huntington Section. Protest against employment of foreign labor.
		Clackamas County. Mt. Hood Loop; letter from Portland City Planning Commission.
		Coos County. Coquille-Cedar Point Section, extension of time.
		Supplementary contracts with Oskar Huber on following:
		Salem-Dallas Section
		Corvallis-North Section
		Ashland-Green Springs Mountain Road Section
		Green Springs Mountain Road-California Line Section
		Agreement terminating Polk County Line North Section
		Douglas County. Advertising Alexander Bridge deferred.
		Certification of state highway bonds discussed.
862		Conference re loads, width and speed, etc.
		Wasco County. Location of Dalles-California Highway discussed.
	Jan. 21	Klamath County. Dalles-California Highway, proposed revision near Fort Klamath.
		Lake County. Location of Bend-Lakeview Highway near Paisley.
		Hood River County. Construction of Mt. Hood Loop discussed.
863	Jan. 31	Yamhill County. McMinnville-Amity Section, loan requested and alignment changes protested.
		Clackamas County. Indebtedness to state discussed.
864		Minutes of January 4, 5, 19, 20 and 21 approved.
		Morrow County. Lexington-Morrow-Gilliam County Line, reduction of bid
	Feb. 1	Lincoln County. Corvallis-Newport Highway, proposed bond issue.
		Proposals received on following:
		Monroe-Junction City Section, paving
		Walker-Divide Section, paving
		Oakland-South Section, paving
		Roseburg-Dillard Section, paving
		Blalock-Arlington Section, guard fence
		Bend-Horse Ridge Section, 7 culverts
		Park Place Bridge
		Canyon Creek Bridge
		So. Umpqua River Bridge #509A
		Grant County Bridges
		Resolution re sale of $1,000,000 bonds
869		Certified checks ordered returned.
		Grant County. Prairie City-Unity Section, location requested. County cooperation offered.
870		Malheur County. Location adopted Ontario to Huntington.
		Vale-Burrell Ranch Section, improvement requested.
		Umatilla County. Cold Springs Highway, definite location requested.
		Wallowa County. Wallowa-Joseph Section; county cooperation.
		Wallowa Hill Section ordered advertised.
		Wallowa Canyon Section, macadam ordered advertised.
		Lostine and Wallowa, petitions as to location.
871		Deschutes County. Redmond-Deschutes-Crook County Line Section, graveling to be advertised.
		Baker County. Baker-Haines and Haines-North Powder Sections; arrangement for making payments.
		Benton County. Albany-Corvallis Highway, cooperation offered.
		Alsea Road, cooperation offered by county.
		Clatsop County. Protest against closing Astoria-Seaside section during construction.
		Lane County. Location through Cottage Grove.
		Linn County. Albany-Tangent Section, paving requested.
		Douglas County. Gardiner-Scottsburg project, state aid requested.
		Wasco County. Dalles-California Highway, location discussed.
		$800,000 bond issue proposed.
		$40,000 for Maupin-Tygh Valley market road.
872		Union County. Location requested Hot Lake to Union.
		Maintenance discussed.
		Elgin-Minam project, matter of award of contract discussed.
		Tabulation of bids read and action on following:
		John Day River bridges, awarded
		Park Place Bridge, referred to county court
		Canyon Creek Bridge, awarded
		So. Umpqua River Bridge, awarded
		Oakland South 1½ miles, rejected
		Roseburg-Dillard Section, referred to engineer
873		Walker-Divide Section, awarded
		Monroe-Junction City Section, awarded
		Blalock-Arlington Section, guard fence, awarded
		Bend-Horse Ridge Section, culverts, referred to engineer
		Checks of unsuccessful bidders ordered returned.
		Yamhill County. Amity-McMinnville Section, location on old road requested.
		Hood River and Wasco Counties. Hood River-Mosier Section, claim of A. D. Kern for additional compensation.
		Lyman Griswold. Information requested re claims.
		Wasco County. Mosier-Rowena Section. Claim of E. T. Johnson.
		Wheeler County. Sarvice Creek Hill Section. County appropriation increased.
874	Feb. 2	Josephine County. Deer Creek Bridge ordered advertised.
		Talent Reservoir Section, ditch to be enlarged.
		Curry County. Work south of Gold Beach.
		Jay Bowerman. Matters of legislation.
		Wasco County. Dalles-California Highway, location through Shaniko and Antelope requested.
		Douglas County. Roseburg-Dillard Section, awarded.
875		Lincoln County. Corvallis-Newport Highway, cooperation discussed.
		Metal culvert specifications discussed.
		Contractors' claims for additional compensation discussed.

Page	Date 1921	Subject
875		Policy in regard to completion of contracts.
		Clatsop County. Seaside-Skipanon project. Contractor notified to make showing.
		Construction of bulkhead, matter referred to Mr. Booth and Mr. Yeon.
		Matter of maintenance and operation of Youngs Bay bridge referred to Mr. Booth and Mr. Yeon.
		Transcript of testimony in Dallas case authorized.
		Josephine County. Deer Creek Bridge. Concrete design adopted.
		Baker County. Bridges on Nelson-Huntington Section to be advertised.
876		Douglas County. Alexander Bridge, matter of railroad crossing.
		Lane County. Springfield Overcrossing to be advertised.
		Lake County. Matter of advertising Paisley bridge.
		Douglas County. Myrtle Creek overcrossing to be advertised.
		Klamath County. Overcrossings at Dairy and over Altamont Ditch to be advertised.
		Roseburg Gravel Co. plant. Commission declined to buy.
		Claims covering losses on cook houses.
		Market road matters reported.
		Next meeting to be held March 1.
		Engineer to report condition for paving on following:
		Salem-South Section
		Forest Grove-Gaston Section
		Gaston-Yamhill Section
		Roseburg-Wilbur Section
		Grants Pass-North to Pleasant Valley Section
		Albany-Tangent Section
		Drain to Douglas-Lane County Line Section
		Hood River-The Dalles Section.
		Douglas County. Detour to be provided between Yoncalla and Anlauf.
		Yamhill County. Sheridan-Yamhill-Polk County Line Section. Changes in macadam contract authorized.
877		Lane County. Portage-Florence section. Reconnaissance ordered.
		Grant County. Danby Ranch-Cole Bridge Section. Extension of time.
		Coos and Douglas Counties. Remote-Camas Valley Section, extension of time.
		Baker County. Haines-North Powder Section, extension of time.
		Umatilla County. Pendleton-Cabbage Hill Section, extension of time.
878	Feb. 14	Josephine County. Grants Pass-North Section. Matter of cancelling gravel contract and advertising for paving.
		Douglas County. Roseburg-Wilbur Section. Matter of cancelling gravel contract and advertising for paving.
		Yamhill County. Yamhill-Gaston Section. Paving to be advertised.

Page	Date 1921	Subject
878		Washington County. Gaston-Forest Grove Section. Paving to be advertised.
		Hood River and Wasco Counties. Hood River to summit between Mosier and The Dalles. Federal Aid application.
		Douglas County. Drain-Anlauf Section. Paving to be advertised.
		Dividing point between Eastern and Western Oregon designated.
879		Harney County. Burns-Suntex Section. Grading to be done from Burns to summit of Sage Hen Hill.
		Clatsop County. Arrangement with Port of Astoria re bulkhead and fill.
880	Feb. 22	Dr. Lazell. Services to be dispensed with as regular employe.
		Josephine County. Grants Pass-North Section. Matter of cancelling gravel contract and advertising for paving.
		Douglas County. Wolf Creek-Galesville Section, paving ordered advertised.
		Myrtle Creek-Canyonville Section, graveling ordered advertised.
		Drain-Anlauf Section ordered advertised for paving.
		Lane County. Walker-Goshen Section, engineer to report on feasibility.
		Malheur County. Ontario-North Section. Grading and graveling ordered advertised.
		Klamath County. Cooperation through Indian Reservation.
		Coos and Douglas Counties. Roseburg-Coos Bay Highway. Basis of cooperation.
		Clackamas County. Engineer to report on location through Oregon City.
		Union County. Kamela-La Grande Section. Grading ordered advertised.
		Next meeting postponed to March 8.
881	March 8	Linn County. Albany-Lebanon Section. Aid requested.
		Albany-Corvallis Road. Designation as state highway requested.
		Proposals received on following:
		Canby-Molalla River Section, grading and graveling
882		Salem-South Section, paving
		Forest Grove-Gaston Section, paving
		Gaston-Yamhill Section, paving
		Hood River-Mosier Section, paving
883		Prineville-Redmond Section, rock or gravel surfacing
		Barclay Springs-Lamm's Mill Section, grading
		Myrtle Creek Overcrossing
884		Evans Park Bridge, Roseburg
		Springfield Overcrossing
		Huntington Overcrossing
		Burnt River Bridges
		Altamont Canal Bridge
885		Dairy Overcrossing

Page	Date 1921	Subject
885		Malheur County. Vale-Burrell Ranch Section; construction requested; cooperation offered.
		Harper Ranch-Burrell Ranch Section. Survey and state aid requested.
		Vale-Ontario Section. Cooperation offered.
		Ontario-North Section. County cooperation.
		Benton County. State highway requested Philomath-Alsea.
		Albany-Corvallis road, state highway requested.
		Marion and Yamhill Counties. State highway requested Woodburn-Newberg-Yamhill.
		Yamhill County. Sheridan-Willamina Section, paving requested.
886		Wasco County. The Dalles-California Highway, bond issue proposed. Road from Sherman County line to Dalles-California Highway requested.
		Jefferson County. Dalles-California Highway, county co-operation offered.
		Umatilla County. Bridge at Umatilla requested.
		Crook County. Prineville-Forest Boundary Section; funds.
		Wallowa County. Wallowa Canyon-Lostine Section; advertisement ordered.
887		Klamath County. Location in vicinity of Fort Klamath.
		Lamm's Mill-Sand Creek, county cooperation.
		Keno-Jackson County Line section, county cooperation.
		Polk County. Location of West Side Highway requested.
		Morrow County. Heppner-Jones Hill Section, loan requested by county.
888	March 9	Associated Industries of Oregon. Asking that contracts be awarded so Oregon materials can be used.
		Tabulation of bids read and action taken on following:
		Gaston-Yamhill Section, referred to engineer
		Forest Grove-Gaston Section, awarded
		Salem South Section, awarded
		Hood River-Mosier Section, awarded
		Barclay Springs-Lamm's Mill Section, awarded
		Canby-Molalla River Section, awarded
		Prineville-Redmond Section, referred
		Burnt River Bridges, awarded
		Huntington Overcrossing, awarded
889		Myrtle Creek Overcrossing, referred to engineer
		Evans Park Bridge, referred to engineer and county
		Altamont Canal Bridge, rejected
		Dairy Overcrossing, rejected
		Springfield Overcrossing, referred to engineer
		Checks of unsuccessful bidders ordered returned
		Union County. North Powder-Telocaset Section; macadam ordered advertised.
		Union-Telocaset Section, paving requested.
		Hot Lake-Union Section, grading and graveling ordered advertised.
		La Grande-Elgin Section, Commission to grade and county to pave.

Page	Date 1921	Subject
889		Union County. Elgin-Minam Section; state requested to take county bonds.
890		Deschutes County. Redmond-Sisters section; graveling requested. Advertisement ordered.
		Allen Ranch to Deschutes-Klamath County line; improvement requested.
		Coos County. Discussion of various projects.
		Douglas County. Roseburg-Coos Bay Highway discussed.
891		Curry County. Lindville Hill Section; cooperation offered.
		Morrow County. Heppner-Spray -- road proposed.
		Gilliam County. Mayville-Thirtymile Section; macadam ordered advertised.
		Arlington-Condon Section; county funds offered.
892		Condon-Lone Rock; market road survey requested.
		Lincoln County. Bond issue proposed -- expenditure discussed.
		Oregon Motor Truck Hauling Contractors Association. Use of trucks.
		Wallowa County. Flora-Enterprise Highway, additional cooperation requested.
		Location through Lostine requested.
		Wheeler County. Mitchell-Forest Boundary, improvement requested.
		John Day River Highway, completion requested.
893		Mt. Hood Loop. Discussion.
		Clackamas County. Route of Pacific Highway through Oregon City.
		Oregon City Bridge, discussion.
894	March 10	Lane County. Springfield Overcrossing -- undercrossing requested.
		C. S. Woodruff, proposal to take pictures from aeroplane.
		Clatsop County. Pacific Power & Light Co., power line on Young's Bay Bridge.
		Claims for royalty in connection with Young's Bay Bridge.
		Yamhill County. Gaston-Yamhill Section, contract awarded.
895		Crook County. Prineville-Redmond Section, contract awarded.
		Yamhill County. Loan requested.
		Date of next meeting, April 5.
		Percentage of profit allowed on force account items.
		Policy as to retained percentage.
		Policy as to maintenance.
		Engineer instructed to take over maintenance.
		Minutes of January 31, February 1 and 2, 14 and 22 approved.
		Attorney General's opinion asked on labor law.
896		Malheur County. Vale-Jamieson Section, widening discussed.
		Resolution increasing revolving fund.
		Royalty on sand and gravel. Petition to State Land Board ordered.

Page	Date 1921	Subject
897		Coos and Douglas Counties. Remote-Camas Valley Section; removal of slides authorized.
		Resolution requesting Board of Control to issue $1,000,000 bonds.
898		Josephine County. Wolf Creek Bridge, advertisement ordered.
		City Planning Commission of Portland. Request for preliminary plans and estimates for bridge across Willamette River at Sellwood.
		Gilliam County. Survey ordered from Morrow-Gilliam County Line to Heppner Junction.
		Project agreements approved on Multnomah County Line-Oswego-Oregon City Section, paving, and Corvallis-South Section, paving.
		Modified agreement approved for Seufert-Deschutes Section and Salem-Dallas Section.
		Application for Federal Aid on Gaston-Yamhill Section and Newberg-West Dayton Section, paving.
		Morrow County. Heppner-Jones Hill Section, grading; loan to county.
		Baker County. Baker-Nelson Section, grading and graveling requested; county cooperation not sufficient.
899		Crook County. Prineville-Forest Boundary Section, grading ordered advertised.
		Wallowa, city of. Request for cooperation on improvement.
		Policy as to cooperation on projects in cities and towns.
		Wasco County. Agreement for purchasing gravel from Mary E. Taffe.
		Corvallis-Newport project. Agreements with E. R. Wischnofske and J. D. Arnold for quarry sites.
		Tillamook County. Proposal accepted for resurfacing Beaver-Hemlock Section.
		Old Oregon Trail. Agreement with O.-W. R. R. & N. Co. for engineer-inspector.
		Umatilla County. Loan to county.
		Counties to pay 5½% interest on loans.
		Extensions of time as follows:
		Sarvice Creek-Valades Ranch Section, Unit No. 2. James F. Clarkson & Co.
		Sarvice Creek-Valades Ranch Section, Unit No. 3. James F. Clarkson & Co.
		Seufert-Deschutes Section, James F. Clarkson & Co.
900		Mosier-Rowena Section, A. D. Kern
		Bend-Jefferson County Line Section, Oskar Huber
		Prineville-Redmond Section, Oskar Huber
		Deschutes County Line-Madras Section, Oskar Huber
	March 15	Recommendation as to maturity and interest rate for Federal Aid bonds.
901		Yamhill County. Whiteson and St. Joseph Crossings, hearing requested.
901		Yamhill County. McMinnville-Amity Section; county to secure right of way.
		County bonds to be accepted in amount of indebtedness.
		McMinnville-Amity Section, grading. State to lend money.
		Bridges, state to lend money.
		Sheridan-Willamina Section. Matter of substituting paving for macadam.
		Polk County. Letter to County Court setting forth proposition of state.
903		Crook County. Bridges ordered built by day labor.
		Prineville-Davis Ranch Section. Graveling requested.
		Benton County. Agreement for section from Wischnofske quarry to Lincoln County line.
		Lincoln County. Toledo-Newport Section, macadamizing ordered advertised.
		Polk County. Willamina & Grand Ronde Railroad, highway blocked.
		Washington County. Scoggins Valley Improvement District proposed.
		Tillamook County. Report on condition of pavement south of Tillamook.
904		Report of market road funds.
		Resolution apportioning 1921 state market road fund.
907	March 21	Mt. Hood Loop. Meeting with Board of County Commissioners of Multnomah County.
908		Clackamas County. Oregon City bridge, discussion of funds.
		Clatsop County. Youngs Bay bridge, contract for furnishing electrical energy discussed.
		Tualatin Valley Highway, Canyon Road designated as part.
909		Yamhill County. Willamina-Sheridan paving. County cooperation.
	March 22	Lane County. Paving through Cottage Grove, payment.
		Policy as to county bonds as security for loans.
910		Basic wage scale for labor adopted.
		Baker County. Cooperation on grade separations.
		Lane County. Recommendation as to county's portion of cost of Springfield overcrossing.
		Douglas County. Cooperation on Myrtle Creek overcrossing.
		Lane County. Creswell overcrossing; plans ordered.
		Marion County. Paving through Jefferson.
		Policy as to improvement through cities of less than 2000.
		Wallowa County. La Grande-Enterprise Highway located.
		Douglas and Lane Counties. Anlauf-Divide paving ordered advertised.
911		O. S. Woodruff. Proposition accepted re taking pictures from aeroplane.

Portland, Oregon, April 1, 1920.

The meeting of the State Highway Commission was called to order at 1:30 P. M. in Room 1301 Yeon Building, Portland, Oregon. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. Kiddle reported that he had had a conference with Judge Sawyer at Bend and that Deschutes County desired to expend its county funds available from the bond issue on the improvement of the Bend-Millican Section of the Central Oregon Highway and on the Sisters-Redmond Section of the McKenzie Highway. It was moved by Mr. Kiddle, and carried, that expenditures made by Deschutes County on these highways under the supervision of the State Highway Engineer be recognized as cooperation offered by the county which would be considered later when the state funds are available.

The Engineer reported that a direct location of the Central Oregon Highway in Harney County passed about two miles south of Suntex and did not pass through Suntex as had been requested by the County Court. The route recommended by the Engineer was adopted and he was instructed to make a detailed survey on the adopted location.

The Bridge Engineer reported that the investigation of the Morrison Street bridge over the Willamette River in the City of Portland had been completed and that the detailed report was now being written. He advised the Commission that the bridge could be made safe for traffic for several years by a moderate expenditure for reinforcing the floor system and strengthening certain of the truss members.

A letter was read from the North Coast Power Company requesting permission to build a transmission line between Goble and Rainier on the Columbia River Highway. This matter was referred to the Engineer with instructions that the poles be painted a suitable color and placed so as not to obstruct the view.

The proposal of A. D. Kern, who holds the contract for the construction of the Jefferson-North Section of the Pacific Highway in Marion County, to complete an additional 3800 lineal feet of macadam on the north end of this contract, at the same price as on the original contract, was accepted and the Engineer directed to proceed with this work at once.

The Commission approved the widening of the roadbed on the Myrtle Creek-Dillard Section of the Pacific Highway approximately one mile north of Myrtle Creek. The proposal for this work received from the Oregon Hassam paving Company, was accepted as a supplement to their contract for

paving this unit. It is estimated that approximately 3000 cubic yards of excavation is involved and this Company has the equipment and men on the ground to do this work conveniently.

The matter of cooperation on the construction of the Oregon City Bridge was considered and it was agreed that State cooperation should be limited to 50% of the cost of the structure.

In the matter of an overcrossing of the Southern Pacific track at Springfield, the Engineer presented an estimate of the cost of this structure. Mr. Booth was opposed to a wooden approach on the north side on account of the overflow from the Willamette River but approved the wooden approach on the south side. The matter was referred to the Engineer for an alternate design.

In the matter of the overcrossing of the railroad south of Ashland, the design submitted was approved and the advertisement ordered prepared for the next meeting.

The matter of the approach of the Pacific Highway to Oregon City from the south was reported on by the Engineer. The Commission instructed the Attorney to place the matter before the Public Service Commission for a hearing on the elimination of this railroad crossing, and that the sentiment of the Oregon City authorities be sounded out.

The Secretary was instructed to inquire of the Clackamas County Court if they now had funds on hand to reimburse the State Highway Fund for the amount advanced on grading and bridge construction on the Pacific Highway in their County, and advise if they could now meet the balance of payments due on present contracts from current tax funds.

The system of signs for the State Highways was discussed and the Commission went on record as in favor of using the numerical system, giving each highway a number.

Bridge Engineer McCullough reported on his interview with the Strauss Company in Chicago in relation to the use of the Strauss patents on the Young's Bay bridge. The Commission instructed that he correspond with the proper authorities in Chicago and Seattle who are building this type of bridge and report his findings to the Commission.

The matter of the apportionment of funds to the different counties for Market Roads was deferred until the next meeting.

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

Herbert Nunn
State Highway Engineer

Roy A. Klein
Secretary

S. Benson
Chairman

R. A. Booth

Portland, Oregon, April 3, 1920.

The meeting of the State Highway Commission was called to order in Room 1301 Yeon Building, Portland, Oregon. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Roy A. Klein, Secretary

The Engineer reported that Wasco County had not secured the right of way for a connection with the new Deschutes River Bridge on the old road. After discussion the following resolution was presented by Mr. Benson and adopted unanimously:

WHEREAS, the state, in the construction of the Columbia River Highway, is constructing a bridge across the Deschutes River; and

WHEREAS, said bridge will be completed and ready for use by the public on or about June 1st., 1920; and

WHEREAS, it appears that the Columbia River Highway leading from The Dalles east to the Deschutes River will not be fully completed so as to complete communication with said bridge for a year at least; and

WHEREAS, upon the completion of said bridge, arrangements should be made so that the traveling public may have the immediate use of the same and should not be required to forego such use and benefit until the completion of said highway; and

WHEREAS, it appears that the county highway leading from The Dalles to the Deschutes River does not connect with the said state highway bridge, but connects only with the toll bridge, thereby preventing the public using said county highway from having the benefits and advantages of said state highway bridge; and

WHEREAS, it appears to the Highway Commission that communication can be made with said state highway bridge by the extension of the said county highway from the toll bridge to the said state highway bridge.

THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission that the county court of Wasco County be and the said court is, hereby respectfully petitioned and requested to take the necessary steps to effect an extension of said county highway so as to perfect a physical connection between the said county highway and the said state highway bridge across the Deschutes River; and

BE IT FURTHER RESOLVED, that the procedure necessary to effect the extension of said highway so as to make the said connection

and afford the traveling public the use of said state highway bridge, be immediately initiated so that said highway may be open for use upon the completion of said bridge; and

BE IT FURTHER RESOLVED, that a copy of these resolutions be entered in the minutes of the highway commission, and a copy delivered to the county court of Wasco County.

The matter of the construction of the Oregon City bridge was brought up by Judge Anderson and Commissioners Proctor and Harris. They reported that the county has $125,000 for this bridge and cannot secure more funds for this purpose. Mr. Booth replied for the Commission that it was their belief that the cities of West Linn and Oregon City could cooperate on this project. Mr. Booth explained that the Commission was uncertain as to its funds available until after the bond election and that, further, the Commission would prefer to wait to see if the prices on construction materials did not fall within the next year. Mr. Booth also stated that the amount the Commission had in mind for this purpose was $140,000 or one-half of the estimate of $280,000 made some time ago. The Commission could not see its way clear as a matter of precedent, to cooperate to more than 50% of the cost, however, it is disposed to put in up to $180,000 if the bond issue carries. The County Court proposed then that the main span be built as planned and the approaches be built of timber. The Engineer was instructed to report as to the cost of a structure of this type.

In the matter of approaches on the Pacific Highway on the south to Oregon City, Judge Anderson said that Oregon City was not interested. Mr. Benson stated for the Commission that it was clearly up to the local authorities to do something on this project. It was suggested that the matter be proportioned between the Paper Company, the Portland Railway, Light & Power Company, the Southern Pacific Company, Oregon City, the county and the State. The Commission stated that they would be willing to meet representative citizens and discuss these matters with them.

After discussion of the subject, a motion was made by Mr. Booth, that if the bond amendment carried in the May elections, then, as fast as means will permit, the Commission will, in a reasonable time, put some new roads which are of statewide importance on the state highway map. Seconded by Mr. Benson and carried.

On motion of Mr. Kiddle, which was carried, it was agreed to distribute the Market Road funds for the year 1920 as follows:

Baker	$33,042.66	Gilliam	$14,735.79
Benton	17,061.33	Grant	11,189.79
Clackamas	47,601.79	Harney	15,907.50
Clatsop	40,148.59	Hood River	13,764.65
Columbia	20,433.77	Jackson	41,114.37
Coos	31,149.76	Jefferson	7,368.33
Crook	8,477.15	Josephine	11,327.61
Curry	5,304.40	Klamath	23,420.53
Deschutes	14,190.06	Lake	15,633.24
Douglas	37,050.68	Lane	55,918.09

Lincoln	$10,316.51	Tillamook	$22,696.60
Linn	42,656.82	Umatilla	62,465.43
Malheur	20,813.50	Union	29,655.90
Marion	58,455.99	Wallowa	19,975.85
Morrow	15,672.61	Wasco	23,211.89
Multnomah	99,043.55	Washington	41,253.66
Polk	24,482.14	Wheeler	7,305.95
Sherman	15,414.52	Yamhill	32,174.46

The matter of supervision of construction of Market Roads was discussed and it was agreed that it would be the policy of the Commission that the Engineer should supervise, in a general way, the construction of these projects.

The matter of wood block paving authorized by the 1919 session of legislature was discussed and Mr. Booth advised that he would consult with parties interested and report at the next meeting.

In the matter of the location of the West Side Highway south of Monmouth in Polk County, Mr. Booth stated that he would see the County Court of this county and see what arrangements could be made for the early construction of this project.

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

State Highway Engineer
Secretary

Chairman

Portland, Oregon, April 27, 1920.

Meeting of the State Highway Commission was called to order at 10 o'clock 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 proposals received for gravel surfacing, grading and bridges. The following proposals were received:

PACIFIC HIGHWAY
BARLOW-AURORA SECTION - GRAVEL SURFACING

Morrison & Kern	16,252.50
Washburn & Hall	11,312.50
Oskar Huber	13,262.50
Morris & Co.	16,550.00
Thomas E. Young	13,462.50
O. W. Krueger	12,180.00
W. B. Tull	12,787.50
Blake-Compton Co.	13,837.50

CORVALLIS-NEWPORT HIGHWAY
TOLEDO-NEWPORT SECTION - GRADING

Thomas E. Young	51,597.90
Hauser Construction Co.	65,985.70

PACIFIC HIGHWAY
ASHLAND OVERHEAD - JACKSON COUNTY

Lindstrom & Feigenson	38,427.50
Hord-Brooks Co.	38,478.33
D. M. Stevenson	35,457.50
J. T. Logan	41,355.00
J. W. Sadler & Co.	38,611.00
J. Elmer Nelson	38,347.50

PACIFIC HIGHWAY
BIRDSEYE CREEK AND MILLERS GULCH BRIDGES - JACKSON COUNTY

F. S. Carter	12,182.50
J. A. Varner	12,870.00
Lindstrom & Feigenson	14,515.00
Hord-Brooks Co.	13,157.00
D. M. Stevenson	14,200.00
R. I. Stuart	13,925.00
Parker & Banfield	15,514.50

PACIFIC HIGHWAY
GRAVE CREEK BRIDGE - JOSEPHINE COUNTY

L. N. Roney	24,125.00
Pacific Foundation Co.	24,875.00
J. T. Logan	24,485.00
Stebinger Bros.	22,623.50
J. Elmer Nelson	18,317.50

Judge Wallace appeared in behalf of Crook County, stating that it was very desirable to surface with gravel the Ochoco Canyon Section of the McKenzie River Highway in Crook County which had just been graded. He advised that there had been previously appropriated $10,000.00 for

surfacing certain portions, which was now available but it had developed since the grading was completed that the entire section required surfacing which it was estimated would cost $10,000.00 more. Crook County had been asked to cooperate to the extent of $5,000.00 for this purpose but that they were financially unable to offer this amount since they had promised the State cooperation of $40,000.00 on the section of 19 miles of the McKenzie Highway northeast of Prineville, which amount represented all of their bonds voted for this project. They desired that the Commission loan them the $5,000.00 required, to be repaid at a later date on demand without interest. The Commission having been advised by the Bureau of Public Roads that a steam shovel and hauling equipment were on the ground and that the work could be done cheaper now than later, Mr. Kiddle made a motion which was carried, that the request of Crook County be granted and that they be loaned $5,000.00 for this purpose to be repaid on demand, it being understood that the Commission would enter into a supplementary agreement with the Federal Government for the additional funds in behalf of the county. Thereupon Mr. Booth introduced the following resolution which was carried unanimously:

WHEREAS, it appearing desirable to surface with gravel the entire Ochoco Canyon Section of the McKenzie Highway in Crook County at this time instead of certain sections as previously proposed,

THEREFORE, be it resolved that the State Highway Commission appropriate the sum of $5,000.00 in addition to funds previously appropriated for this project, to be made available as required by the progress of construction.

Judge Wallace requested that a survey be made between Prineville and the forest reserve boundary, stating that the county had $40,000.00 for cooperation on this section. On motion of Mr. Booth, which was carried, the engineer was instructed to make this survey as soon as he reasonably could do so, without placing an extra party for this purpose.

Mr. G. S. Aiken of Ontario asked regarding the paving from Ontario to the Snake River bridge which had previously been considered. Mr. Booth stated for the Commission that when the approval of the Government was secured for this project it would be advertised for construction, with the understanding that if it is not approved the bids will not be considered.

Dr. Donnelly of Arlington asked for a decision on the northern terminus of the John Day River Highway. Mr. Kiddle stated that since it takes a unanimous vote to make this location, the Commission wishes to make an inspection of this project before making a decision.

Dr. Donnelly requested that a cattle pass be granted on the land of W. O. Dutton near The Dalles in Wasco County. Mr. Kiddle stated that inasmuch as this was a right of way consideration, he would take this matter up with the County Court of Wasco County.

Judge Gillette of Josephine County requested state aid in the graveling of the Hayes Hill Section of the Grants Pass-Crescent City Highway. He stated that the estimated cost of graveling this project was $9,000.00, of which the Government had offered one-third cooperation. He stated that the county would put up $3,000.00 if the state would also put up $3,000.00. On motion of Mr. Booth which was carried, the Commission agreed to participate to the extent of one-third of the total cost of $9,000.00 provided the bond amendment limitation is passed at the election.

Mr. B. E. Anderson, County Commissioner of Umatilla County, appeared in behalf of the Cabbage Hill Section of the Old Oregon Trail south of Pendleton. He stated that the county funds have been exhausted on the grading and they ask that the Commission provide for the grading from Deadman Hill to Kamela. Mr. Kiddle stated for the Commission that if the bond amendment limitation carries probably something could be done. The Engineer was instructed to make an estimate of the unfinished portion as soon as he could reasonably do so.

The matter of obtaining suitable gravel for the Pendleton-Cabbage Hill Section was brought up by the Engineer and on motion of Mr. Booth, the matter was referred to the Engineer and Commissioner Kiddle, with authority to act.

Mr. Kiddle brought up the matter of a bridge washout on Wild Horse Creek where the railroad company's bridge had diverted the stream which had washed the bridge and highway out. This matter was referred to the Engineer to obtain the facts and take up with the attorney to consider the legal phases of this question.

Mr. J. D. MacVicar, representing the Associated General Contractors, presented a communication from them containing proposed changes in the standard form of contract. The matter was referred to the engineer and attorney for their recommendations.

Commissioner Harlow of Lane County spoke of the work on the Pacific Highway in his county south of Eugene. He stated that they were without funds to complete the grading south of Goshen to the end of the grading done this year south of Walker, about 5½ miles to be completed, if it is necessary to return the funds which have been borrowed this year. He also stated that the county was without funds to carry out the plans submitted by the bridge department for permanent structures across Crow Creek, Camas Swale and one mile south of Creswell and they desired to put in wooden structures at these points. On motion of Mr. Booth, which was carried, it was agreed, due to the fact that Lane County is unable to finish the grades on the Pacific Highway, provided they are compelled to return that part of their loan that was due in 1920 to continue that part of the loan that is necessary to aid them in completing the grade of the Pacific Highway through Lane County.

Mr. Booth then suggested that this matter of the bridges be allowed to rest until after the May election, and stated: "Provided the constitutional bond limit is extended there are a number of counties which will ask for loans and extensions of loans that have been made for the purpose of

aiding them in doing their part of the work that is required by law and that the Commission had in mind taking the sum total of these requests so far as they relate to the principal state highways and provide funds for them from further bond sales if given authority to do so. As to these particular bridges, the Commission would be disposed, if you will build the concrete structures, to carry the loan until you can repay it. A definite answer will be given at the first meeting after the election. That the policy of whether or not to require the counties to pay interest on loans be left until Mr. Benson returns."

On motion of Mr. Booth, which was carried, Mr. Benson was unanimously elected Chairman of the Commission for the three year period.

The Secretary presented a communication from Oskar Huber, asking that the matter of the payment of royalty on gravel taken from the Willamette River near Eola be taken up with the State Land Board with a request to waive the royalty in this case, the material being used on the state highways, calling to their attention that the contract for this work was let prior to the date of the passage of the law. The Secretary was directed to take this up with the Land Board and ask them what their attitude would be in the future on contracts that were let prior to the enactment of the law and what it would be for subsequent contracts.

The matter of surfacing the Bend-Jefferson County Line Section of the Dalles-California Highway came up for consideration. After a discussion of the merits of this project the Commission proposed to award a contract for this work as soon as funds are available and hope to make a definite decision at the first meeting after the coming bond election.

The Secretary presented a letter from Clatsop County requesting that pavement be laid on the section between the end of the Young's Bay bridge and Miles Crossing. Clatsop County also offered to submit a bid for doing this work themselves. After considering the matter, it was decided to take up with the County Court the matter of paving such sections as have not been completed between Young's Bay and Seaside, expending the $65,000.00 of county money and getting the balance from state funds.

