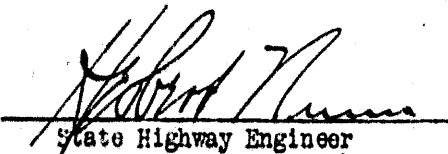
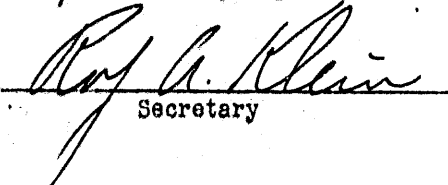



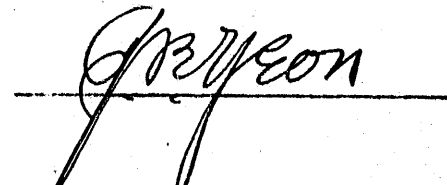
A request was received from the County Court of Wasco County asking the Commission to visit their county and take up road matters there. Mr. Kiddle was requested to visit the county and report back on conditions as he found them.

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


State Highway Engineer


Secretary


Chairman



Portland, Oregon, January 3, 1921.

The meeting of the State Highway Commission was held in Room 1326 Yeon Building at 2:00 P. M. Present were:

R. A. Booth, Chairman
J. B. Yeum, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Representative P. J. Gallagher and Mr. G. K. Aiken, representing Malheur County appeared in the interests of the construction of the Old Oregon Trail between Huntington and Ontario. They stated that Malheur County had available \$30,000.00 in actual cash, \$20,000.00 in bonds not yet sold and \$25,000 which could be paid upon completion of the road from next year's tax money. In the meantime, they had funds available to secure the right of way which was estimated to cost about \$16,000.00. The matter was taken under advisement.

Judge Wallace of Crook County, Commissioner Miller of Deschutes County and Judge King of Jefferson County appeared in the interests of The Dalles-California Highway and the McKenzie Highway. Judge Wallace asked when the Commission makes up allotments for the year that they take into consideration the unfinished portions of the McKenzie Highway. He stated that Crook County has \$40,000.00 definitely set aside for the section between Prineville and the west Forest Boundary and that he has a letter from Judge Keyes of Wheeler County in which it is stated that if the Commission will provide for the completing of the road from Mitchell to Sisters, Wheeler County will take care of a reasonable proportion of the cost of the 14 miles remaining in Wheeler County between the east forest boundary and the connection with the John Day Highway.

Commissioner Miller of Deschutes County asked for graveling on the Sisters-Redmond project between High Bridge and Cline Falls. He stated that they had substantially completed the grading west of Redmond at a total cost of approximately \$20,000.00 and \$20,000.00 more was required to gravel it sufficient for travel.

Judge King of Jefferson County brought up the location of The Dalles-California Highway north of Madras, stating that the county had \$50,000.00 to offer in cooperation provided the location is routed as given in the bond notices through Gateway, and up Trout Creek.

The engineer's report on the alternate routes of the Dalles-California Highway north of Madras was discussed and studied at some length and in view of the many problems involved the matter was taken under advisement.

Messrs. Purcell and McKesson of the U. S. Bureau of Public Roads were called in conference in the matter of the surfacing clause placed in the Federal Aid Project agreements on the gravel surfacing projects on the Columbia River Highway east of The Dalles. This clause is quoted as follows:

"Article III. (c) The Highway Department, for and in consideration of the granting of _____ Federal Aid on the improvement contemplated under this agreement and subject to such limitations on its authority as now are or hereafter may be imposed by the laws of the State of Oregon, hereby agrees that within a reasonable time after the completion of the improvement provided for by this agreement it will place, or cause to be placed, with or without Federal aid, upon the road embraced in this project, a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads of the U. S. Department of Agriculture to be adequate to carry the present and prospective traffic with such annual maintenance charges as will represent a reasonable expenditure for the public service rendered by the Highway."

It was pointed out to the Government representatives that an unreasonable construction of this clause might require hard surface pavement when funds were not available or legislative authority lacking. The Bureau representatives stated that this was a standard clause inserted in all surfacing contracts and the Government's purpose was only to insure continuous maintenance of the gravel surfacing and in the event that this type of surfacing became too expensive to maintain under heavy traffic, then the state should provide pavement either with or without Federal Aid. They also expressed the view that the phrase "subject to such limitations on its authority as now are or hereafter may be imposed by the laws of the State of Oregon," was a saving one and also that the phrase "a surfacing which shall be deemed by the said Highway Department and the Bureau of Public Roads to be adequate", etc. gave the Commission a voice in the determination of when pavement was necessary. With this understanding the modified project agreements containing this clause were signed.

D. J. Malarkey, representing Oskar Huber in the matter of maintenance of the Rex-Tigard and Tillamook paving contracts brought these matters up again and after consideration they were signed as prepared, with the repairs on the Tillamook section limited to 1600 square yards.

The Bridge Engineer presented the request of the Pacific Power & Light Company to place their high tension lines on the Youngs Bay Bridge. It was agreed to resist the attempt to place their poles on this bridge unless their plans were approved by the department.

The engineer reported that the Youngs Bay Bridge would be completed probably three months ahead of contract time and that the Port of Astoria had not commenced work on the embankment on the west approach as agreed. The attorney was instructed to notify the Port.

The Clark & Henery Construction Company requested that they be given final payment on the grading of the Oakland-Wilbur section which has been completed and that they be permitted to enter into a supplementary contract to cover the balance of this contract, which is principally paving. On recommendation of the engineer, this request was granted.

The following requests for extensions of time were received:

Wickner, Sharp & Chindahl, graveling of The Dalles-California Highway from Bend to the Jefferson County Line. Extension of time for completion asked to April 1, 1921. On recommendation of the engineer, this extension was granted.

A. D. Kern, grading, Wallowa Canyon Section of the La Grande-Joseph Highway in Wallowa County. Extension of time requested to April 1, 1921. On recommendation of the engineer, this request was granted.

Warren Construction Company, paving Athena-Milton Section of the Oregon-Washington Highway, in Umatilla County. Request for extension of time to October 1, 1921. In view of the fact that it is necessary to leave practically 5½ miles of new fill unpaved until next year, on recommendation of the engineer this extension was granted.

Lake County, grading and graveling, Lakeview-Crooked Creek Section of the Lakeview-Bend Highway. An extension of time to June 30, 1921 was requested. On recommendation of the engineer, this request was granted.

Tillamook County, macadamizing, Riverdale-Hobsonville Section, Moore Cutoff Section and Beaver-Hebo Section. An extension of time to October 1, 1921 was requested. On recommendation of the engineer, this request for extension was granted.

Colonial Building Company. Construction of bridges near Big Eddy and Dillon on the Columbia River Highway in Wasco County. An extension of time to February 28, 1921 was requested. On recommendation of the engineer the extension of time was granted.

Jim Ross, graveling, Danby Ranch-Cole Bridge Section, John Day River Highway. An extension of time to January 20th was requested. On recommendation of the engineer, the extension was granted.

A. Guthrie & Company, Crooked River Highway. Request for extension of time to March 31, 1921. On recommendation of the engineer, the extension was granted.

Umatilla County, grading and graveling, Pendleton-Pilot Rock Section. An extension of time was requested until May 31, 1921. On recommendation of the engineer, the request was granted.

Moon & Company, Hubbard Creek-Brush Creek Section. An extension of time was requested until April 1, 1921. On recommendation of the engineer, the request was granted.

The meeting adjourned at 5:30 P. M. to meet the next day at 10:00 o'clock.

Portland, Oregon, January 4, 1921.

The meeting of the State Highway Commission was called at 10 o'clock A. M. in Room 520 Multnomah County Court House. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The following bids on grading were opened and read by the Secretary:

COAST HIGHWAY
PORT ORFORD-HUBBARD CREEK SECTION - GRADING

J. R. Hill	23,629.50
Moon & Co.	25,251.00
Hennessey, Gilbert & Burton	25,347.00

COLUMBIA RIVER HIGHWAY
SEUFERT-DESCHUTES RIVER SECTION - GRADING

	Br. Stone or Cr. Gravel	Cr. Gravel Specified	Br. Stone Specified	Br. Stone 2½" Max. size Crusher Run
K. L. Goulter	94,690.00			
Porter & Conley	95,000.00			
A. D. Kern	83,440.00	133,350.00	110,100.00	
Warren Construction Co.	97,110.00			
Johnson Contract Co.	94,010.00			
Triangle Const. Co.	118,600.00			
Jas. F. Clarkson & Co.	126,250.00			

COLUMBIA RIVER HIGHWAY
ARLINGTON-MORROW COUNTY LINE SECTION
5,700 LIN. FT. WOOD GUARD FENCE

Porter & Conley	\$,840.00
Curtis Gardner	7,125.00
Soleim & Gustafson	5,386.50
M. F. McAtee	5,586.00

OREGON-WASHINGTON HIGHWAY
LEXINGTON-GILLIAM COUNTY LINE SECTION
BROKEN STONE SURFACING AND WOOD GUARD FENCE

Oxman & Harrington	115,630.00
Warren Construction Co.	107,829.60
Oregon Hassam Paving Co.	99,955.00
K. L. Goulter	114,205.00
Porter & Conley	108,212.50
Johnson Contract Co.	132,437.50
A. D. Kern	121,322.50

OLD OREGON TRAIL
NELSON-HUNTINGTON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Copenhagen Bros. Co.	224,827.00	222,070.00
Morrison-Knudsen Co.	234,006.00	
Hauser Construction Co.	247,575.00	244,152.50

OLD OREGON TRAIL
NELSON-HUNTINGTON SECTION - GRADING

UNIT NO. 1

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	176,649.00	177,602.00
A. Guthrie & Co.	164,137.50	163,285.00
Oxman & Harrington	164,165.00	163,951.00
Elliott & Scoggin	140,875.00	
Grant, Smith & Co.	136,970.00	135,645.00
Warren Construction Co.	170,787.60	
Hauser Construction Co.	137,542.50	135,845.00
Morrison-Knudsen Co.	139,745.00	

UNIT NO. 2

Hauser Construction Co.	113,832.50	112,107.50
Grant Smith & Company	112,460.00	111,056.00
Warren Construction Co.	140,837.74	
Elliott & Scoggin	110,974.00	
Oxman & Harrington	121,948.00	121,873.00
A. Guthrie & Co.	141,231.00	140,444.00
A. D. Kern	137,534.60	138,592.40
Morrison-Knudsen Co.	112,466.00	

At 11 o'clock A. M. bids on the bonds were opened.

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

WHEREAS, at a meeting of the State Highway Commission held November 29, 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 4th day of January, 1921, 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 January 4, 1921; 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 January 1, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from January 1st until the date the purchase price is paid, and an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of Boston, Mass., showing the validity of such bonds as a prerequisite to such issuance, and that the Commission reserves the right to reject any and all bids, and further requiring that said bonds be payable at the office of the State Treasurer, Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and

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

WHEREAS, the State Highway Commission of the State of Oregon, is now at eleven o'clock A. M. of the 4th day of January, 1921, in regular session at Room 520 Multnomah County Court House, Portland, with Chairman Booth and Commissioner Yeon 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:

Carstens & Earles, Inc.)		
William R. Compton Co.)		
Halsey, Stuart & Company	)	\$1,360,650.	90.71
Hallgarten & Company, New York)		
A. M. Wright, Portland		1,358,250	90.55
Stacy & Braun)		
Eldredge & Co.)		
Kissel, Kimmicutt & Co.	)	1,336,950	89.13
Anglo & London Paris National Bank)		
Ralph Schneeloch Company)		
Harris Trust & Savings Bank, Chicago)		
National City Company)		
Continental & Commercial Trust & Savings Bank	)	1,334,145	88.943
Lumbermens Trust Company)		
John E. Price & Co.)		
E. H. Rollins & Sons)		
The Guaranty Co. of New York	)	1,322,550	88.17
Ames, Emerich & Co.)		
Bankers Trust Co. of New York)		

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

WHEREAS, the bid of Carstens & Earles, Inc., William R. Compton Company, Halsey, Stuart & Company, Hallgarten & Company is the highest and best bid received, and

WHEREAS, by the conditions of said bid it is offered and proposed to purchase, at the price bid, all, or any portion, of the bonds offered for sale; and

WHEREAS, the State Highway Commission, after considering all of said bids, and the general situation, and the possible improvement in the money market, is fully convinced that it will not be for the best interests of the State of Oregon to sell, at the price bid, all of the said One Million Five Hundred Thousand Dollars (\$1,500,000.00) of state bonds, but that it is for the best interests of the State of Oregon at this time to sell and dispose of, at the price bid, Five Hundred Thousand Dollars (\$500,000.00) of said state bonds.

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

1. That said bid of Nine Hundred Seven Dollars and Ten Cents, (\$907.10) for each One Thousand Dollars (\$1,000.00) of said bonds, or portion thereof,

shall be, and is hereby accepted for Five Hundred Thousand Dollars (\$500,000.00) par value bonds of the State of Oregon authorized under said Chapter 43, General Laws of Oregon for 1920.

2. That the Secretary of this Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed four hundred eighty (480) One Thousand Dollar Bonds and forty (40) Five Hundred Dollar Bonds, of which twelve (12) One Thousand Dollar Bonds and one (1) Five Hundred Dollar Bond shall be due and payable on April 1, 1926 and a like number and amount on October 1st and April 1st of each year following until the full amount has become due and payable, and that such bonds be dated January 1, 1921, 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 January 1, 1921, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twelve One Thousand Dollar bonds and one Five Hundred Dollar bond be issued so as to mature April 1, 1926, and a like amount and number each October 1st and April 1st thereafter, up to the full amount of Five Hundred Thousand Dollars.

3. That the said successful bidders be permitted to withdraw their certified check submitted with said bid in the sum of Seventy-five Thousand Dollars (\$75,000.00) and file with the Commission in lieu thereof, a certified check in the sum of Twenty-five Thousand Dollars (\$25,000.00).

4. 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.

5. 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.

JAN 4 1921

JAN 4 1921

Mr. Booth offered the following resolution, which was adopted;

WHEREAS, Edward E. Kiddle, a member of the State Highway Commission, has been removed from earthly activities by death, therefore be it

RESOLVED that this Commission assembled in regular session express its keen regrets because of the loss to the state of the services of one who was splendidly qualified to act in the capacity to which he had been called by executive appointment; that we recognized in him not only a capable but also a painstaking, conscientious official, who was always ready to share in responsibility and to labor unceasingly in the work committed to him.

RESOLVED that we recognized in Mr. Kiddle a citizen of highest worth, a man rich in unmeasured friendships and an associate whom we trusted and admired.

RESOLVED that we mean by this action to express our deepest sorrow for the family whose incomparable loss cannot be fathomed or repaired.

RESOLVED that a copy of these resolutions be spread upon the minute book of this Commission, a copy furnished the state press and an engrossed copy forwarded to the family.

Judge Cross of Clackamas County asked that the Commission advertise for proposals for the construction of the bridge at Park Place over the Clackamas River, at the next meeting of the Commission, for the county, on the design prepared by the bridge engineer. This being agreeable, the engineer was instructed to comply with their request.

Dr. Donnelly of Arlington and Judge Fowler of Gilliam County stated that the county had funds from their bond issue to expend on the John Day Highway between Condon and Arlington. On motion of Mr. Booth, which was carried, the engineer was instructed to make a survey of this section at his early convenience.

In the matter of the indebtedness of Gilliam County, Judge Fowler agreed that the balance of the cooperation offered on the Columbia River Highway, in amount \$15,000.00, would be paid at once. He stated that their understanding of the Mayville-Thirtymile Creek Section was that it was not yet due but if the agreement called for payment as work progressed, payment would be made on this also.

Judge Wallace of Crook County asked that bids be asked for the Prineville-Jones Mill Section of the McKenzie Highway and stated that the county's \$40,000.00 was available for cooperation on grading and when ready for graveling, the county would do its share, to which Mr. Booth replied that the Commission would agree to match the amount offered, making a total of \$80,000 for grading and graveling and if that amount

is not sufficient that Crook County will consider further cooperation when the matter develops. Judge Wallace agreed to this. The engineer was instructed to advertise the project at the next meeting.