The matter of the location of the Pacific Highway south of Halsey was brought up for discussion by Messrs. Green and Drury of Coburg and Springfield, respectively. They argued for the location of the highway continuing on the east side of the river through Coburg to Eugene. Messrs. F. J. Miller of Albany and D. H. Pierce, County Commissioner of Linn County and Mr. Davis of Harrisburg spoke in favor of the route through Harrisburg, crossing the Willamette River near this point and connecting with the West Side Highway at Junction City. During the course of the argument, Mr. Pierce, County Commissioner, stated that Linn County could grade all of the Pacific Highway through their county by the Harrisburg route this year. At the conclusion, Mr. Booth stated that both he and Mr. Benson were very familiar with the two routes, Mr. Kiddle was not and wished to go over the ground before he makes a decision. A definite decision could not be made in the absence of Mr. Benson and therefore the matter would be left to go over until a later meeting. The Engineer presented figures showing the

estimated cost of both routes.

On motion of Mr. Booth, which was carried, the engineer was instructed to make a survey from Lebanon direct to the Pacific Highway at Tangent.

At 4 o'clock, a tabulation of the bids received was read and the following awards were made:

Bridge 406, Overcrossing of the Southern Pacific Railroad tracks at Ashland on the Pacific Highway in Jackson County. On motion of Mr. Kiddle, which was carried, the bid of D. M. Stevenson for $35,457.50 was accepted, and the contract awarded.

Bridges No. 412 and 413 over Birdseye Creek and Millers Gulch on the Pacific Highway in Jackson County. On motion of Mr. Kiddle, the bid of F. S. Carter for $12,182.50 was accepted, and the contract awarded.

Bridge over Grave Creek, Pacific Highway in Josephine County. Josephine County having offered to cooperate to the extent of fifty per cent on the cost of this bridge and the bid being acceptable to them, on motion of Mr. Kiddle, which was carried, the contract was awarded to J. Elmer Nelson for $18,317.50.

Gravel surfacing between Barlow and Aurora, Pacific Highway in Clackamas County. On motion of Mr. Kiddle, which was carried, all bids were rejected, being considered excessive and the engineer instructed to do the work by day labor, using the state equipment.

Grading of the Toledo-Newport Section of the Corvallis-Newport Highway in Lincoln County. On motion of Mr. Kiddle, this matter was referred to the Engineer to take up the same with Lincoln County, who are to pay for this construction cost.

On motion of Mr. Kiddle, the Secretary was instructed to return the checks and bonds of all unsuccessful bidders.

The matter of the Springfield Overcrossing on the Southern Pacific railroad tracks on the Pacific Highway in Lane County was deferred for consideration until the next meeting.

Malheur County having expressed a desire to construct a steel bridge instead of a wooden structure over the Malheur River at Vale, Mr. Kiddle stated that he would take this matter up with the county officials, giving them the costs on the alternate types proposed.

The overcrossing proposed over the Southern Pacific tracks at Oakland on the Pacific Highway in Douglas County was deferred until a later meeting.

The Engineer was instructed to secure an estimate of the cost of the bridge over Cedar Creek on the Grand Ronde Section of the McMinnville-

Tillamook Highway and find out whether the county will participate in the cost of this structure.

Mr. Dater stated that there would be a small surplus left from the amount appropriated for the construction of the Prospect-Park Boundary section of the Crater Lake Highway and it was proposed to use this surplus for surfacing. This was agreeable to the Commission.

Mr. Dater stated that the Forest Service had under construction 15½ miles of the McKenzie River Highway between Blue River and Belknap Springs, the total contracts obligated being approximately $240,000.00. The original agreement provided for an expenditure of $355,000.00. The Forest Service preferred to spend the difference in surfacing the two contracts now under way rather than grading the Summit Section. This proposal met with the approval of the Commission. It was also proposed to grade the Summit Section 12 feet wide with turnouts instead of the 16 foot standard section, due to the excessive cost. The Commission approved this change from the original plans also.

Mr. Dater stated that it had been proposed to use the surplus funds remaining from the grading of the Ochoco project in Wheeler County for surfacing. This was approved by the Highway Commission.

The Engineer reported that additional rock and screenings were necessary on the Grand Ronde and Bee Ranch, and sections of the McMinnville-Tillamook Highway, and that the contractors had submitted acceptable prices for this work. Additional macadam was also necessary on the Three Rivers project. The Commission authorized this improvement provided the counties would cooperate under the maintenance provision.

A contract was executed with E. W. Lazell, retaining him as Consulting Engineer, to become effective March 1, 1920.

The overcrossing of the railroad tracks at Spanish Gulch in Sherman County was ordered advertised at the June meeting.

The Engineer was instructed to notify the counties that all right of way must be secured before contracts may be let.

The Secretary was instructed to ask advice from the Attorney General as to whether the Commission could cooperate on the Oregon City bridge within the city limits of Oregon City.

The Engineer reported on the Low Pass survey of the Eugene-Florence project. The line as located was adopted, using the so-called Libby survey with a 6% grade. The Engineer was instructed to prepare a project statement and submit the same to the Federal Government for their approval, asking for 50% cooperation, the remaining 50% to be paid for by the county. Mr. Benson objects.

Oskar Huber submitted an alternate proposal to furnish gravel for the Ashland-Green Springs Mountain road at $3.50 per cubic yard which

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was referred to the Engineer with authority to act.

The Secretary was instructed to find out from the Public Service Commission their attitude on permanent concrete overhead bridges complete, instead of part wooden as is the present practice, and ask in regard to the participation of the railroad company.

The Engineer was instructed to bring to the attention of the Commission such broken places as may occur on the various paving jobs, with recommendations as to overcoming this difficulty.

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

> WHEREAS, the State Highway Commission on March 22, 1920, adopted a resolution requesting the State Board of Control to sell bonds of the State of Oregon in the sum of $2,500,000 under the authority and the provisions of Chapter 31 of the General Laws of Oregon for 1920; and,
>
> WHEREAS, in said resolution the State Board of Control was requested to sell of said $2,500,000 only $1,000,000 at the date of said resolution; the remaining $1,500,000 to be sold upon further request by the State Highway Commission; and,
>
> WHEREAS, it appears at this time necessary, and is deemed for the best interests of the State, and in furtherance of road construction, that said remaining $1,500,000 be sold on or before June 10, 1920,
>
> THEREFORE, be it resolved that the State Board of Control be and it is hereby requested to sell on or before June 10, 1920, in addition to the $1,000,000 of State bonds already offered for sale, $1,500,000 of the bonds of the State of Oregon under the authority and provisions of Chapter 31 of the General Laws of 1920.

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

State Highway Engineer

Acting Chairman

Secretary

APR 27 1920

Salem, Oregon, May 6, 1920.

The meeting of the State Highway Commission was called to order at 11:00 o'clock A. M. in Room 323, Capitol Building, Salem, Oregon. Those present were:

S. Benson, Chairman
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

It was brought to the attention of the Commission that certain state highways in certain counties of the State are being damaged by the hauling of heavy loads of timber and logs upon said highways, and after due consideration of the subject the Commission's attorney was instructed to take up with the various County Courts of the counties in which state highways are being damaged, as here stated, the matter of having the said County Courts enter an order prohibiting such traffic upon the highways.

The matter of the right of way for the Pacific Highway at Canby in Clackamas County was turned over to the Commission's attorney with instructions to take such steps as will be necessary to procure the right of way needed at said place.

The matter of the suit for damages being prosecuted by J. H. Morton at Hood River against A. D. Kern was considered, and it appeared that in the construction of the highway the right of way was not of sufficient width to sustain the slopes and take care of the waste material from the cut; that, therefore, additional right of way is needed. Upon motion regularly made and carried, Mr. Devers, as attorney for the Highway Commission, was instructed to take up with the County Court of Hood River County the matter of getting the additional right of way needed, and in case the County failed and refused to procure certain right of way the said attorney was authorized to take the necessary steps to procure such right of way by agreement or by condemnation, as provided by law.

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

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

Roy A. Klein
Secretary

MAY 6 1920

Portland, Oregon, May 7, 1920.

Meeting of the State Highway Commission was held in Room 1301 Yeon Building. Present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. Jas. F. Clarkson appeared before the Commission and stated that the labor shortage was becoming very acute and that he was finding it difficult to get men for work on the John Day Highway in Wheeler and Grant Counties and that for this reason his contracts were falling behind schedule and he would be compelled to ask for an extension of time. The Commission advised him that they would consider his application at the expiration of his present time limit.

Clatsop County, through their roadmaster, requested that 3,500 lineal feet of concrete pavement be laid between Young's Bay bridge and Miles Crossing on the Astoria-Seaside Section. The Engineer recommended that this section be paved with concrete 18 feet wide and 7 inches thick and laid alongside the 8 foot strip paved in 1914. This recommendation was concurred in by Engineer McKesson of the Bureau of Public Roads. After considering the urgent necessity for this improvement, the engineer was instructed to advertise the same at the next meeting. The Secretary was instructed to advise the County Court of Clatsop County of this action and also to state that in the event the bonded debt limitation amendment was carried the Commission was favorably disposed to consider the Astoria-Seaside project as a whole later in the season, spreading the improvement over a two year period.

In the matter of the definite location of the West Side Highway south of Monmouth to a junction with the section from Corvallis north now under contract, the following route was adopted on the engineer's recommendation. The general route of the present travelled highway due south from Monmouth, crossing the tracks of the Valley & Siletz Railroad at or near the present grade crossing and the Luckiamute River at or near the site of the present bridge, thence south bearing east of the present travelled road to a connection with the present road again at a point one and one-half miles north of the Polk-Benton County line.

Mr. Booth reported that the County Court of Polk County had refused to cooperate with the Commission and grade the section south of Monmouth on the route adopted. On motion of Mr. Benson, which was carried, the Engineer was instructed to stop the paving on the Salem-Dallas project at Rickreall unless the County Court of Polk County was willing to cooperate to the extent of grading the West Side Highway throughout the county on the location adopted by the Commission.

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The protest of Grant County filed against the distribution of the Market Road fund was considered and the Secretary was instructed to ask the Attorney General for an opinion on this matter.

In the selection of the type of approach at the Ashland Overcrossing of the Southern Pacific Railroad tracks, Pacific Highway, Jackson County, it was decided to use timber approaches as previously planned.

The Engineer reported that Washburn & Hall, the low bidders on the Barlow-Aurora graveling at the previous meeting, had offered to reduce their bid on gravel from $2.35 per cubic yard to $2.00 per cubic yard, the amount of the engineer's estimate. In view of this deduction, the contract was awarded to this company at this price.

The Engineer reported that Lincoln County was favorably disposed to awarding contract for the Newport-Toledo Section to Thomas Young, the low bidder, and accordingly this award was approved by the Commission.

The Secretary presented a communication from Multnomah County, requesting that the State Highway Engineer prepare the necessary plans and specifications and supervise the repairs and reconstruction recommended in the report on the condition of the Morrison Street bridge. On motion of Mr. Booth, which was carried, it was agreed to furnish the services of an engineer for this purpose with the understanding that the expenses in connection with this work be paid by Multnomah County.

The Commissioners were shown alternate designs for a proposed overcrossing at Perry on the O.-W. R. & N. in Union County and preference was expressed for a concrete arch structure.

Construction was deferred on the proposed overhead crossing of the Southern Pacific tracks at Juno in Tillamook County, also the Myrtle Creek Crossing in Douglas County.

The matter of the Warren patent litigation was discussed at some length. Present were I. N. Day, Jay Bowerman and E. W. Lazell. It developed that J. H. Crane of the Oregon Hassam Paving Company was interested in the determination of this suit, inasmuch as the Warren Company held claims against him for the pavement laid in 1918 on the Canby-Canemah Section of the Pacific Highway, and he asked permission to intervene in the defense of this suit. The Commission instructed the Secretary to take this matter up with the Attorney General.

The Secretary was instructed to reply to a communication from the Board of Control showing the reasons for the necessity of issuing cooperative highway bonds at this time.

The Engineer was instructed to advertise the following projects for proposals to be received at the next meeting; the embankment at the ends of the overcrossing of the Southern Pacific tracks near Ashland; the

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Mayville-Thirtymile Creek project, grading; the Ontario-Snake River Section of the Old Oregon Trail, nine-tenths mile of grading and paving; the Low Pass Section of the Willamette Valley-Florence project; Spanish Gulch bridge, Sherman County.

The Engineer reported it would be necessary to substitute a bituminous base for macadam base on several of the projects now under construction. After due consideration, the following resolution was offered by Mr. Booth and unanimously carried:

WHEREAS the contracts for pavement have invariably been awarded to the low bidder, and

WHEREAS frequently the low bid has been on macadam base, and

WHEREAS on some sections the macadam base has been found inadequate to meet the growing demands of traffic, and

WHEREAS if the contracts were cancelled the contractors would suffer a damage due to the expensive installation of plants and equipment, with resulting claims against the state, and

WHEREAS, if projects are readvertised, due to the increased cost of labor and materials at the present time, a higher price would be demanded with a resulting delay in the completion of the same, and

WHEREAS, it is to the best interests of the state to complete at the earliest possible date these projects now under construction so that the public may have full use of the same,

THEREFORE, BE IT RESOLVED, that the Engineer be instructed to modify these contracts and ask for proposals for placing a bituminous base on such sections of the following projects as may be necessary; Hemlock-Beaver Section of the Coast Highway in Tillamook County; Rickreall-Monmouth-Independence Section of the West Side Highway in Polk County; Corvallis North Section of the West Side Highway in Benton and Polk Counties; Dillard-Myrtle Creek Section and Oakland-Wilbur Section of the Pacific Highway in Douglas County; La Grande-Island City-Hot Lake Section in Union County, Canyon Road project in Washington County; McMinnville-Bellevue Section in Yamhill County and such sections of the Columbia River Highway between Clatskanie and Svensen as may be desired in Clatsop and Columbia Counties.

The following requests for extensions of time were received:

Joplin & Eldon, Jacques Place-Johns Place Section of the Pacific Highway in Douglas County, Contract No. 131. On recommendation of the engineer, the time was extended until August 31, 1920 without engineering charges.

MAY 7 1920

Joplin & Eldon, Stage Road Pass Section of the Pacific Highway in Douglas County, Contract No. 165. On recommendation of the Engineer, an extension was granted until July 10, 1920 without charges for engineering.

Clifton, Applegate & Toole, Contract No. 196, grading between Echo and Rieth. On recommendation of the engineer, an extension of time was granted to July 15, 1920. Decision regarding contractor paying engineering costs to be delayed until end of the work.

Clifton, Applegate & Toole, grading and graveling, Pendleton to Cabbage Hill, Contract No. 236. On recommendation of the engineer, the time for completion was extended to September 30, 1920. Decision regarding contractor paying engineering costs to be delayed until end of the work.

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

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

Roy A. Klein
Secretary

Portland, Oregon, June 1, 1920.

Meeting of the State Highway Commission was held in Room 520 Multnomah County Courthouse at 10 A. M. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

At 10 o'clock, proposals were opened for grading and bridges on the various projects advertised, also proposals for cement and road signs.

OLD OREGON TRAIL
ONTARIO SNAKE RIVER SECTION - GRADING AND PAVING

	Type "D" Conc. Pipe	Corr. Iron Pipe	6" Concrete	7" Concrete
Warren Construction Co.	31,248.60	32,002.20		
Gilmore & Ritchie			28,420.40	32,103.20

LA GRANDE-JOSEPH HIGHWAY
ELGIN-MINAM SECTION - SURFACING

	Concrete Pipe	Corr. Iron Pipe
Montague-O'Reilly Co.	98,261.45	98,261.45
A. D. Kern	99,753.00	99,753.00

OREGON-WASHINGTON HIGHWAY
PILOT ROCK-PENDLETON SECTION - GRADING AND SURFACING

	Concrete Pipe			Corr. Iron Pipe
	Team Haul	Truck Haul	Haul Not Spec.	Haul Not Spec.
Umatilla County	113,324.00	112,224.00		
Warren Construction Co.			136,450.00	137,337.50

PACIFIC HIGHWAY
ASHLAND OVERCROSSING APPROACHES - GRADING

J. F. Reddy	12,955.00	Hauling equipment not specified
J. T. Logan	21,130.00	Teams and wheel scrapers
Oskar Huber	13,050.00	Equipment at contractor's option
Chris H. Natwick	11,630.00	Hauling equipment not specified

COAST HIGHWAY
YOUNG'S BAY-MILES CROSSING - PAVING

Northwestern Construction Co.	19,226.00	
John Slotte	20,204.00	
Ole Soleim	17,231.00	(Irregular bid)
McClean & Williams	21,400.00	
Clatsop County	18,375.00	(Irregular bid)

JOHN DAY RIVER HIGHWAY
MAYVILLE-THIRTYMILE CREEK SECTION - GRADING

	Corr. Galv. Iron Pipe	Concrete Pipe
Otto Hansen	118,916.00	119,646.00
Jas. F. Clarkson & Co.	136,780.50	
Hauser Construction Co.	114,031.80	115,103.00
Copenhagen Bros. Co.	109,880.00	110,740.00
A. D. Kern	116,198.24	115,348.80
Warren Construction Co.	128,475.90	126,751.10
Rajotte, Fobert & Winters	112,272.00	112,747.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER SPANISH GULCH - SHERMAN COUNTY

J. W. Sadler & Co.	20,733.00
Hord-Brooks Co.	19,798.90
A. Guthrie & Co.	35,662.00
Colonial Building Co.	23,426.00
Curtis Gardner	22,796.00
L. N. Roney	23,588.00

4 BRIDGES ON CROOKED RIVER HIGHWAY
CROOK COUNTY

Security Bridge Co.	74,217.50
A. Guthrie & Co.	75,960.00
Gardner & Almeter	65,775.00
Jas. F. Clarkson & Co.	85,930.00
L. N. Roney	88,930.00
Pacific Foundation Co.	71,640.00

CEMENT

Beaver Portland Cement Company
12,000 barrels f.o.b. cars

McMinnville	$ 4.26
St. Joseph	4.22
Carlton	4.26
Yamhill	4.26

Credit for sacks returned - 25¢ each
5¢ per barrel discount for cash within 10 days

STATE HIGHWAY SIGNS

Henry Lee	spruce	rectangular	3 coats paint 1 varnish	$2.00
	"	oval	" " " " "	2.05
Oregon Sign Co.	wood	rectangular	2 " "	1.59
	"	oval		2.12
Portland Sign Co.	22 ga. galv. iron		3 coats of paint	4.43
Feenaughty Mach. Co.	Armco iron drilled in		2½ single stroke letter 3" dble.	7.84
	" " " "		2½ & 3" double stroke letter	8.79
Coast Culvert & Flume Co.	" "	Hardesty sign 3" letters	rectangular	4.24
	" "	" " "	oval	5.30
Howard-Cooper Corp.	California Porcelain Sign	6 lines maximum		
	any shape desired		(12"x24"	1.75
			(16x24	2.25
	oval, diamond, rectangular		(18"x24"	2.75
			(24"x24"	3.25

Wearproof signs $1.20 per line 2" or 3" letters maximum of three lines per sign

Representing Umatilla County, Judge Marsh appeared before the Commission. He stated that Umatilla County had exhausted their funds in the completion of the Old Oregon Trail south as far as Dead Man's Pass. They wished assurance that the grade would be completed by the state from Dead Man's Pass to Kamela, a distance of about 16 miles. Mr. Benson stated for the Commission that the matter of letting further contracts had been carefully considered and on account of the condition of the bond market, it was not thought advisable to let a contract for this project at this time. It was the intention of the Commission to make an inspection trip through Eastern Oregon soon and this project would be investigated. In the meantime, Judge Marsh was asked to put the proposition of Umatilla County in writing.

Judge McKee of Sherman County requested two miles of graveling on the Columbia River Highway from Deschutes River to Biggs. This was taken under consideration.

Mr. F. J. Miller appeared in behalf of Linn County. He stated that the county had completed the grading from Albany to Tangent and would like to continue the grading immediately on completion of the survey to Halsey. He stated that equipment was on hand and it was expected that the County Court would do the work and asked that a definite location be adopted for this portion of the Pacific Highway and that also a contract be let for rocking the same as soon as the grading was completed. He also brought up the matter of the grade separation north of Albany which had not been definitely located and asked that this be determined so that the right of way could be secured and this improvement completed. He was asked to submit the proposition of Linn County in writing.

Mr. Loyal M. Graham of Washington County asked that the contract for rocking the Forest Grove to Gaston Section be abandoned and that a contract for pavement be let instead. Mr. W. B. Dennis asked that paving be undertaken from Gaston to Yamhill. The Commission took both of these proposals under consideration.

Mr. George Joseph appeared in the interests of the Mt. Hood Loop, stating that Multnomah County had $85,000 to be used on the construction outside of the Forest Reserve this year and that since the appropriation had been made in the budget, it would revert next year if not taken up. Mr. Rufus Holman also spoke in favor of this project. Judge Ryan of Oregon City, representing Clackamas County, asked that this road be routed on the south side of the river. They were advised that the Commission had agreed to go over the different routes proposed before a definite location would be adopted.

Mr. Julius Meier requested that the Commission consider the Astoria-Seaside improvement at this time. Mr. Benson stated for the Commission that this project could not be undertaken at the present time but that the Commission had already gone on record as being favorable to it and that it would be taken up probably in the fall.

Judge Anderson of Clackamas County stated that the county would be unable to raise more than $125,000 for the Oregon City bridge and that

Oregon City and West Linn would not contribute toward this project. Mr. Benson called to their attention that the Commission had advanced considerable money to Clackamas County at their request in order to grade and build the necessary bridges on the Pacific Highway throughout their county and asked what steps had been taken to make provision for repayment of this loan. In reply to this question, Judge Anderson said that Clackamas County would not repudiate its debts and would be willing to pass a resolution acknowledging the loans made. Mr. Benson then asked what were the county's plans for the improvement of the Pacific Highway between Oregon City and Canemah. No definite plans having been made, it was agreed to hold a meeting the next day and look over the various routes proposed and get all the interested parties together. Mr. Booth stated that he thought that the bridge matter and south approach into the city should be determined together.

Mr. Holman, County Commissioner of Multnomah County, spoke of Multnomah County's interest in the bridge at Oregon City. It was stated to the delegation that the construction of the bridge hinges on the action the city may take in providing for the south approach into the city.

Judge Wade of Coos County asked that the pavement be completed between the end of the present contract at Cedar Point and Coquille on the Coast Highway. He also asked that 1500 lineal feet of road between Marshfield and North Bend be paved at this time. Judge Wade stated that grading was also practically completed between Myrtle Point and Coquille. Mr. Booth stated for the Commission that if the pavement between Cedar Point and Coquille could not be finished it would be macadamized and that also the Commission favored macadamizing between Coquille and Myrtle Point as soon as the grade was ready.

W. S. Allan, representing Yamhill County, asked that the Commission pave as far as was thought proper from Newberg toward St. Joseph.

R. W. Marsters, representing Douglas County, asked for an appropriation for the Tiller-Trail Cutoff. The county has about $5,000 of bond money and the Drew road district also a limited amount. Mr. Cecil stated that the Forest Service had some funds to put on this project also. Mr. Benson was in favor of cooperating. Mr. Booth stated that he did not think money should be spent on this project until construction on the Pacific Highway was further advanced. Mr. Kiddle did not vote, stating that he wished to look the project over on the ground.

Judge Sawyer, representing Deschutes County, asked for surfacing between Bend and the Jefferson County line and other projects in Deschutes County. He was requested to submit the same in writing for future consideration.

Judge Gillette of Josephine County asked that an appropriation be made for graveling the Hayes Hill Section of the Grants Pass-Crescent City Highway on which the grading had just been completed. He was advised that the state would cooperate to the extent of one-third of the total estimated cost of $9,000.00, as previously promised. Judge Gillette also

asked that the location of the Grants Pass-Crescent City Highway between Kerby and the California line be made since California was making a survey on the California end of this project.

Judge Phy, representing Union County, asked that the Telocaset-North Powder project be advertised for grading to be paid for by the county. He also asked that the graveling of the Union-Telocaset section be advertised, also that the grading on the Perry-La Grande Section be advertised to be paid for by Union County, all of which projects were approved by the Highway Commission.

Dr. W. O. Dutton requested that a cattle pass be constructed on his property on the Columbia River Highway west of The Dalles. This matter was referred to Commissioner Kiddle who recommended that this cattle pass be built at state expense and that the county be billed for the cost on completion.

Judge Hare of Tillamook County asked the Commission to pave an additional 10 miles south of Tillamook and 5 miles north, which had been requested previously. Mr. Booth advised the County to go ahead with the grading and the state would macadamize as necessary. Judge Hare also asked that the overcrossing of the Southern Pacific Railway at Juno on the Coast Highway 3 miles north of Tillamook which had been approved by the Public Service Commission, be advertised in the near future, stating that the county would bid on the embankment having a steam shovel at work in the vicinity.

Lincoln County, represented by Mr. B. F. Jones, Mr. Jay Dunn, County Commissioner, and others, asked that the Neskowin to Salmon River project be undertaken, stating that Lincoln County would bond to cooperate on that project. Judge Hare stated that Tillamook County would guarantee $10,000 for the portion within Tillamook County. Mr. Benson stated for the Commission that the counties should get together and see what they could do together and submit the same to the Commission in writing.

Mr. F. W. Herman, City Attorney of Rainier, spoke of the matter of paying obligations of the city with bonds which could not be sold at the present market at par. The attorney was instructed to take this matter up with Mr. Herman and the Commission agreed to take over the bonds instead of cash.

The Secretary then read the tabulation of the bids received.

Mayville-Thirtymile Creek Section of the John Day River Highway. On motion of Mr. Kiddle, the contract for the construction of this unit was awarded to Copenhagen Bros. Co. at $109,880.00.

Ashland-Overcrossing Approaches, Pacific Highway, Jackson County. On motion of Mr. Booth, which was carried, the award was made to the low bidder, Chris Natwick, at $11,630.00.

Pilot Rock-Pendleton Section of the Oregon-Washington Highway.

On motion of Mr. Kiddle, which was carried, this was referred to the county with power to act.

Ontario-Snake River Section of the Old Oregon Trail. On motion of Mr. Kiddle, the award of this contract was referred to the engineer to consult with the Bureau of Public Roads and with power to act.

Young's Bay-Miles Crossing Section of the Astoria-Seaside Project. On motion of Mr. Booth, this project was referred to the engineer with power to act.

Elgin-Minam Section, La Grande-Enterprise Highway. On motion of Mr. Kiddle, all bids were rejected and the project ordered readvertised.

Road signs. On motion of Mr. Booth, the bids were referred to the engineer for the purpose of tabulating, with the request to bring them back tomorrow for action by the Commission.

Spanish Gulch Overcrossing, Columbia River Highway in Sherman County. On motion of Mr. Kiddle, contract for this structure was awarded to the Hord-Brooks Company at $19,798.90.

Crooked River Bridges. On motion of Mr. Kiddle, which was carried, these bids were referred to the engineer with power to act.

Bids on cement. On motion of Mr. Booth, these bids were referred to the engineer to buy to the best advantage of the state.

On motion of Mr. Booth, the bids on bituminous base on various jobs submitted were referred to the engineer with power to act.

On motion of Mr. Booth, which was carried, the Secretary was instructed to return the checks of the unsuccessful bidders.

The following resolution was offered by Mr. Kiddle and unanimously adopted:

WHEREAS, by the provisions of Chapter 431 of the Laws of 1919, there has been made available for distribution by the State Highway Commission a fund known as the "State Market Road Appropriation"; and,

WHEREAS, it is further provided by said legislative act that the State Highway Commission, shall, annually, apportion the appropriation provided for under said act, between the several Counties complying with and accepting the benefits of said act; and

WHEREAS, pursuant to the provisions and commands of said Chapter 431, the State Highway Commission did, on the 3rd., day of April, 1920, apportion among the several Counties of the State complying with the provisions, and accepting the benefits of said

state market road law, by apportioning to the said several Counties such a sum or amount of the said market road appropriation as results from a one mill levy upon all of the taxable property in the respective Counties, as disclosed by the record of the State Tax Commission, except as to Multnomah County, and as to said County, the amount apportioned is 10% of the amount of the result of the one mill levy; the said one mill levy from which said apportionments were made, being the one mill levy authorized by the act to be made by the State and not the levy authorized to be made by the various counties; and,

WHEREAS, it appears to the Commission at this time that the apportionment then made among the said several Counties, should, at this time, be distributed, in part, to the said several Counties in proportion to their claims upon said state market road appropriation as provided by law,

NOW THEREFORE, BE IT RESOLVED by the Highway Commission, meeting in regular session, that there be distributed and disbursed, out of the appropriation heretofore made by the Commission, of the said market road funds, the following named sums to the following respectively named Counties; said sums being one-half of the apportionment made, to-wit:

Baker	$11,735.10	Lake	$5,552.15
Benton	6,059.34	Lane	19,859.32
Clackamas	16,905.78	Lincoln	3,663.91
Clatsop	14,258.77	Linn	15,149.57
Columbia	7,257.06	Malheur	7,391.92
Coos	11,062.84	Marion	20,760.65
Crook	3,010.66	Morrow	5,566.13
Curry	1,883.86	Multnomah	49,521.77
Deschutes	5,039.60	Polk	8,694.84
Douglas	13,158.55	Sherman	5,474.47
Gilliam	5,233.42	Tillamook	8,060.70
Grant	3,974.05	Umatilla	22,184.60
Harney	5,649.55	Union	10,532.30
Hood River	4,888.52	Wallowa	7,094.42
Jackson	14,601.78	Wasco	8,243.71
Jefferson	2,616.86	Washington	14,651.24
Josephine	4,023.01	Wheeler	2,594.71
Klamath	8,317.80	Yamhill	11,426.76
Total		$366,099.72	

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the Commission, be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said chapter 431, to draw and issue warrants to the Counties herein named for the respective amounts herein set forth.

On motion of Mr. Kiddle, the following resolution was unanimously adopted:

WHEREAS, by the terms and provisions of Chapter 423 of the Laws of Oregon for 1917, the hereinafter described highway is designated as a highway of first importance to the general public of the State of Oregon, to-wit:

> "Such portions of the Columbia River Highway between the Multnomah County line easterly through the city of Hood River and Hood River County and through The Dalles and Wasco County; through Sherman County; through Gilliam County, by way of the town of Arlington, and up the Columbia River to the confluence of the Umatilla river with the Columbia River; thence up the Umatilla River through Hermiston, Stanfield, Echo and Pendleton, and thence by such route as shall be determined by the State Highway Commission to La Grande, Baker, and to the Idaho Line, as the County Courts of the various counties affected shall agree to prepare the road ready for paving."

And by the terms of said Chapter it is therein determined that said highway shall be permanently constructed, and finished with a hard surface; and,

WHEREAS, by the provisions of said Chapter and by the provisions of Chapter 237 of the Laws of Oregon for 1917 there is imposed upon the Highway Commission the duty of constructing and improving said highway as provided in said Chapter; and,

WHEREAS, the State Highway Commission has designated and adopted said highway as one of the highways to be permanently improved, and said highway is designated as State Highway No. 2, and is otherwise known as the Columbia River Highway; and,

WHEREAS, there is imposed by law upon the County of Hood River the duty of procuring and acquiring sufficient right of way for said road, but said County Court has failed and neglected to acquire sufficient right of way to permit of the proper construction and maintenance of said highway, and by reason of such failure and neglect to acquire the said right of way the State Highway Commission is being hindered and is threatened with litigation in the construction and improvement of said highway; and,

WHEREAS, it is necessary, because of the failure and neglect of the said County Court of Hood River to acquire sufficient 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 Highway Commission has heretofore attempted to agree with the owners of the land, necessary for such right of way purposes, and has attempted to agree upon the terms and conditions upon

which such premises might be appropriated for right of way purposes and the compensation to be paid therefor, but said Highway Commission is not able to reach any satisfactory agreement with the owners of said property; and,

WHEREAS, the said highway, as designated, located and defined, encroaches upon a portion of the premises claimed by J. W. Morton, Frank L. Morton, Delia Morton, Gladys Morton; Charles B. Morton, Ruth Myers and Avis Morton, which portion of said premises so encroached upon is described as follows, to-wit:

> "All that land contained within the following metes and bounds except that portion included in the present right of way of the Columbia River Highway, to-wit:
>
> Beginning at a point 177 feet south of the 1/4 Section Corner, Sections 28 and 33, T. 3 N. R. 10 E; thence North 81 degrees 37' East a distance of 1213 feet more or less to an intersection with the section line between section 28 and 33; thence North 71 degrees 34' East a distance of 126.5 feet more or less to an intersection with the East boundary line of the S.W. 1/4 of the S. E. 1/4 of Section 28; thence North 60 degrees 14' East a distance of 304.1 feet more or less to an intersection with a line parallel to and 16 rods East of the East boundary line of the S. W. 1/4 of the S. E. 1/4 of Section 28; this being the western boundary of a five acre tract owned by O. P. and H. O. Dehner; thence South a distance of 400 feet more or less to the South boundary of the present right of way of the Columbia River Highway; thence Westerly along the South boundary of the present right of way to its intersection with the north and south center line of Section 33; thence North 202.2 feet to the point of beginning, containing ten acres, more or less, all in Sections 28 and 33 of T. 3 N. R. 10 E. W. M."

AND WHEREAS, it is necessary that title to said premises for right of way purposes be acquired by the State Highway Commission, by reason of the failure and neglect of the County Court of Hood River County to acquire such right of way, and for the further reason that the said above described tract of land is necessary and required for the proper location, establishment, improvement and construction of said highway, and is needed for the purpose of sustaining the slopes and furnishing space on which to waste material resulting from excavation 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, improvement and construction of said highway No. 2, and otherwise known as the Columbia River Highway.

BE IT FURTHER RESOLVED that a further effort be made to agree with the owners of said tract of land upon the compensation to be paid for the taking of the same, and the damage, if any there be, and in the event that no satisfactory agreement can be reached, then be it further resolved that

the Attorney General of the State of Oregon be, and he is hereby requested, to commence 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, improvement, and construction of said highway over and across the said premises.

The meeting was then adjourned to reconvene at 10 o'clock the next morning.

Portland, Oregon, June 2, 1920.