Judge Wallace asked regarding the intention of the Commission relative to graveling the balance of the section between the Deschutes-Crook County Line and Prineville. He stated that the county was ready to cooperate to 25% on this. Mr. Booth stated that the Commission was ready to advertise this section as soon as a satisfactory statement could be secured from Deschutes County relative to grading between Redmond and the county line, about 3 miles in length, and that as soon as this was provided for the Commission was favorable to graveling the distance between Redmond and the end of the Huber graveling contract in Crook County.

Judge King pressed the Commission for a decision on the route from Madras north. Mr. Booth replied for the Commission that the matter would be carefully and promptly considered and an answer be given when it could be definitely determined.

Representative Wright and Mr. James Stewart asked for the road through Sherman County. These representatives stated that Sherman County was in a position to cooperate and had voted \$250,000.00 of bonds, and would cooperate on a fifty-fifty basis on the improvement. Mr. Booth stated for the Commission that this matter would be left until it was known what action the legislature took on the vetoed bills, since this was one of them and it would be in a better position to take this up later.

Mr. Stewart asked for the construction of 4 miles on the John Day River Highway in Wheeler County between Butte Creek and Sarvice Creek, known as the Sarvice Creek Section, stating that Wheeler County had \$10,000.00 available for this project. On motion of Mr. Booth, it was agreed that this project should be advertised as soon as the engineer has the completed estimates, and recommends the advertising to the extent of meeting the funds of Wheeler County on an equal basis, thus making \$20,000.00 available.

A. J. Bewley and Commissioner Gunning of Yamhill County asked that the macadam contract between Sheridan and Willamina, awarded last fall, be changed to pavement, and stated that the county would offer some cooperation. Mr. Booth stated that this matter would be taken under consideration until Mr. Yeon has had opportunity to go over it.

Mr. W. B. Dennis of Carlton brought up the matter of paving the Gaston-Yamhill Section, asking that this project be placed upon the 1921 construction program for paving.

Mr. J. R. Penland, representing the Linn County Court, asked for paving between Albany and Tangent on the Pacific Highway, which was graded and graveled last year. He stated that the award of the contract for this paving would have a good effect on the county in selling their bonds and getting the grading completed between Tangent and Harrisburg. On motion of Mr. Booth it was agreed that if the county would provide funds for the

grading between Tangent and Harrisburg, that the Commission would ask for bids for paving the section between Albany and Tangent.

A. D. Leedy representing Grant County asked for the improvement of the John Day Highway between Coles Bridge and a point near Dayville. Mr. Booth stated for the Commission that no funds were available for this project at this time and Mr. Leedy was requested to ask the county what cooperation they could give on this improvement.

A delegation from Washington, Columbia, and Clatsop Counties, advocating the Inland Loop Highway between Portland and Astoria, asked that it be designated as a state highway. The members of this delegation were Messrs. Crawford of Manning, E. F. May of Cedar Mill, E. F. Cornelius of North Plains and L. L. Pagett of Seaside, who argued for the proposed highway. They stated that special levies had been made in nearly all the districts affected and they wished to spend their funds on the proper location. The Commission advised them that this was properly a market road project and suggested that it be so designated by the county. It was suggested to the delegates that this matter be taken up with their respective counties with the view to securing market road funds and that if called upon to do so the Commission would make the survey as provided in the Market Road Law.

Judge Sawyer of Deschutes County stated that his county would grade between Redmond and the Deschutes-Crook County line.

In reference to the Bend-Horse Ridge Section of the Central Oregon Highway, Judge Sawyer stated that the county had spent \$25,000 on this project and lacked about \$5,000.00 to complete the culvert work. On motion of Mr. Yoon, an appropriation of approximately \$5,000 was made from the state highway fund for the culvert construction and the engineer was instructed to advertise it for bids at the next meeting.

Judge Doby of Baker County stated that his county would offer \$85,000.00 in cooperation on the grading of the Huntington-Nelson Section of the Old Oregon Trail. Mr. Booth asked Judge Doby if the state cooperated with the county on the grading would the county later cooperate with the state on the surfacing. Judge Doby said, "Yes, but could not do it now."

Baker County asked for a loan to meet payment to Oxman & Harrington on the Haines-North Powder contract, stating that the bonding house which had agreed to take their bonds was in financial difficulties and could not fulfill their obligations at this time. The secretary was authorized to draw a voucher for this amount not to exceed \$5,000.00 payable from the state highway fund to help in this emergency provided Baker County would adopt a resolution agreeing to pay back from the first bond sales.

Commissioner Galloway of Union County appeared in the interest of the Old Oregon Trail in Union County. He asked in behalf of Union County that the plans of the section between Hilgard and Kamela be

revised and the project advertised with a width of 16 ft. traveled way exclusive of ditches instead of the 12 ft. width previously considered. After consideration the Commission agreed to adopt the greater roadbed width.

Mr. Galloway also asked that the section between Hilgard and La Grande be advertised again, provided the county was under no obligation to a bidder whose low bid on the Perry-La Grande Section had never been formally rejected.

On motion of Mr. Booth, the engineer was instructed to advertise from La Grande to Kamela for grading at the March meeting for Union County and divide the project into such convenient units as appeared desirable.

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

Unit No. 1, Nelson-Huntington Section, Unit No. 2, Nelson-Huntington Section, Old Oregon Trail, Baker County, considering both units together. On motion of Mr. Booth, which was carried, the bid of Copenhagen Bros. Co. for \$222,070.00 for both units combined, using corrugated pipe, being the low bid, was accepted and the contract awarded.

Lexington-Gilliam County Line section, Oregon-Washington Highway, Morrow County. On motion of Mr. Booth, which was carried, this contract was awarded to the Oregon Hassam Paving Company, who were the low bidders, at \$99,955.00 with the understanding that it be referred to the Engineer with power to act when an appropriate resolution had been received from Morrow County relative to their acceptance of the conditions previously agreed.

Seufert-Deschutes River Section, Columbia River Highway in Wasco County, graveling. On motion of Mr. Booth, which was carried, the low bid of A. D. Kern at \$83,440.00, using crushed gravel, was accepted.

Arlington-Morrow County Line Section, Columbia River Highway, Gilliam County, guard fences. On motion of Mr. Booth, this contract was awarded to the low bidders, Soleim & Gustafson at \$5,386.50.

Port Orford-Hubbard Creek Section, Coast Highway in Curry County. On motion of Mr. Booth, which was carried, the award of this contract was made to the low bidder, John R. Hill, on his bid of \$23,629.50.

On motion of Mr. Booth, which was carried, the checks of the unsuccessful bidders were ordered returned.

The secretary opened bids for auditing the State Highway Fund and payroll account, from the following bidders:

Crandall & Roberts,	Portland
Alexander Young & Co.,	"
John Y. Richardson & Co.,	"
Marwick, Mitchell & Co.,	"

Whitfield, Whitcomb & Co.,	Portland
G. Ed Ross,	Salem
W. R. Mackenzie & Son	Portland
Alex. C. Rae & Co.	"

Adjournment was made at 5:30 P. M. until 10:00 A. M. the next day.

Portland, Oregon, January 5, 1921.

Meeting of the State Highway Commission was called to order at 10:00 A. M. in Room 1326 Yeon Building. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

After consideration of the bids received for auditing the records of the State Highway Fund and payroll account, on motion of Mr. Booth, which was carried, the contract was awarded to William R. Mackenzie & Son for a lump sum of \$600.00 and necessary traveling and living expenses of the accountant, the expense to be determined before contract is signed.

Burns-Suntex Section. Mr. Yeon moved that that road be graded to the standard width and that it be graveled 12 feet wide and that the \$80,000.00 of county and state money be expended in completing the grading and graveled as far as the money would go.

R. E. Meith of the Portland Bridge Company conferred with the Commission in the matter of surety on his contract. He offered to go as surety on this contract himself for the Portland Bridge Company, of which he is the principal stockholder, and put up bonds if necessary as security, after which the matter was taken under advisement for further consideration.

W. B. Patterson, owner of the Roseburg Sand & Gravel Company offered to sell the gravel plant at Roseburg to the state. Mr. Booth stated for the Commission that the matter would be taken under advisement and the feasibility of state ownership of this plant would be investigated by the engineer.

Mr. James Stewart, representing Wheeler County, spoke of the McKenzie Highway from Mitchell toward Prineville, particularly referring to the section between Mitchell and the east forest boundary. He stated that the county had approximately \$30,000.00 of bond money for this project. Mr. Booth stated for the Commission that when funds are available it would be taken up, but for the present the matter should go over awaiting legislative action.