Meeting was held in Room 1301 Yeon Building at 10 o'clock A. M. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The following projects were ordered placed on the program for 1920 construction, gravel or macadam, and the engineer was instructed to advertise for the same as rapidly as they could consistently be prepared:

Pacific Highway:
Multnomah County Line-Oswego Section; Salem South to end of present paving contract; Albany-Tangent Section; Wilbur-Roseburg; Grants Pass-Grave Creek, in two units;

Columbia River Highway:
Mosier-The Dalles; Deschutes River to John Day River; John Day River to Blalock.

West Side Highway:
Newberg-West Dayton; West Dayton-McMinnville.

McMinnville-Tillamook Highway:
Yamhill County offered to cooperate in maintaining the section between Grand Ronde store and the Yamhill-Tillamook County line. The improvement contemplated included maintenance on the Grand Ronde and Bee Ranch Sections and revision and reconstruction of the Sourgrass Section extending from Bee Ranch to the Yamhill-Tillamook County line. Yamhill County offered to bear one-half of this expense, requesting the state to pay the other one-half and that the total cost be paid for by the state and reimbursed as to the county's proportion at such time as Yamhill County may be able to provide the necessary funds for meeting its share. On motion of Mr. Booth which was carried, the Commission accepted the proposal as submitted.

Yamhill County offered to grade the section from Sheridan

through Willamina to the Yamhill-Polk County line provided the state would gravel or macadamize. This proposal was accepted by the Commission and the Engineer was instructed to make the survey at once.

The Commission instructed the Engineer to make the survey between the Yamhill-Polk County line near Willamina through Polk County to the Polk-Yamhill County line near Butler Store and directed the Secretary to ask Polk County as to what cooperation might be expected from them on this project.

On motion of Mr. Booth, the Secretary was instructed to notify Tillamook County that as soon as they complete the grade between Hebo and the end of the present paving that the Commission would follow it up with a macadamizing contract and that the same action be taken on the 5 miles north of Tillamook to which the Commission is committed. On motion of Mr. Booth, the engineer was instructed to advertise the Juno Overhead Crossing of the Southern Pacific tracks 3 miles north of Tillamook City at his convenience.

On account of lack of room, the meeting was transferred to Room 520 Multnomah County Court House.

Hubbard Creek-Brush Creek Section of the Coast Highway was approved for graveling by the Commission when sufficient grading has been completed.

On motion of Mr. Booth, which was carried, it was agreed to macadamize the Coquille-Myrtle Point project as soon as the grade is finished by the county, and also on the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway it was agreed that macadam be placed as soon as the grade is completed. Approximately 2 miles of pavement between Cedar Point and Coquille was ordered advertised as soon as ready. It was considered that the 1500 feet of pavement requested between North Bend and Marshfield was too small a unit and that this project be returned to the county without any action on the part of the Commission.

Bend-Jefferson County Line Section, Dalles-California Highway. Graveling was ordered and the Engineer instructed to prepare plans and specifications and advertise at once. Previous action in designating this project for Federal Aid was rescinded and it was agreed to meet costs from state funds.

The engineer reported that it is possible that the tunnel between Hood River and Mosier might require lining for safety. Authority was given the Engineer to make such improvement as should become necessary.

The Commission instructed the engineer to report on the alternate routes of the Pacific Highway at Myrtle Creek with estimates of cost of bridges and grading involved on both routes.

The Commission discussed Government cooperation on secondary roads. Discussion developed that on a large mileage of the secondary roads the

Commission was of the unanimous opinion that it is not necessary that the width should be 24 feet or that the surfacing should be 16 feet wide or that the grade should be limited to 5% and the Secretary was instructed to inquire from the Bureau of Public Roads as to whether they were willing to cooperate on post roads of the secondary class under the conditions named, having in mind particularly such roads as certain sections of The Dalles-California Highway, Klamath Falls-Lakeview, Lakeview-Bend, Bend-Burns and laterals westward from the Pacific Highway.

It was agreed to hold the project agreement on the Vale-Burrell Ranch Section of the Central Oregon Highway until it was determined whether or not Government cooperation could be secured on the lighter standards above referred to.

Graveling was ordered on the Old Oregon Trail in Umatilla County east from the foot of Cabbage Hill when the grading was ready.

Graveling was authorized on the Wallowa Canyon Section of the La Grande-Enterprise Highway when the grade has been completed.

Mr. Dater of the U. S. Forest Service appeared in behalf of various forest projects.

Reedsport-Coos Bay project. He stated that the estimate was about $240,000 and that this project would be held up for a year and possibly more before it could be taken up. There was no objection to deferring construction of this project.

The Alsea project. It was proposed that this project be extended to the east boundary of the forest and that another year's appropriation be provided, that is, $18,000 be provided for the fifth year contingent on appropriations from the county and Federal Government in the same ratio as now provided. This was agreed to by the Commission.

The Mt. Hood Loop Project. It is estimated that the total amount necessary for this improvement within the Forest Reserve is $910,000.00. After discussion, the following resolution was offered by Mr. Benson, which was adopted unanimously:

WHEREAS, the estimated cost of the construction of the Mt. Hood Loop through the Forest Reserve is estimated at $910,000.00, and

WHEREAS, there has been previously appropriated the sum of $257,000.00 to be matched by an equal amount by the Federal Government, and

WHEREAS, it is of importance to the State of Oregon that the project be continued,

THEREFORE, BE IT RESOLVED that an additional appropriation of $198,000.00 be made for this project on condition that the Federal

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Government, through the Forest Service, provide an equal amount.

Oregon Caves Project, Josephine County. Mr. Booth stated for the Commission that while the Commission contemplated joining in this project when the conditions are more favorable, yet at the present time the project could not be consistently taken up.

In the afternoon the Commission went to Oregon City to meet the County Court of Clackamas County and interested citizens of Oregon City on the bridge matter and also the Pacific Highway approach to the city from the south. The alternate routes for the Pacific Highway were viewed after which the Commission advised the County Court that either the route along the water front with the overhead crossing or the route proposed along the bluff with an undercrossing in the city limits would be acceptable if built according to the plans of the State Highway Engineer. When completed, the Commission would be willing to pave up to the city limits.

At a meeting held in the Clackamas County Court House at which were present Judge Anderson, County Commissioners Proctor and Harris and Mr. T. F. Ryan, Mr. Benson presented the matter of repayment of the funds advanced to Clackamas County for grading and construction of bridges on the Pacific Highway in their county, the total of these advances being $220,000. A tentative agreement was presented to them for their consideration providing for the repayment of this loan in part in 1921 and the balance in 1922. They agreed to study the matter over and give an answer shortly.

Portland, Oregon, June 3, 1920.

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

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The State Highway Engineer stated that certain parts of the Oakland-Wilbur Section would require heavier base and some sections should be macadamized and left for further settlement.

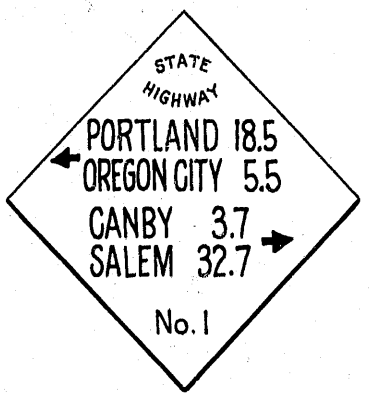
Mr. George Clark of the firm of Clark & Henery Construction Co. stated that they are willing to relinquish their contract on payment of the cost of installation of plant and overhead charges. The Commission declined to accept this proposition and the matter was referred to the engineer for disposition, the understanding being that the work would be continued on the basis of the present contract and that places which had not thoroughly settled should be macadamized only at this time.

The Commission discussed the policy with regard to the Oregon City bridge and it was agreed that in the event the County Court would be unwilling

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to make an agreement to repay the sums advanced for grading and bridges on the Pacific Highway in the near future, then in that event the following position would be taken by the Commission; That there is a current rumor that the bridge is unsafe and under those conditions the Commission has agreed to meet them on the basis of two-thirds cooperation by the state and that the Commission is willing that they use the money they have available now and that the Commission would make available to them the difference between the amount owed by Clackamas County for grading and bridge construction advances on the Pacific Highway and the total amount of the two-thirds cooperation required for the construction of the bridge.

The Secretary read the proposals received for furnishing state highway signs and various designs submitted by the bidders were examined. After considerable discussion, a metal enamel sign of diamond shape, similar to those used in California, was adopted as the standard sign for the state highway system. It was directed that names of cities and points of interest be shown together with mileage and direction arrows and that in the upper corner the words "State Highway" should appear and in the lower corner the number officially given to that highway. On motion of Mr. Booth which was carried, the engineer was instructed to proceed with the numbering of state highways as the State Highway Commission may direct. The design adopted is shown below.



On the Ontario-Snake River project, 9.5 miles of paving, the engineer reported that his recommendation would be that an award for 6 inch concrete pavement be made to Gilmore & Ritchie for $28,420.40. This award was approved by the Commission.

On motion of Mr. Booth, which was carried, the construction of grade crossings at Springfield and Sutherlin and one crossing near Roseburg over the Southern Pacific Railroad were deferred for the present. On motion of Mr. Kiddle, the construction of the grade crossings at Meacham and Hot Lake over the O.-W. R. R. & N. were deferred.

On motion of Mr. Booth, which was carried, the Bridge Engineer was instructed to prepare plans for a concrete structure at the overhead crossing at Springfield and also at Oakland in preference to the wooden structure.

In the matter of the location of the Oregon-Washington Highway at Ione, the Commission adopted the location on the north or east side of the railroad track and eliminated two railroad crossings within the town.

The date for the next meeting was determined for July 6.

Upon motion of Mr. Benson, all Commissioners 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 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 Five 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 Five Hundred Thousand 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 members present:

(a) That of the bonds authorized under said Chapter 173, General Laws of Oregon for 1919, One Million Five Hundred Thousand 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 11 o'clock A. M., on the 20th day of July, 1920, 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 July, 1920;

(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 Five Hundred Thousand 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, 1925. That said bonds shall be in denominations of One Thousand Dollars, each, except that each thirty-eighth bond will be issued in denominations of Five Hundred Dollars, and known and designated

as Series No. 1 and shall be numbered 5001 to 6520, both numbers inclusive;

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

(f) That said bonds be dated July 1, 1920 and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from July 1, 1920, 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 Five Hundred Thousand Dollars, par value, of said bonds.

The Secretary then presented the following requests for extensions of time which had been made:

Burns-Lawen Project, Pacific Bridge Company, contractors. On recommendation of the Engineer an extension of time was granted to September 1, 1920.

Messner Overcrossing. On recommendation of the Engineer, the time was extended to July 1, 1920.

Willow Creek Bridge. On recommendation of the Engineer, the time for completion was extended to June 15, 1920.

Heppner Junction Overhead Crossing. On recommendation of the Engineer, the time for completion of this structure was extended to June 15, 1920.

Deschutes River Bridge, Lindstrom & Feigenson, contractors. On recommendation of the Engineer, an extension of time was granted for the completion of this structure to July 1, 1920.

Mosier-Rowena Section, Johnson Contract Company. On recommendation

of the Engineer, an extension of time to July 31, 1920 was granted.

Clark & Henery Construction Company, Eugene-Junction City. On recommendation of the engineer, an extension of time was granted until October 1, 1920 for the completion of this contract.

Butte Creek Section, John Day River Highway. Jas. F. Clarkson & Co. On recommendation of the Engineer, the time was extended to July 31, 1920.

Echo-Pendleton Section, Columbia River Highway. Clifton, Applegate & Toole. On recommendation of the engineer an extension of time to July 15 was granted.

Pendleton-Cabbage Hill Section, Old Oregon Trail. Clifton, Applegate & Toole. On recommendation of the engineer, an extension of time was granted to September 30, 1920.

Cairo-Nyssa Section. On recommendation of the engineer an extension of time was granted to June 15, 1920.

Gold Hill-Josephine County Line Section, Units 1, 2 and 3. Schell & Calvert, contractors. On recommendation of the engineer an extension of time was granted to September 30, 1920.

The engineer recommended that the location of the Lakeview-Lapine project be on the west side of Summer Lake, which was adopted.

Yamhill County presented a request for a loan of $50,000. Mr. Benson stated that they should try to sell their bonds and that the Commission was not favorable to making any more loans. Mr. Kiddle brought up the point that if the $15,000 advanced to them last year and which was provided in their budget was repaid, the books would be cleared and the Commission would be favorable to advancing the same amount on another project for a short period.

The matter of hauling logs on state highways was discussed. It was agreed that this matter should be taken up with the attorney and if there was no way of stopping it, that a law be prepared for submission to the next legislature to prevent excessive loading on state highways, to the detriment of the pavement.

The matter of expense of engineering supervision on the repair work of the Willamette River bridges in Portland was discussed and it was agreed that any further work which is done should be charged to Multnomah County.

A telegram was read from the Jackson County Court, requesting that pavement be undertaken on a portion of the Medford-Crater Lake Highway. On motion of Mr. Benson which was carried, the construction of this project was deferred on account of the condition of the bond market.

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Forest Grove-Gaston Section. Mr. Benson stated that the engineer reported that the condition of the subgrade on this project was unsuitable for paving at this time and it would be necessary to defer paving until next year. In the meantime, the macadam contract would be continued.

Newberg-McMinnville. On account of subgrade conditions, the Engineer recommended that pavement be deferred for another year.

Yamhill-Gaston. It was agreed that as soon as the grading on this project is completed the matter of gravel surfacing will be taken up but no hardsurfacing this year.

The claims of L. O. Herrold, covering certain items in the final payment on the macadamizing of the Clatskanie-Delena Section, were discussed and the Secretary was instructed to bring to the next meeting a complete report on those claims.

The State Highway Engineer was instructed to make arrangements with the contractors on the Monroe-North job to pave across the bridge at Monroe and authority was also given for similar cases in the future to pave small bridges which require surfacing not included in surfacing contracts but located adjacent to operating paving plants where the same is advisable.

It was voted to secure a certified public accountant to audit receipts and disbursements from the state highway accounts as well as the payroll account of the State Highway Engineer.

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

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

Roy A. Klein
Secretary

R. A. Booth

Portland, Oregon, July 6, 1920.

The Commission met in Room 520 Multnomah County Court House at 10 o'clock A. M. Present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

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Bids were opened on various projects which had been advertised for proposals at this time.

LA GRANDE-JOSEPH HIGHWAY
ELGIN-MINAM SECTION - SURFACING

	Galv. Iron Pipe	Concrete Pipe
Security Construction Co.	84,491.90	
J. L. Mars	95,128.40 (Wagons)	95,117.20 (Wagons)
	94,028.40 (Trucks)	94,017.20 (Trucks)
A. D. Kern	92,049.00	92,049.00
Montague-O'Reilly Co.	97,161.45	97,161.45

OLD OREGON TRAIL
NORTH POWDER-TELOCASET SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Oxman & Harrington	41,101.00	40,902.20
Warren Construction Co.	59,381.20	59,120.00
Security Construction Co.	46,809.48*	48,329.50*
Union County Court	66,016.60*	

*Clearing and Grubbing not included.

OLD OREGON TRAIL
PERRY-LA GRANDE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	57,078.40	57,200.46
Security Construction Co.		117,075.00*
Revised quantities		
A. D. Kern	36,672.40	36,794.46
Security Construction Co.		44,493.00*

*Clearing and Grubbing not included.

COLUMBIA RIVER HIGHWAY
SHERMAN COUNTY SECTION - GRAVEL SURFACING

Porter & Conley	115,375.00

DALLES-CALIFORNIA HIGHWAY
BEND-JEFFERSON COUNTY LINE - SURFACING

Warren Construction Co.	196,100.00*
A. D. Kern	150,520.00
Wickner, Sharp & Chindahl	129,850.00

*Based on adequate supply being available from stipulated pits. If supply is not available, reimbursement to be made for additional expense and 50¢ per yd. mile for extra haul.

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COAST HIGHWAY
BEAVER-HEBO SECTION - SURFACING

Tillamook County Court	30,800.00

COAST HIGHWAY
MOORE CUTOFF SECTION - SURFACING

	R.-of-B. Gravel	Broken Stone
Warren Construction Co.		32,000.00*
Tillamook County Court	28,160.00	

*Based on using crushed rock from quarry 1.2 mi. south of Hemlock.

COAST HIGHWAY
RIVERDALE-HOBSONVILLE SECTION - SURFACING

Tillamook County Court	30,160.00

MC MINNVILLE-TILLAMOOK HIGHWAY
YAMHILL COUNTY LINE - BUTLER'S STORE - GRADING AND MACADAM

Elliott & Scoggin	100,138.00	
A. D. Kern	106,406.10	(Contingent upon securing satisfactory quarry site)
Montague-O'Reilly Co.	111,312.50	(Based on using rock from quarry opposite Sta. 156)

MC MINNVILLE-TILLAMOOK HIGHWAY
SHERIDAN-POLK COUNTY LINE SECTION - MACADAMIZING

W. N. Trent	32,016.00	(Based on acceptance of rock from Howell quarry)
Blake-Compton Co.	40,480.00	
Washburn & Hall	35,420.00	
Elliott & Scoggin	36,340.00	
A. D. Kern	34,960.00	(Contingent upon award of Yamhill County Line-Butler's Store contract)
V. R. Dennis Construction Co.	48,300.00	(Based on using gravel from Yamhill River)
Montague-O'Reilly Co.	39,560.00	(Based on using rock from old county quarry)

WEST SIDE HIGHWAY
NEWBERG-DUNDEE SECTION - SURFACING

E. E. Cummins	9,625.00	
E. A. Palmer	8,645.00	
Morrison & Kern	9,940.00	(Contingent on furnishing of gravel by Newberg Sand & Gravel Co. at quoted price.)

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PACIFIC HIGHWAY
SALEM SOUTH SECTION - SURFACING

Washburn & Hall	51,800.00
A. D. Kern	44,800.00
Blake-Compton Co.	50,400.00
Montague-O'Reilly Co.	53,900.00

PACIFIC HIGHWAY
ALBANY-TANGENT SECTION - SURFACING

Montague-O'Reilly Co.	51,875.00
Linn County Court	42,500.00
Washburn & Hall	43,125.00
A. D. Kern	41,750.00

PACIFIC HIGHWAY
ROSEBURG-WILBUR SECTION - SURFACING

Warren Construction Co.	52,325.00	
John Hakanson	38,525.00	(Based on Umpqua River Gravel)
Oregon Hassam Paving Co.	41,400.00	(Based on rock from Winchester quarry)

PACIFIC HIGHWAY
GRAVE CREEK-PLEASANT VALLEY SECTION - SURFACING

D. M. Stevenson	77,610.00
H. J. Hildeburn	85,550.00
Warren Construction Co.	87,540.00
Joplin & Eldon	94,490.00

PACIFIC HIGHWAY
TALENT RESERVOIR SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Mims & Reddy	9,795.00	
Oskar Huber		10,498.00
C. H. Natwick	8,327.00	

COAST HIGHWAY
CEDAR POINT-COQUILLE SECTION - CONCRETE PAVEMENT

	R.-of-B. Gravel	Screened Gravel
Northwestern Construction Co.*	88,602.00	90,102.00
Scandia Shipbuilding Co.**	79,573.80	

*Based on securing sand and gravel from McGeorge Gravel Co. and acceptance of same.
**Based on using gravel for shoulders and concrete aggregate.

Judge Marsh of Umatilla County and Judge Duby of Baker County invited the Commission to visit their respective counties in the near future, which the Commission agreed to do.

Judge Sawyer, representing Deschutes County, asked that a definite location of the Dalles-California Highway between Allen Ranch and the Klamath County line be made at once so that a definite route could be established in connection with an irrigation project which was proposed.

Judge Farre of Harney County, accompanied by Commissioners McKinnon and Hass, appeared in the interests of the Lawen-Crane Section of the Burns-Crane project, stating that the county had $20,000 to appropriate for this section in addition to the $33,000 appropriated for the Burns-Lawen Section. This project was taken under advisement. Judge Farre also asked that the section of the Central Oregon Highway between Burns and Suntex be improved at an early date. He stated that the county has $40,000 for this project. No action taken.

Judge Marsh of Umatilla County asked that a survey be made south from Nye to the Grant County Line on such portions as were outside of the Forest Reserve. He stated that the county had $100,000 to apply on this project. This was considered at some length and on motion of Mr. Booth, which was carried, the request of Umatilla County for a survey of that portion of the highway lying between Nye and the Grant County Line outside of the Forest Reserve was granted with the understanding that the request is made for the purpose of locating the road which is to be built at the sole expense of the county, Judge Marsh stating that a 12 foot road is satisfactory and that in other respects it should conform to conditions warranted by the topography of the country.

Judge Gardner of Jackson County and Commissioners Owens and Simpson appeared in behalf of Jackson County. In the matter of the Talent Reservoir Section of the Pacific Highway, the County Court agreed that if the irrigation district can not meet the payments the county will make payments as they become due, which arrangement was accepted by the Commission.

Judge Gardner spoke of the bridge on the Crater Lake Highway near Prospect and asked for state cooperation in building this bridge next year. The county is willing to leave the type of construction up to the Commission, but requests that an investigation of the present structure be made and plans for the new bridge be prepared during the present year. The Engineer was instructed to investigate and prepare plans if a new structure was necessary.

The Jackson County representatives also called attention to the $3\frac{1}{2}$ miles left in Jackson County between the end of the present contract and the Klamath County Line. The Commission thought it advisable to postpone the construction of this section.

Judge Gardner stated that the county had $200,000 to spend on the Crater Lake Highway and asked that contract for grading be let at

once between Medford and Trail. It was stated that the county would be willing to forego paving and agree to macadam if the work could be done at once. The matter was taken under consideration.

Mr. C. F. Swigert, representing the Associated General Contractors, appeared before the Commission and asked that some arrangement be made so that contractors could be paid more promptly. He also asked that estimates be made twice a month. The present arrangement was explained showing that a considerable time was necessary for the preparation and approval of claims in the form required by the law. Mr. Swigert stated that the Contractors' Association desired to appoint a representative to confer with the state officials in this matter and after consideration, Mr. Booth offered the following motion, which was carried: That a representative of the Contractors' Association meet with our Engineer, Secretary and the Attorney General and the Secretary of State, with a view to devising ways and means for expediting payment for the work that has been done and that the Secretary be instructed to notify the interested parties. On motion of Mr. Booth, which was carried, the Engineer and Auditor were instructed to make estimates twice a month for the next two months for the contractors and then report the matter back to the Commission.

A representative of the Pacific Foundation Company and the agent for the Spokane International Portland Cement Company appeared in the matter of some cement which had been rejected by the Testing Engineer on bridges on the Athena-Milton Section in Umatilla County. Mr. Benson stated for the Commission that this was an engineering problem and that the Commission did not care to pass upon it and would refer it to the engineer. The Commission, however, in view of the delay, would favorably consider the extension of the contract of the Pacific Foundation Company for 30 days.

A representative of the Beaver Portland Cement Company appeared in the matter of two cars of cement at Carlton which had been rejected by the Testing Engineer. This matter was also referred to the Engineer.

A delegation asked that paving be laid between Newberg and West Dayton. The Commission did not care to reopen this matter and this project was left as previously agreed, to be macadamized for the present.

Judge King of Jefferson County spoke in behalf of the location from Madras north. The Commission advised him that they wished to visit this location before making a definite decision.

Commissioner Townley of Union County stated that on the projects which had been advertised by the Commission for the county, the only way they could be financed was to be paid in bonds since the bonds could not be sold at par but that arrangements possibly could be made with local banks to take the bonds and they requested that the checks of the low bidders be held pending further negotiations. Mr. Booth replied for the Commission that these bids would be referred to the county for award.

Mr. John Waterhouse, Commissioner of Clatsop County, spoke in behalf of the Coast Highway in Clatsop County. He stated that there remained a gap of approximately 10 miles beginning at the Clatsop-Tillamook County line to be macadamized in order to make an all-year-round road and that Clatsop County had appropriated $20,000 for which would be required about $20,000 more to complete the work. He asked cooperation from the state to this amount. Matter taken under consideration.

At 5 o'clock the Secretary read the tabulation of the bids received after which Mr. Benson made a motion which was carried that all the bids should be taken under advisement until the next day.

Adjournment was made at 5:15 P. M. to 10 o'clock the next morning.

Portland, Oregon, July 7, 1920.

The Commission reconvened at 10 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The bids submitted the day before were considered.

On motion of Mr. Booth, the award of the Talent Reservoir Section of the Pacific Highway in Jackson County for grading was referred to the Engineer with power to act.

Cedar Point-Coquille Section of the Coast Highway in Coos County, paving. On motion of Mr. Booth, the award of this contract was referred to the Engineer with power to act.

Moore Cutoff Section, Riverdale-Hobsonville Section and Beaver-Hebo Section, Coast Highway, Tillamook County, graveling. On motion of Mr. Booth, these three bids were referred to the Engineer with power to act.

Grave Creek-Pleasant Valley Section, Pacific Highway, Josephine County, graveling. On motion of Mr. Booth, the contract for this project was awarded to the low bidder, D. M. Stevenson, at $77,610.00, subject to the approval by the engineer of the materials involved.

Albany-Tangent Section, Pacific Highway, Linn County, graveling. On motion of Mr. Booth, which was carried, this project was referred to the engineer with power to act.

Salem South Section, Pacific Highway in Marion County, graveling. On motion of Mr. Booth, this project was referred to the engineer with

power to act.

Wilbur-Roseburg Section, Pacific Highway, Douglas County, graveling. On motion of Mr. Booth, which was carried, this contract was awarded to John Hakanson at $38,525.00, the award being contingent upon the approval of the materials proposed to be used by the Engineer.

Sheridan-Polk County Line, McMinnville-Tillamook Highway in Yamhill County, rocking. On motion of Mr. Booth, which was carried, this project was referred to the Engineer with power to act.

Newberg-Dundee Section, West Side Highway, Yamhill County, surfacing. On motion of Mr. Booth, this contract was awarded to E. A. Palmer at $8,645.00.

Yamhill County Line-Butler's Store Section in Polk County, grading and rocking. On motion of Mr. Booth, all bids being considered unsatisfactory, they were rejected and readvertisement ordered.

Sherman County, Columbia River Highway, graveling. On motion of Mr. Kiddle, this bid, being over the Engineer's estimate, was rejected and ordered readvertised.

Bend-Jefferson County Line Section, Dalles-California Highway in Deschutes County, graveling. On motion of Mr. Kiddle, the bid of Wickner, Sharp & Chindahl at $129,850.00 was accepted.

Elgin-Minam Section of the La Grande-Enterprise Highway, Union County, rocking. On motion of Mr. Kiddle, the award of this contract was referred to the Union County Court and the Engineer with power to act.

Perry-La Grande Section, Old Oregon Trail, Union County, grading. On motion of Mr. Kiddle, the award of this contract was referred to the Union County Court and the Engineer with power to act.

North Powder-Telocaset Section, Old Oregon Trail, Union County, grading. On motion of Mr. Kiddle, the award of this contract was referred to the Union County Court and the State Highway Engineer, with power to act.

On motion of Mr. Kiddle which was carried, the Secretary was instructed to return the checks and bonds of the high bidders, retaining the low bid in each instance.

E. A. Palmer of the firm of Palmer & Young, who hold the contract for grading the West Dayton-McMinnville Section of the West Side Highway, stated that the payments due them from the county had been held up due to the fact that the county could not sell its bonds. He asked that the Commission take up these claims inasmuch as the contract had been executed by the Commission. Mr. Booth moved that this matter be referred to the Attorney General with the instructions that if he

finds it legal and will render a written opinion to that effect that we be instructed to take warrants from the county at an amount sufficient to indemnify the state and pay the contractor in cash.

Mr. Kiddle stated that the matter of the Tiller-Trail Project which was brought up at the last meeting, had been left open until he could make a personal inspection. Mr. Kiddle stated that in the meantime he had investigated this project and offered the following motion which was seconded by Mr. Booth and carried, that $15,000.00 requested by the Government be appropriated for this work. It was understood that this $15,000.00 was in addition to the $21,866.67 previously appropriated.

Mr. Kiddle stated that he had investigated the matter of the crossing of the Southern Pacific north of Albany in the vicinity of Murder Creek, in conjunction with the engineer, and on motion of Mr. Kiddle, which was carried, the undercrossing was adopted and the Engineer was directed that the road work limits on the present paving contract be so set that no work would be wasted when the undercrossing was built. It was agreed that the construction of the crossing be deferred for the present.

In the matter of the Harrisburg-Coburg route, Mr. Kiddle stated that he would recommend to the Commission that no further action regarding any change in the location of the Pacific Highway be made at the present time and that the petition be not granted but that the Pacific Highway be routed through Harrisburg as previously planned. Recommendation adopted.

Mr. Kiddle reported that on the Oakland Overcrossing he had investigated the bridge and found it in fair shape and it would last for some time. He recommended that, in view of these facts, no action be taken at the present time other than to locate an overcrossing for some time in the future. On motion of Mr. Kiddle, which was carried, the Commission went on record as favoring an overhead crossing over the railroad and the Callapooia River but that the work be not undertaken at this time and that the attorney be requested to take it up with the Public Service Commission for approval at the proper time.

In the matter of the location of the Pacific Highway through the city of Myrtle Creek, Mr. Kiddle made a motion that a high level bridge be constructed across the Umpqua River, with an overcrossing over the Southern Pacific tracks north of the city of Myrtle Creek near the site of the present bridge and that the highway be routed through the city of Myrtle Creek provided that the pavement within the city limits be at the expense of the city. Seconded by Mr. Booth and ordered. On motion of Mr. Booth which was carried, the Engineer was instructed to prepare a design for the bridge over the Umpqua River and the Southern Pacific tracks at such time as he can to advantage.

Mr. Kiddle reported that he had investigated and examined the routes of the High Pass and Low Pass sections of the Willamette Valley-Florence project in Lane County, taking into consideration the Lane County offer of cooperation. Mr. Kiddle then moved that the Low Pass route be adopted. Mr. Benson spoke as follows: "I object to the cooperation at

this time because it requires the sale of bonds. We are not locating this in cooperation with the Federal Government. According to the law, funds can not be used for this project except as provided in the law unless there are other funds at the disposal of the Commission, which we have not at this time. All the funds are set aside by law and there are no extra funds at this time, consequently I object to selling bonds and starting this road now. This is one of the least important of the projects in the state and I think it is wrong to take up this project. I wish to go on record as opposing it."

Mr. Booth replied, "The record shows that part of this road was located last year from Deadwood east to the Pacific Highway. The part that is involved in Mr. Kiddle's motion is a part of that section, improvement of which we had under consideration last year. I second the motion." Further objection by Mr. Benson.

Mr. Booth then made a motion that the action that was taken last year on motion of Mr. Thompson, making this a post road, be rescinded and that instead of making it a post road the cooperation be fifty-fifty between the state and the county. Mr. Kiddle, "In view of the fact as presented to me by the Lane County Commissioners, they having money on hand for cooperation on this project, I will second this motion."

Mr. Benson, "I object."

In the matter of the McKenzie Highway in Lane County, Mr. Booth stated that the legislative act of 1917 had made part of the Central Oregon Highway the McKenzie Highway and that Lane County in 1917, 1918, 1919 and 1920 had gone ahead with work on that highway without asking any cooperation from the state and that at the present time 70% has been graded and surfaced at the county's expense. From Blue River where the forest project is located, the work is moving along rapidly and the county is now at work and desires to widen those stretches at rocky points where there are dangerous curves, the work being estimated to cost $25,000.00. Mr. Booth then made a motion that the state cooperate with Lane County in this improvement, the state's share to be not more than 50% of the estimated cost of $25,000.00, the work to be done under the direction of the Engineer on such plans as he may agree with the County Court, it being understood that Lane County would advance the funds required and that the state's proportion would be deducted from the amount loaned to Lane County during the past year. Motion was seconded by Mr. Kiddle. Mr. Benson objected, stating that, "Inasmuch as this requires the sale of further bonds and not being a road of primary importance, I ask that this be put off until next year. This will be alright when the main projects are through, but it should be postponed now. Mr. Benson later withdrew his objections.

Mr. Booth made a motion, which was carried, that the Secretary be instructed to request the Linn County Court to delay the work between Tangent and Halsey where it will be necessary to tear up the surfacing on the existing road, advising them that the Commission could not promise surfacing on this project this year.

In the matter of the Juno crossing in Tillamook County, Judge Hare stated that the county was willing to postpone the contracts for the present. On motion of Mr. Benson, which was carried, this project was ordered postponed.

In the matter of the request of Clatsop County for cooperation from the state in the amount of $20,000.00 for rocking that section of the Coast Highway from Tillamook County line north, graded in 1915, about 7 miles in length, on motion of Mr. Benson, which was carried, cooperation was granted to this amount, the work to be done by Clatsop County, subject to approval and inspection of the State Highway Engineer.

In the matter of cooperation on the Medford-Trail Section of the Crater Lake road, it was agreed that paving of this project was unnecessary at the present time and that macadam surfacing would be sufficient. On motion of Mr. Booth, it was agreed to submit this project between Medford and Trail to the Federal Government for approval on the basis of 50% cooperation by the Federal Government, 25% by the county and 25% by the state, with the understanding that if the work is done this year the county will lend the state its share of the fund for one year without interest. Macadam is to be 16 feet wide between Medford and Eagle Point and 12 feet wide between Eagle Point and Trail.

In the matter of hauling logs over the Columbia River Highway in the case of A. S. Nordgren, presented by Judge Cleeton, Mr. Benson made the following motion: "In view of the fact that this man was hauling logs there before the contract for the improvement of this project was let, and since he has just a little timber left which he will lose otherwise, it is agreed that he be allowed to haul his logs, provided loads are kept within the lawful limit, with the provision that he put up a bond sufficient to cover damage to the road, the Engineer to say how much the damage may be so long as the damage does not exceed the amount of the bond. It is further understood that this is an exceptional case and must not be taken as a precedent. Seconded and carried.

The Secretary was instructed to bring to the next meeting a state highway map showing which roads have been put on the map by the Commission and which by the Legislature.

On motion of Mr. Benson, which was carried, the Engineer was instructed to make a reconnaissance estimate on the proposed route for a highway from Umatilla up the river to the state line, connecting with a proposed highway running south from Pasco.

On motion of Mr. Benson it was agreed to leave the matter of the L. O. Herrold claim for further compensation on his contract between Clatskanie and Delena for the Attorney to adjust with full power to act.