E. T. Johnson of the Johnson Contract Company made a claim for additional compensation on the Mosier-Rowena contract. The matter was

referred to the engineer for report.

Albert Anderson stated that he had, thus far, been unable to secure a bond on his contract for the completion of the Agate-Trail bridges. He was given an extension of time until January 15.

Oskar Huber appeared before the Commission and stated that he would be willing to cancel the paving contract on the Benton-Polk County Line-North $1\frac{1}{2}$ mile Section of the West Side Highway in Polk County, and agreed to guarantee a price equal to his bid when the project was readvertised in connection with the construction from Monmouth south.

On recommendation of the engineer, the Commission agreed to gravel the one-quarter mile section of the John Day Highway adjoining the town of John Day provided Grant County would grade it.

Coos County's request for state aid on repairs on the draw bridges over Larson and Haines Slough was received, and the engineer instructed to investigate the matter.

The secretary was instructed to write to Coos County and find out what immediate cooperation they could offer on the Roseburg-Coos Bay Highway.

In the matter of the overcrossing on the Old Oregon Trail, the design submitted by the engineer for a permanent concrete structure at Hot Lake was approved, and for the overcrossing at Meacham, the design for a permanent concrete structure was approved.

The attorney reported on the approval of Guarantee of Workmanship and Material bond on the A. Guthrie & Company contract on the Hillsboro-Multnomah County Line Section. After consideration, Mr. Booth made a motion, which was carried, that A. Guthrie & Company be requested to file a bond in accordance with their contract.

The engineer brought up the matter of thickness of the different types of pavement. It was agreed that for the sections to be advertised for February 1st, bituminous pavement should be advertised with a 5 inch depth and cement concrete pavement with a 7 inch depth.

The engineer was instructed to advertise at the next meeting the Oakland-South Section, $1\frac{1}{2}$ miles of paving in Douglas County; Roseburg-Dillard Section of the Pacific Highway, Douglas County; Divide-Walker Section, Lane County; Monroe-Junction City, Lane and Benton Counties. It was agreed that the Canby-Aurora Section should be paved if ready in the late summer.

The engineer was asked to submit a special report at the next meeting as to whether he thinks the Salem-South Section will be ready for paving during 1921.

It was stated that the Divide-Drain Section would be ready for

paving and that the county should be asked to furnish suitable detours.

The engineer reported on the condition of the pavement between Canemah and New Era, and recommended resurfacing at a later date.

The matter of the Alexander bridge at Roseburg on which the county and city wish to build a lighter structure than that approved by the bridge engineer was considered and it was agreed that an answer should be given to them, saying that the bridge engineer cannot consistently approve the design which they wish to build.

The secretary was instructed to prepare data showing the auto registration and expected revenues from the gasoline tax and motor vehicle license fees and also the principal and interest requirements on the bonds which may be issued up to the four per cent limit.

Upon motion of Commissioner Yeon, two of the Commissioners being present and voting, there being a vacancy in the membership of the Commission due to the death of Commissioner Kiddle, 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 Two Million 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

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 Dollars, par value, of bonds authorized by the said statute.

THEREFORE, BE IT RESOLVED, by the State Highway Commission, in session regularly assembled:

(a) That of the bonds authorized under said Chapter 43, General Laws of Oregon for 1920, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 520 Multnomah County Court House, Portland, Oregon, at eleven o'clock A. M. of the 1st day of February 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 1st day of February, 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 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 and known and designated as Series No. 2 and shall be numbered as follows;

1533 to 1557 inclusive	2293 to 2317 inclusive
1571 " 1595 "	2331 " 2355 "
1609 " 1633 "	2369 " 2393 "
1647 " 1671 "	2407 " 2431 "
1685 " 1709 "	2445 " 2469 "
1723 " 1747 "	2483 " 2507 "
1761 " 1785 "	2521 " 2545 "
1799 " 1823 "	2559 " 2583 "
1837 " 1861 "	2597 " 2621 "
1875 " 1899 "	2635 " 2659 "
1913 " 1937 "	2673 " 2697 "
1951 " 1975 "	2711 " 2735 "
1989 " 2013 "	2749 " 2773 "
2027 " 2051 "	2787 " 2811 "
2065 " 2089 "	2825 " 2849 "
2103 " 2127 "	2863 " 2887 "
2141 " 2165 "	2901 " 2925 "
2179 " 2203 "	2939 " 2963 "
2217 " 2241 "	2977 " 3001 "
2255 " 2279 "	3015 " 3039 "

(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.

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

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

Herbert Nunn
State Highway Engineer

Roy A. Klein
Secretary

W. B. Barratt
Chairman

J. B. Yeon

Salem, Oregon, January 19, 1921.

The State Highway Commission met in executive session in Room 323 Capitol Building, at 10:30 A. M. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Matters were discussed and considered which it was desired to bring before the legislature.

At 2 o'clock P. M. the Commission had a conference with Governor Olcott and at 4 o'clock P. M. met with the Joint Roads and Highways Committee of the Senate and House.

Salem, Oregon, January 20, 1921.

Meeting of the State Highway Commission was called to order at 9 A. M. in Room 323 Capitol Building. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

On motion of Mr. Booth, which was carried, the minutes of November 5 and November 29 were approved.

Judge Wade and members of the County Court, Representative Bennett and Senator Hall appeared before the Commission in reference to highway improvement in Coos County. Judge Wade asked for the grading and rocking of the Remote-Myrtle Point Section of the Roseburg-Coos Bay Highway and the paving of the Myrtle Point-Coquille Section of the same highway. The Commission expressed themselves as favorable to the completion of the Roseburg-

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Coos Bay Highway and stated that in their opinion it was the most important project in the county and that they considered its immediate improvement necessary but considered macadam sufficient surfacing between Myrtle Point and Coquille.

The delegation asked also that the state cooperate equally with the county on the maintenance of the Bandon south to the Curry County line section of the Coast Highway. In view of the fact that Coos County had graded and graveled this section with their own funds, the Commission, on Mr. Yeon's motion, agreed to cooperate on the maintenance on a fifty-fifty basis.

Assistance was also asked from the Commission on the Coalbank Slough drawbridge, on the paving of 1320 lineal feet between the corporate limits of Marshfield and North Bend and on the North Bend-Glasgow Ferry and approaches. The Commission suggested that substantial cooperation would be necessary from Coos County on these projects and it was suggested that after the legislative session ended and it was known what funds would be available to the state and to what amount the county could cooperate that another meeting be held at which these matters could be taken up and considered.

The commercial bodies of Crescent City, California, requested an expression from the Commission relative to its plans for the improvement of the Grants Pass-Crescent City Highway. On motion of Mr. Booth, the following resolution was unanimously adopted:

RESOLVED by the Oregon State Highway Commission that it is the plan of said Commission to continue the improvement on the Grants Pass-Crescent City Highway and to complete the same to a point on the California state line at the head of Elk Creek at a date not later than the date when the part of the said highway in California shall have been completed from Crescent City to a connection with the Oregon division of said road at the point named.

The secretary was instructed to send a copy of the above resolution to Mr. John L. Childs of Crescent City.

A delegation from Polk County, consisting of Representative Powell and Messrs. Cadle, McBoo, Powell, Riddle and Rempel, asked that the Commission take no action relative to Polk County projects until after the recall election. The matter was taken under consideration.

Albert Anderson appeared relative to his bid on the bridges on the Agate-Trail section. He stated that L. W. Metzger of Roseburg had agreed to take over his contract and could furnish a bond and asked for a further extension of time in order to make arrangements for the bond. On motion of Mr. Yeon, which was carried, the time was extended until February 1, 1921.

Messrs. Northup, Aiken and Homan of Malheur County asked for the location of an all-Oregon route for the Old Oregon Trail between

Huntington and Ontario. After consideration of the arguments advanced, on motion of Mr. Yeon, which was carried, action was deferred until receipt of the engineer's report on this location.

A request from the County Court of Harney County having been received asking that the section $1\frac{1}{2}$ miles east of the city limits of Burns be included in the Burns-Suntex Section previously authorized was granted with the understanding that the total appropriation would remain the same and that the section from Burns west would be shortened to the extent of the funds necessary to complete the section east of Burns.

Commissioner Barratt brought up the matter of the width of the macadam surfacing on the Oregon-Washington Highway between Lexington and the Morrow-Gilliam County line. It was agreed that the full 16 foot width was desirable and it was proposed that the contract be drawn on the basis of one-half the length with double the 8 foot width advertised, provided satisfactory arrangements could be made with the low bidder. The Chairman was authorized to negotiate this matter.

A letter was received from Baker Post, American Legion, Baker, requesting that foreign labor be not employed by the contractor on the Nelson-Huntington Section. The secretary was instructed to reply for the Commission that the employment of ex-service men, other conditions being equal, was favored, but that they could not direct whom the contractor should employ nor interfere with the successful operation of the contractor's business. The secretary was instructed to notify the contractors of this correspondence.

The secretary was instructed to reply to the Portland City Planning Commission in response to their letter, that the work on the Clackamas County section of the Mt. Hood Loop will be crowded as fast as the funds and conditions will permit.

An extension of time for the completion of the Coquille-Cedar Point paving project was requested by the contractors, the Scandia Shipbuilding Company, to March 31, 1921. On recommendation of the engineer, the request for extension of time was granted.

Supplementary contracts were signed with Oskar Huber providing for payment of the work completed on the Salem-Dallas project, also similar contracts were signed with the same contractor covering the Corvallis-North Section of the West Side Highway in Polk County, the Ashland-Green Springs Mountain Road Section of the Pacific Highway and the Green Springs Mountain Road-California Line Section of the Pacific Highway. A contract agreement terminating the Polk County Line-North $1\frac{1}{2}$ miles section of the West Side Highway was also signed.

It was agreed to defer the advertising of the Alexander Bridge which had been requested by Douglas County until the March meeting.

The matter of certification of state highway bonds, advocated by W. M. Daly of the Title & Trust Company of Portland, was taken under advisement.

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At 2 P. M. the Commission met in conference with W. B. Dennis of Carlton and Messrs. Roberts and Irwin, automobile and truck dealers of Portland. An extended discussion followed in the matters of maximum loads, width and speed for trucks, also tire regulations, signals, use of chains, etc.

Representatives Wright, Roberts and Egbert, and Senator Johnson brought up the matter of the location of The Dalles-California Highway north of Madras. The delegation was shown the engineer's report and a map showing the alternate routes proposed and the location of Shaniko relative to the proposed routes. The question was asked if Shaniko was eliminated from the law would the Commission put a road through Sherman County on the map. Mr. Yeon stated that he wished to look over the ground before answering. The Commission agreed to match Wasco County's \$100,000 from their bond issue on a 50-50 basis to be expended between The Dalles and Dufur providing conditions requiring state to pave were removed.

Salem, Oregon, January 21, 1921.

The State Highway Commission met at 9:00 A. M. in Room 323 Capitol Building. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

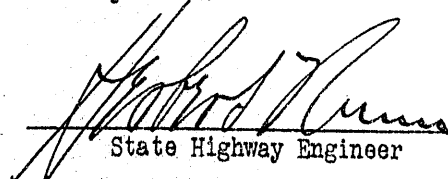
A report of the engineer was submitted in the matter of the proposed revision of the original location of The Dalles-California Highway in the vicinity of Fort Klamath. The secretary was instructed to submit the engineer's report with a map to the County Court of Klamath County and to notify the Secretary of the Commercial Club and other interested parties that these records had been sent there for their examination.

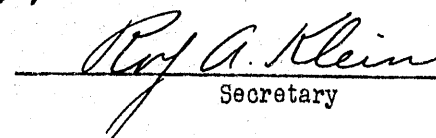
The engineer submitted a report giving his recommendations on that part of the location of the Bend-Lakeview Highway in the vicinity of Paisley to which objection had been raised by residents of Lake County. After consideration of the merits of the two lines, the Commission adopted the report of the engineer recommending the original located line.

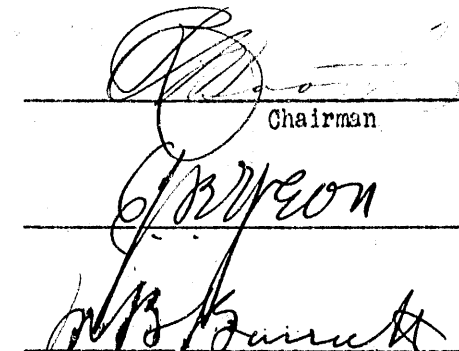
Mr. Booth read a letter from the County Judge of Hood River County relative to the construction of the Hood River end of the Mt. Hood Loop in the national forest. It was agreed by the Commission that the construction of this project can not be determined until after the legislative session is over. The secretary was instructed to write Judge Hasbrouck suggesting that the forest department be asked to wait until after the action of the legislature was known and at that time a conference be held between the County Court of Hood River, the Forest

Service and the State Highway Commission.

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


State Highway Engineer


Secretary


Chairman

Portland, Oregon, January 31, 1921.

Meeting of the State Highway Commission was held in Room 1326 Yeon Building at 7:30 P. M. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Daniels of Yamhill County asked the Commission to loan them funds or purchase their bonds in sufficient quantity to provide for grading the West Side Highway between McMinnville and Amity. He was advised by the Commission to await the action of the Legislature relative to provision for selling bonds below par or if authority was given to the Highway Commission to take over county bonds. Judge Daniels protested against the alignment changes proposed by the engineer between Amity and McMinnville on account of the damage to farm property. The Commission advised him that this matter would be investigated before a decision was made.

Judge Cross and Commissioners Proctor and Harris of Clackamas County spoke of the indebtedness of Clackamas County to the state for the grading and bridges on the Pacific Highway and asked that the state's claim for reimbursement be reduced or modified. Judge Cross spoke also of the history of road work in Clackamas County and the events leading up to the bond issues and the proposed Oregon City bridge. Mr. Booth reviewed the transactions and the cooperation offered by the state on the Oregon City bridge and also the proposed work on the Mt. Hood Loop. In the conversation, it developed that approximately 4 miles of the county road beginning at Rock Creek through Damascus and Boring was coincident with the Mt. Hood Loop location and that consequently approximately \$44,000 of bond money would be available together with

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market road funds for 2 miles between Sandy and Firwood or a total of about \$70,000. The whole matter of the Clackamas County affairs was taken under advisement.

The minutes of the meetings of January 4th, 5th, 19th, 20th and 21st were approved.

Mr. Booth reported that, after a conference with the Oregon Hassam Paving Company who made the low bid for approximately 25 miles of 8 foot macadam between Lexington and the Morrow-Gilliam County line, they had agreed to reduce their bid in the amount of \$1,250.00 if the macadam was made 16 feet wide for one-half the length. This arrangement being acceptable to the Commission, the engineer was instructed to draw the contract on this basis. On motion of Mr. Booth, which was carried, it was agreed that the Commission was favorable to advertising the balance of this project when funds become available.

The Commission adjourned to meet again the next morning.

Portland, Oregon, February 1, 1921.

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

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Commissioner Dunn of Lincoln County stated that his county would have spent \$140,000.00 on the Corvallis-Newport Highway when the present work is completed and that they had \$40,000.00 left. They propose to bond again for approximately \$360,000.00 which will bring them to their six per cent limit and turn all of this money over to the State Highway Commission if the Commission will complete the Corvallis-Newport Highway and also the Coast Highway through Lincoln County. The engineer was asked to prepare a report on the cost of completing the Corvallis-Newport Highway.