On motion of Mr. Kiddle, the following resolution relating to the construction of the Oregon City bridge was adopted:

WHEREAS, the Commission, did, heretofore, at the request of the County Court of Clackamas County, agree to assist in the construction of a bridge over the Willamette River at Oregon City, and did provide and set apart funds with which to cooperate in the construction of said bridge; and,

WHEREAS, it now appears that the bonds voted and authorized by the said County for the purpose of providing funds with which to construct said bridge, have been, by the Oregon Supreme Court, declared illegal and void, and by reason of said decision the said County is now without funds with which to construct said bridge, and therefore, the aid and cooperation of the State will not be needed until said County can procure funds in some other manner than by said bond issue,

THEREFORE, IT IS HEREBY RESOLVED, that the action of the Commission setting aside funds with which to aid in the construction of said bridge be rescinded, and said funds, so set aside, shall be and are now, made available for other highway construction.

On motion of Mr. Kiddle, which was carried, the Engineer was instructed to make a survey on the Minam Hill Section of the LaGrande-Enterprise Highway.

In the matter of a connection with the Deschutes River Bridge and the county road, on motion of Mr. Benson, the Engineer was instructed to make a survey and the Attorney authorized to proceed with condemnation proceedings if this right of way is not secured by the county.

In the matter of payment by Union County of the excess on the Union-Telocaset and the Elgin-Minam jobs, Mr. Kiddle asked that this matter be deferred for future consideration.

The matter of paving within the city limits of Coquille on the Coast Highway between Cedar Point and Coquille was discussed. Inasmuch as the Attorney advised that the Commission could not legally pave within the city limits of an incorporated city unless the highway proposed was a county road and jurisdiction had not been surrendered by the county, it was agreed that the contract be terminated at the city limits.

The Engineer was instructed also to take similar action in the matter of the paving within the city limits of Carlton and Yamhill in view of the decision of the Attorney General.

The bond offered by Mr. John O. Lystul of Glendale for Mr. J. Elmer Nelson on the Grave Creek bridge was accepted on motion of Mr. Booth.

On motion of Mr. Benson, which was carried, it was agreed that the maintenance of the road between Coquille and Myrtle Point, which was graded under the direction of the State Highway Engineer, be maintained jointly by the state and county.

On motion of Mr. Benson, the Engineer was instructed to make the best settlement possible on the claims of the Morrison-Knudsen Company for delays on the Cow Valley-Brogan Section.

Mr. Dater presented the matter of the construction of the Hood River end of the Mt. Hood Loop. Mr. Dater stated that the Government was in favor of the route recommended by the joint report of the state and Government engineers on the mile and one-half located just outside of and north of the Forest Reserve boundary. Mr. Dater stated that it is the desire of the Forest Service to advertise for a contract in the near future for the first section within the Forest Reserve but that there is a mile and a half of road outside of the Forest Reserve which should be built in order to make this work accessible and asked that the state undertake the construction of this section at once. This was agreeable to the Commission and the Secretary was instructed to take this matter up with the county and see if they will be willing to cooperate.

The Commission met in the afternoon in Room 1301 Yeon Building.

In the matter of right of way required for the Pacific Highway near Divide in Lane County, Mr. Booth offered the following resolution which was unanimously adopted:

WHEREAS, by the terms and provisions of Chapter 423 of the Laws of Oregon for 1917, the road hereinafter described, is designated a highway of first importance to the general public of the State of Oregon, to-wit:

> "The Pacific Highway from the Multnomah County line through Washington and Yamhill County by way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence in Polk County, to Corvallis and Monroe in Benton County, and through Eugene to the North line of Douglas County,"

and by the terms of said Chapter 423, it is provided and determined that the said highway shall be permanently constructed and finished with a hard surface; and,

WHEREAS, the State Highway Commission has designated and adopted said highway as one of the highways to be permanently improved, which said highway is designated as State Highway No. 1, and is otherwise known as the Pacific Highway; and,

WHEREAS, there is imposed by law upon the County of Lane, the duty of procuring and acquiring the right-of-way for said highway, and said County Court is authorized and empowered under the provisions of Chapter 295 of the Laws of Oregon for 1917, and by virtue of the other laws of the State of Oregon, to condemn land and property, or any right or interest therein, for roads and highways and approaches, culverts, drains, damages and for opening, widening, altering or straightening any road or highway, and said

County Court is authorized to damage any land, or other property, for such purpose, or for the purpose of the construction of slopes, retaining walls or fills upon real property abutting upon any road or highway, or wherever necessary for the establishment, extension, alteration or maintenance of any road or highway, but said County Court has failed and neglected to acquire said right-of-way and land necessary for the proper construction and maintenance of said road, and by reason of such failure and neglect to acquire the said right-of-way and land, the State of Oregon and its State Highway Commission is being hindered, and is hindered, in the construction and improvement of said highway; and

WHEREAS, it is necessary, because of the failure and neglect of the said County Court to acquire said right-of-way and land, for said Highway Commission to institute such proceedings as are provided by law for the purpose of acquiring said right-of-way; and,

WHEREAS, the Highway Commission, has, heretofore, attempted in good faith to agree with the owners of the premises through which, and across which, the said right-of-way is located, for a right-of-way or easement over the premises hereinafter described, and said Commission has attempted to agree upon the terms and conditions upon which sadd premises might be appropriated for said right-of-way purposes, and the compensation to be paid therefor, but the said Highway Commission is unable to reach any satisfactory or reasonable agreement with the said owners; and,

WHEREAS, the said highway, as designated and located, encroaches upon a portion of the premises claimed by Frank M. Turner and Laura M. Turner; the portion and part of said premises so encroached upon being described as follows, towit:

Parcel No. 1

"A strip of land which is in the South half of Sec. 11 T. 21 S. R. 4 W. Beginning at a point which is S. 4 degrees 08' E. 30 ft. from Sta. 39-00 of the Pacific Highway Survey, which said point is 1506 ft. West and 840 ft. North of the Sec. Cor. to Secs. 11, 12, 13 and 14, T. 21 S. R. 4 W.

thence South 85 degrees 52' W. 105.7 feet;
Thence on a 10 degree 24' curve to the right paralleling the center line of the highway survey 258.3 ft. to a point which is S. 22 degrees 44' W. 30 ft. from Sta. 42-50;
" S. 22 degrees 44' W. 15 feet;
" on a 10 degree 07.5' curve to the left paralleling center line of the highway survey 265.4 ft.;
" N. 85 degrees 52' E. 105.7 feet;
" N. 4 degrees 08' W. 15 ft. more or less to the place of beginning.
This is a strip of land approximately 367.6 ft. long and 15 ft. wide, and contains approximately 0.13 acres.

Parcel No. 2.

"A strip of land which is in the South half of Sec. 11 T. 21 S. R. 4 W. Beginning at a point which is N. 4 degrees 08' W. 30 ft. from Sta. 39-00 of the Pacific Highway Survey, which said point is 900 ft. North and 1508 ft. West of the Sec. Cor. to Secs. 11, 12, 13 and 14, T. 21 S. R. 4 W.

thence S. 85 degrees 52' W. 105.7 feet;
" on a 11 degree 40.3' curve to the right paralleling center of the highway survey 344.8 ft. to a point which is N. 36 degrees 06' E. 30 ft. from Sta. 43-71.5;
" N. 36 degrees 06' E. 20 feet;
" on a 12 degree 10' curve to the left paralleling the center line of the highway survey 330.7 feet;
" S. 4 degrees 08' E. 10.0 feet;
" N. 85 degrees 52' E. 105.7 feet;
" S. 4 degrees 08' E. 10.0 ft. more or less to the place of beginning.
This strip of land contains approximately 0.18 acres.

Parcel No. 3

"A strip of land which is in the South half of Sec. 11 T. 21 S. R. 4 W. Beginning at a point which is S. 36 degrees 06' W. 30 ft. from Sta. 44-50 of the Pacific Highway Survey, which said point is 2036 ft. West and 983 ft. North of the Sec. Cor. to Secs. 11, 12, 13 and 14, T. 21 S. R. 4 W.

thence S. 36 degrees 06' W. 47 feet;
" S. 53 degrees 54' E. 78.5 feet;
" N. 80 degrees 00' E. 69.5 feet;
" N. 56 degrees 14' W. 49.0 feet;
" N. 53 degrees 54' W. 78.5 feet more or less to the place of beginning.
This parcel of land contains approximately 0.11 acres.
All in Lane County, State of Oregon."

And,

WHEREAS, it is necessary that title to said premises for right-of-way purposes be acquired by the State Highway Commission by reason of the failure and neglect of the County Court of Lane County to acquire said right-of-way and property, and because of the fact that said above described tract of land is necessary for the proper location, establishment, construction, improvement and maintenance of said highway.

THEREFORE, BE IT RESOLVED, that the said above described tract of land be, and the same is hereby, declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said State Highway No. 1, sometimes known as the Pacific Highway; And,

BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, through its Attorney, to agree with the owners of the

said tract of land, upon the compensation to be paid for the taking of the same, and the damage, if any there be, and in the event that no satisfactory agreement can be reached, then, be it further resolved that the Attorney General of the State of Oregon, and J. M. Devers, as Assistant to the Attorney General, be and they are hereby requested to commence and prosecute to a final determination such suit as will be necessary to acquire title to said premises and to acquire the necessary right-of-way, land, franchise, and privilege, for the proper location, establishment and improvement of said highway over and across the said premises.

On the request of Deschutes County Court, the Engineer was instructed to make the survey of The Dalles-California Highway from Allen Ranch to the Deschutes-Klamath County line.

A communication was received from the Union High School authorities at Knappa, asking that the pavement be widened in front of the high school. It was thought that this was a local matter and should be handled by the school authorities. It was suggested that a few loads of gravel spread on the side would afford sufficient space for cars which might be parked off the pavement without danger to school children.

The matter of some minor repairs and painting of the Willamette River Bridge at Salem was considered, and the Engineer was authorized to do this on a fifty-fifty maintenance agreement with the counties.

Oskar Huber and J. H. Crane of the Oregon Hassam Paving Company appeared before the Commission in the matter of payment for permanent headers used on bituminous base pavements. The Engineer had proposed that the state furnish the lumber for headers at actual cost and the contractors the labor at their own expense. After discussion, it was agreed that the contractors should receive 7½ cents per lineal foot for headers and furnish everything.

The Engineer was instructed to advertise for graveling the Green Springs Mountain Summit-Pacific Highway Section of the Ashland-Klamath Falls Highway.

It was agreed that the construction of the Lawen-Crane Section of the Central Oregon Highway should be deferred until a later meeting.

A request from W. B. Tull to be released from the contract for the construction of the Aurora-Canby Section of the Pacific Highway, due to the failure of Clackamas County to get the right of way, was received and the Secretary was instructed to ask Clackamas County if it was agreeable to them to cancel this grading contract.

The following requests for extensions of time were granted:

M. J. Conley, Arlington-Morrow County line. On the recommendation of the Engineer, an extension of 90 days from April 30th was granted, contingent upon the contractor's assuming any charges for services of

railroad watchmen, flagmen or inspectors.

Porter & Conley, Sherman County. On recommendation of the Engineer, an extension of 90 days from June 30 was granted, contingent upon the contractor's assuming any charges for services of railroad watchmen, flagmen or inspectors.

Oskar Huber, John Day-Blalock Section, Columbia River Highway in Gilliam County. An extension of 60 days from July 1, 1920. On recommendation of the Engineer, this extension of time was granted contingent upon the contractor assuming charges for railroad watchmen, flagmen or inspectors.

Pacific Bridge Company, bridge over Sucker Creek. On recommendation of the Engineer, the time for the completion of this structure was extended to August 1, 1920.

Moon & Co., Hubbard Creek-Brush Creek Section. An extension of 90 days from June 30, 1920.

Rhyner-Dicke Co., bridges 529 and 530, Umatilla County. An extension of time was granted for a period of 45 days from July 1, 1920 on recommendation of the Engineer.

Rees & Davis. Heppner Junction Overcrossing. Extension of time granted to August 15, on recommendation of the Engineer. Messner Overcrossing, extension of time to August 15 on recommendation of the Engineer. Willow Creek Bridge, extension of time to July 15, on recommendation of the Engineer.

The Engineer was instructed to advertise for graveling or rocking that section of the John Day River Highway from Fossil south to the Butte Creek Summit, this surfacing to be laid 12 feet wide.

The following resolution was offered by Mr. Benson and unanimously adopted:

RESOLVED that the State Highway Engineer is directed to report to this Commission:

1. The list of adopted projects specifying whether

   Forest Roads
   Post Roads and
   Paved Roads.

2. The estimated cost when completed including extra work and engineering expenses.

3. What Forest Roads and Post Roads have been adopted by the United States with agreements for cooperation.

4. What roads other than those adopted by the Legislature have been adopted for construction.

5. Specify in detail status of each adopted project, including parts contracted for, cost to date and estimated cost to complete including engineering.

6. What is the labor situation with regard to wage and efficiency.

7. What is the loss to date on bond sales and estimated loss necessary to finance present contracts.

8. Balance of Government money available but not obligated.

9. Segregation of "hard surfaced highways" and other highways as designated in the Ten Million Dollar bond issue on basis of 75% and 25% disbursement.

A request from Lincoln County asking that the Toledo-Newport Section of the Corvallis-Newport Highway and four miles on the same highway in the eastern part of the county be gravelled was received. Since the grading of these projects is being done at county expense, on motion of Mr. Booth, which was carried, the engineer was instructed to advertise these projects for construction at the expense of the state.

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

Herbert Nunn
State Highway Engineer

S. Benson
Chairman

Roy A. Klein
Secretary

Portland, Oregon, July 20, 1920.

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
R. A. Booth, Commissioner
Ed.E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The Secretary opened and read the following bids for grading and surfacing.

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COLUMBIA RIVER HIGHWAY
SHERMAN COUNTY SECTION - SURFACING

Porter & Conley	108,000.00	(Based on using all crushed gravel. No Run-of-Bank to be used)

WILLAMETTE VALLEY-FLORENCE HIGHWAY
GOLDSON SECTION - GRADING

	Corr. Pipe Conc. Pipe	Corr. Pipe Cedar Log Culv.	Conc. Pipe	Conc. Pipe Cedar Log Culv.
Washburn & Hall	124,590.60	121,819.60	125,220.00	122,449.00
County Court of Lane County	135,710.32	133,793.08	135,937.00	134,019.00
Rajotte, Fobert & Winters	155,345.00	159,130.60	155,345.00	159,130.60

PACIFIC HIGHWAY
COMSTOCK-LANE COUNTY LINE SECTION - CULVERT CONSTRUCTION

Sherman L. Godard	4,461.20

MC MINNVILLE-TILLAMOOK HIGHWAY
YAMHILL COUNTY LINE-BUTLER'S STORE SECTION - GRADING & MACADAM

Elliott & Scoggin	98,254.50

Mr. W. S. Caverhill, County Commissioner of Grant County, and A. D. Leedy asked that a bridge be constructed across the south fork of the John Day River at Dayville and also graveling on 4.5 miles of the John Day Highway from Danby Ranch to Cole's Bridge above Mt. Vernon on which the grading has been completed by the county. This matter was taken under advisement.

Mr. Mark A. Mayer appeared in the interests of graveling the section of the Columbia River Highway between Mosier and Rowena. He was advised that a contract would be let for this project at the next meeting.

At 11 o'clock, bids received for the bonds were opened and read.

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

WHEREAS, at a meeting of the State Highway Commission held June 3, 1920, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Five Hundred Thousand 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

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sealed bids for the purchase of such bonds, which sealed bids were to be received at Room 520 Multnomah County Courthouse, Portland, Oregon, up to and including eleven o'clock A. M. of the 20th day of July, 1920, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of July 20, 1920; 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 July 1, 1920, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from July 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

WHEREAS, notice of such sale as required by such resolution was duly given by the Secretary of this Commission by publication thereof for two issues in said publications, proof of which 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 July, 1920, in regular session at Room 520 Multnomah County Courthouse, Portland, with all members 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:

Blyth, Witter & Co. Cyrus Pierce & Co.		$1,281,000.00
R. M. Grant & Company By E. L. Devereaux & Company	Portland	1,315,200.00
Harris Trust & Savings Bank National City Company Lumbermens Trust Company	Chicago Portland	1,324,695.00
Carstens & Earles, Inc. William R. Compton Company	Portland	1,330,429.50

Stacy & Braun Eldredge & Company Eastman, Dillon & Company		1,338,150.00
Anglo & London Paris Nat. Bank of San Francisco Ralph Schneeloch Company	Portland	
Henry Teal	Portland	1,340,100.00

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 Henry Teal 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 Henry Teal;

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

1. That said bid of One Million Three Hundred Forty Thousand One Hundred Dollars ($1,340,100.00), of said Henry Teal for One Million Five Hundred Thousand 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 four hundred eighty (1480) One Thousand Dollar Bonds and forty (40) Five Hundred Dollar Bonds, of which thirty-seven (37) One Thousand Dollar Bonds and one (1) Five Hundred Dollar Bond shall be due and payable on October 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 July 1, 1920, and bear interest from such date, and that such purchaser be required to pay in addition to his bid the interest accrued on all of said bonds from July 1, 1920, 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 thirty-seven One Thousand Dollar bonds and one Five Hundred Dollar bond be issued so as to mature October 1, 1925, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million 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.

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. Booth, which was carried, the checks of the unsuccessful bidders for the bonds were ordered returned.

On motion of Mr. Booth, which was carried, the Engineer was instructed to advertise for grading and graveling the Pleasant Valley-Grants Pass Section of the Pacific Highway.

Mr. Pacquet of the firm of Palmer & Young, who hold the contract for the construction of the Newberg-West Dayton project, advised that Yamhill County was unable to meet its obligations on this contract due to the Supreme Court decision invalidating the second county bond issue. On motion of Mr. Benson, which was carried, the Engineer was instructed to draw a claim for the unpaid estimates on this contract on the State Highway Fund and the Attorney was instructed to prepare a contract with the county providing for reimbursement to the State Highway Fund from county funds to the amount of payments on account of this contract.

A request was received from A. D. Kern, asking for an extension of time to September 1, 1920, for the construction of the Albany-Jefferson Section of the Pacific Highway in Linn County. On motion of Mr. Booth, which was carried, the extension was granted without penalty.

The V. R. Dennis Construction Company presented a request for extension of time to November 30, on the McMinnville-Sheridan Section of the McMinnville-Tillamook Highway. On motion of Mr. Booth, which was carried, this request was granted, having been recommended by the Engineer, but that the matter of penalty for engineering charges because of delinquency be left to the State Highway Engineer.

In the matter of the request of Coos County, Mr. Booth made a motion which was carried, that the Secretary be instructed to advise the County Court of Coos County that the Highway Commission considered that that part of the Coos-Douglas road between Coquille and Myrtle Point was of sufficient importance to warrant the paving of it when funds are

available and that it is the policy of the Commission to continue the grading and graveling of the Roseburg-Coos Bay project as a whole until completed and that the engineer be instructed to advertise for the macadamizing of the Remote-Camas Valley Section now under contract as soon as the grading was completed or sufficiently advanced to permit surfacing operations.

On motion of Mr. Booth, which was carried, the Engineer was instructed to advertise for macadam or gravel surfacing a section of the Coquille-Myrtle Point unit about three miles in length which has been graded to standard width and alinement and to cooperate with the county in the maintenance of the balance of this unit during the coming winter.

Mr. Henry Teal asked if it would be agreeable for the State Highway Commission to take payment for the bonds at eastern points instead of Portland. This matter was referred to the Secretary.

Mr. A. D. Leedy appeared before the Commission and stated that in the matter of the protest which had been filed against the award of the contract for the Goldson Section of the Eugene-Florence Highway for which bids were received today, he wished to withdraw temporarily the protest that has been filed, pending further arrangements. Mr. Booth stated as follows: "I understand that this action of Mr. Leedy's is taken with a view of taking some harmonious action and that would be particularly true as to some legal phases, I move that the matter of the legality of the letting of this contract under the record as it now is shall be submitted to the Attorney General by the Secretary with the request that the Attorney General make a written response and that when the response is received, that the Commissioners, each of them shall be notified and a copy be sent to Mr. Leedy and Mr. Richard W. Montague and that pending his decision no action shall be taken. Motion seconded by Mr. Kiddle and ordered by the Chairman.

In the matter of the location of the western end of the Mt. Hood Loop through Clackamas County, delegations were present to urge the respective merits of the so-called Bull Run route north of the Sandy River and the route through the town of Sandy on the south side of the river. Commissioner Mann of the City of Portland, O. Laurgaard, City Engineer, City Attorney La Roche, J. W. Morris, Consulting Engineer, Portland, and Senator Moser spoke in favor of the north side route. Ex-County Judge Dimick and Ex-County Judge Ryan of Oregon City, Judge Stapleton, Senator George W. Joseph and Mr. Exon all spoke in favor of the route through Sandy on the south side of the river. At the conclusion of the arguments, Mr. Benson stated for the Commission that this matter will be taken under advisement and that this is a question not only concerning Multnomah and Clackamas Counties and the particular communities, but that it is a matter of state wide importance and it is the intention of the Commission to determine the route which will be for the best interest of the state at large.

At 4:30, the Secretary read the tabulation of the bids as received.

Graveling of the Columbia River Highway across Sherman County. On motion of Mr. Kiddle, which was carried, the bid of Porter & Conley was accepted.

Grading of the Goldson Section of the Eugene-Florence Highway. On motion of Mr. Booth, which was carried, further consideration of these bids was deferred until an opinion was secured from the Attorney General and that further the bond may be withdrawn by the bidder or not, as he prefers.

Grading and macadamizing the Polk County Section of the McMinnville-Tillamook Highway between Yamhill County Line and Butler's Store. On motion of Mr. Booth, which was carried, this contract was awarded to Elliott & Scoggin at $98,254.50.

Culverts between Comstock and Lane County Line. On motion of Mr. Booth, the contract for this project was awarded to S. L. Godard on his bid of $4,461.20.

A petition and statement of the Willamette Valley Highway Association for a road south from Dayton through Yamhill and Polk Counties on the west bank of the Willamette River to West Salem was read by the Secretary, asking that it be designated the Willamette Valley Highway. On motion of Mr. Booth, which was carried, the statement was received and ordered filed with the Secretary.

On motion of Mr. Kiddle, which was carried, the Engineer was instructed to prepare for advertisement a 4½ mile project extending from the Danby Ranch to Cole's Bridge above Mt. Vernon on the John Day River Highway in Grant County, to be graveled 16 feet wide.

On motion of Mr. Kiddle, the Engineer was further instructed to prepare plans for a wooden bridge across the south fork of the John Day River at Dayville and advertise the same for construction.

On further motion of Mr. Kiddle, which was carried, the Engineer was instructed to advertise the remaining bridges on the Sarvice Creek-Valades Ranch Section of the John Day River Highway as soon as plans are prepared.

Judge Phy of Union County appeared and stated that the recent Supreme Court decision invalidating their recent bond issue had left the county without funds. Judge Phy urged the necessity of grading between Hilgard and Kamela at once, so that the grades could be prepared for surfacing next year. On motion of Mr. Booth, which was carried, the Engineer was instructed to advertise this section as early as possible for grading and that the understanding is that Union County comes to the Highway Commission on account of the failure of the bond issue and asks that state funds be spent in grading the Hilgard-Kamela Section of the highway, the county to reimburse the state in full for the expenditure when their bond funds become available.

In the matter of the location between Hot Lake and Union, the Commission agreed to look this over on their next inspection trip.

Mr. Dater of the Forest Service, presented a supplementary agreement providing for rocking the Hayes Hill Section in Josephine County. This was approved by the Commission, contingent upon an investigation by the State Highway Engineer as to the necessity for this improvement at the present time and also that Josephine County be able to meet their obligations in cash.

In the matter of further appropriations for the McKenzie Highway, the following resolution was offered by Mr. Kiddle and unanimously carried:

WHEREAS the Counties of Lane and Deschutes and the State of Oregon, through its Highway Department, are cooperating with the Federal Government in the construction of the McKenzie Highway between Blue River and Sisters, terminal points, a distance of 53.8 miles, and

WHEREAS it has been found necessary to place a gravel or crushed rock surface on a section of the project approximately 15 miles in length, not included in the original agreement, and it has also been found desirable to grade 2.5 miles of the Summit Section more particularly described as Dead Horse Hill.

THEREFORE, BE IT RESOLVED, that an appropriation of $26,225.00 be made from the State Highway Fund in addition to previous appropriations for this project on condition that the United States, through the Secretary of Agriculture, appropriate an equal amount.

The matter of the grading of 1½ miles on the Hood River end of the Mt. Hood Loop just outside of the Forest Reserve was brought up by Mr. Dater and on motion of Mr. Benson, it was voted to include this 1½ mile section in the forest project to be improved by the Government, the state to pay the entire cost of this project, but the contract to be let by the Government along with the project within the Reserve. Mr. Booth stated that he was not familiar with this project and did not wish to vote, but would abide by the majority decision. Mr. Kiddle voted for the motion and the project was ordered.

Mr. Dater asked if the Commission was agreeable to making a further appropriation to maintain the Barlow road east of Government Camp. Consideration was given but no definite appropriation made.

Dr. Donnelly of Arlington requested that a detour at Heppner Junction be graveled to permit traffic to avoid using a dangerous old road. He stated that $300 only would be required and that if a greater amount was necessary, he would obtain it from local subscription. On motion of Mr. Benson, the Engineer was granted authority to expend $300 for this purpose.

Judge Phy of Union County stated that Union County owed approximately $5,000 to the Commission now on the grading of the Hot Lake-La Grande project and it would take approximately $5,000 more before the project was completed and that they had not funds to meet it. On motion of Mr. Booth, this matter was referred to Mr. Kiddle with power to act.

Upon motion of Mr. Benson, 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 Six Million Five Hundred Thousand 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 Five Hundred Thousand 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 Five Hundred Thousand 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 Room 520 Multnomah County Court House, Portland, Oregon, at Eleven o'clock A. M. of the 24th day of August 1920, and that 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 Eleven o'clock A. M. of the 24th day of August, 1920;

(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 Five Hundred Thousand 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, 1925. That said bonds shall be in denominations of One

Thousand ($1,000.00) Dollars each, except that each thirty-eighth bond will be issued in denominations of Five Hundred Dollars, and known and designated as Series No. 1 and shall be numbered 6521 to 8040, 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, 1920, 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, 1920, 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 Five Hundred Thousand Dollars, par value, of said bonds.

The date of the next meeting was set for August 10, 1920.

The Secretary read a request from Clark & Henery Construction Company to give them final payment between Eugene and Junction City, stating that the pavement had all been completed and there remained only the shoulders to finish. On motion of Mr. Booth, the Attorney was instructed to draw a supplementary contract providing for the payment for work completed and the completion of the unfinished portions.

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

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 No. 1 and otherwise known as the Pacific Highway, a portion of which said highway is located in Douglas County and which is one of the highways designated for improvement by the Legislative Assembly of the State of Oregon; and,

WHEREAS, the State Highway Commission has entered into a contract with one John Hakanson for the surfacing of the portion of said highway in Douglas County referred to as the Roseburg to Wilbur Section by the terms of which said agreement the State has agreed to furnish the gravel and said other material necessary for the grading and construction of said highway; and

WHEREAS, the most available gravel, rock and sand convenient and accessible for said job, and the most suitable for said construction work, is on and under a portion of the premises owned by, and in the possession of, J. L. Kendall and S. A. Kendall, which said premises, and the portion thereof upon which, and under which, is found the said gravel, sand and other road building material is described as follows, to-wit:

Parcel No. 1

"A strip of land lying in the N. W. $\frac{1}{4}$ of the N. W. $\frac{1}{4}$ of Sec. 30 T. 26 S. R. 5 W - W. M., and the N. E. $\frac{1}{4}$ of the N. E. $\frac{1}{4}$ of Sec. 25 T. 26 S. R. 6 W. - W. M., starting of the property corner which is 151' East and 432' South of the Sec. Cor. which is common to Sec's. 19 and 30, T. 26 S. R. 5 W. - W. M., and Sec's. 24 and 25 T. 26 S. R. 6 W. - W.M. - Thence running S. 62 degrees 59' W. along property line 600'; thence N. 27 degrees 01' W. 125'; thence N. 62 degrees 59' E. 500'; thence S. 27 degrees 01' E. 125' to a point on property line 68' East and 485' South of the Sec. Cor. which is common to Sec's. 19 and 30, T. 26 S. R. 5 W. - W. M., and Sec's 24 and 25, T. 26 S. R. 6 W. - W. M., All in Douglas County, Oregon."

Parcel No. 2

"A strip of land lying in the N. E. $\frac{1}{4}$ of the N. E. $\frac{1}{4}$ of Sec. 25, T. 26 S. R. 6 W.-W. M., Beginning at a point 600' S. 62 degrees 59' W. of the property cor. which is 151' East and 432' South of the Sec. Cor. common to Sec's. 19 and 30, T. 26 S. R. 5 W. - W. M.; and Sec's 24 and 25 in T. 26 S. R. 6 W. W. M.; thence running S. 62 degrees 59' W. along property line between Kendall Lmbr. Corp. holdings and Lovejoy property 800' to a point; thence N. 27 degrees 01' W. 15'; thence N. 62 degrees 59' E. 800'; thence S. 27 degrees 01' E. 15' to a point of beginning. Parcel containing approximately 0.36 acres. All in Douglas County, Oregon."

and,

WHEREAS, it is necessary, and there is urgent need, that the State procure the said material and acquire title to the premises heretofore described for the purpose of having and acquiring said material for said, and other, road construction.

THEREFORE BE IT, AND IT IS HEREBY RESOLVED, by the Oregon State Highway Commission, all members being present in regular session, that

there is hereby declared to be a necessity and need that the State procure and acquire said gravel, rock and sand from the premises heretofore described for the purposes herein stated, and there is hereby declared to exist and be, a need on the part of the State for said material for said road construction in said 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 the said contractor with said material, and unless the State can procure the same it will sustain a loss by reason thereof, and unless the State can procure said material by donation, purchase, agreement, condemnation or the exercise of the power of eminent domain, the State will be required to pay exorbitant and unreasonable prices for like material, all of which will be to the disadvantage, damage and injury to the State of Oregon. That if the State can procure the land upon which said material is found it will then 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, and the State will have the further advantage of being able to acquire at a reasonable expenditure of money such material for other road construction in said County.

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, and upon the compensation to be paid therefor, and 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, such proceedings as may be necessary and appropriate on behalf of the State in the name of the Highway Commission in the Circuit Court of the proper County for the condemnation of such interest that such owner or owners may have in such property, to determine the compensation to be paid for said property and the damage, if any, for the taking thereof.

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

State Highway Engineer

Chairman

Secretary

JUL 20 1920

Portland, Oregon, July 26, 1920.