Bids were opened and read by the Secretary for the following projects:

WEST SIDE HIGHWAY
MONROE-JUNCTION CITY SECTION - PAVING

	Type "A"	Type "D"
	Br. Stone Gravel	Br. Stone Gravel
Pacific Bridge Co.	288,974.00	248,558.00
Kaiser Paving Co.	289,896.00	
Cochran Bros.	307,554.00	
	275,154.00*	
Kibler & Bartlett	273,330.00	265,380.00
Guy F. Atkinson	269,045.00	258,618.00
Oskar Huber		253,908.00
A. D. Kern		264,310.00
Warren Construction Co.		259,010.00
		259,826.00

*6" pavement

PACIFIC HIGHWAY
WALKER-DIVIDE SECTION - PAVING

	Type "A"	Type "D"
	Br. Stone Gravel	Br. Stone Gravel
E. M. More & Co.	209,707.00	203,857.00
Kaiser Paving Co.		230,891.00
Warren Construction Co.		193,050.00
Blake-Compton Co.		178,540.00
Clark & Henery Construction Co.		194,405.00
Guy F. Pyle		184,235.00

PACIFIC HIGHWAY
OAKLAND-SOUTH SECTION - PAVING

	Type "D"
	Gravel
Clark & Henery Construction Co.	45,390.00

PACIFIC HIGHWAY
ROSEBURG-DILLARD SECTION - PAVING

	Type "A"	Type "D"
	Gravel	Gravel
Kaiser Paving Co.	195,499.00	
Warren Construction Co.		191,980.00
Oregon Hassam Paving Co.		175,684.00
V. R. Dennis Construction Co.		193,530.00

COLUMBIA RIVER HIGHWAY
BLALOCK-ARLINGTON SECTION - GUARD FENCE

A. D. Kern	3,825.00
Hansen & Hogen	3,450.00
Soleim & Gustafson	3,581.25
McCall & Sheerin	3,375.00

CENTRAL OREGON HIGHWAY
BEND-HORSE RIDGE SECTION - 7 CULVERTS

	Box Culverts	Pipe Culverts
F. H. May	5,406.00	6,633.00
A. D. Kern	5,633.00	6,098.00
Kreuger & Wait	6,207.00	5,900.00
Bend Concrete Pipe Co.	5,904.00	

OREGON CITY-PORTLAND ROAD
PARK PLACE BRIDGE - CLACKAMAS COUNTY

Jarvis & Ward	52,097.00
Parker & Banfield	49,264.00
Le. Doux & Schwab	40,716.35
Portland Bridge Co.	59,205.00
Illinois Steel Bridge Co.	59,507.00
Gilpin Construction Co.	53,996.80
Union Bridge Co.	55,073.00
Lindstrom & Feigenson	52,861.50
Stebinger Bros.	54,045.59

PACIFIC HIGHWAY
CANYON CREEK BRIDGE - DOUGLAS COUNTY

	Bridge No. 548	Bridge No. 548 A
Parker & Banfield	14,147.75	13,159.50
A. B. Gidley	15,545.00	16,526.00
Marshall & Barhan		16,889.75
J. E. Nelson	17,210.00	17,640.00
Wm. C. Stone		14,248.75
O. H. Stratton	18,040.00	24,590.00
L. W. Metzger		13,991.00
Hord-Brooks Co.		13,475.83
L. N. Roney	20,060.00	18,384.50
Lindstrom & Feigenson		13,804.25
D. M. Stevenson		15,090.00
Stebinger Bros.	15,952.50	15,158.00

PACIFIC HIGHWAY
SO. UMPQUA RIVER BRIDGE #509A - DOUGLAS COUNTY

Union Bridge Co.	37,864.00
Illinois Steel Bridge Co.	39,540.00
Portland Bridge Co.	40,833.00
Parker & Banfield	39,119.25
Lindstrom & Feigenson	42,805.00
D. M. Stevenson	42,582.50
Stebinger Bros.	39,177.50

JOHN DAY RIVER HIGHWAY
BRIDGES UNIT 4 - GRANT COUNTY
BR. 241A-242A-243-256

Jas. P. Clarkson	39,177.00
Curtis Gardner	42,576.50

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

WHEREAS, at a meeting of the State Highway Commission held January 5, 1921, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under Chapter 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 1st day of February, 1921, 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 February 1, 1921; 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 January 1, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from January 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 1st day of February, 1921, 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:

Carstens & Earles, Inc.)	\$920,500
William R. Compton Co.		

Stacy & Braun)	
Eldredge & Co.)	
Kissel, Kinnicutt & Co.	)	918,970
Anglo & London Paris National Bank)	
Ralph Schneeloch Company)	
Ladd & Tilton Bank)	
Hallgarten & Co.	)	916,700
Halsey, Stuart & Co.)	
Harris Trust & Savings Bank)	
National City Company	)	913,664
Continental & Commercial Trust & Savings Bank)	
A. B. Leach & Co., Inc.)	
Kountze Brothers)	
Dominick & Dominick	)	911,000
Freeman Smith & Camp Co.)	
John E. Price & Co.)	
Bankers Trust Company)	
Guaranty Company of New York	)	909,820
E. H. Rollins & Sons)	
Ames, Emerich & Co.)	
Hornblower & Weeks)	
Wm. P. Harper & Son	)	907,600
A. M. Wright		907,500
R. M. Grant & Company)	
E. L. Devereaux & Company	)	901,300

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 Carstens & Earles, Inc. and William R. Compton 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 Carstens & Earles, Inc. and William R. Compton Company;

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

1. That said bid of Nine Hundred Twenty Thousand Five Hundred Dollars (\$920,500.00) of said Carstens & Earles, Inc. for One Million 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 (1000) One Thousand Dollar Bonds, of which twenty-five (25) One Thousand Dollar bonds shall be due and payable on April 1, 1926 and a like number and amount on October 1st and April 1st of each year following until the full amount has become due and payable, and that such bonds be dated January 1, 1921, 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 January 1, 1921, until the purchase price therefor has been paid.

THEREFORE, BE IT RESOLVED, that the Secretary of this Commission have said bonds prepared in the amounts and with the maturities as above set forth, and that twenty-five One Thousand Dollar bonds be issued so as to mature April 1, 1926, and a like amount and number each October 1st and April 1st thereafter, up to the full amount of One Million Dollars.

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

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

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

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

Motion by Mr. Yeon, which was carried, that the secretary be instructed to return the certified checks to the unsuccessful bidders for the bonds.

A. D. Leedy, Judge Patterson and Commissioners Caverhill and Round of Grant County, asked that the Commission locate the John Day Highway east from Prairie City to Unity and stated that the county was disposed to vote more bonds up to the six per cent limit and put it on the John Day Highway. They stated that they had \$15,000 from their former bond issue for use between Prairie City and the Forest Reserve which was available if the route upon which the money was voted was adopted. Judge Patterson

further stated that the county would complete the grading and graveling of the short stretch between Danby Ranch and John Day if the Commission would match them in dollars on grading and graveling on the John Day Highway near Dayville. The Grant County representatives then asked that, in the event the legislature does not make available additional funds, the state match the funds already expended by the county in grading between Cole Bridge and John Day by expending an equal amount between Cole Bridge and Mt. Vernon. This matter was taken under advisement. Mr. Booth replied for the Commission that if funds are granted by the legislature, the Commission will do the fairest thing to all the counties and make the program some years in advance and work to it.

Judge Test and Commissioners Vines and Dean of Malheur County and G. K. Aiken and Representative Gallagher appeared in the interest of the location of the Old Oregon Trail between Huntington and Ontario and stated that the county stood ready to secure the right of way and give \$75,000 in cooperation. On motion of Mr. Yeon which was carried unanimously, the location between Huntington and Ontario known as the all-Oregon route, as recommended by the engineer, was adopted and the co-operation offered by Malheur County accepted.

The delegation also stated that the county had \$10,000.00 appropriated for the Vale-Burrell Ranch section and asked that the Commission proceed with this improvement. The Commission announced that action on this request would be deferred until after the legislative session had ended and it was known what funds were available.

Messrs. Anderson and Lewellyn of Umatilla County stated that there was a controversy over the route of the Cold Springs Highway and asked that the definite location be made by the Commission. It was agreed that the Commission would look over this location on the ground at the earliest possible date and make a decision.

Judge Marvin and Commissioners McCully and Johnson of Wallowa County appeared in behalf of the Wallowa-Joseph Section of the LaGrande-Enterprise Highway, stating that their county will cooperate fifty-fifty on both the grading and graveling of the entire project. This offer was taken under consideration. The delegation urged the construction of the three mile unit known as the Wallowa Hill Section between Minam and the end of the grading done in 1918 and 1919 on the Elgin-Minam project. This project having been previously placed upon the program, the engineer was instructed to advertise it for grading as soon as it is ready. The engineer was also instructed to advertise the macadamizing of the Wallowa Canyon Section now under contract for grading. Also the secretary was instructed to ask Union County if they wished the state to include in the advertisement for the macadamizing of the Wallowa Canyon Section the section of three miles on the Wallowa Hill which the Commission proposed to grade at once.