A meeting of the State Highway Commission was held in Portland in Room 1301 Yeon Building. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner

In view of litigation pending Mr. Benson offered the following resolution:

WHEREAS heretofore the Oregon State Highway Commission located the Pacific Highway in Polk County running through McCoy, Holmes Gap, Rickreall, Monmouth, Independence and from Monmouth south to the Polk County line and thence to Corvallis, and,

WHEREAS said location was made pursuant to an understanding and agreement with the County Court of Polk County and certain civic and commercial organizations of said County, and,

WHEREAS said proposed location was later ratified at a large and generally attended mass meeting held at the County Court House at Dallas, Oregon, at which meeting a tentative program for bonding said county to raise money for the improvement of certain roads in said county, among the items of which was the sum of $40,000.00, which it was proposed to expend in grading and constructing the base for said Pacific Highway as located as above set forth, and,

WHEREAS as a part of said arrangement the State Highway Commission proposed to pave the road from Dallas to the west end of the Salem bridge, and,

WHEREAS said tentative program as proposed and adopted at said mass meeting was thereafter submitted to the County Court of Polk County and by it duly adopted and submitted to the electors of said county at an election called and held for the purpose of determining whether or not said electors would approve said bond issue, and,

WHEREAS at said election the majority of those voting, voted in favor of issuing said bonds, the money to be expended as in said program provided, and

WHEREAS the State Highway Commission adopted the route of said Pacific Highway through said county in strict accordance with said understanding and thereafter presented said Salem-Dallas Highway as a post road to the Federal Government and secured its approval as such and thereupon in an order to fully carry out its understanding with said officials, organizations and people of Polk County, said Highway Commission regularly

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caused plans to be prepared for the improvement of said Salem-Dallas Highway by paving the same and thereafter regularly let a contract to Oskar Huber for said improvement and also likewise caused plans and specifications to be prepared for the improvement of said Pacific Highway between Rickreall, Monmouth and Independence and regularly let a contract to Warren Construction Company for the construction and pavement thereof, and also caused plans and specifications to be prepared for the improvement of sections of the Pacific Highway between Amity and Holmes Gap and regularly let a contract for the construction and pavement of said road to Oregon Independent Paving Company, all of which contracts have been in existence for approximately one year, and for about two months last past, all of said contractors have been actively engaged in the performance of their contracts and are so engaged at the present time, and,

WHEREAS the County Court of Polk County has recently refused to expend the $40,000.00 included in the bond issue therefor in grading and constructing the base for certain portions of said Pacific Highway in Polk County but has joined with certain taxpayers, citizens, officials and municipalities in a suit brought against this Commission to restrain the construction of said Pacific Highway between McCoy and Rickreall and south of Independence and thereafter caused the complaint to be amended so as to involve the completion of said contract by Warren Construction Company, and,

WHEREAS all of said roads under construction are of great public importance and the present season of the year is the best time of the year for the completion of highway work and the weather suitable for such work is limited, and,

WHEREAS the Honorable John McCourt, Judge before whom said cause is pending has expressed the view that said Pacific Highway must be so constructed that it will run to or approximately to and away from the towns of Dallas, Monmouth and Independence and indicated that unless said highway was located in accordance with his expressed opinion that he would feel it necessary to restrain further proceedings in which event the work being done under said contracts with Oregon Independent Paving Company and Warren Construction Company would result in a large loss, and,

WHEREAS J. M. Devers, Assistant Attorney General, at a meeting of the Highway Commission, presented a written opinion from Judge McCourt expressing his conclusion as to the law applicable to said case, and,

WHEREAS it was the desire of said Highway Commission, if possible to meet the views expressed by Judge McCourt and at the same time construct said Pacific Highway in Polk County in accordance with the views of the Commission as to what would be proper in the matter of locating and constructing highways in said county and in order to ascertain whether or not it would be possible to construct said Pacific Highway in Polk County within the limitations set by Judge McCourt and at the same time conform with what the Commission deemed to be the best interests of the general

public; a resolution was tentatively adopted rescinding the location of the Pacific Highway between Holmes Gap, Monmouth and Independence and relocating the same from Holmes Gap to Rickreall; thence west to Dallas along the route covered by the Huber contract; thence from Dallas in a southeasterly direction to Monmouth along a route to be selected by the Commission; thence from Monmouth to Independence along the route heretofore constructed under said contract with the Warren Construction Company, and,

WHEREAS at the time said resolution was tentatively adopted it was also agreed and determined by the Commission that if said proposed location should prove satisfactory to the Court so that the work would progress without further litigation and without interference, that said resolution should become binding and in that event and at that time that any portion of the road under construction by Warren Construction Company between Rickreall and Monmouth, which might be north of the point of intersection on the West Side Pacific Highway leading from Dallas to Monmouth, then that portion of said road should and thereby was determined to be one of the roads of most commercial importance to the State and a road such as would contribute most to the growth and development of the State and its various resources and that the same should be and was in said event declared a State Highway of such great public importance as to justify paving the same and that a formal resolution should be entered defining the termini and designating a number therefor, all of which should be concurrent with the taking effect of said resolution so tentatively adopted by the Commission, and,

WHEREAS, the attorney appearing for plaintiffs in said cause did in open court object to said resolution so proposed upon the ground that it would be an abuse of discretion and a waste of public funds, and,

WHEREAS said resolution so tentatively adopted has met with neither the approval of the Court nor the plaintiffs, and,

WHEREAS in the opinion of the Commission it is for the best interests of the general public that said West Side Pacific Highway be located in Polk County as hereinafter described and the Commission determines and finds that said West Side Pacific Highway can be constructed along the route hereinafter described in what it deems a compliance with the law for a large sum of money less than if constructed as desired by the plaintiffs or as indicated by the Court in his opinion, and

WHEREAS said route would serve all uses and purposes contemplated by the law and connect the principal centers of the State with a paved highway at a large saving of public money and at a saving of approximately eleven miles in distance;

THEREFORE BE IT RESOLVED that the West Side Pacific Highway between the following points be located as follows: From the southern terminus of that portion of said highway under contract for construction by Oregon Independent Paving Company; thence southerly to Rickreall; thence westerly to Dallas; from Rickreall following the route now under contract with Warren Construction Company to Monmouth and to Independence; from Monmouth southerly along the route heretofore adopted by the Highway

Commission to the northern terminus of the construction work now under contract with Oskar Huber;

BE IT FURTHER RESOLVED that in the event the work now being carried on under the said contract with Warren Construction Company or the work now being carried on under said contract with Oregon Independent Paving Company or any part of either of said projects is interfered with or suspended by reason of any restraining order or injunction, then in order that the final permanent highway construction in Polk County may be located and carried on in such a way as appears best to the Commission at the end of said litigation and to the end that the Commission may not be hampered at the conclusion of said litigation by any change of conditions in the matter, then in the event of any such restraining order being issued and served, if the said contract with Oskar Huber can be suspended or cancelled without loss to the State, that the State Highway Engineer be and he is hereby authorized and directed in his judgment either to suspend or cancel such contract but if loss to the State will ensue by the suspension or cancellation of said contract then said Highway Engineer shall report the fact to the Commission for its determination.

Mr. Booth moved the adoption of the foregoing resolution. The motion was declared carried and the resolution duly adopted.

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

S. Benson
Chairman

R. A. Booth

Portland, Oregon, August 10, 1920.

Meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 9:30 A. M. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

After consideration of the minutes of the meeting of June 1, 2 and 3, Mr. Booth made a motion which was carried that the minutes of these dates be approved as corrected.

At 10 o'clock the Secretary opened the bids received for bridges, grading and surfacing, as follows:

OLD OREGON TRAIL
CABBAGE HILL-DEADMAN'S PASS SECTION - SURFACING

Blake-Compton Company	103,875.00	(No bid on payhaul)
Warren Construction Co.	119,570.00	
Umatilla County	99,350.00	
A. D. Kern	96,710.00	
Security Construction Co.	96,455.00	(Based on truck haul)

COLUMBIA RIVER HIGHWAY
JOHN DAY RIVER-BLALOCK SECTION - SURFACING

	Broken Stone	Screened Gravel Broken Stone
Warren Construction Co.	149,045.00*	
A. D. Kern	142,550.00	139,350.00
Porter & Conley	149,210.00 (team haul)	

*Team Haul. Bid on removal slides, etc. is based on maximum quantity of 10,000 cu. yds. Additional quantities @ 40¢ cu. yd.

COLUMBIA RIVER HIGHWAY
MOSIER-ROWENA SECTION - SURFACING

Bennett Construction Co.	51,800.00
Johnson Contract Co.	63,000.00
A. D. Kern	41,600.00
Blake-Compton Co.	45,200.00
United Contracting Co.	54,000.00

CORVALLIS-NEWPORT HIGHWAY
TOLEDO-NEWPORT SECTION - MACADAMIZING

Thos. B. Young & Co.	167,910.00

PACIFIC HIGHWAY
GRANTS PASS-PLEASANT VALLEY SECTION - GRADING AND SURFACING

Warren Construction Co.	106,454.00	
Joplin & Eldon	97,755.00	
Oregon Hassam Paving Co.	125,475.00	(Based on crushing all gravel without reduction)
H. J. Hildeburn	117,095.00	
Josephine County	109,720.00	(With Clearing and Grubbing not included. Using concrete drain tile. R.-of-B. gravel to be used with reduction)

ASHLAND-KLAMATH FALLS HIGHWAY
GREEN SPRINGS MOUNTAIN SUMMIT-PACIFIC HIGHWAY SECTION
DECOMPOSED GRANITE SURFACING

C. L. Corson	39,312.00
A. Giebisch	Cost plus
Washburn & Hall	32,292.00
Warren Construction Co.	36,972.00

CROOKED RIVER HIGHWAY
FOUR WOODEN BRIDGES - CROOK COUNTY

	All	No.537	No. 539	No. 540	No. 541
Gardner & Almeter	69,315.00				
A. Guthrie & Co.*	73,921.00				
Jas.F.Clarkson & Co.		7,760.00	14,125.00	32,110.00	31,185.00
Colonial Bldg. Co.**		7,090.00	12,691.00	26,902.00	26,561.00

*No bid on Lumber & Timber. All or none.
** All or none.

JOHN DAY RIVER HIGHWAY
FIVE WOODEN BRIDGES - GRANT COUNTY

	All	No.239	No.240	No.241	No.242	No.244
Curtis Gardner	63,945.50					
Jas.F.Clarkson & Co.		6,180.00	5,310.00	7,990.00	9,070.00	41,387.50

JOHN DAY RIVER HIGHWAY
HAYSTACK CREEK BRIDGE - WHEELER COUNTY

Jas. F. Clarkson & Co.	6,040.00
Curtis Gardner	5,925.00

Representative P. J. Gallagher stated that Malheur County has $50,000 from a bond issue to expend on the Old Oregon Trail north of Ontario and asked that a definite location be made and adopted throughout their county, also that Ontario be designated as the eastern terminus of the Old Oregon Trail. The following resolution was then offered by Mr. Kiddle which was unanimously adopted:

WHEREAS the Legislative Assembly of the State of Oregon has enacted Chapter 423, Laws of Oregon for 1917, and in and by said Chapter has designated certain roads as state highways, and has provided for the improvement of said roads by the State Highway Commission; and,

WHEREAS, one of the said roads designated by the Legislature in said Chapter is a road defined as follows, to-wit:

"Such portions of the Columbia River Highway between the Multnomah County line easterly through the City of Hood River and Hood River County and through The Dalles and Wasco County, through Sherman County, through Gilliam County, by way of the town of Arlington and up the Columbia River to the confluence of the Umatilla River with the Columbia River; thence up the Umatilla River through Hermiston, Stanfield, Echo and Pendleton, and thence by such route as shall be determined by the State Highway Commission to La Grande, Baker, and to the Idaho line."****

And,

WHEREAS, the eastern terminus of said highway is indefinite and uncertain; and,

WHEREAS, said eastern terminus should be definitely defined and fixed; and,

WHEREAS, the State Highway Commission has made a personal inspection of the possible, and most feasible, route and location for said eastern terminus, and has agreed and determined that said road should be located from Baker easterly to Ontario; thence to the Idaho line.

THEREFORE, BE IT AND IT IS HEREBY RESOLVED BY THE STATE HIGHWAY COMMISSION, all members being present, that the road defined in said Chapter 423, Laws of Oregon for 1917, as

"Such portions of the Columbia River Highway between the Multnomah County line easterly through the City of Hood River and Hood River County and through The Dalles and Wasco County, through Sherman County, through Gilliam County, by way of the town of Arlington and up the Columbia River to the confluence of the Umatilla River with the Columbia River; thence up the Umatilla River through Hermiston, Stanfield, Echo and Pendleton, and thence by such route as shall be determined by the State Highway Commission to La Grande, Baker, and to the Idaho line,"****

should be, and is hereby located from Baker in a southeasterly direction by way of Huntington, thence to Ontario, and thence due east to the Idaho line.

Judge Anderson asked that the graveling of the Pacific Highway between the Multnomah County Line and Oregon City through Oswego be expedited. He was advised that this would be advertised for the date of August 24th.

Judge Wallace of Crook County stated that on account of the Supreme Court decision, his county would be short about $50,000 on its obligations to the Commission on the Crooked River Highway. He stated that probably by the time the work is completed the money will be available, but that they

would be short on proportionate payments due this winter. He asked that the Commission continue to carry the work, stating that the payments made on account of Crook County's share would be repaid next spring.

Judge Wallace referred also to the Prineville-Redmond project, stating that 6½ miles now under contract for grading has no provision for graveling. He gave it as his opinion that if the Commission did not wish to gravel this 6½ miles now it would be well not to grade it so that it would not be torn up for winter travel, but that if it is graded, it should be graveled immediately after grading.

Judge Wallace also asked that graveling be done on the Crooked River Highway project and further asked that a contract be let if not for all of the bridges on this project, at least be let for the upper one at this time. Judge Wallace also referred to the section of the Prineville-Mitchell road between Prineville and the forest boundary, asking that definite plans be made for this construction. These projects were all taken under advisement.

Judge Bunnell of Klamath County stated that the county was not satisfied with the material being used for surfacing upon the Klamath Falls-Merrill Section. The engineer reported on conditions as he found them on his recent inspection trip, reporting that a 4 inch crushed rock base, with gravel surfacing, would be preferable to gravel alone, due to the fineness of the material available. However, this would make a change not contemplated in the contract and would add a considerable item to the cost and it was thought that the gravel being used would serve for a light traffic road. The matter was referred to the Engineer.

Judge Bunnell asked that paving for the first three or four miles out of Klamath Falls on this project be placed upon the program for next year. He also stated that the county wished to have the grading on the Ashland-Klamath Falls road in Klamath County done next year. Mr. Booth suggested that a contract be let this fall dependent on later conditions.

Judge Bunnell also asked that the Dalles-California Highway be extended from the end of the present contract north from Klamath Falls to the line of the Forest Reserve. These requests were taken under advisement.

Judge Phy of Union County appeared in the interests of the North Powder-Telocaset grading. He stated that the county had received a good bid on this project and expected to award the contract to the low bidder, but could not do so on account of the Supreme Court decision as affecting the Union County bond issue. He asked if the Commission would be willing to handle this contract as they had previously agreed to handle the Hilgard-Kamela Section -- i.e. the State pay for the same in the first instance and the county would agree to reimburse the state when funds are available. The Commission pointed out the matter of discount on state highway bonds at the present time as a disadvantage of handling the work in this manner and Judge Phy stated for the County

Court that they would be willing to stand for the discount if the Commission would award the contract for this project at once. Mr. Booth then made a motion, which was carried, that the North Powder-Telocaset Section be graded by the state, the state to be reimbursed for the full cost of it by Union County plus the average discount on the bonds during the construction period.

Senator Moser appeared in the interests of the north side or Bull Run location of the Mt. Hood Loop in Clackamas County. He asked that the Commission allow this matter to go over until the next meeting so that the engineers representing the city of Portland's interests would have opportunity to study the State Highway Engineer's report on the Sandy Route. Mr. Benson stated, "This is not open for discussion any more, it is open for action now and should be decided today." Commissioner Mann said that they were asking for as good a reconnaissance survey on the north side as a location survey had been made on the south side. Mr. Benson stated that he was not in favor of making any further surveys. Representatives from Sandy expressed their views favoring the Sandy route. Judge Ryan, representing Clackamas County, asked that Clackamas County be allowed to have their engineer meet with the other engineers in discussing this report, which was agreeable. It was agreed that the matter would go over to the next meeting to give longer time to study over the Highway Engineer's report and the Secretary was instructed to send copies of the report to Mr. Mann, Judge Ryan and Senator Moser.

Mr. Booth then made the following motion, which was unanimously carried:

> Inasmuch as we have a large amount of equipment that was allotted to us by the Government from surplus army supplies and which is in excess of our immediate requirements and which we have not the right to sell or transfer title, I move that the engineer be instructed to list the same at very moderate prices with a view of leasing it to the counties, the list price to be paid for in two years, with the understanding that the equipment would then be allowed to remain in their possession at a rental of a dollar a year until such time as we may call for it, so that it will return to the state the freight which has been paid on it, the repairs and a fair profit and that for this immediate request the engineer be authorized to make a lease for the two trucks that are now asked for by Tillamook County.

Mr. Rufus Holman, Commissioner of Multnomah County, appeared before the Commission, stating that he wished to refute a statement that had been made that two of the Multnomah County Commissioners favored the north or Bull Run route location of the Mt. Hood Loop in Clackamas County. Mr. A. A. Muck, Multnomah County Commissioner, also made a similar statement.

Judge Hare of Tillamook County stated to the Commission that his county was unable to market its bonds on account of the prohibition against a sale below par and that they were unable to meet their obligations on the

Kilchis River and Nestucca Bridges. He asked that this amount be paid by the state and said that the county would make a special levy next year to reimburse on this account. This request was refused and it is suggested that arrangements could be made within his county to take care of these obligations.

In the matter of the three contracts for surfacing on the Coast Highway in Tillamook County recently awarded to the county, Judge Hare requested that they be permitted to execute these contracts without the bond requirement. On advice of the Attorney, the Commission decided that a bond should be required.

Mr. Dellinger headed a delegation from Clatsop County in the interests of the Astoria-Seaside project, asking that the contract for this improvement be let this fall. Mr. Booth replied as follows: "I move that the Commission express it as a policy to let contracts for the most important projects on the Columbia River and Pacific Highways at some date this fall, provided the industrial situation and the bond market appears to justify it, with a view of allowing contractors to move their equipment during the winter and assemble such materials as they can." Mr. Benson moved to amend Mr. Booth's motion as follows: "Inasmuch as it will take a couple of months for the engineers to prepare the plans and specifications for this Astoria-Seaside project proposed as a post road, that the project be authorized at this time to be advertised in October, with the understanding that the contractors shall assemble material and equipment this winter to start work in the spring." Mr. Booth: "I think if Mr. Benson's amendment stands, that we should select some sections on the Columbia River and Pacific Highways to be advertised this way." Mr. Kiddle: "I feel that we don't want to crowd this too much. The bond market and labor conditions have been such that if we have too many contracts under way it would be against the state's best interest." No further action taken.

Commissioner Johnson of Clatsop County advised that they were unable to meet their proportionate cost of the Young's Bay Bridge at the present time and stated that it had been proposed to vote county bonds at the November election to pay their proportion of the cost and they asked the Commission to advance funds to carry the project at the present time. Mr. Booth stated for the Commission that this could not be done unless they were willing to stand the discount on the state highway bonds and they were advised to see if they could not make some financial arrangements so as to meet their proportionate costs as they become due.

Senator Vinton, representing E. E. Cummins, who holds contract No. 136 for the grading and graveling of the Newberg-West Dayton section, stated that the contract had been completed and the county could not meet its obligations in payment for the balance of the grading estimate and asked the state to make payment to the contractors. Mr. Booth stated for the Commission that the Commission acted only as the agent for the county in this matter and that the county knew it, the contractors knew it and everybody knew it, but inasmuch as the second bond issue of Yamhill County had been invalidated by the decision of the Supreme Court in the Clackamas County case, it seemed to him that if the county or any other source will

agree to indemnify the Commission for the discount on the bonds, perhaps it should be done, but that he was not willing that the state should lose to the counties where the obligation is their own. It was suggested that Senator Vinton confer with the County Court of Yamhill County and determine their attitude.

Judge E. H. Smith of Lake County stated that they wanted some more contracts let within their county, that their own county bonds had been sold and the cash deposited in the bank. He asked that a contract for a bridge over the Chewaucan at Paisley be constructed if it was not within the city limits.

Judge Smith stated that he did not think it advisable to construct the highway on the west side of Summer Lake at the present time on account of the excessive damages demanded by the property owners. However, he stated that there was 9 miles between Silver Lake and Fort Rock Lane which was in bad condition and needed immediate improvement. He stated also that there was a two mile section through the Canyon south of Chandler Ranch which should be improved in the near future. Mr. Booth asked Judge Smith if the county would be willing to advance the funds required to the state for improvement work within their county until the bond market improved. Judge Smith replied in the affirmative. This matter was taken under advisement. On motion of Mr. Booth, the Bridge Engineer was instructed to prepare plans and estimates of cost for the construction of the bridge at Paisley. Mr. Booth then stated that if the Commission goes down to Lake County, they will look over these proposed improvements and confer with Judge Smith and if not, it will be taken up again in the near future.

Mr. M. O. Wilkins and Mr. A. B. Manley, representing the Oregon Automobile Dealers' Association, stated that they wanted the paving program continued on the trunk lines so that the outlying districts might be connected up with the metropolis.

Mr. J. T. Rorick of The Dalles, asked that paving be undertaken between Hood River and The Dalles.

Mr. H. L. Shepard, representing a committee from Oswego, asked for the paving of the Pacific Highway from Multnomah County line south to the Tryon Creek bridge. After discussion, Mr. Benson moved that pavement be deferred on this small unit and that instead the engineer be instructed to prepare advertisements for graveling the entire section between the Multnomah County line and Oregon City which had been newly graded.

A representative of the surety company furnishing the surety bond for Wickner, Sharp & Chindahl on the Bend to Deschutes-Jefferson County Line project, stated that it had been necessary to forward the application to their home office and that they expected to have the bond completed the following day. On motion of Mr. Booth, an extension of time was granted.

Judge Farre of Harney County appeared in behalf of the Lawen-Crane project about 12 miles in length and asked that this project be

advertised in the near future. He stated that the county has $20,000 available for cooperation. On motion of Mr. Benson, which was carried, the engineer was instructed to advertise this project for grading and graveling, Mr. Booth recommended that bids be received for both grading and surfacing together. On the Burns-Lawen project, it was pointed out that it would be feasible to eliminate the surfacing on the easterly three miles and use the material from a pit located on the Lawen-Crane project. Mr. Booth then made a motion which was carried, that this matter be referred to the engineer with power to act. Mr. J. W. Morris, representing the Pacific Bridge Company, protested against eliminating these three miles of graveling on their contract - Burns to Lawen.

At 4:30 p.m., the Secretary read the tabulation of the bids received:

John Day River - Blalock Section, Columbia River Highway, Gilliam County, surfacing. On motion of Mr. Kiddle, all bids were rejected and the project ordered readvertised, the lowest bid being in excess of the engineer's estimate.

Mosier-Rowena Section, Columbia River Highway in Wasco County, surfacing. On motion of Mr. Kiddle, which was carried, the bid of A. D. Kern of $41,600.00 was accepted.

Green Springs Mountain Summit-Pacific Highway Section of the Ashland-Klamath Falls Highway in Jackson County, surfacing. On motion of Mr. Booth, which was carried, the award of this contract was referred to the engineer with power to act.

Cabbage Hill-Deadman's Pass Section, Old Oregon Trail, Umatilla County, surfacing. On motion of Mr. Kiddle, the bid of the Security Construction Company for $96,455.00 was accepted and award made to this company.

Grants Pass-Pleasant Valley Section, Pacific Highway, Josephine County, surfacing. On motion of Mr. Booth, which was carried, this contract was awarded to Joplin & Eldon at $97,755.00.

Toledo-Newport Section of the Corvallis-Newport Highway, Lincoln County, macadamizing. On motion of Mr. Booth, which was carried, all bids were ordered rejected and the engineer authorized to do by force account work 1½ miles of the work west from Toledo.

Crooked River bridges in Crook County. On motion of Mr. Booth, which was carried, all bids were rejected and the engineer authorized to build one structure, designated as the most easterly bridge, by force account and let the others go over until spring.

Bridges in Grant County, John Day River Highway. On motion of Mr. Kiddle, which was carried, all bids were rejected and the bridges ordered readvertised.

Bridge over Haystack Creek, John Day River Highway, Wheeler County. On motion of Mr. Kiddle, which was carried, all bids were rejected and the project ordered readvertised.

On motion of Mr. Booth, which was carried, the Secretary was instructed to return the checks of the unsuccessful bidders with the exception of the second bid on the Cabbage Hill-Deadman's Pass Section.

In the matter of the right of way for the Myrtle Creek-Canyonville Cutoff, a resolution was read from Douglas County, stating that they were unable to secure this right of way on account of lack of funds. The Attorney was authorized to secure this right of way and the Secretary was instructed to charge up the cost of this against Douglas County, as provided in the law. The Engineer reported that H. J. Hildeburn, who has this contract was ready to go ahead under the terms of the original contract. On motion of Mr. Booth, the time for the completion of the work under the contract for this project was extended to July 1, 1921. Mr. Hildeburn requested that the highway be closed during the heavy rock work and the Attorney was instructed to look into this phase of it.

Mr. Dater stated that the Forest Service was willing to cooperate on the construction of the Slab Creek-Salmon River project on the Coast Highway in Tillamook and Lincoln Counties. It was said that the counties had stated that they were willing to finish the work up to the forest boundaries and that the balance should be included as a forest project.

In the matter of the Tiller-Trail project, Mr. Dater stated that the Government was ready to advertise for bids. Mr. Dater was requested to inquire into the finances of Douglas County before this project was undertaken, as the Commission did not care to become responsible in case they were unable to meet their obligations.

Mr. Benson brought up the matter of the Salem-Dallas project, whether or not it was desirable to stop this contract at the present time. It was decided to take this matter under further advisement.

A. D. Kern, the low bidder on the John Day River-Blalock Section of the Columbia River Highway in Gilliam County, whose bid was rejected, offered to reduce his bid and the matter was taken under advisement.

The Secretary presented a communication from Wheeler County, stating that they were willing to pay half of the cost of construction of one and one-half miles of the Prineville-Mitchell project just east of the Forest boundary. The Engineer was accordingly instructed to advertise this project when plans and specifications had been prepared.

On motion of Mr. Booth, which was carried, the Engineer was given authority to continue the survey of the Dalles-California Highway south from the Deschutes-Klamath County line to Sand Creek in Klamath County.

A communication of the John Hampshire Company, addressed to the Highway Commission, stating that on account of lack of finances the company

was unable to proceed further with their contract for the construction of the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway in Douglas and Coos Counties, and requesting the Commission to take charge of the work under the terms of the contract, was considered by the Commission.

Mr. Nunn reported with reference to said communication that under the terms of the agreement he had suspended the contract and had taken over the work and all of the contractor's equipment, which equipment amounts to approximately $70,000, and that he had placed in charge of said work J. D. MacVicar, at a salary of $350 per month and expenses, to be carried as an item of expense against the job. He also reported that in conjunction with the taking over of said work and said contract, he had made arrangements with the Grants Pass Banking Company of Grants Pass, to take care of, and pay all claims against the said job; said claims to be first approved by said J. D. MacVicar; the bank to be reimbursed by the State Highway Commission for moneys actually paid out for claims approved as stated.

After the work covered by said contract has been fully completed, a final account will be prepared stating the amount earned by the contractor based upon the contract schedule of unit prices. If there remains a balance after the payment of all costs and expenditures connected with said work, it shall be turned over to the said contractor, but should a deficit exist, the deficit is to be charged to the contractor, and may be recovered out of the equipment, or out of the surety. Mr. Nunn then asked that the Commission approve his action, and after being advised by the attorney that Mr. Nunn had proceeded regularly and lawfully and within the provisions of the contract, the following action was taken by the Commission:

Moved by Mr. Booth and seconded by Mr. Kiddle that the request of John Hampshire Company be granted, and the action of the engineer with relation to the taking over of the contract with John Hampshire Company for the construction of the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway be approved, and the engineer is authorized and directed to handle said work in conformity to the plans outlined in the engineer's report.

The above motion was declared carried by the Chairman.

The following requests for extensions of time were received and acted upon as follows:

Albert Anderson, Leona-Drain Section, Pacific Highway, Douglas County, Contract No. 150, requested extension of time to October 31, 1920. This being recommended by the Engineer, favorable action was taken by the Commission.

Albert Anderson, Yoncalla Section, Pacific Highway, Douglas County, Contract No. 178, asked for an extension of time to November 30, 1920. On recommendation of the engineer, it was granted.

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Oskar Huber, West Side Highway, Polk County, from the Benton County line north. Contract No. 134. Asked for an extension of time to December 31, 1920. On recommendation of the Engineer, an extension was granted.

Oskar Huber, Corvallis-Polk County Line Section of the West Side Highway in Benton County, Contract No. 83. On recommendation of the Engineer, this extension was granted to December 31.

Lake County Court, Lakeview-New Pine Creek Section, Lake County, contract No. 214, extension of time was requested to December 31, 1920. On recommendation of the Engineer this extension was granted.

Lake County Court, Lakeview-Crooked Creek Section, Lakeview-Lapine Highway, Lake County, contract No. 215, extension of time was requested to December 31, 1920. On recommendation of the Engineer this extension was granted.

Warren Construction Company, Rickreall-Monmouth-Independence Section, West Side Highway, Polk County, contract No. 106, extension of time was requested to October 1, 1920. In view of the fact that this project was involved in litigation no action was taken.

Warren Construction Company, Canyonville-Galesville Section, Pacific Highway, Douglas County, Contract No. 194, extension of time was requested to August 30, 1920. On recommendation of the Engineer this extension was granted.

Clark & Henery Construction Company, Oakland-Yoncalla Section, Pacific Highway, Douglas County, Contract No. 96, extension of time was requested to November 30, 1920. On recommendation of the Engineer this extension was limited to October 31, 1920.

A. D. Kern, Jefferson-North Section, Pacific Highway, Marion County, Contract No. 102, extension of time was requested to November 1, 1920. On recommendation of the Engineer this was granted.

H. J. Hildeburn, Roseburg-Wilbur Section, Pacific Highway, Douglas County, Contract No. 151, extension of time was requested to August 10, 1920. On recommendation of the Engineer this extension was granted.

H. J. Hildeburn, Drain-Yoncalla Section, Pacific Highway, Douglas County, Contract No. 81. On recommendation of the Engineer the time for the completion of this project was extended to August 30, 1920.

Oregon Hassam Paving Company, Myrtle Creek-Dillard Section, Pacific Highway, Douglas County, Contract No. 97, extension of time requested to January 31, 1921. On recommendation of the Engineer this extension was granted.

Blake-Compton Company, Salem-Brooks Section, Pacific Highway, Marion County, Contract No. 181, extension of time requested to September

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1, 1920. On recommendation of the Engineer this was granted.

Lindstrom & Feigenson, Mosier Creek Arch, Hood River County, Contract No. 248. Extension of time requested to October 15, 1920. On recommendation of the Engineer the extension was granted.

Washburn & Hall, Barlow-Aurora Section, Pacific Highway, Clackamas County, Contract No. 264, extension of time requested to August 20, 1920. On recommendation of the Engineer this was granted.

Pacific Bridge Company, Monroe-North Section, West Side Highway, Benton County, Contract No. 145, extension of time requested to December 1, 1920. On recommendation of the Engineer this was granted.

Oskar Huber, Salem-Dallas Section, Polk County, Contract No. 169, extension of time requested to July 31, 1920. This request was taken under advisement, for further consideration.

Oskar Huber, Green Springs Mountain Road to the California Line Section, Pacific Highway, Jackson County, Contract No. 118, extension of time requested to December 31, 1920. On recommendation of the Engineer this extension was granted.

Oskar Huber, Ashland to the Green Springs Mountain Road Section, Pacific Highway, Jackson County, Contract No. 117, extension of time requested to December 31, 1920. On recommendation of the Engineer this extension of time was granted.

Northwestern Construction Company, McMinnville-Yamhill Section, Yamhill County, contract No. 137, extension of time requested to October 31, 1920. Upon recommendation of the Engineer this extension of time was granted.

The Secretary presented the matter of the request of Gilmore & Ritchie, contractors on the Ontario-Snake River Section for permission to offer a personal bond. After consideration, the personal bond of T. N. Profitt was accepted.

The Engineer reported that it would be necessary to lay bituminous base on certain sections of Oskar Huber's contract south of Steinman Crossing. The Engineer was authorized to make such arrangements as appeared desirable.

The Engineer was instructed to advertise the North Powder-Haines Section of the Old Oregon Trail at the next meeting. It was understood that the County was to pay for the grading and the state for the graveling.

Mr. Kiddle offered the following resolution which was carried unanimously;

WHEREAS, the legislative assembly of the State of

Oregon, by the enactment of Chapter 423, Laws of 1917, designated as one of the state highways, that portion of the Columbia River Highway within Wasco and Sherman Counties, and by said Chapter authorized and directed the Oregon State Highway Commission to definitely locate, construct and improve said highway; and,

WHEREAS, the State Highway Commission pursuant to said statutory authority, has, heretofore, definitely located and improved a large part of said highway, and has duly and regularly awarded and let contracts for the construction and permanent improvement of all of said highway in said counties, and has procured the right-of-way therefor, and said State Highway Commission is permanently improving said Columbia River Highway from the Multnomah County Line throughout the entire length of said Columbia River Highway, as designated by the legislative assembly; and,

WHEREAS, in the construction and improvement of said highway in said counties, it became, and was, necessary to construct and build a bridge over and across the Deschutes River at or near Miller Station, which said bridge has been constructed by the State at a cost of approximately $75,000; and,

WHEREAS, the portion of said highway in Wasco County, as the same has been permanently located by the State Highway Commission, cannot be completed and ready for the use of the public within a year from the present time; and,

WHEREAS, the present existing highway leading from The Dalles and other points West and Southwest from said bridge, do not have direct communication with the said state bridge, and therefore, cannot be served by the same for the reason that said bridge was constructed in conformity with the new and permanent location of said Columbia River Highway, which is approximately one-half mile distant from the nearest point of connection with the existing road leading to said river; and

WHEREAS, said existing road will continue to be a road of public necessity, and will be required and maintained as a public and county highway, notwithstanding the improvement and construction of the said state highway for the accomodation of the traveling public living off and away from, and without access to, the newly located and permanently improved Columbia River Highway between The Dalles and said state bridge, and said existing county highway will continue to serve the traveling public, and the people living in the vicinity of Fifteen Mile Creek, and neighboring localities and municipalities, after the completion of said Columbia River Highway; and

WHEREAS, under and by virtue of the provisions of Chapter 423, Laws of Oregon for 1917 and under and by virtue of the provisions of Chapter 173 of the Laws of Oregon for 1919, the State Highway Commission is authorized to adopt roads or routes connecting portions of the state not accomodated by the highway system named by the legislature, and is authorized to designate and define as state highways other and additional roads than the ones named by the legislature as the Highway Commission

from time to time may deem of sufficient public importance; and,

WHEREAS, said existing county road leading from The Dalles to the Deschutes River and the public highway along Fifteen Mile Creek which forms a union with the said road leading from The Dalles, is a road of public importance and should have direct communication and connection with the said state bridge across the Deschutes River so that the people using said highways, and living in said vicinity out of connection with and access to the said Columbia River Highway may have the use and accomodation of said bridge for traveling to points east of said bridge, and may have direct communication with the Columbia River Highway east of the Deschutes River; and,

WHEREAS, a road located and defined within the limits hereinafter described is a road of sufficient public importance to warrant the location, establishment, designation, definition and improvement of the same as a state highway, and is a road which will connect portions of the state not otherwise connected with the Columbia River Highway and with points in Eastern Oregon; and,

WHEREAS, it is the judgment and discretion of the State Highway Commission that a road or route, as hereinafter described, should be defined, designated and improved as a state highway.

THEREFORE, IT IS HEREBY RESOLVED that a route and road beginning at the west end of the state bridge across the Deschutes River in Wasco County near Miller Station and running thence southeasterly a distance of approximately one-half mile; thence westerly to a point where the Oregon Trunk Railway intersects the county highway leading east from The Dalles to the Deschutes River be and the same is hereby designated, declared and adopted as a state highway; said road being described as state highway No. 39, and being more definitely bounded, described and defined as follows, to-wit:

"Being a strip of land 60 feet wide - 30 feet on each side of the following described center line:-

Beginning at Station 1847/91.0, a point on the center line of the Columbia River Highway and approximately 30 feet South and 485 feet East of the Section corner 22-23-27-26, Township 2 North, Range 15 East. Running thence on a 102.3 foot radius curve to the left a distance of 165.8 feet; thence South 22 degrees 51' East a distance of 60.2 feet; thence on a 286.5 foot radius curve to the left a distance of 87.8 feet; thence South 40 degrees 25' East a distance of 277.0 feet; thence on a 5730.0 foot radius curve to the right a distance of 133.3 feet; thence South 39 degrees 05' East a distance of 731.9 feet; thence on a 286.5 foot radius curve to the right a distance of 101.7 feet; thence South 18 degrees 45' East a distance of 308.4 feet; thence on a 286.5 foot radius curve to the right a distance of 99.5 feet; thence South 1 degree 04' West a distance of 270.1 feet; thence on a 102.3 foot radius curve to the right a distance of 162.1 feet; thence

North 88 degrees 10' West a distance of 493.2 feet to the center line of the track of the Oregon Trunk Railway approximately 790 feet East and 624 feet North of ¼ corner between Section 27 and 26 Township 2 North Range 15 East."

BE IT FURTHER RESOLVED that the engineer be and he is hereby instructed to complete the necessary surveys for the improvement of said highway, and that the County of Wasco be requested to procure the necessary right-of-way for the construction and improvement of said state highway No. 39.

Mr. Benson offered the following resolution which was adopted unanimously:

WHEREAS, by the terms and provisions of Chapter 423 of the Laws of Oregon for 1917, the State Highway Commission is authorized, empowered and directed to definitely locate and permanently construct and improve a state highway known as the Columbia River Highway, and particularly that portion of said highway within Wasco County and Sherman County; and,

WHEREAS, the said Columbia River Highway, as designated by the legislative assembly of the State of Oregon, and the enactment of Chapter 423 of the Laws of Oregon for 1917, has been, by the State Highway Commission, definitely located and improved, or is under contract for improvement, and particularly is that portion of the Columbia River Highway within Wasco and Sherman Counties improved, or under a contract for improvement, and is open to the public for travel; and,

WHEREAS, in the construction of said highway in said county it became necessary to construct a bridge over and across the Deschutes River at or near the Station of Miller, which said bridge has been constructed by the State Highway Commission at a cost of approximately $75,000.00, and is now ready for the use of the public; and

WHEREAS, a portion of the Columbia River Highway leading from the West end of said bridge to the city of The Dalles, as said highway has been definitely located by the State Highway Commission cannot be completed for the use of the public for more than a year, and the existing county road leading from The Dalles toward said bridge is, at its nearest point to said Columbia River Highway, more than one-half mile distant, and by reason thereof the public traveling said Columbia River Highway cannot have the use of accomodation of said state bridge; and,

WHEREAS, the said existing county road leading from The Dalles East toward the Deschutes River penetrates a farming community, and accomodates a large number of people living in said community, and said highway will continue to be maintained as a county highway for the use of the public traveling and living in said vicinity, and

said highway and the roads and highways tributary thereto is deemed of great public importance, and is a highway connecting such portions of the state with the portions of the state East of the Deschutes River; and

WHEREAS, it is deemed of sufficient public importance, and it is the judgment of the Commission that the said county highway should be connected by a state road from the point where said county highway intersects the right-of-way of the Oregon Trunk Railroad Company near the Deschutes River with the West end of the said state bridge over the Deschutes River; and,

WHEREAS, because of these and other facts the State Highway Commission, acting under the authority of Chapter 423 of the Laws of Oregon for 1917, and of Chapter 173 of the Laws of 1919, duly and regularly adopted a resolution declaring the said road or route within the points herein designated to be a state highway, and to be known as state highway No. 39, which said resolution has been duly entered of record in the records and minutes of the State Highway Commission; and

WHEREAS, there is imposed by law upon the County of Wasco, the duty of procuring and acquiring the right-of-way for said highway, and said County Court is authorized and empowered under the provisions of Chapter 295 of the Laws of Oregon for 1917, and by virtue of the other laws of the State of Oregon, to condemn land and property, or any right or interest therein, for roads and highways and approaches, culverts, drains, damages and for opening, widening, altering or straightening any road or highway, and said County Court is authorized to damage any land, or other property, for such purpose, or for the purpose of the construction of slopes, retaining walls or fills upon real property abutting upon any road or highway, or wherever necessary for the establishment, extension, alteration or maintenance of any road or highway, but said County Court has failed and neglected to acquire said right-of-way and land necessary for the proper construction and maintenance of said road, and by reason of such failure and neglect to acquire the said right-of-way and land, the State of Oregon and its State Highway Commission is being hindered, and is hindered, in the construction and improvement of said highway; and,

WHEREAS, it is necessary, because of the failure and neglect of the said County Court to acquire said right-of-way and land, for said Highway Commission to institute such proceedings as are provided by law for the purpose of acquiring said right-of-way, and

WHEREAS, the Highway Commission has, heretofore, attempted in good faith to agree with the owners of the premises through which, and across which, the said right-of-way is located, for a right-of-way or easement over the premises hereinafter described, and said Commission has attempted to agree upon the terms and conditions upon which said premises might be appropriated for said right-of-way purposes, and the compensation to be paid therefor, but the said Highway Commission is unable to reach any satisfactory or reasonable agreement with the said

owners; and

WHEREAS, the said highway, as designated and located, encroaches upon a portion of the premises claimed by Malcolm A. Moody; the portion and part of said premises so encroached upon being described as follows: to-wit:

"Being a strip of land 60 feet wide - 30 feet on each side of the following described center line:

Beginning at Station 1847/91.0, a point on the center line of the Columbia River Highway and approximately 30 feet South and 485 feet East of the Section corner 22-23-27-26, Township 2 North Range 15 East, running thence on a 102.3 foot radius curve to the left a distance of 165.8 feet; thence South 22 degrees 51' East a distance of 60.2 feet; thence on a 286.5 foot radius curve to the left a distance of 87.8 feet; thence South 40 degrees 25' east a distance of 277.0 feet; thence on a 5730.0 foot radius curve to the right a distance of 133.3 feet; thence South 39 degrees 05' East a distance of 731.9 feet; thence on a 286.5 foot radius curve to the right a distance of 101.7 feet; thence South 18 degrees 45' East a distance of 308.4 feet; thence on a 286.5 foot radius curve to the right a distance of 99.5 feet; thence South 1 degree 04' West a distance of 270.1 feet; thence on a 102.3 foot radius curve to the right a distance of 162.1 feet; thence North 88 degrees 10' West a distance of 493.2 feet to the center line of the track of the Oregon Trunk Railway approximately 790 feet East and 624 feet North of $\frac{1}{4}$ corner between Section 27 and 26 Township 2 North Range 15 East. All in Wasco County, State of Oregon."

and,

WHEREAS, it is necessary that title to said premises for right-of-way purposes be acquired by the State Highway Commission by reason of the failure and neglect of the County Court of Wasco County to acquire said right-of-way and property, and because of the fact that said above described tract of land is necessary for the proper location, establishment, construction, improvement and maintenance of said highway.

THEREFORE, BE IT RESOLVED, that the said above described tract of land be, and the same is hereby declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said State Highway No. 39, sometimes known as the Columbia River Highway; and;

BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, through its Attorney, to agree with the owners of the said tract of land, upon the compensation to be paid for the taking of the same, and the damage, if any there be, and in the event that no satisfactory agreement can be reached, then, be it further resolved that the Attorney

General of the State of Oregon, and J. M. Devers, as Assistant to the Attorney General, be and they are, hereby requested to commence and prosecute to a final determination such suit as will be necessary to acquire title to said premises and to acquire the necessary right-of-way, land, franchise, and privilege, for the proper location, establishment and improvement of said highway over and across the said premises.

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

S. Benson
Chairman

Herbert Nunn
State Highway Engineer

R. A. Booth

Roy A. Klein
Secretary

Portland, Oregon, August 24, 1920.

The meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 10 o'clock. Present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

At 10 o'clock, the Secretary opened and read bids received for grading, surfacing and bridges.

OLD OREGON TRAIL
HAINES-NORTH POWDER SECTION - GRADING AND SURFACING

	Concrete Pipe	Galv. Iron Pipe
Oxman & Harrington	99,340.00	100,517.50
Security Construction Co.	108,728.00	110,790.10
Warren Construction Co.	111,088.50	110,972.50

JOHN DAY RIVER HIGHWAY
BUTTE CREEK SECTION - SURFACING

Blake-Compton Co.	74,160.00
Warren Construction Co.	75,965.00
Jas. F. Clarkson & Co.	83,675.00
A. D. Kern	74,500.00

JOHN DAY RIVER HIGHWAY
DANBY RANCH-COLE BRIDGE SECTION - SURFACING

	Crushed Gravel	Screened Gravel
Jim Ross		26,960.00
A. D. Kern		31,220.00
Grant County Court	37,500.00	27,700.00

COLUMBIA RIVER HIGHWAY
JOHN DAY RIVER-BLALOCK SECTION - SURFACING

	Broken Stone	Broken Stone & Screened Gravel
A. D. Kern	135,760.00 (Truck haul)	
Porter & Conley	147,800.00	144,230.00 (Team haul)

TUALATIN VALLEY HIGHWAY
YAMHILL-GASTON SECTION - SURFACING

Cummins & Trent	61,200.00
Warren Construction Co.	59,704.00
Blake-Compton Co.	57,936.00
Northwestern Construction Co.	63,920.00

WEST SIDE HIGHWAY
MC MINNVILLE-WEST DAYTON SECTION - SURFACING

Blake-Compton Co.	26,775.00
E. A. Palmer	24,395.00
Washburn & Hall	28,475.00
Warren Construction Co.	31,875.00
V. R. Dennis Construction Co.	31,450.00

PACIFIC HIGHWAY
CREGON CITY-OSWEGO SECTION - SURFACING

Warren Construction Co.	44,180.00	
Manning, Smith & Patton	38,870.00	(No bid on reshaping old surfacing)
Glenmorrie Quarry Co.	35,188.00	
Johnson Contract Co.	47,255.00	
E. A. Palmer	40,189.00	
Washburn & Hall	44,630.00	

BRIDGE OVER HAYSTACK CREEK
JOHN DAY RIVER HIGHWAY - WHEELER COUNTY

Curtis Gardner	5,540.00	($1000 to be added if not awarded John Day Bridges)
Jas. F. Clarkson & Co.	Irregular	

BRIDGE NO. 239
JOHN DAY RIVER HIGHWAY - GRANT COUNTY

Curtis Gardner	5,584.00	(Time limit contingent upon completion of grading to bridge sites for delivery of materials)
Jas. F. Clarkson & Co.	5,730.00	(Based on local fir. Only rail and posts planed. Will consolidate bridges on Units 1, 2 and 3 for cost plus 7½%)

BRIDGE NO. 240
JOHN DAY RIVER HIGHWAY - GRANT COUNTY

Curtis Gardner	4,470.50
Jas. F. Clarkson & Co.	4,955.00

BRIDGE NO. 241
JOHN DAY RIVER HIGHWAY - GRANT COUNTY

Curtis Gardner	6,682.50
Jas. F. Clarkson & Co.	7,165.00

BRIDGE NO. 242
JOHN DAY RIVER HIGHWAY - GRANT COUNTY

Curtis Gardner	7,381.50
Jas. F. Clarkson	8,475.00

BRIDGE NO. 244
JOHN DAY RIVER HIGHWAY - GRANT COUNTY

Curtis Gardner	37,529.00
Jas. F. Clarkson & Co.	39,962.50

At 11 o'clock, the bids received for state highway bonds were opened and read by the Secretary.

Upon motion of Mr. Booth, the following resolution was unanimously adopted;

WHEREAS, at a meeting of the State Highway Commission held July 20, 1920, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Five Hundred Thousand 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 Room 520 Multnomah County Court House, Portland, Oregon, up to and including eleven o'clock A. M. of the 24th day of August, 1920, 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 24, 1920; 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 August 1, 1920, 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 24th day of August, 1920, in regular session at Room 520 Multnomah County Court House, Portland, with all members 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:

Harris Trust & Savings Bank National City Company Continental & Commercial Trust & Savings Bank Lumbermens Trust Company	Chicago Chicago Portland	$1,351,200
Henry Teal	Portland	1,338,150
Carstens & Earles, Incorporated William R. Compton Company	Portland St. Louis	1,344,310

E. H. Rollins & Sons Boston)
Central Union Trust Company New York) 1,329,531

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 Harris Trust & Savings Bank, National City Company, Continental & Commercial Trust & Savings Bank and Lumbermens Trust Company is the highest and best bid received; and

WHEREAS, the said State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is to the best interests of the State of Oregon to accept said bid of said Harris Trust & Savings Bank, National City Company, Continental & Commercial Trust & Savings Bank and Lumbermens Trust Company;

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

1. That said bid of One Million Three Hundred Fifty One Thousand Two Hundred Dollars ($1,351,200), of said Harris Trust & Savings Bank, National City Company, Continental & Commercial Trust & Savings Bank and Lumbermens Trust Company for One Million Five Hundred Thousand 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 four hundred eighty (1480) One Thousand Dollar Bonds and forty (40) Five Hundred Dollar Bonds, of which thirty-seven (37) One Thousand Dollar Bonds and one (1) Five Hundred Dollar Bond shall be due and payable on October 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 August 1, 1920, 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, 1920, 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 thirty-seven One Thousand Dollar bonds and one Five Hundred Dollar bond be issued so as to mature October 1, 1925, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million 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.

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. Booth then moved that the matter of experimental pavement, authorized in Chapter 143, Laws of 1919, be indefinitely postponed. The motion was carried unanimously.

Mr. Benson moved that previous action taken in the matter of the construction of the 1½ miles of the Mt. Hood Loop in Hood River County just north of the forest boundary, whereby the Forest Service was authorized to build this portion, be rescinded and the matter left for further consideration. Seconded by Mr. Booth and ordered.

The State Highway Engineer presented his report on the location of the Pacific Highway between Tangent and Halsey. On motion of Mr. Booth, the highway as located by the Engineer was adopted. Seconded by Mr. Benson and ordered.

Senator Moser presented the report of four engineers from the City of Portland on the location of the Mt. Hood Loop Highway on the north side of the Sandy River. Judge Ryan presented the report of the Clackamas County Engineer, favoring the route as recommended by the State Highway Engineer. Mr. Benson stated for the Commission that the matter would be taken under advisement.

After the noon recess, the Commission reconvened and Mr. Benson made a motion that the Mt. Hood Loop be located through Gresham by way of Orient, Kelso, Sandy and Firwood, according to the map filed by the State Highway Engineer. Motion seconded and carried unanimously.

Judge Goodin of Washington County stated that the 6.7 miles of surfacing between Forest Grove and Gaston would be completed in about 30 days and also that the bridges were all built, but the county asks that the State Highway Commission let a contract for paving so that the work would be ready to start in the spring. Mr. Benson stated for the Commission that they were committed to the paving of this section and that it was just a question of time and money.

Judge Malone, of Benton County, asked that the paving of the West

Side Highway be completed during the next season between Corvallis and the north limits of the present Monroe contract and also that the section from Monroe south to the Lane County Line be included, making pavement through from Corvallis to the Lane County Line. This matter was taken under advisement.

Judge Malone reported that the five miles of the first section of the Corvallis-Newport Highway, between Blodgett and Wren, was ready for surfacing and asked that a contract be let. They also asked for a survey between the county line and Blodgett on this highway, stating that the county would grade it this fall if located now. On motion of Mr. Booth, which was carried, the Engineer was instructed to advertise for surfacing at the next meeting the five mile section between Wren and Blodgett. The Engineer was instructed also to make a survey for the three mile section between Blodgett and the Lincoln County Line, with the statement that if Benton County would grade it that the Commission will rock it as soon as it is ready.

Mr. Benson brought up the matter of the paving through the City of Rainier on the new fill which had recently been completed, and stated that it would be desirable to pave this project in the near future. This matter was referred to the Attorney, with instructions that he investigate the matter and see if the work was within the city limits.

Mr. George Neuner, representing the County Court of Douglas County, stated the position of the County Court with reference to the acquirement of right of way on the Myrtle Creek-Canyonville project. He said that the county has no funds with which to secure the required right of way. On motion of Mr. Booth, which was carried, it was agreed that the Commission furnish the funds for securing the necessary right of way and that the Attorney be instructed to act jointly with Mr. Neuner to secure right of way in the best obtainable manner with the understanding that Douglas County will reimburse the state at such time as they can legally and fairly do so.

Mr. M. O. Wilkins, representing a committee of the Portland Ad Club, brought up the matter of signs on the state highways. Mr. Benson stated for the Commission what has been done and advised Mr. Wilkins that work had already been started so that by the next season all the state highways would be covered.

Mr. C. C. Chapman headed a delegation from the Portland Chamber of Commerce, consisting of Messrs. Price, Elrod, Strong and Hetherton, who brought up the matter of the road to Josephine Caves. Mr. Benson stated for the Commission that it was their opinion that the Pacific Highway should be completed first. Mr. Dater stated that the cost of the 8 miles necessary to build on a basis of 10 ft. wide and a 6% grade would cost $285,000. On motion of Mr. Booth, which was carried, it was agreed that the Commission would recognize the project which the gentlemen represented and that the Forestry Department be asked to take up the matter with the County Court with a view to ascertaining what cooperation the

county could offer and also for the purpose of getting the county's acceptance of the location proposed and requested that the Forest Service bring back a report to the Commission so that further action may be taken. Mr. Benson stated for the Commission to the delegation that until the Legislature meets and further funds are provided that it is considered unwise to undertake projects of this kind until some of the main trunk line roads are completed, but that the Commission expresses itself as in favor of this project and wishes to build it as fast as funds are available. The Mt. Hood Loop is in just the same position as this. The Commission do not feel that they can do justice to the state and push this project now. Mr. Booth asked for an expression from the committee as to its position on finishing the main state highways first. They expressed themselves as favoring finishing the main state highways before the others are commenced.

Judge Anderson of Clackamas County presented a request to the Commission that hardsurfacing be laid between the Multnomah County Line and Oregon City.

At 4 o'clock, the Secretary read the tabulation of the bids. The following awards were made:

Yamhill-Gaston Section, Tualatin Valley Highway. On motion of Mr. Booth, which was carried, all bids were rejected and it was ordered readvertised.

McMinnville-West Dayton Project, West Side Highway, Yamhill County. On motion of Mr. Booth, the award for the surfacing with gravel of this section was awarded to E. A. Palmer at $24,395.00.

John Day River-Blalock Section of the Columbia River Highway in Gilliam County. On motion of Mr. Kiddle, which was carried, the award was made to A. D. Kern.

Danby Ranch-Cole Bridge Section of the John Day Highway in Grant County. On motion of Mr. Kiddle, the award was made to Jim Ross at $26,960.00.

Haines-North Powder Section, Old Oregon Trail, Baker County. On motion of Mr. Kiddle, which was carried, the bid of Oxman & Harrington for $99,440.00, using concrete pipe was accepted. It is understood that Baker County is to pay for the grading and the state for the graveling.

Butte Creek Section of the John Day Highway in Wheeler County. On motion of Mr. Kiddle, the bid of Blake-Compton Company for $74,160.00 was accepted and the award made.

Oregon City-Oswego Section, Pacific Highway, Clackamas County. On motion of Mr. Benson, which was carried, all bids were rejected and the project ordered readvertised for paving.

Bridge No. 295 over Haystack Creek, John Day Highway, Wheeler County. On motion of Mr. Kiddle, this was referred to the Engineer with

power to act.

Bridges No. 239, 240, 241, 242 and 244, John Day Highway, Grant County. On motion of Mr. Kiddle, which was carried, the award of this contract was referred to the engineer with power to act.

Mr. Booth then moved that the checks of the unsuccessful bidders be returned. Seconded and ordered.

The engineer was instructed to prepare uniform cost estimates and to indicate whether or not the contractor's profit was included.

Judge Duby of Baker County asked that the section of the Old Oregon Trail from Huntington to a point 3 miles east of Durkee be constructed this season. This was proposed as a post road project and it was agreed that the county is to sell bonds if possible to raise their portion of the funds, but if the county can not sell the bonds the state will go ahead with the Government and do the grading. The Engineer was instructed to prepare this section for advertising.

On motion of Mr. Kiddle, the Engineer was instructed to complete the survey on the LaGrande-Enterprise Highway from the end of the Elgin-Minam Section graded in 1917 and 1918 to the beginning of the Wallowa Canyon Section about three miles in length, and from a point at the head of the Wallowa River Canyon about 10 miles to the town of Wallowa and when the survey had been completed, he be instructed to advertise the same. It is understood that the county is to do the grading and the state surface it with gravel or macadam.

Mr. Natt McDougall, representing A. Guthrie & Co., the contractors on the Multnomah County Line-Hillsboro project stated that the material and workmanship was inspected at the time and that the contractors did not think it necessary to execute the bond to guarantee workmanship and materials. Mr. Booth moved that it be referred to the Attorney for his advice, to be reported upon at the next meeting.

On motion of Mr. Benson, which was carried, the Engineer was instructed to prepare for advertising for paving all the sections on the Pacific and West Side Highways from Roseburg through to Corvallis; from Seaside to Astoria on the Columbia River Highway; from Newberg to McMinnville and the Tualatin Valley Highway between Forest Grove and McMinnville and the remaining sections on the East and West Side Pacific Highways, so that they can be taken up by the Commission and ordered advertised when the time is considered to be right.

Mr. Kiddle called the attention of the Engineer to the matter of detour signs and requested that all resident engineers be instructed to put up the detour signs and see that they are kept up where construction operations are in progress.

The Engineer asked for permission to spread talus subsurfacing on these projects in Eastern Oregon in order to prevent the loss of

surfacing materials. The amounts required estimated to be as follows: Cabbage Hill-Dead Man's Pass, 1000 cu. yd.; Echo-Pendleton, 3,200 cu. yd.; Pendleton-Cabbage Hill, 1,400 cu. yd.; John Day-Blalock, 6,400 cu. yd.; Blalock-Arlington, 2,000 cu. yd. The additional expenditure for this purpose was approved.

Mr. Booth brought up the Yamhill-Gaston project and on his motion, which was carried, instead of rejecting all of the bids, it was referred to the engineer to make arrangements for gravel surfacing about one-half mile which was necessary to be done at this time for winter traffic, the balance to be left over until next year.

The Secretary presented a resolution from the County Court of Yamhill County setting out that Yamhill Street in Carlton had been a county road for many years and is now a county road. In view of this fact the Commission ordered that its previous action stopping pavement within the Carlton city limits be rescinded and the work continued.

Mr. C. F. Swigert, representing the Northwestern Construction Company, contractors on the Yamhill-McMinnville Section, stated that his company objected to paving through Carlton at this time, claiming to have made other arrangements for the use of their equipment. The matter was referred to the Engineer with power to act in the premises, with a request that it be reported back at a subsequent meeting.

The matter of personal surety offered by W. N. Trent, contractor for the Sheridan-Yamhill-Polk County Line Section of the McMinnville-Tillamook Highway was considered. On motion of Mr. Kiddle, which was carried, the question of this surety was referred to Mr. Booth, with power to act.

John Hakanson, who holds a contract for surfacing between Roseburg and Wilbur, offered A. F. Stearns as personal surety. On motion of Mr. Benson, which was carried, the bond of A. F. Stearns was accepted.

On motion of Mr. Booth, which was carried, the Hubbard Creek-Brush Creek Section of the Coast Highway in Curry County was ordered advertised for macadam.

On motion of Mr. Benson, which was carried, action on the Salem-Dallas project was deferred until a subsequent meeting.

On motion of Mr. Booth, which was carried, the Engineer was instructed to prepare plans and advertise the South Umpqua River bridge on the Canyonville Cutoff.

On motion of Mr. Booth, which was carried, the Engineer was instructed to prepare plans and advertise the Canyon Creek bridge at Canyonville.

On motion of Mr. Booth, which was carried, for the bridge over the Umpqua River at Myrtle Creek, the steel design was adopted.

On motion of Mr. Booth, which was carried, for the bridge over the Umpqua River at Myrtle Creek, the steel design was adopted.

On motion of Mr. Kiddle, which was carried, the Engineer was instructed to advertise the bridge across the Malheur River at Vale and previous action making this a Federal Aid project was rescinded.

The Engineer brought up the matter of the bridge over the Rogue River on the Medford-Trail project, and it was decided to include this bridge in the Federal Aid project presented to the Government.

On motion of Mr. Booth, which was carried, it was agreed to pay the obligations of Yamhill County covering the balance of the grading on the West Dayton-Newberg Section, due E. E. Cummins on account of the inability of the county to meet payments at this time on account of the Supreme Court decision invalidating their bonds. It was understood that the state is to be reimbursed by the county on this account for the actual cash expended plus the discount on the bonds at this time.

Upon motion of Mr. Booth, 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 Eight 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 and 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 sadd 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 Room 520 Multnomah County Court House, Portland, Oregon, at Eleven o'clock A. M. of the 28th day of September, 1920., and that 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 Eleven o'clock A. M. of the 28th day of September, 1920;

(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, 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 8041 to 10040, 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, 1920, 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, 1920, 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.

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

State Highway Engineer

Chairman

Secretary

AUG 24 1920

Portland, Oregon, August 30, 1920.

A meeting of the State Highway Commission was held in Room 1301 Yeon Building at 5 o'clock. Present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Roy A. Klein, Secretary

Mr. Booth reported that the personal surety offered by W. N. Trent on his contract for the grading and macadamizing of the Sheridan to Polk County Line Section of the McMinnville-Tillamook Highway was satisfactory and upon this recommendation the surety was accepted.

The Secretary called the attention of the Commission to the fact that inadvertently there had been omitted from the minutes and records of the Commission of the meeting held April 16, 1919, the formal resolution of the action of the Commission wherein was designated and adopted the Klamath Falls-Merrill Section of The Dalles-California State Highway as a state highway, and permission was asked to have said minutes corrected by adding thereto said resolution, whereupon it was moved by Commissioner Booth and seconded by Commissioner Kiddle that the minutes of the meeting of April 16, 1919, be corrected to conform to the fact by adding thereto the following resolution, to-wit:

WHEREAS, under the provisions of Chapter 423 of the Laws of Oregon for 1917, and Chapter 173 of the Laws of 1919, the State Highway Commission is authorized and empowered to designate, locate, define and adopt, in addition to the roads designated by the State Legislature, such other and additional routes and roads as state highways as the Commission may deem of sufficient public importance, and such roads as may connect other portions of the State, and said Commission is authorized to improve and pave said highways as post roads or forest roads, or otherwise, as the Commission may deem best; and,

WHEREAS, the section of the Dalles-California Highway known as the Klamath Falls-Merrill Highway in Klamath County, is a road of public importance and is a road that connects other portions of the state not connected by highways designated by the Legislature, and in the judgment of the Commission said highway is of sufficient public importance to warrant the permanent improvement of the same, and it is further the judgment of the Commission that the permanent improvement of said highway will be for the best interests of the State,

THEREFORE, BE IT RESOLVED BY THE COMMISSION that said highway from Klamath Falls by way of Merrill, thence to Malin; thence to the California line, be and the same is hereby designated, defined and adopted as a state highway and as a part of the Dalles-

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California Highway; and be it further resolved that said state highway be improved as a post road project.

BE IT FURTHER RESOLVED that this resolution be entered in the minutes of the Highway Commission nunc pro tunc as of April 16th, 1919.

The motion for the correction of said minutes and the adoption of said resolution having received a unanimous vote was, by the Chairman, declared carried.

The Commission discussed several matters on which it was decided to defer action until the next meeting.

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

S. Benson
Chairman

Roy A. Klein
Secretary

Portland, Oregon, August 31, 1920.

A meeting of the State Highway Commission was held at the Benson Hotel at 6 o'clock P. M. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

It was brought to the attention of the Commission that claims had been made that the language of the act prohibited the sale of the latter issues of State Highway bonds at a price less than par. After discussion, the Secretary was instructed to request the Attorney General to investigate this feature of the bonding act and advise the Commission of his findings.

The award of the John Day-Blalock Section of the Columbia River Highway, made to A. D. Kern at the last meeting, was brought up for reconsideration. After discussion, it was decided to defer action on this until the matter could be taken up with the contractor for adjustment on some items.

The Engineer reported in the matter of the award for gravel surfacing on the Ashland-Klamath Falls Highway for which bids were received at the last meeting, that on investigation he considered that the proposal made by A. Giebisch to do the work on a basis of actual cost plus percentage was the best bid received, inasmuch as the contractor had a steam shovel on the job and the state had trucks available. A contract which had been prepared embodying these features was presented, which was approved by the Commission.

The Engineer reported on the surfacing of the Klamath Falls-Merrill project, which was under discussion at a previous meeting and which had been referred to him for adjustment, that the Bureau of Public Roads was not opposed to the use of this material but that they desired sprinkling in order to compact the material. The Engineer reported that arrangements had been made for the contractor to do the required sprinkling and that the work would be carried out using the same material.

The Engineer reported the result of his conference with Oskar Huber, contractor, regarding maintenance on the Rex-Tigard and Tillamook contracts. He stated that it had been tentatively proposed that the Commission should pay for the cutting out of the old pavement and replacing with bituminous base and the contractor to pay for the top. For the repair work done during the year totaling about twenty-nine hundred dollars on the Rex-Tigard project, the contractor asks payment in full, which was recommended by the Engineer. This arrangement was approved by the Commission.

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, September 1, 1920.

A meeting of the State Highway Commission was called and held at the office of S. Benson, Room 1301 Yeon Bldg., at nine o'clock in the forenoon of the above date when the following were present:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner

Mr. Booth called attention to the fact that while on the witness

stand in the case of City of Dallas, et al. vs. S. Benson, et al., now on trial in the Circuit Court of the State of Oregon for Multnomah County he was asked whether or not it was the intention of the Highway Commission to build the Pacific Highway from a point about one and one-half miles south of Holmes Gap thence in a southwesterly direction to Dallas provided the present location of the Pacific Highway should finally be determined to be an improper location. The Commission having heretofore ordered the state highway engineer to make a survey of the route from Holmes Gap to Dallas and the Commission in a general way being familiar with the location and having in mind the detailed report of Mr. Clark, district engineer for that district, Mr. Booth introduced the following resolution:

RESOLVED by the State Highway Commission that the location of the Pacific Highway heretofore adopted, to-wit, on July 26, 1920, through Polk County is in the opinion of the Commission the best location of said highway in said county.

/

RESOLVED that in the event it shall finally be determined in the litigation now pending that the law requires the Pacific Highway to be built to Dallas by one route and from Dallas out by another route, then the route which would best serve the general public as well as local conditions and which can be constructed for the least money is the route from a point approximately one and one-half miles south of Holmes Gap thence in a general southwesterly direction to a point on the north line of the corporate limits of Dallas and leaving Dallas from a point on the East boundary of Dallas on the Salem-Dallas road and then to Rickreall.

BE IT FURTHER RESOLVED that in the event it is finally determined that the Pacific Highway must be built to Dallas by one route and from Dallas by another route then in that event that the Pacific Highway be and the same is hereby located into Dallas by the above mentioned route from Holmes Gap and out of Dallas by the above mentioned route to Rickreall.

Mr. Booth then moved the adoption of the foregoing resolution. The motion was seconded by Mr. Kiddle and duly adopted.

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

S Benson
Chairman

R A Booth

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Portland, Oregon, September 28, 1920.

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
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

At 10 o'clock, the Secretary opened and read the bids which had been received for grading, paving and bridge work, as follows:

BRIDGE OVER MALHEUR RIVER AT VALE
JOHN DAY RIVER HIGHWAY - MALHEUR COUNTY

	Bridge 599	Bridge 599 A	Bridge 599 B
Illinois Steel Bridge Co.		41,285.00	
Roney & Striker	49,209.50		52,716.00
John Almeter	46,195.00		51,165.00
Stebinger Bros.	40,625.00	50,063.85	43,246.00
Union Bridge Co.		47,735.00	

CENTRAL OREGON HIGHWAY
LAWEN-CRANE SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Pacific Bridge Co.	182,630.00	184,906.00
Porter & Conley	147,365.00	148,614.40
Security Construction Co.	149,999.00	152,111.88
Warren Construction Co.		193,696.00
Morrison-Knudsen Co.		169,608.00
Guy F. Atkinson		180,784.00

OLD OREGON TRAIL
KAMELA-HILGARD SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.	186,258.70	187,678.80

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PACIFIC HIGHWAY
OREGON CITY-MULTNOMAH COUNTY LINE SECTION - PAVING

	Alt. No. 1	Alt. No. 3	
United Contracting Co.	245,695.00		
Scandia Shipbuilding Co.	220,712.50		
Cummins & La Pointe	239,115.00		
A. D. Kern		257,874.50	
Blake-Compton Co.		245,310.00	(Based on using gravel in Type D)
Warren Construction Co.		231,888.00	(Based on crushed rock pavement. Use of gravel optional)
V. R. Dennis Construction Co.		241,325.00	(Using crushed gravel in Type D)

WEST SIDE HIGHWAY
NEWBERG-WEST DAYTON SECTION - WOOD GUARD FENCE

V. R. Dennis Construction Co.	3,345.21
W. G. Courtney	3,038.31
E. A. Palmer	2,854.17
Soleim & Gustafson	3,360.55
A. W. Bryant	3,682.80

CORVALLIS-NEWPORT HIGHWAY
WREN-BLODGETT SECTION - SURFACING

Washburn & Hall	28,917.50
J. G. Horning	42,162.50
Thos. E. Young	30,530.00

COAST HIGHWAY
HUBBARD CREEK-BRUSH CREEK SECTION - SURFACING

Moon & Co.	32,560.00
J. W. Hillstrom	25,900.00

On motion of Mr. Booth, the minutes of July 20th, August 10th, 24th, 30th, 31st and September 1st were approved.

At 11 o'clock, the Secretary read the bids received for state highway bonds.

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

WHEREAS, at a meeting of the State Highway Commission held August 24, 1920, 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 Room 520 Multnomah County Courthouse, Portland, Oregon, up to and including eleven o'clock A. M. of the 28th day of September, 1920, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at eleven o'clock A. M. of September 28, 1920; 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, 1920, 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 28th day of September, 1920, in regular session at Room 520 Multnomah County Courthouse, Portland, with all members 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 Bankers Trust Company	New York)	
Guaranty Trust Company	New York)	
E. H. Rollins & Sons	Boston)	$1,796,050
Ames, Emerich & Co.	)	
John E. Price & Co.	Seattle)	

Harris Trust & Savings Bank National City Company Continental & Commercial Trust & Savings Bank Lumbermens Trust Company	$1,802,200
Carstens & Earles, Inc. William R. Compton Co. Halsey, Stuart & Co. White, Weld & Company Colgate, Parker & Company Kaufman, Smith, Emert & Co.	1,806,000
Henry Teal	1,818,000
Stacy & Braun Kissel, Kinnicutt & Co. Eldredge & Co. Anglo & London Paris Nat. Bank of San Francisco Ralph Schneeloch Company Portland	1,822,202

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 Stacy & Braun, Kissel, Kinnicutt & Co., Eldredge & Co., Anglo & London Paris Nat. Bank of San Francisco and Ralph Schneeloch Company is the highest and best bid received; and

WHEREAS, the said State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is to the best interests of the State of Oregon to accept said bid of said Stacy & Braun, Kissel, Kinnicutt & Co., Eldredge & Co., Anglo & London Paris Nat. Bank of San Francisco and Ralph Schneeloch Company;

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

1. That said bid of One Million Eight Hundred Twenty-two Thousand Two Hundred Two Dollars ($1,822,202.00), of said Stacy & Braun, Kissel, Kinnicutt & Co., Eldredge & Co., Anglo & London Paris Nat. Bank of San Francisco and Ralph Schneeloch Company 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, 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 October 1, 1920, 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, 1920, 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, 1925, 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.