Petitions from the citizens of Lostine and Wallowa relative to highway routes through these towns were referred to the engineer for a report.

Commissioner Miller of Deschutes County reported that the grading was under way on the Redmond to Deschutes-Crook County line section of the McKenzie Highway and would be ready for graveling at once. He was advised that the engineer had been instructed to advertise this section for gravel surfacing as soon as it could be made ready and with it would be included the section of the Prineville-Deschutes County line unit not surfaced in Crook County.

Judge Dodson of Baker County stated that due to their inability to dispose of their bonds, they were unable to meet their obligations on the grading of the Baker-Haines and Haines-North Powder Sections of the Old Oregon Trail and requested the Commission to make payments due the contractors, Oxman & Harrington, from state funds up to \$25,000.00. They offered to put up \$25,000 of the county bonds and \$2,500.00 of Liberty bonds as collateral until the bonds could be sold. On motion of Mr. Booth, which was carried, this arrangement was agreed upon.

Judge Wilson and Commissioners Scott and von Lehe of Benton County stated that if the Albany-Corvallis ^{Highway} is made a state highway they will cooperate fifty-fifty on the macadamizing and will also cooperate on the bridge. Benton County also makes the same proposition on the Alsea Road. The Commission asked them to wait until after the legislative session was ended and more definite plans could be formed.

Mr. Pagett of Seaside and Mr. John Waterhouse of Warrenton appeared in the interest of the city of Seaside to protest against the closing of the highway between Astoria and Seaside during construction operations. On motion of Mr. Barratt, which was carried, the matter of taking care of the travel on this project was referred to Mr. Yeon.

Messrs. Anderson and Knowles of Cottage Grove asked for a definite location of the Pacific Highway through that city. They were advised the location had been made and that they should look to the county for help on this matter. Mr. Booth arranged to meet them in Eugene and have a conference with the Lane County Court.

John R. Penland of Albany stated that Linn County had arranged to sell their bonds and had made their plans for grading from Tangent south to Harrisburg and asked that the state advertise from Albany to Tangent for paving.

Mr. Russell J. Hubbard and Mr. E. L. Robinson of Reedsport appeared in the interest of the Gardiner-Scottsburg project asking for state aid. The Commission advised them that it would be necessary to wait until the Coast Highway matter was determined and also that the county must offer more cooperation.

Representing Wasco County, Judge Adkisson and Commissioners Kelly and Hix appeared relative to the location of The Dalles-California Highway. They stated that the people of their county were interested in passing another bond issue and that under the six per cent limit they could vote an additional \$800,000 which would all be used on the Dalles-

California Highway if routed through Shaniko. The Commission suggested that sentiment regarding the bond issue be sounded out and that the matter be taken before The Dalles Commercial Club and, if found favorable, that the County Court present their plans in writing at the next meeting of the Commission. The delegation also stated that they had \$40,000 to expend on a market road between Maupin and Tygh Valley during the present season.

Commissioner Hutchinson of Union County asked for the location of the Old Oregon Trail between Hot Lake and Union. The engineer explained that an investigation was now under way between these points to determine the best route. In the matter of maintenance, Commissioner Hutchinson said that the county wished to do maintenance work required with its own forces. This matter was referred to the engineer.

Regarding the contracts for graveling the Elgin-Minam project, proposals for which were received last July but on which award was not made on account of inability to sell their bonds, Commissioner Hutchinson stated that the county did not know whether it was legally bound to make a contract with the low bidder or not. The Commission advised that this be taken up with their legal adviser at once so that the work would not be delayed.

At 5 o'clock, the secretary read the tabulation of the bids received.

John Day River bridges. On motion of Mr. Yeon, which was carried, the award of the contract for the construction of these bridges was made to Jas. F. Clarkson & Co., who submitted a low bid of \$39,177.00.

Park Place Bridge on the Portland-Oregon City road in Clackamas County. On motion of Mr. Booth, which was carried, the bids were referred to the County Court of Clackamas County for whom this project was advertised and the secretary instructed to hold the checks of the two low bidders.

Canyon Creek Bridge, Pacific Highway in Douglas County. On motion of Mr. Barratt, which was carried, the low bid of Parker & Banfield for the concrete structure at \$13,159.50 was accepted.

Bridge over the South Umpqua River six miles south of Myrtle Creek. On motion of Mr. Yeon, which was carried, contract for this structure was awarded to the Union Bridge Company, who submitted a low bid of \$37,864.00.

Oakland South $1\frac{1}{2}$ miles, paving, Pacific Highway in Douglas County. On motion of Mr. Yeon, which was carried, the bid was rejected and the work ordered readvertised.

Roseburg-Dillard Section, Pacific Highway in Douglas County, paving. On motion of Mr. Yeon, which was carried, this bid was referred to the engineer and will possibly be considered further by the Highway Commission.

Walker-Divide Section, Pacific Highway in Lane County. On motion of Mr. Booth, which was carried, the award of this contract was made to Blake-Compton Company for Type "D" bituminous pavement at \$178,540.00.

Monroe-Junction City, West Side Highway in Benton and Lane Counties. On motion of Mr. Booth, which was carried, the award of this contract was made to the Pacific Bridge Company on Type "D" pavement at \$248,558.00.

Blalock-Arlington Section, Columbia River Highway in Gilliam County, guard fence. On motion of Mr. Booth, which was carried, the award was made to McCall & Sheerin at \$3,375.00.

Bend-Horse Ridge Section of the Central Oregon Highway, Deschutes County, culverts. On motion of Mr. Booth, which was carried, these bids were referred to the engineer.

Mr. Booth made a motion, which was carried, that the checks of the unsuccessful bidders be returned.

Commissioners Gunning and Zimmerman of Yamhill County asked that the Commission locate on the old road between Amity and McMinnville instead of taking the engineer's recommendation for a direct route. They were informed that the matter had already been referred to the engineer for a report.

Jay Bowerman, as attorney for A. D. Kern, presented a claim for additional compensation on Units 2 and 3, Hood River-Mosier Section, claiming that the quantities had been increased and that the work had been done at a loss. The matter was taken under advisement and a recommendation requested from the engineer. The payment of retained percentage on these contracts was authorized.

Lyman Griswold, Secretary of the Associated General Contractors of the Pacific Northwest, asked if cases in dispute should be taken up with the engineer or the Commission. He was advised that all claims for adjustment should first be taken up with the engineer, who will make a recommendation to the Commission, but that the Commission reserves the right to act finally on all expenditures.

E. T. Johnson of the Johnson Contract Company presented in writing a claim for additional compensation on the Mosier-Rowena Section, which was referred to the engineer for recommendation.

James Stewart presented a letter from the Wheeler County Court advising that they would increase their offer of cooperation on the Sarvice Creek Hill Section of the John Day Highway from \$10,000 to \$15,000. On motion of Mr. Booth, it was agreed to match them fifty-fifty up to a contribution of \$15,000 and the secretary was instructed to so notify the county court.

The Commission then adjourned to meet the next day.

Portland, Oregon, February 2, 1921.

The State Highway Commission met at 9:00 A. M. in Room 520 Multnomah County Court House. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Pollock and Commissioner McFadden of Josephine County asked cooperation on the Deer Creek bridge on the Grants Pass-Crescent City Highway, offering fifty per cent of county money. On motion of Mr. Booth, which was carried, this cooperation was accepted and the engineer instructed to advertise the structure for bids to be received at the next meeting.

The engineer advised the Commission of the necessity of enlarging the ditch section on a portion of the Pacific Highway near the Grants Pass Irrigation District Rogue River dam to drain the roadbed on account of seepage from the irrigation company's ditches. It was estimated that this construction would cost approximately \$10,000 and it was authorized as a maintenance feature, the matter of the division of cost to be considered by the Commission and the Josephine County Court at a later date.

Judge Wood of Curry County spoke of the probability of his county bonding to the six per cent limit and asked if the Commission had plans for work on the Coast Highway south of Gold Beach. He was advised that further construction was dependent on funds made available by the Legislature.

Jay Bowerman spoke of matters of legislation, suggesting that the time for presentation of claims be extended beyond the present statutory limit and he also suggested that provision be made to refer questions of law to the Supreme Court direct.