Judge Bunnell stated that Klamath County desired that further work be done on the Dalles-California Highway between the north end of the present contract near Barclay Springs and a junction with the Crater Lake Road north of Fort Klamath. He stated that the present Indian Agent was interested in the project and had agreed to secure the necessary right of way. If a change in agents was made, it is possible that right of way matters might be delayed. As a further argument, he stated that Klamath County had its bond fund available and offered to use their money first in payments to contractors if the state desired it. After consideration of this matter, Mr. Booth made a motion which was carried unanimously that the engineer be instructed to prepare this project for advertising.

Judge Bunnell also urged the construction of the Ashland-Klamath Falls Highway between Keno and the Jackson County line and after consideration, Mr. Booth made a motion, which was carried, that the contract for the grading of this project be advertised at the next meeting, provided the county has secured the right of way.

Representing Coos County, Judge Wade asked for a survey between Coquille and Bandon, stating that the county had some money to spend upon this project and desired it located now so that plans could be made for the 1921 construction season. Judge Wade also stated that there was considerable heavy rock work to be done on the Roseburg-Myrtle Point Section of the Roseburg-Coos Bay Highway between the west end of the present contract and Myrtle Point which should be done simultaneously with the construction project between Remote and Camas Valley, so that the opening of the road need not be delayed by further construction operations when the present contract is completed. Mr. Benson stated that the funds were too nearly exhausted to undertake further construction work on this highway at this time and that the matter of the survey between Coquille and Bandon would be considered later.

A discussion of the cutoff which had been proposed between the city of Umatilla and the Washington State Line along the Columbia River followed. Mr. Benson spoke in favor of having this survey made and submitted to the Government for cooperation as a Federal Aid Post Road project. Mr. Kiddle and Mr. Booth asked that definite action be deferred until they had opportunity to look the project over on the ground, which was agréed.

Commissioners Pierce and Butler, representing Linn County, asked that a contract be let for paving from Albany 8 miles south on the Pacific Highway in the near future. This was taken under consideration by the Commission.

The representatives from Linn County also stated that they desired a permanent location of the Pacific Highway made through from Halsey to Harrisburg so that the county may do the grading on portions of it which are not coincident with the present traveled road. On motion of Mr. Booth, which was carried, the location of the Pacific Highway as located by the State Highway Engineer between Halsey and Harrisburg was adopted as the route of the Pacific Highway between these points.

Judge Test of Malheur County asked that the state place surfacing on the Vale-Brogan Section of the John Day River Highway which has been graded by the county. On motion of Mr. Kiddle which was carried, the Commission instructed the engineer to advertise for graveling on this project 8 feet wide at the next meeting.

Judge Test stated that some maintenance was required on the Cow Valley-Brogan Section and this was referred to the engineer to do such maintenance as is necessary jointly with the county under the maintenance agreement.

On motion of Mr. Kiddle, which was carried, the engineer was instructed to make a survey on the south line of the railroad track between Vale and Burrell Ranch for comparison with previous survey between these points.

Judge Wallace of Crook County asked for the construction of the Prineville-Mitchell project between Prineville and the Forest Reserve. He stated that the county has voted $40,000.00 bonds to put on this road and that a narrow roadbed would serve the purpose as well as a wide one. Judge Wallace further stated that they would be satisfied if the grading on this project was done and the graveling on the balance of the Prineville-Redmond project not under contract for surfacing be postponed until next year. The Commission stated that they desired further time to think this matter over.

Judge Sawyer of Deschutes County stated that the grading of the Bend-Horse Ridge Section of the Central Oregon Highway had been completed and they asked now for gravel surfacing. He asked also for state aid on the Bend-Sisters and Redmond-Sisters projects. He stated that the county had $20,000 to apply on the Bend-Sisters project from the bonds. Mr. Benson stated for the Commission that these matters would be taken under consideration.

Judge Campbell and Mr. S. E. Notson, representing Morrow County, asked for graveling on the Heppner-Gilliam County Line Section. Mr. Benson, for the Commission, stated that this matter would be taken care of as soon as possible but could not be undertaken just now.

Judge Marsh of Umatilla County requested the Commission to visit that county as soon as convenient and stated that they desired state aid on the road from Cold Springs to Pendleton.

Commissioners Johnson and Litch and County Roadmaster Kellogg of Wallowa County appeared in behalf of the Minam-Joseph Project. They stated that the county has money to go fifty-fifty on grading and rocking. They asked that a survey be completed for the entire distance between the end of the present Wallowa-Canyon project and Joseph and that the work be let in one contract, stating that if the contract was let about February, it would be satisfactory to them. Mr. Benson moved that the engineer be instructed to complete the survey of this project at his convenience. A survey was also requested on the unsurveyed portions of the Flora-Enterprise project. On motion of Mr. Kiddle, the Engineer was instructed to make this survey when a party was available.

Judge Hare of Tillamook County appeared in the interests of the Salmon River-Neskowin project. He stated that Tillamook County would be willing to grade the portion in their county outside of the Forest Reserve and also that Lincoln County was willing to do the same on the portion within their county and asked that the state and the Government cooperate on the portion within the Forest Reserve. This arrangement was agreeable to the Highway Commission.

A representative of the Pacific Foundation Company stated that his company has a contract for the steel work of the Nestucca and Kilchis River bridges and that the county had agreed to pay for these bridges but had no funds. Judge Hare stated that the bonds could not be sold for par as provided in the law and consequently they were unable to meet their

obligations, but that they were willing to issue warrants if the state would take them up and make payment direct to the contractor. On motion of Mr. Booth which was carried, the attorney was authorized to accept the warrants of Tillamook County sufficient to cover these obligations and the Secretary was authorized to prepare vouchers on the state highway fund for an equivalent amount to pay the contractor.

Attorney Malarkey, representing Oskar Huber, appeared in the matter of repairs on the Rex-Tigard and Tillamook roads. On recommendation of the Engineer and Attorney, it was agreed that the state would pay for cutting out the broken sections and replacing with bituminous base and the contractor agreed to pay for replacing the wearing surface on account of failure having been caused by sub-base conditions. For the same reasons and having the recommendation of the Engineer and Attorney, a bill for repairs made in the spring of 1920 on the Rex-Tigard Road was allowed in full.

Judge Gardner, Commissioners Simpson and Owen and Representative Gore asked that the advertisement of the section of the Ashland-Klamath Falls Highway in Jackson County not included in the previous contract, be advertised at the next meeting and stated that the county was willing to cooperate on a fifty-fifty basis. On motion of Mr. Booth, which was carried, the engineer was instructed to advertise this project along with the portion in Klamath County at the next meeting.

On motion of Mr. Booth, which was carried, the engineer was instructed to advertise at the next meeting that section of the Medford-Crater Lake Road between Trail and Kincaid Corners near Agate, with the understanding that this is a post road project to be paid for 25% by the County, 37½% by the State and 37½% by the Government and that the county lend the state its part of the money provided the state needs it between this date and January 1. The matter of the width of the surfacing on this project was considered and after discussion, it was agreed to reconsider the plan to build a 12 foot macadam between Trail and Eagle Point and increase this to 16 feet throughout the entire length. Representative Gore stated that if this was done, Jackson County would offer to contribute $500 a mile over this section in addition to the 25% cooperation proportion which had been the first proposal.

At 5 o'clock the tabulation of the bids received was read by the Secretary.

Bridge over the Malheur River near Vale. On motion of Mr. Kiddle, which was carried, the bid of the Illinois Steel Bridge Company for a steel structure at $41,285.00, was accepted.

Gravel surfacing 4 miles, Hubbard Creek-Brush Creek Section of the Coast Highway in Curry County. On motion of Mr. Booth, this contract was awarded to J. W. Hillstrom at $25,900.00.

Lawen-Crane Section of the Central Oregon Highway in Harney County. On motion of Mr. Kiddle, which was carried, the bid of Porter & Conley at $147,365.00 was accepted.

Newberg-West Dayton Section, West Side Highway, wood guard fence. On motion of Mr. Booth, which was carried, this contract was awarded to E. A. Palmer for $2,854.17.

Oregon City-Multnomah County Line Section, Pacific Highway. On motion of Mr. Booth, which was carried, the contract for the construction of a reinforced concrete pavement 18 ft. wide was awarded to the Scandia Shipbuilding Company for $220,712.50.

Wren-Blodgett Section, Newport-Corvallis Highway in Benton County. On motion of Mr. Booth, the contract for the macadamizing of this section was awarded to Washburn & Hall at $28,917.50.

Kamela-Hilgard Section, Old Oregon Trail in Union County. On motion of Mr. Kiddle, the bid was rejected and the engineer instructed to readvertise this project.

On motion of Mr. Booth, which was carried, the return of the checks of the unsuccessful bidders was ordered.

Mr. Benson then made a motion, which was carried, that pavement be advertised on the Astoria-Seaside Section between Seaside and the west end of the Warrenton Cutoff and that bids be asked on bituminous base and asphaltic concrete top 18 feet wide without shoulders and that the Warrenton Cutoff be widened and rocked and also that the grade be widened between the east end of the Warrenton Cutoff through to the end of the Young's Bay Section preparatory to surfacing at a later date.

On motion of Mr. Benson, which was carried, the engineer was instructed to advertise for paving the Newberg-West Dayton Section of the West Side Highway.

On motion of Mr. Booth, which was carried, the engineer was instructed to advertise for paving from Corvallis south to the end of the present contract from Monroe north about nine miles in length.

On motion of Mr. Booth, which was carried, the recommendation of the engineer as to the routing of the Pacific Highway through Cottage Grove was adopted and the county was requested to do the grading.

This routing was as follows: From the bridge across the Coast Fork of the Willamette River to the north city limits, thence west along the city boundary to Ninth Street, thence south on Ninth Street to Main Street, thence west on Main Street to Fifth Street, thence south on Fifth Street to the Southern Pacific tracks and parallel to the railroad tracks to future bridge over the Coast Fork and thence to a connection with the present road.

On motion of Mr. Booth, which was carried, the engineer was instructed to advertise the grading of the Port Orford-Hubbard Creek Section of the Coast Highway in Curry County, contingent upon cooperation by the county.

On motion of Mr. Booth, which was carried, the Secretary was instructed to request the Bureau of Public Roads that the advertising of the Hood River County end of the Mt. Hood Loop be postponed for the present.

At 7:30 P. M., the Commission met in Room 1301 Yeon Building.

Judge Smith of Lake County was present and stated that the county would soon have the contracts now under way completed and would like to have a further contract let beginning at the end of the present contract north of Lakeview. After discussion, it was agreed that the division engineer and the County Court should pick out suitable sections for advertising.

The matter of the A. Guthrie & Company bond for guarantee of workmanship and materials on the Hillsboro-Multnomah County line section was referred to the attorney for further investigation and the attorney was given authority to secure outside counsel if thought advisable.

The attorney reported that under present laws, the Commission had no authority to pave within the city limits of Rainier.

On motion of Mr. Benson, which was carried, it was agreed to dispense with the twice-a-month payments to contractors after October 20th.

On account of a reduced estimate of cost, a motion approved at the meeting of July 7, appropriating $15,000 for the state's share of the Tiller-Trail project was reconsidered and in its stead a motion offered by Mr. Kiddle was unanimously adopted appropriating $11,463.00 which is understood to be in addition to an appropriation of $21,866.67 previously made for this project.

On the recommendation of the engineer, the following extensions of time were granted.

Ontario-Snake River Section, Old Oregon Trail, Gilmore & Ritchie, contractors. An extension of time to October 31st was granted.

Canyon Section of the Baker-Cornucopia Highway, Oxman & Harrington, contractors. On recommendation of the engineer, the time was extended to October 15, 1920.

Amity-Holmes Gap Section of the West Side Highway, Yamhill and Polk Counties. On recommendation of the engineer, the time for completion of this work was extended to December 1, 1920.

Klamath Falls-Merrill Section of the Dalles-California Highway, Klamath County, Oskar Huber, contractor. On recommendation of the engineer, the time of completion of this unit was extended to November 30, 1920.

Heppner-Gilliam County Line Section, Oregon-Washington Highway

in Morrow County, Oskar Huber, contractor. On recommendation of the Engineer, the time for the completion of this unit was extended until December 31, 1920.

Merrill-California Line Section, Dalles-California Highway in Klamath County. On recommendation of the engineer, the time for the completion of this project was extended until December 31, 1920.

Bend-Jefferson County Line Section of the Dalles-California Highway in Deschutes County. On recommendation of the Engineer, the time for the completion of this project was extended until October 30, 1920.

Algoma Section of the Dalles-California Highway in Klamath County. On recommendation of the engineer, the time for the completion of this project was extended to November 30, 1920.

Prineville-Redmond Section of the McKenzie Highway in Crook County, Oskar Huber, contractor. On recommendation of the engineer, the time for the completion of this unit was extended until December 31, 1920.

Salem-Dallas Section of the Salem-Dallas Highway in Polk County. On recommendation of the engineer, the time for the completion of this unit was extended until July 31, 1921.

Roseburg-Dillard Section of the Pacific Highway in Douglas County, G. E. Colby, contractor. On recommendation of the engineer, the time for the completion of this project was extended to December 1, 1920.

Hubbard Creek-Brush Creek Section, Coast Highway, Curry County, Moon & Co., contractors. On recommendation of the engineer, the time for the completion of this project was extended to December 31, 1920.

Spanish Gulch Overcrossing, Columbia River Highway in Sherman County. Hord-Brooks Company, contractors. On recommendation of the engineer, an extension of twenty working days was granted.

In the matter of making ready for travel the Rowena-Dalles Section of the Columbia River Highway, the engineer was instructed to place sufficient gravel or crushed rock or do such maintenance on the section from Rowena to The Dalles as is necessary to make it passable for traffic.

Maintenance was authorized on the pavement between Ashland and Medford.

The Secretary read the request from the Mayor of the city of Astoria and the president of the Astoria Chamber of Commerce, requesting sidewalks on the Young's Bay Bridge. The secretary was instructed to advise the interested parties that the Commission considered this a local matter and that expenditure for this purpose by the state could not be consistently made.

On motion of Mr. Booth, which was carried, the engineer was authorized to send a department representative with a car to pilot the

National Park to Park Tour through the state.

On motion of Mr. Booth, which was carried, the engineer was instructed to secure the removal of advertising signs along the state highways.

The Secretary presented a letter from the Mayor of Roseburg, stating that the right of way for the Pacific Highway had been secured through the city and inviting the state to begin construction. This matter was referred to the attorney who was instructed to advise them that the Highway Commission could not do any work within the city limits under the law and that this matter must be taken care of by the city or county.

The Secretary read a letter from the Bureau of Public Roads in which they stated that in the future Federal Aid would not be allowed on construction projects where wooden structures were used. The secretary was instructed to write to them and find out if this meant that no project which had a timber structure included would be eligible for Federal Aid.

A request from Judge Farre of Harney County was read, asking that approximately 1½ miles between the city of Burns and the end of the present Burns-Lawen contract be regraveled. The engineer was authorized to make arrangements to handle this as a maintenance job, dividing the cost 50% with the county and 50% with the state.

On motion of Mr. Kiddle, which was carried, the engineer was authorized to enter into a cost plus contract with Jas. F. Clarkson for timbering such portions as may be necessary of the two tunnels between Hood River and Mosier, the falling rock making it necessary to make emergency repairs at once.

A communication was read from the Commercial Club at Spray, asking that a portion of the John Day Highway east of that city be surfaced in order to permit traffic. The engineer was instructed to investigate and see if a sufficient amount could not be done by maintenance work to permit traffic at this time.

The attention of the Commission was called to the Heppner-Gilliam County line project on which the county has approximately $133,000 to spend and on which the state had agreed to cooperate up to $16,000, as reimbursement for previous expenditures. It was stated that this amount would probably complete the work only between the Gilliam County Line and Lexington, leaving the section between Lexington and Heppner uncompleted. The Engineer was instructed to take this matter up with Morrow County to see if they wished to stop at Lexington or would raise funds for the balance of the project.

The following resolution was introduced by Mr. Benson and unanimously carried:

WHEREAS, the Johnson Contract Company on the 15th day of January, A. D. 1919, entered into an agreement with the State of Oregon, through the State Highway Commission for the grading of a portion of the Blalock-Arlington Section of the Columbia River Highway in Gilliam County, by the terms of which said agreement the said contractor was to receive, for all extra work, the cost thereof plus ten per cent on labor and five per cent on material; and

WHEREAS, it now appears that in the performance of certain extra work duly ordered by the engineer under said contract, unusual hardships were imposed upon said contractor and extra expense caused in the storage of materials, and interest on the cost of the same, not contemplated in said original agreement, were required of said contractor; and

WHEREAS, by reason of the foregoing facts together with the difficult character of the extra work required, the agreed compensation is deemed inadequate and insufficient, and it is considered that instead of the cost of said materials plus five per cent that said contractor be allowed and paid cost plus ten per cent on both material and labor.

THEREFORE, be it resolved that the said Johnson Contract Company be allowed and paid for said work the cost of the same plus ten per cent of said cost; said actual cost to be determined and approved by the State Highway Engineer.

Upon motion of Commissioner Booth, 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 43 of the General Laws of Oregon for 1920, which law was enacted by the Legislative Assembly of Oregon for the year 1920 and filed in the office of the Secretary of State January 21, 1920, 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 said 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 Five Hundred Thousand 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 43, General Laws of Oregon for 1920, One Million Five Hundred Thousand 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 Room 520 Multnomah County Court House, Portland, Oregon, at eleven o'clock A. M. of the 6th day of November, 1920, and that 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 eleven o'clock A. M. of the 6th day of November, 1920;

(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 Five Hundred Thousand 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 1, 1926. That said bonds shall be in denominations of One Thousand ($1,000.00) Dollars each except that each thirty-eighth bond will be issued in denominations of Five Hundred ($500.00) Dollars and known and designated as Series No. 2 and shall be numbered 1 to 1520, 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, 1920, 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, 1920, 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;

(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 Five Hundred Thousand Dollars, par value, of said bonds.

UNITED STATES OF AMERICA

Number STATE OF OREGON Number

$1000 $1000

OREGON STATE HIGHWAY

Four and one-half Per Cent Gold Bond

Series No. 2.

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 conformance to the Constitution and under and by virtue of and in all respects in full and strict compliance with the laws of the State of Oregon, and in particular Article XI, Section 7 of the Constitution, and Chapter 43, General Laws of 1920.

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

SEP 28 1920

of State and State Treasurer, and sealed with the seal of the State of Oregon, and the attached interest coupons to be engraved with the facsimile signatures of its said officers, all as of the first day of 1920.

(Signed) Ben W. Olcott, Governor
" Sam A. Kozer, Secretary of State
" O. P. Hoff, State Treasurer

No. On the first day of $

The STATE OF OREGON

will pay the bearer in gold coin of the United States of America of or equal to the present standard of weight and fineness, at the office of the State Treasurer at Salem, Oregon, or at the office of fiscal agent of the State of Oregon in New York City at the option of the holder being interest on state highway bond No.

Series No. 2 (Facsimile signature) Ben W. Olcott Governor

O. P. Hoff (Facsimile signature) " " Sam A. Kozer Secretary of State

SEP 28 1920

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

State Highway Engineer

Chairman

Secretary

Portland, Oregon, October 15, 1920.

The meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 2:00 o'clock P. M. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. George Cecil, District Forester, introduced the subject of the construction of the Hood River County end of the Mt. Hood Loop within the National Forest and urged that the Commission withdraw its objection to the construction of this unit at this time. He stated that unless the Federal funds which had been appropriated for this project were expended now that there was a possibility that these funds might be diverted to similar projects in other states. He further stated that the object in awarding a contract at this time was to enable the contractors to clear and grub this fall and burn in the spring before the dry season.

Messrs. Jacob Kanzler, Julius Meier, George Joseph, Leslie Butler, J. C. Ainsworth, Rufus Holman and others spoke in favor of the immediate construction of this section of the project.

Commissioner Booth stated that he was opposed to this construction at this time since it in itself did not mean the opening up of the entire project as there remained considerable more to construct, and that he favored the improvement of the section in Clackamas County between the Forest Boundary and the Multnomah County line at once by cooperation with Multnomah and Clackamas Counties, and cooperation with the Forest Service in surfacing with gravel or macadam the section between the Forest Boundary and Government Camp recently graded.

Mr. Kiddle stated that the Commission was committed to the Mt. Hood Loop project as a whole and did not wish it to be thought that

there was any intention of breaking the agreement with the Government but wished only to defer the construction of the Hood River Section until other more necessary work was completed elsewhere, and in particular, thought that the western section of the Mt. Hood Loop in Clackamas County should be constructed first.

Chairman Benson stated that he favored the immediate construction of the unit as proposed by the Forest Service since in his opinion this was the most important and would be the most heavily traveled of any of the Forest Roads. The matter was then taken under advisement for further consideration.

The Associated General Contractors of the Pacific Northwest were represented by Jas. F. Clarkson who requested in behalf of the contractors that the announced intention of the Commission of discontinuing the twice-a-month estimates be reconsidered, urging that there still existed a necessity for assisting the contractors in this way due to general financial conditions. This matter was taken under further advisement.

Judge Anderson and Judge Ryan appeared in behalf of Clackamas County stating they proposed to bond their county for $250,000.00 for the purpose of constructing a bridge over the Willamette River at Oregon City and requested that the Commission cooperate on the balance of the cost and accept the $250,000.00 offered by the county as full payment cancelling the debt owing the state by the county in consideration of advances for grading and bridges on the Pacific Highway through the county. Commissioner Booth replying objected to this plan, stating that the Commission expected Clackamas County to reimburse the Commission in full. This matter was taken under further advisement.

Mr. C. C. Overmire of the Overmire Construction Company protested against the recommendation of the Bridge Engineer to the Clatsop County Court in the matter of the rejection of various bids on the Walluski bridge and the subsequent purchase of materials in the open market. Mr. Kiddle replied for the Commission, stating that inasmuch as the Engineer's recommendation had effected a saving to Clatsop County, the Engineer's action was approved.

Judge Wallace of Crook County was present and stated again to the Commission that Crook County would be willing to use the money necessary for the surfacing of the balance of the Huber contract between Prineville and Redmond for the construction of a section between Prineville and the Forest Boundary.

Judge Stewart and George Neuner of Douglas County requested that the Commission give consideration to paving on the Pacific Highway near Roseburg during the next season.

The Commission reconvened in evening session at 7:30 P. M. in Room 410, Benson Hotel.

It was agreed that the matter of the northern termination of the

John Day Highway would be brought up for determination at the next meeting.

The matter of the Clackamas County bond issue was discussed and on motion of Mr. Booth, which was carried, it was decided that in the event the bond issue of $250,000.00 carried, in consideration of their cooperation of this amount that the Commission will appropriate a sufficient amount to complete the bridge provided that the county grade the Pacific Highway from Canemah through Oregon City and pave the part within the city limits. And the Commission for its part agrees to pave between Canemah and the south city limits of Oregon City and that further the County of Clackamas is obligated to pay the balance of the $95,000.00 on account of grading and bridges on the Pacific Highway within the next three years.

In the disposition of the Mt. Hood Loop matter left over from the afternoon session, on motion of Mr. Booth, which was carried unanimously, the Engineer was instructed to advertise for the grading between the Multnomah County line through Sandy to the western Forest Boundary, and that further negotiations be taken up with the Forest Service for surfacing with gravel or macadam commencing at the Forest Boundary and extending to Government Camp.

In the matter of the protest of the contractors' association against the discontinuance of the twice-a-month estimates, it was agreed on motion of Mr. Benson to continue the present practice until January 1, 1921, when a return to previous monthly estimates would be made.

On motion of Mr. Kiddle, which was carried, the Engineer was instructed to advertise for gravel or macadam surfacing those sections of the Morrow-Gilliam County Line-Heppner Section of the Oregon-Washington Highway as have been graded by the County.

On motion of Mr. Kiddle, the following resolution was unanimously adopted:

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 No. 2, and otherwise known as the Columbia River Highway, which said highway has been designated by the Legislative Assembly of the State of Oregon as one of the primary state highways, a portion of which said highway is located in Sherman County, and is a part of the said Columbia River Highway designated by the Legislative Assembly of the State of Oregon for improvement by the State Highway Commission; and,

WHEREAS, the State Highway Commission has heretofore entered into a contract with Porter & Conley, contractors, for the surfacing of that portion of the Columbia River Highway lying and being within Sherman County; by the terms of which said agreement the State has agreed to furnish certain quarry sites, gravel banks and gravel pits from which said contractors may procure material for the surfacing of said highway; and,

WHEREAS, the most available gravel, rock and sand convenient and accessible for said job and the most suitable for said construction work, is on and under a portion of the premises owned by, and in the possession of Lulu B. Fulton, David J. Fulton, John F. Fulton and James G. Fulton, heirs of David Fulton, deceased, and Lulu B. Fulton, administratrix of the estate of David Fulton, deceased; which said premises, and the portion thereof upon which and under which is found the said gravel, sand and other road building material, is described as follows, to-wit:

"A tract of land in Sherman County, Oregon, in the S. W. $\frac{1}{4}$ of the S. E. $\frac{1}{4}$ of Section 8, T. 2 N. R. 16 E., W. M. Beginning at a point on section line 1650.0 feet West of the corner common to Sections 8, 9, 17 and 16, T. 2 N. R. 16 E., W. M., and running thence 1130.0 feet North to a point on the Southerly line of the right-of-way of the Columbia River Highway; thence 446.0 feet Westerly along the said Southerly right-of-way line of the Columbia River Highway; thence 929.0 feet South; thence 400.0 feet East to the place of beginning, containing 9.45 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 the premises heretofore described, for the purpose of having and acquiring said material for said and other road construction.

THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the Oregon State Highway Commission, all members being present in special session, that there is hereby declared to be a necessity and need that the State procure and acquire said gravel, rock, sand and other road building material from the premises heretofore described for the purposes herein stated; and there is hereby declared to exist and be a need on the part of the State for said material for said road construction in said 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 the said contractors with said material, and unless the State can procure the same it will sustain a loss by reason thereof, and unless the State can procure said material by donation, purchase, agreement, condemnation or the exercise of the power of eminent domain, the State will be required to pay exorbitant and unreasonable prices for like material, all of which will be to the disadvantage, damage, and injury to the State of Oregon. That if the State can procure the land upon which said material is found it will then 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, and the State will have the further advantage of being able to acquire at a reasonable expenditure of money, such material for other road construction in said County.

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, and upon the compensation to be paid therefor, and 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, such proceedings as may be necessary and appropriate on behalf of the State in the name of the Highway Commission in the Circuit Court of the proper County for the condemnation of such interest that such owner or owners may have in such property, to determine the compensation to be paid for said property and the damage, if any, for the taking thereof.

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

Herbert Nunn
State Highway Engineer

S Benson
Chairman

Roy A. Klein
Secretary

Portland, Oregon, November 5, 1920.

Meeting of the State Highway Commission was called to order at 2:00 P. M. in Room 1301 Yeon Building. Present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

In the matter of cooperation by Klamath County on the Keno to Jackson County line section of the Ashland-Klamath Falls Highway, Mr. Booth stated that the understanding was that Klamath County would participate to the extent of fifty per cent of the cost and requested the Secretary to write to Klamath County for confirmation.

After consideration of Coos County's request for a survey from Bandon to a point on the Marshfield-Coquille Section of the Coast Highway about five miles north of Coquille, the engineer was instructed to make a detailed reconnaissance of this project and report his findings to the Commission.

Mr. Booth made a motion which was carried that that section of the Roseburg-Coos Bay Highway lying immediately west of the work between Remote and Camas Valley now under contract extending as far west as necessary to get past the heavy work be advertised for 1921 construction.

The request of Linn County for paving from Albany 8 miles south was laid on the table.

Mr. Kiddle reported that he had had a conference with the Morrow County Court relative to the section of the Oregon-Washington Highway between the Gilliam-Morrow County line and Heppner. The contractor had opened up the work from the Gilliam County line east to a point three miles west of Lexington but that there were uncompleted gaps still left in this section which could not be completed with the county funds available. Mr. Kiddle stated that the Morrow County Court had requested that the Commission appropriate a sufficient amount to complete the grading from the Gilliam County line to a point three miles west of Lexington and that they on their part would accept eight foot gravel surfacing and release the state from the obligation to hard surface this section. Mr. Kiddle made a motion, which was carried, instructing the Secretary to request the County Court to pass an appropriate resolution setting out their acquiescence to this arrangement, provided satisfactory arrangements could be made with Oskar Huber for the cancellation of the balance of the contract between Heppner and a point three miles west of Lexington.

The secretary reported that Curry County offered $29,000 in cooperation on future work north of Gold Beach. On motion of Mr. Booth, which was carried, it was agreed that the Lindville Hill Section, about 3 miles in length, and the Port Orford-Hubbard Creek Section, 1.5 miles in length, be placed upon the 1921 program and that the cooperation offered be accepted.

To make clear the position of the Commission on the Mt. Hood Loop project, the secretary was instructed to advise the Bureau of Public Roads and the Forest Service that the location of the lower or shorter route on the Hood River County end within the National Forest was favored and that it was the unanimous wish of the Commission that grading on that end of the project be not undertaken until the grading on the western end may have been completed between the Multnomah County line and the forest boundary and surfacing provided between the forest boundary and Government Camp.

The request of Clatsop County to build sidewalks on Youngs Bay Bridge at its own expense was considered and on motion of Mr. Booth, which was carried, the request was granted provided the design of the proposed construction is not inconsistent with the design of the structure and acceptable to the engineer.

A delegation was present from the Reedsport Commercial Club, consisting of Messrs. E. L. Robinson, R. J. Hubbard and Joseph Lyons, urging state assistance on the construction of the Reedsport-Scottsburg project. The secretary was instructed to inquire from the Forest Service if they had any funds available for the improvement of this section.

In the matter of an audit of the state highway fund and the State Highway Engineer's payroll account, on motion of Mr. Booth, the secretary was instructed to confer with the different certified accountants in the state with a view to a contract for this work and to bring back a report to the Commission at its next meeting.

The request of Deschutes County for assistance on the Redmond-Sisters and Bend-Sisters projects was laid on the table. It was agreed, however, that whatever funds were expended by the county on these projects under supervision of the State Highway Engineer would be considered as cooperation on the part of the county.

On motion of Mr. Booth, which was carried, the engineer was instructed to distribute by lease surplus war equipment received from the Government in excess of the requirements of the Commission to the counties desiring the same after the other counties have had an opportunity to get their pro rata share under the former resolution.

In the matter of the location of the John Day River Highway, Mr. Kiddle made a motion, which was carried unanimously, that the route of the John Day Highway be located from Condon in a northerly direction to a terminus at the junction of the Columbia River Highway at Arlington.

The Clark & Henery Construction Company requested an extension of time on the Oakland-Yoncalla Section of the Pacific Highway to December 31, 1920. On recommendation of the engineer, this extension was granted.

The Clark & Henery Construction Co. requested an extension of time on their contract for paving between Oakland and Wilbur on the Pacific Highway to August 31, 1921. On recommendation of the engineer, this extension was granted.

John Hakanson, who has the contract for graveling the Roseburg-Wilbur Section, requested an extension of time to July 31, 1921. On recommendation of the engineer, this extension was granted.

Lindstrom & Feigenson, who have the contract for the construction of the Mosier Creek Bridge, asked for an extension of time of ninety days. On recommendation of the engineer, the time for completion was extended to January 15.

Gilmore & Ritchie, who have the contract for the paving of the Ontario-Snake River Section, asked for an extension of time to November 15. On recommendation of the Engineer, this request was granted.

The contract for the furnishing of gravel from the Kendall property in Douglas County was approved and signed by the Commission.

The engineer reported that the proposed irrigation ditch of the Grants Pass Irrigation District encroached upon the state highway right of way and that it would be necessary for the irrigation ditch to be placed a sufficient distance away so that a drainage ditch could be maintained

between the edge of the pavement and the irrigation ditch. On motion of Mr. Booth, the attorney was instructed to draft an agreement covering this matter properly protecting the rights and property of the state.

The attorney reported on the matter of guarantee of workmanship and materials on the A. Guthrie & Company contract between Hillsboro and the Multnomah County Line, covering the legal phases. The Commission then instructed the attorney and the engineer to inspect this work on the ground and report back at the next meeting.

The engineer was authorized to make final payment to the Warren Construction Company on the Astoria-Svensen project.

On motion of Mr. Benson, which was carried, the maintenance bid on the Svensen-Astoria project was declined and the secretary was instructed to return the bidder's certified check.

On motion of Mr. Benson, which was carried, the engineer was instructed to organize a maintenance crew to take care of the maintenance on state highways at the end of the period of maintenance required by the contracts.

The engineer called to the attention of the Commission the fact that no provision had been made in the contract form under the Extra Work Clause for payment to a contractor for equipment used in force account work, and recommended that a reasonable rental be allowed. After consideration, on motion of Mr. Booth, which was carried, the engineer was authorized to approve claims for rental of equipment used on force account work on the basis of going rental rate of equipment of its class plus a percentage of five per cent for profit, such equipment to include steam shovels, tractors, trucks, loading devices, wagons, dump cars, track, scrapers, plows and similar equipment, but not to include wheelbarrows, drill steel, shovels, picks and similar hand tools.

The engineer reported on the matter of an alternate design for the Oregon City bridge and after consideration the engineer was instructed to prepare an alternate design for a steel structure for the purpose of comparison.

Portland, Oregon, November 6, 1920.

Meeting of the State Highway Commission was called to order at 9:30 A. M. in Room 520 Multnomah County Court House. Those present were:

S. Benson, Chairman
R. A. Booth, Commissioner
Ed E. Kiddle, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. Benson stated that he was opposed to concrete pavement on the Pacific and Columbia River Highways.

Mr. McKesson, representing the Bureau of Public Roads, referred to the Grand Ronde Section, Oregon Post Road Project No. 12, and stated that while the Bureau of Public Roads did not care to cooperate on the additional rock required, they would increase their percentage of cooperation on this project, which was agreeable to the Commission.

At 10 o'clock, bids were opened on bridge and highway construction.

COAST HIGHWAY
SKIPANON-SEASIDE SECTION - PAVING

J. H. Tillman Co.	246,516.00
Warren Construction Co.	362,624.00
Oskar Huber	374,200.00

COAST HIGHWAY
MILES CROSSING-WARRENTON SECTION - SAND EMBANKMENT

	In place	At point of loading on trucks
McClean & Williams	19,672.50	
Hetrick & Cline	39,775.00	35,475.00
J. A. Lyons	24,187.50	
John Slotte & Co.	25,692.50	

WEST SIDE HIGHWAY
NEWBERG-WEST DAYTON SECTION - PAVING

	Type "A" Sandy R. Sand	Type "A" Dayton Sand	Type "D" Br. Stone	Type "D" Gravel
Oregon Contract Co.	176,074.50	168,234.50		
Cummins & La Pointe	182,337.50	171,137.50		
A. Guthrie & Co.		190,915.50		
V. R. Dennis Const. Co.			192,950.00	184,150.00
Oregon Hassam Paving Co.			201,025.00	193,765.00

WEST SIDE HIGHWAY
CORVALLIS-SOUTH SECTION - PAVING

	Type "A"	Type "D"
Pacific Bridge Co.	282,011.00	256,675.00
Kibler & Bartlett	226,552.00	
A. Guthrie & Co.	248,612.00	
Warren Construction Co.		266,715.00
Oskar Huber		263,525.00

MEDFORD-CRATER LAKE HIGHWAY
TRAIL-AGATE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Unit No. 1		
Warren Construction Co.	55,360.00	55,505.00
Wm. von der Hellen	44,226.00	43,616.00
J. F. Reddy		43,932.00
Unit No. 2		
Rhodes & Price	110,069.00	111,775.00
Warren Construction Co.	139,429.00	140,038.00
Unit No. 3		
C. H. Natwick	58,343.10	58,056.00
Warren Construction Co.	74,073.00	74,865.40
W. B. Tull	58,155.72	57,132.60

JOHN DAY RIVER HIGHWAY
JAMIESON-VALE SECTION - GRAVELING

Porter & Conley	62,200.00
Oxman & Harrington	62,000.00
Warren Construction Co.	62,800.00
Security Construction Co.	63,000.00
A. D. Kern	68,400.00

BRIDGE 677 and 684
AGATE-TRAIL SECTION - MEDFORD-CRATER LAKE HIGHWAY

	No. 677	No. 684
Portland Bridge Co.		48,445.00
Lindstrom & Feigenson	61,980.50	52,907.50
E. H. Martin & Co.	66,830.00	59,097.50
Parker & Banfield	59,764.75	60,300.75

BRIDGES 678-79-81-82
AGATE-TRAIL SECTION - MEDFORD-CRATER LAKE HIGHWAY

Albert Anderson	45,750.00
Parker & Banfield	58,002.00
Stewart & Brown	59,120.00
E. H. Martin & Co.	56,271.90
Lindstrom & Feigenson	49,458.50

At 11 o'clock, proposals were received for the sale of $1,500,000 of Oregon state highway bonds.

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

WHEREAS, at a meeting of the State Highway Commission held September 28, 1920, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Five Hundred Thousand Dollars par value of the bonds authorized under Chapter 43 of the General Laws of Oregon for 1920, 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 Room 520 Multnomah County Court House, Portland, Oregon, up to and including eleven o'clock A. M. of the 6th day of November, 1920, 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 6, 1920; 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, 1920, 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 6th day of November, 1920, in regular session at Room 520 Multnomah County Court House, Portland, with all members 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:

Henry Teal, Portland	$1,418,700.00
Kissel, Kinnicutt & Co. Eldredge & Co. Stacy & Braun Anglo & London Paris National Bank Ralph Schneeloch Company	$1,413,900.00
Carstens & Earles, Incorporated William R. Compton Co. Brown Bros. & Co.	$1,411,980.00
Bankers Trust Company of New York City Guaranty Company of New York E. H. Rollins & Sons of Boston Ames, Emerick & Company of New York City John E. Price & Co., of Seattle	$1,400,385.00
First National Company of Detroit Equitable Trust Company of New York Security Savings and Trust Company	$1,399,362.00
Harris Trust & Savings Bank National City Company Continental & Commercial Trust & Savings Bank Lumbermens Trust Company	$1,396,545.00
Halsey, Stuart & Co., Chicago Hallgarten & Co., New York Blodget & Co., Boston Ladd & Tilton Bank, Portland, Oregon	$1,388,400.00

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 Henry Teal is the highest and best bid received; and

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

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

1. That said bid of One Million Four Hundred Eighteen Thousand Seven Hundred Dollars ($1,418,700), of said Henry Teal for One Million Five Hundred Thousand Dollars par value bonds of the State of Oregon, authorized under said Chapter 43, General Laws of Oregon for 1920, 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 four hundred eighty (1480) One Thousand Dollar Bonds and forty (40) Five Hundred Dollar Bonds, of which thirty-seven (37) One Thousand Dollar Bonds and one (1) Five Hundred Dollar Bond shall be due and payable on April 1, 1926, 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, 1920, 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, 1920, 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 thirty-seven One Thousand Dollar bonds and one Five Hundred Dollar bond be issued so as to mature April 1, 1926, and a like amount and number each April 1st and October 1st thereafter, up to the full amount of One Million 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.

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. Booth then made a motion, which was carried, that the checks of the unsuccessful bidders be returned.

Following the opening of bids on bonds, bids were opened for automobile casings and tubes and referred to the engineer for tabulation.

At 2 P. M. the Commission reconvened in Room 520 Multnomah County Court House.

A telegram was received from the Attorney General, conveying his opinion on the High Pass-Low Pass project referred to him for decision at a previous meeting:

> "State Highway Commission may select eastern terminus of Siuslaw road connecting Lane and Coos Counties by a majority vote federal authorities have waived their right to participate stop said road can be improved by state and county since the county is authorized to cooperate in the improvement of any state road stop the determination of a majority of the commission to improve said road cooperating with the county instead of Federal Government does not amount to the selection of a new road by the Commission which would require the unanimous vote or decision of the Highway Commission. Opinion in writing follows."

Mr. Booth then made a motion that the engineer be instructed to prepare the contract with Washburn & Hall, the low bidder at the time this project was advertised and that if the contractor requests it, the time for the completion be extended to correspond to the time intervening between the date of the award of the contract and the present. Mr. Kiddle seconded the motion. Mr. Benson stated, "The motion is carried against my objections."

Mr. Dater of the Forest Service stated that the Forest Service had considered the Scottsburg-Reedsport project but could not take it up at this time due to the excessive cost of the project and the limited funds available.

Mr. J. T. Rorick of The Dalles stated that Wasco County had voted bonds to the amount of $100,000.00 for the construction of that section of The Dalles-California Highway between Three Mile Creek and Dufur. Mr. Benson stated for the Commission that there are no funds available under the present appropriations for this paving but the Commission would be willing to help them as much as they can as soon as they can. Mr. Booth suggested that the worst sections be graded and graveled at the present time. Mr. Rorick stated that the terms of the bond issue made the sale of the bonds dependent upon a completed project for both grading and paving.

Mr. James Stewart, representing Wheeler County, asked for the improvement of that section of the John Day Highway from the mouth of Sarvice Creek to the summit toward Fossil. In view of the large expenditures on the John Day Highway in this vicinity, this request was rejected at this time.

Mr. Stewart asked that a state highway be located through Sherman County north and south. Mr. Booth replied for the Commission that it did not seem advisable to put any more roads on the map until after the legislature meets.

Judge Gardner, representing Jackson County, advised the Commission

that rights of way had been secured on the Agate-Trail section and that the county was ready to go ahead on the cooperative basis agreed upon.

Judge Marsh, representing Umatilla County, stated that his county had expended to October 1, 1920 on the Pendleton to Washington State Line project a total of $228,858.88, including a payment to the state as cooperation $100,000 and they had spent on the Pendleton to Morrow County Line section $261,649.34, of which $160,000 had been paid as cooperation to the state, and on the Pendleton to Union County Line section $161,358.52, of which $17,000 has been paid in cooperation to the state.

Judge Marsh stated that in view of these expenditures, they could not meet the payments due the state and asked that the state carry this indebtedness until 1922. He stated that it was their intention to complete the grading between Pendleton and the Union County line at their own expense.

A financial statement was submitted showing disbursements of the Umatilla County bond fund and the Commission agreed to take the matter under consideration until the next meeting.

Judge Marsh stated that they had funds provided in their bond issue for the Cold Springs Road and asked that they be permitted to expend these funds on this project and that the funds so spent be considered as cooperation on their part. This was agreed to by the Commission.

The following resolution relating to the distribution of the balance of 1920 State Market Road appropriation was offered by Mr. Kiddle and unanimously adopted:

WHEREAS, by the provisions of Chapter 431 of the Laws of 1919, there has been made available for distribution by the State Highway Commission a fund known as the "state market road appropriation", and

WHEREAS, it is further provided by said legislative act that the State Highway Commission, shall, annually, apportion the appropriation provided for under said act, between the several counties complying with and accepting the benefits of said act; and,

WHEREAS, pursuant to the provisions and commands of said Chapter 431, all counties of the state having complied with the provisions and accepted the benefits of said market road law, the State Highway Commission did, on the 3rd day of April, 1920, apportion among the counties, a sum or amount produced by a one mill levy upon all the taxable property of the state, as shown by the last preceding assessment and equalization thereof; the said one mill levy being the one mill levy authorized by the act to be made by the state in the state levy of taxes and not the

levy authorized to be made by the various counties for county market road funds; in such amounts that each county, except Multnomah County, was apportioned an amount equal to the amount it paid into the "state market road appropriation" plus its proportionate share of surplus funds from Multnomah County, and Multnomah County was apportioned an amount equal to 10% of the total "state market road appropriation" as provided by the terms of the act; and,

WHEREAS, the State Highway Commission did on June 1, 1920, by resolution distribute to all counties, except Multnomah County, one-half of their contribution to the "state market road appropriation", and to Multnomah County, one-half of their apportionment, which by the act is limited to 10% of the total; and,

WHEREAS, funds are now available and it appears to the State Highway Commission to be desirable at this time to distribute the balance of the apportionment to the several counties;

NOW, THEREFORE, be it resolved by the State Highway Commission meeting in regular session, that there be distributed and disbursed out of the fund known as the "state market road appropriation" the balance due in accordance with the apportionment heretofore made by the Commission, the amounts to be determined as follows: To all counties, except Multnomah County, the unpaid one-half of their contribution to the "state market road appropriation" plus the proportionate share of surplus from Multnomah County; to Multnomah County, the unpaid one-half of their apportionment; provided that there shall be deducted from each county's share of said fund a proportionate sum to cover the amount expended by the State Highway Commission in that county in carrying out the provisions of the act as provided in Section 3, of the Market Road Law, to-wit:

County	Paid into State Market Road Appropriation	Pro rata Share of Mult.Co. Surplus	Total Apportionment of State Market Road Funds	Less Payment made in June 1920	Less Expenditures made by the State Highway Commission	Balance due Counties
Baker	$ 23,470.21	$ 9,572.45	$ 33,042.66	$ 11,735.10	$ 77.39	$ 21,230.17
Benton	12,118.67	4,942.66	17,061.33	6,059.34	0.00	11,001.99
Clackamas	33,811.56	13,790.23	47,601.79	16,905.78	3,320.35	27,375.66
Clatsop	28,517.55	11,631.04	40,148.59	14,258.77	0.00	25,889.82
Columbia	14,514.11	5,919.66	20,433.77	7,257.06	21.29	13,155.42
Coos	22,125.68	9,024.08	31,149.76	11,062.84	0.00	20,086.92
Crook	6,021.32	2,455.83	8,077.15	3,010.66	184.95	5,281.54
Curry	3,767.72	1,536.68	5,304.40	1,883.86	852.52	2,568.02
Deschutes	10,079.20	4,110.86	14,190.06	5,039.60	953.23	8,197.23
Douglas	26,317.11	10,733.57	37,050.68	13,158.55	0.00	23,892.13
Gilliam	10,466.83	4,268.96	14,735.79	5,233.42	676.54	8,825.83
Grant	7,948.11	3,241.68	11,189.79	3,974.05	12.22	7,203.52
Harney	11,299.10	4,608.40	15,907.50	5,649.55	1,000.75	9,257.20
Hood River	9,777.04	3,987.61	13,764.65	4,888.52	715.72	8,160.41
Jackson	29,203.55	11,910.82	41,114.37	14,601.78	4,240.79	22,271.80
Jefferson	5,233.73	2,134.60	7,368.33	2,616.86	210.40	4,541.07
Josephine	8,046.01	3,281.60	11,327.61	4,023.01	3,666.47	3,638.13
Klamath	16,635.61	6,784.92	23,420.53	8,317.80	0.00	15,102.73
Lake	11,104.29	4,528.95	15,633.24	5,552.15	1,525.97	8,555.12
Lane	39,718.64	16,199.45	55,918.09	19,859.32	0.00	36,058.77
Lincoln	7,327.82	2,988.69	10,316.51	3,663.91	0.00	6,652.60
Linn	30,299.15	12,357.67	42,656.82	15,149.57	0.00	27,507.25
Malheur	14,783.84	6,029.66	20,813.50	7,391.92	1,807.24	11,614.34
Marion	41,521.29	16,934.70	58,455.99	20,760.65	0.00	37,695.34
Morrow	11,132.26	4,540.35	15,672.61	5,566.13	784.62	9,321.86
Multnomah	357,279.57	0.00	99,043.55	49,521.77	0.00	49,521.78
Polk	17,389.67	7,092.47	24,482.14	8,694.84	0.00	15,787.30
Sherman	10,948.94	4,465.58	15,414.52	5,474.47	134.19	9,805.86
Tillamook	16,121.40	6,575.20	22,696.60	8,060.70	0.00	14,635.90
Umatilla	44,369.21	18,096.22	62,465.43	22,184.60	0.00	40,280.83
Union	21,064.59	8,591.31	29,655.90	10,532.30	488.18	18,635.42
Wallowa	14,188.85	5,787.00	19,975.85	7,094.42	29.95	12,851.48
Wasco	16,487.40	6,724.48	23,211.88	8,243.71	0.00	14,968.17
Washington	29,302.48	11,951.18	41,253.66	14,651.24	1,446.87	25,155.55
Wheeler	5,189.42	2,116.53	7,305.95	2,594.71	234.98	4,476.26
Yamhill	22,853.53	9,320.93	32,174.46	11,426.76	6,251.15	14,496.55
	$990,435.46	$258,236.02	$990,435.46	$366,099.72	$28,635.77	$595,699.97

BE IT FURTHER RESOLVED, that Roy A. Klein, Secretary to the Commission, be instructed to deliver a copy of this resolution to the Secretary of State, which resolution, duly attested by the Secretary of the Commission, and having the seal of the Commission attached thereto, shall be the authority of the Secretary of State, under the provisions of said Chapter 431, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

The following resolution relating to the distribution of the apportionment of the 1921 State Market Road appropriation was offered by Mr. Kiddle and unanimously adopted:

WHEREAS, by the provisions of Chapter 431 of the Laws of Oregon for 1919, there has been made available for apportionment by the State Highway Commission, a fund known as the State Market Road Appropriation Fund; and,

WHEREAS, by the provisions of Section 4 of said Act the County Court of any county desiring to avail itself of the provisions and benefits of said Act in any one year, shall provide by uniform levy on all of the taxable property of the county for the specific purpose of market road construction, such an amount as may equal the amount apportioned to said county by the State Highway Commission acting under the authority of said Act; and

WHEREAS, the County Courts of the various counties of the state, before making a levy for said market road construction, should be advised as to the amount apportioned to the said counties from said Market Road Appropriation Fund for the year 1921; and,

WHEREAS, said Act provides that said Market Road Appropriation shall be produced by, and result from a one mill levy made by the State Tax Commission upon all of the taxable property of the state, as shown by the last preceding assessment and the equalization thereof; and,

WHEREAS, the last available statement prepared by the State Tax Commission was filed on December 19th, 1919; and,

WHEREAS, all of the counties of the state have heretofore complied with the provisions of said market road law for the year 1920, and have accepted the benefits thereof; and,

WHEREAS, the State Highway Commission is at this time without definite knowledge as to the number or name of the counties that will accept the benefits of said market road law and agree to operate under its terms for the year 1921; and therefore, and for that reason, the said Highway Commission cannot at this time fix the exact proportionate division of said Market Road Appropriation, but can, at this time, make only an approximate appropriation or division of said funds.

NOW, THEREFORE, BE IT RESOLVED, that each and all of the counties of the State of Oregon are hereby notified and advised that the apportionment hereinafter set out of the funds from the State Market Road Appropriation for the year 1921, based on the records in the office of the State Tax Commission as of December 19th, 1919, relative thereto, and based on the assumption that all of the counties of the state will qualify for the benefits of said Market Road Appropriation Act, is hereby made, and by this resolution

there is hereby set aside and appropriated to each county of the state, except Multnomah County, an amount equal to its contribution to the State Market Road Fund Appropriation plus a proportionate share of any surplus funds resulting from the contribution to said fund derived from the levy on the taxable property of Multnomah County, and there is hereby set aside and appropriated to Multnomah County, ten per cent of the total State Market Road Appropriation as provided by the terms of said Act.

And be it further resolved, that each county desiring to accept the benefits of said Act shall, and is hereby required to make a levy for the specific purpose of market road construction sufficient to produce an amount equal to the apportionment made herein to the respective counties, so that said county will be qualified to match with county road funds, the money apportioned to said county by the State Highway Commission from the said State Market Road Appropriation.

The respective and specific apportionments are as shown in Column 5 of the attached table.

FIRST COLUMN: Name of Counties.

SECOND COLUMN; Total taxable value of all property in the state equalized among the several counties according to their respective ratios, and used as a basis in calculating the state levy of taxes.

THIRD COLUMN: Amounts produced by a levy of one mill on the valuations shown in second column and which is paid into the "state market road appropriation".

FOURTH COLUMN: Amount of surplus funds from Multnomah County apportioned to the counties in proportion to the amount paid into the "state market road appropriation" by the counties.

FIFTH COLUMN: Funds apportioned and paid to the Counties in 1920 and calculated as the apportionment for 1921.

SIXTH COLUMN: Total value of taxable property in each county, including that equalized by the County Board of Equalization and that equalized and apportioned by the State Tax Commission.

SEVENTH COLUMN: Millage levy on valuation shown in Sixth Column which is required to produce an amount slightly in excess of the apportionment shown in Fifth Column.

EIGHTH COLUMN: Amount produced by levy shown in Seventh Column on valuation shown in Sixth Column.

NOTE: Millage figures in the Seventh Column are for reference use by the State Highway Department. County Court probably have available a county valuation which differs from that shown in Column Six, and therefore the levy necessary to produce funds equal to their apportionment may differ from that shown in Column Seven.

NOTE: See Column Five for apportionment for 1921.

First Column	Second Column	Third Column	Fourth Column	Fifth Column	Sixth Column	Seventh Column	Eighth Column
Baker	$ 23,470,210.70	$ 23,470.21	$ 9,572.45	$ 33,042.66	$ 26,760,376.51	1.24	$ 33,185.57
Benton	12,118,666.87	12,118.67	4,942.66	17,061.33	11,054,016.20	1.55	17,133.73
Clackamas	33,811,563.70	33,811.56	13,790.23	47,601.79	29,299,088.68	1.65	47,757.51
Clatsop	28,517,552.20	28,517.55	11,631.04	40,148.59	30,347,595.40	1.33	40,362.30
Columbia	14,514,113.60	14,514.11	5,919.66	20,433.77	13,459,668.17	1.52	20,458.70
Coos	22,125,683.40	22,125.68	9,024.08	31,149.76	23,545,544.30	1.33	31,315.57
Crook	6,021,322.10	6,021.32	2,455.83	8,477.15	5,034,641.45	1.69	8,508.54
Curry	3,767,717.80	3,767.72	1,536.68	5,304.40	4,868,680.65	1.09	5,306.86
Deschutes	10,079,203.60	10,079.20	4,110.86	14,190.06	8,887,266.62	1.60	14,219.63
Douglas	26,317,104.10	26,317.11	10,733.57	37,050.68	28,005,939.00	1.33	37,247.90
Gilliam	10,466,832.20	10,466.83	4,268.96	14,735.79	14,320,948.02	1.03	14,759.56
Grant	7,948,111.00	7,948.11	3,241.68	11,189.79	8,337,330.45	1.35	11,265.40
Harney	11,299,104.80	11,299.10	4,608.40	15,907.50	12,883,068.00	1.24	15,975.00
Hood River	9,777,034.70	9,777.04	3,987.61	13,764.65	9,512,641.52	1.45	13,933.30
Jackson	29,203,550.80	29,203.55	11,910.82	41,114.37	27,525,888.71	1.50	41,288.83
Jefferson	5,233,729.90	5,233.73	2,134.60	7,368.33	5,171,763.55	1.43	7,395.62
Josephine	8,046,004.70	8,046.01	3,281.60	11,327.61	8,317,698.82	1.37	11,395.25
Klamath	16,635,610.10	16,635.61	6,784.92	23,420.53	17,703,159.10	1.33	23,545.20
Lake	11,104,291.70	11,104.29	4,528.95	15,633.24	12,323,319.84	1.27	15,650.61
Lane	39,718,636.10	39,718.64	16,199.45	55,918.09	35,021,627.22	1.60	56,034.60
Lincoln	7,327,819.60	7,327.82	2,988.69	10,316.51	9,357,677.08	1.11	10,387.02
Linn	30,299,149.20	30,299.15	12,357.67	42,656.82	30,401,035.02	1.41	42,865.46
Malheur	14,783,834.90	14,783.84	6,029.66	20,813.50	13,709,794.25	1.52	20,838.89
Marion	41,521,294.70	41,521.29	16,934.70	58,455.99	42,292,142.84	1.39	58,768.08
Morrow	11,132,255.40	11,132.26	4,540.35	15,672.61	14,046,730.54	1.12	15,732.34
Multnomah	357,279,572.00	357,279.57	0.00	99,043.55	336,754,862.76	.30	101,026.45
Polk	17,389,672.00	17,389.67	7,092.47	24,482.14	13,218,293.65	1.86	24,586.02
Sherman	10,948,935.60	10,948.94	4,465.58	15,414.52	15,313,474.01	1.01	15,466.61
Tillamook	16,121,399.10	16,121.40	6,575.20	22,696.60	22,057,649.90	1.03	22,719.38
Umatilla	44,369,212.60	44,369.21	18,096.22	62,465.43	49,240,060.97	1.27	62,534.88
Union	21,064,593.20	21,064.59	8,591.31	29,655.90	25,938,932.23	1.15	29,829.77
Wallowa	14,188,852.20	14,188.85	5,787.00	19,975.85	17,472,147.35	1.15	20,092.97
Wasco	16,487,405.90	16,487.41	6,724.48	23,211.89	18,297,391.85	1.27	23,237.67
Washington	29,302,482.50	29,302.48	11,951.18	41,253.66	22,718,967.58	1.82	41,348.52
Wheeler	5,189,420.00	5,189.42	2,116.53	7,305.95	6,390,249.85	1.15	7,348.79
Yamhill	22,853,529.20	22,853.53	9,320.93	32,174.45	20,845,798.08	1.55	32,310.99
	$990,435,472.17	$990,435.47	$258,236.02	$990,435.47	$990,435,472.17		$995,823.32

Mr. Benson asked to be excused from the remainder of the session, but stated that he wished to register his objection against making any awards for concrete pavement.

The secretary read the tabulation of the bids.

Trail-Agate Section, Medford-Crater Lake Highway in Jackson County, Unit No. 1. On motion of Mr. Kiddle, which was carried, the bid of William von der Hellen at $44,226.00, using concrete pipe, was accepted.

Trail-Agate Section, Unit No. 2. On motion of Mr. Kiddle, the award of the contract was made to Rhodes & Price for $110,069.00, using concrete pipe.

Trail-Agate Section, Unit No. 3. On motion of Mr. Kiddle, which was carried, the contract was awarded to W. B. Tull for $57,137.60, using corrugated iron pipe.

Jamieson-Vale Section, gravel surfacing. On motion of Mr. Kiddle, which was carried, the bid of Oxman & Harrington for $62,000.00 was accepted.

Miles Crossing-Warrenton Section, grading, Coast Highway in Clatsop County. On motion of Mr. Kiddle, which was carried, the bid of McClean & Williams for $19,672.50, was accepted.

Skipanon-Seaside Section, Coast Highway in Clatsop County. On motion of Mr. Kiddle, which was carried, the bid of J. H. Tillman Co. for bituminous pavement at $246,516.00, was accepted.

Newberg-West Dayton Section. On motion of Mr. Kiddle, the bid of the Oregon Contract Company on concrete pavement was accepted with a proviso that the selection of sand to be used be referred to the engineer.

Corvallis-South Section. On motion of Mr. Kiddle, which was carried, the bid of Kibler & Bartlett for concrete pavement at $226,552.00 was accepted.

Agate-Trail Section, 4 reinforced concrete bridges. On motion of Mr. Kiddle, which was carried, the bid of Albert Anderson for $45,750.00 was accepted. The secretary was instructed to retain the check of the next lowest bidder until the low bidder had qualified.

Bridge over Rogue River, Agate-Trail Section. On motion of Mr. Kiddle, the bid of the Portland Bridge Company at $48,445.00 for steel bridge was accepted.

On motion of Mr. Kiddle, which was carried, the matter of the bids for automobile casings and tubes was referred to the engineer with power to act.

The engineer reported that it would be advisable to cancel

or postpone placing guard fence on the Newberg to West Dayton Section awarded at the September 28th meeting, in view of the paving contract for the same section awarded at this meeting. No work having been done and the cancellation being agreeable to the successful bidder, the contract was ordered cancelled.

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, November 29, 1920.

Meeting of the State Highway Commission was called to order at 2:00 P. M. in Room 1326 Yeon Building. Those present were:

R. A. Booth, Chairman
Ed E. Kiddle, Commissioner
J. B. Yeon, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

On motion of Mr. Kiddle, seconded by Mr. Yeon, Mr. Booth was elected Chairman of the Commission.

The minutes of the meetings of July 6th and September 28th were approved.

It was agreed that the date of the next meeting should be January 4, 1921.

Upon motion of Commissioner Kiddle, 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 43 of the General Laws of Oregon for 1920, which law was enacted by the Legislative Assembly of Oregon for the year 1920 and filed in the office of the Secretary of State January 21, 1920, 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 under the provisions of said Act, the sum of One Million Five Hundred Thousand Dollars, 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 said 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 Five Hundred Thousand 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 43, General Laws of Oregon for 1920, One Million Five Hundred Thousand 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 Room 520 Multnomah County Court House, Portland, Oregon, at eleven o'clock A. M. of the 4th day of January, 1921, and that 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 eleven o'clock A. M. of the 4th day of January, 1921;

(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 Five Hundred Thousand 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 1, 1926. That said bonds shall be in denominations of One Thousand ($1,000.00) Dollars each except that each thirty-eighth bond will be issued in denominations of Five Hundred ($500.00) Dollars and known and designated as Series No. 2 and shall be numbered 1521 to 3040, 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 January 1, 1921, 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 January 1, 1921, 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;

(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 Five Hundred Thousand Dollars, par value of said bonds.

UNITED STATES OF AMERICA

Number STATE OF OREGON Number

$1000 $1000

OREGON STATE HIGHWAY

Four and one-half Per Cent Gold Bond

Series No. 2.

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 conformance to the Constitution and under and by virtue of and in all respects in full and strict compliance with the laws of the State of Oregon, and in particular Article XI, Section 7 of the Constitution, and Chapter 43, General Laws of 1920.

The faith and credit of the State of Oregon are hereby irrevocably pledged for the punctual payment of the interest and the redemption

of the principal of this bond, respectively, as the same become due and are payable as aforesaid.

IN TESTIMONY WHEREOF, the State of Oregon, has caused this bond to be signed by the Governor, Secretary of State and State Treasurer, and sealed with the seal of the State of Oregon, and the attached interest coupons to be engraved with the facsimile signatures of its said officers, all as of the first day of 1920.

(Signed) Ben W. Olcott, Governor
" Sam A. Kozer, Secretary of State
" O. P. Hoff, State Treasurer

No. On the first day of $

The STATE OF OREGON

will pay the bearer in gold coin of the United States of America of or equal to the present standard of weight and fineness, at the office of the State Treasurer at Salem, Oregon, or at the office of fiscal agent of the State of Oregon in New York City at the option of the holder being interest on state highway bond No.

Series No. 2 (Facsimile signature) Ben W. Olcott Governor

O. P. Hoff (Facsimile signature) " " Sam A. Kozer Secretary of State
State Treasurer

The matter of the annual meeting of the American Association of State Highway Officials in Washington, D. C. was brought up. On motion of Mr. Booth, which was carried, it was voted to send Commissioner Kiddle, Mr. Louis E. Bean, President of the Public Land States Highway Association, and Mr. Nunn to represent the state at this conference.

Albert Anderson requested permission to furnish a personal surety on his contract for four bridges on the Agate-Trail section. This matter was referred to Mr. Booth to investigate the surety offered.

The Portland Bridge Company requested that R. E. Meith be accepted as personal surety on their contract for the Rogue River Bridge. Referred to Mr. Yeon to investigate.

The secretary presented a tentative agreement relating to the grading and graveling of the balance of the Lexington to Gilliam County Line section of the Oregon-Washington Highway, which was reported on by Mr. Kiddle at the last meeting. This agreement was approved by the Commission, and the secretary was instructed to forward it to the Morrow County Court for their consideration.

The matter of the termination of the contract with Oskar Huber covering the grading of this section by cancelling the unit between Heppner and a point 3 miles west of Lexington, was brought up. Mr. Booth reported that the contractor had agreed to the cancellation of the balance of this contract between these limits in consideration of the cancellation of the rental charge for the tractor for the period used and also cancellation of the cost of repairs to the machine with the exception of $500.00. After consideration of the advantages to be gained by this agreement, a motion was made by Mr. Kiddle and carried that the Huber contract be cancelled between Heppner and a point 3 miles west of Lexington, and the balance completed.

An agreement with the O.-W. R. R. & N. Company, relative to encroachments at the two tunnel sites between Seufert and Deschutes was approved and signed by the members of the Commission.

The engineer recommended that the Corvallis South section of the West Side Highway be improved as a Federal Aid project. On motion of Mr. Booth, which was carried, this recommendation was approved.

A communication was received from Umatilla County stating that they had no funds to meet their proportion of maintenance costs on the state highways at present and asked the Commission to advance such an amount as necessary until tax funds became available in the spring and that they would agree to reimburse the Commission for such expenditures at that time. After consideration, this request was granted.

The matter of deducting the cost of the overhead expenses in the administration of the Market Road Law was discussed and it was decided not to make a deduction this year and make the distribution on the basis set forth in the resolution, but it was thought advisable to take it up with the legislature for a determination of this feature.

The matter of the termination of the Salem-Dallas contract was discussed, the engineer recommending that this project be graveled and traveled another year before paving. Action was deferred in this matter until Mr. Yeon has had an opportunity to look the work over.

In the matter of cooperation from Coos County on the Roseburg-Coos Bay Highway, Mr. Booth reported that he had taken this matter up with some of the leading citizens but had received no reply. On motion of Mr. Kiddle, Mr. Booth was authorized to take this matter up with the County Court and see what cooperation could be secured on this project.

The secretary presented a letter from Harney County asking if the Commission wished them to levy $20,000.00 or $40,000.00 during the coming year for the Burns-Suntex project, having in mind raising the amount offered in cooperation in one year or spreading it over a two year period. On motion of Mr. Kiddle, it was agreed to put a portion of the Burns-Suntex project on the program for 1921, to the extent of $80,000.00, asking for $20,000.00 from the county and dividing the balance, $60,000.00, between the state and the Government, making a Federal Aid project of it, the project to begin at Burns and extend as far west as could be done with the funds available.

The engineer reported that the Portland Gas & Coke Company had refused to remove their gas main from its location under the proposed pavement in Oswego. The matter was referred to Mr. Yeon for recommendation.

The engineer was instructed to make recommendations as to the control of franchises for public utilities within the right of way lines of the state highways and also recommendations as to the regulation of speed and loads in his annual report.

The state highway map to be published in the annual report was considered and it was thought advisable that this map should be plainly marked, "Tentative State Highway System" and that the Albany-Corvallis Highway and sections of the Coast Highway on which the Commission has not acted be placed upon the map in dotted lines and shown as highways under consideration.

The Scandia Shipbuilding Company presented a request for an extension of time to January 31, 1921 on their contract for paving between Coquille and Cedar Point. On recommendation of the engineer this extension of time was granted.

A. D. Kern, who has a contract for the construction of pavement between Jefferson and Albany, asked for an extension of time to January 1, 1921. On recommendation of the engineer, this extension was granted.

A. D. Kern, contractor for the paving of the Jefferson-North section of the Pacific Highway, requested an extension of time to January 1, 1921. On recommendation of the engineer, this extension was granted.

A. D. Kern, contractor for the graveling of the Salem-South section of the Pacific Highway, requested an extension of time to January 1, 1921. On recommendation of the engineer, this extension was granted.

A. D. Kern, contractor for the graveling of the Albany-Tangent Section of the Pacific Highway, requested an extension of time to January 1, 1921. On recommendation of the engineer, this extension was granted.

Warren Construction Company, contractors on the Scappoose-Deer Island project requested an extension of time to December 15, 1920. On recommendation of the engineer, this request was granted.