A delegation of Shaniko and Antelope citizens, consisting of H. E. Rooper, W. Bolton, Ben Taylor, Leo Fried, Thomas Connolly and Dick Hinton, asked that the Dalles-California Highway be located through Shaniko and Antelope. They were shown the map of the proposed routes between Madras and The Dalles and advised that no action was contemplated until after the legislative session had ended.

J. H. Crane of the Oregon Hassam Paving Company stated that he would accept the contract for the Roseburg-Dillard Section with a provision that he would do the work at the same unit prices as his bid, leaving it optional with the Commission to eliminate from the contract the section between the railroad crossing south of Roseburg and the Roseburg city limits. On motion of Mr. Booth, which was carried, this arrangement was accepted and the secretary was instructed to write the contracts in this form.

Judge Fogarty and Commissioner Dunn of Lincoln County spoke again of the Corvallis-Newport Highway and asked further cooperation. Mr. Booth stated for the Commission that if the county will see what cooperation they can offer, the Commission will meet them fifty-fifty on this project. The Commission suggested that the county put their proposals in writing and as soon as legislature is over this matter will be taken up.

Mr. John S. Beall of the Coast Culvert and Flume Co. spoke of the specifications on metal culverts. Representatives of the Feenaughty Machinery Co., the Howard-Cooper Corporation and the Easterday Concrete Culvert Pipe Co. were present also. Mr. Beall asked that the specifications be drawn to exclude steel pipe. Mr. Booth stated for the Commission that the matter would be taken under consideration and that when a decision was made that the engineer would notify the interested parties.

Mr. I. N. Day spoke of the contractors' claims for additional compensation, stating that it was not the intention of the contractors to go before the legislature unless the Commission should adopt a position which would compel them to do so. Mr. Booth stated for the Commission that the Commission would not object to them asking in the legislature for things which they considered their rights.

At 2 P. M. the Commission met in Room 1326 Yeon Building.

The matter of delays in the completion of contracts was considered and it was agreed that the completion of all contracts within the time limit would be rigidly insisted upon, unless there be extenuating circumstances. The engineer was instructed to notify all contractors of the policy of the Commission in this respect.

The secretary was instructed to write J. H. Tillman, contractor on the Seaside-Skipanon project that a satisfactory showing must be made on this project at once.

The matter of the disagreement with the Port of Astoria on the construction of the bulkhead on the Astoria-Marine Iron Works property at Youngs Bay was referred to Mr. Booth and Mr. Yeon.

The matter of the maintenance and operation of the Youngs Bay bridge also was referred to these members and arrangements were made to make a visit to Astoria during the next week.

The attorney was authorized to have a transcript made of the testimony in the Dallas case before Judge McCourt, if thought advisable.

The bridge engineer presented the alternate plans for the Deer Creek bridge on the Grants Pass-Crescent City Highway and the concrete design was adopted.

The engineer was instructed to advertise the bridges on the Nelson-Huntington Section of the Old Oregon Trail in Baker County at the

next meeting and instructed to urge the Public Service Commission to give a hearing on these crossings before that date.

The secretary was instructed to write to the County Court of Douglas County, relative to the railroad crossing on the approach to the Alexander bridge in the city of Roseburg and suggest that the matter be taken up with the Public Service Commission before the bridge is advertised.

The engineer was authorized to advertise the Springfield overcrossing for the next meeting.

The secretary was instructed to ask Lake County if they wish the Paisley bridge on the Lakeview-Lapine Highway advertised, as this is a strictly county project.

The engineer was instructed to advertise the bridge over the Umpqua River and the railroad near Myrtle Creek at the next meeting, advertising both the steel and the concrete design.

The engineer was ordered to advertise an overcrossing of the railroad at Dairy and also a bridge over the Altamont ditch on the Klamath Falls-Lakeview Highway.

After hearing a report from the engineer on the Patterson gravel plant near Roseburg, the Commission declined to buy the plant.

The engineer reported that several claims had been brought in covering losses on cook houses by various contractors in connection with force account work. The engineer was requested to bring this matter up again at the next meeting with his recommendation.

Engineer Whitmore reported on market road matters, stating that he was having difficulty in getting statements of expenditures from the counties. It was thought that the present law should be strengthened and suggested that these matters be presented to the Roads and Highways Committee for their consideration.

It was decided that the next meeting will be held on March 1, 1921.

Mr. Booth suggested that the engineer inspect sections and report as to their condition for paving: Salem-South, Forest Grove-Gaston, Gaston-Yamhill, Roseburg-Wilbur, Grants Pass-North to Pleasant Valley, Albany-Tangent, Drain to Douglas-Lane County Line, Hood River-The Dalles. On motion of Mr. Booth, which was carried, the engineer was instructed to advertise such of these projects as he recommends as ready for pavement.

The secretary was instructed to renew his inquiry from Douglas County as to whether they would provide a detour between Yoncalla and Anlauf if paving is done on this project this year.

The engineer reported that the rock on the W. N. Trent macadam

contract from Sheridan through Willamina to the Yamhill-Polk County line was not proving satisfactory and the engineer was authorized to make such alterations or changes in the contract as in his judgment are necessary to get the best results for the state.

A request from Lane County was received asking for cooperation on the Willamette Valley-Florence Highway. They asked that a survey be made over the entire route so that construction work can be commenced early and also that the state surface with macadam the portion graded between Florence and Portage. The engineer was instructed to look over the section from Portage to Florence and made a recommendation.

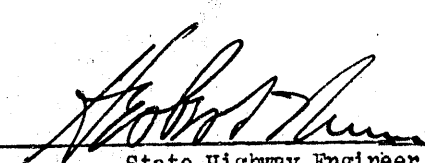
Jim Ross, who has a contract for graveling between Danby Ranch and Cole Bridge, asked for an extension of time to March 15, 1921. On recommendation of the engineer, this request was granted.

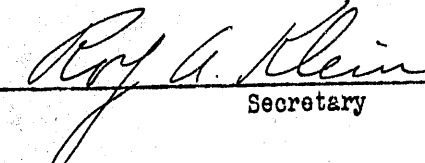
John Hampshire & Co., contractors on the Remote-Camas Valley Section of the Roseburg-Coos Bay Highway asked for an extension of time for the completion of their work to June 30, 1921, on account of adverse weather conditions. On recommendation of the engineer, this request for extension was granted.

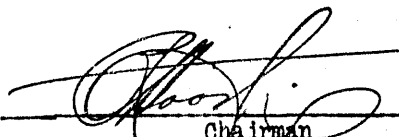
Oxman & Harrington requested an extension of time to May 31, 1921 for the completion of the Haines-North Powder Section of the Old Oregon Trail. On recommendation of the engineer this request was granted.

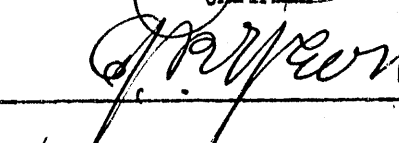
Clifton, Applegate & Toole, who have the contract for the Pendleton-Cabbage Hill Section, asked for an extension of time to April 15, 1921. On recommendation of the engineer, a request for extension of time was granted.


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


State Highway Engineer


Secretary


Chairman


J. W. Brown


W. B. Burnett

Salem, Oregon, February 14, 1921.

The meeting was held in Room 323 Capitol Building, at 11 o'clock A. M. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Relative to advertising various paving projects, the following decision was reached:

Grants Pass North and Roseburg-Wilbur Sections of the Pacific Highway. The engineer was instructed to see what arrangements can be made in the matter of cancelling the gravel contracts, having in mind paving these sections during the present season.

Yamhill-Gaston Section of the Tualatin Valley Highway. Advertise for 8 inch concrete and submit as Federal Aid project for the approval of the Bureau of Public Roads.

Gaston-Forest Grove Section of the Tualatin Valley Highway. Advertise.

Hood River through Mosier to summit between Mosier and The Dalles, Columbia River Highway. Submit as Federal Aid project to the Bureau of Public Roads for approval.

On motion of Mr. Barratt, which was carried, the engineer was instructed to advertise the section between Drain and Anlauf, Pacific Highway, for the April meeting.

After discussion, Mr. Booth offered the following resolution:

WHEREAS Chapter 423, Laws of Oregon for 1917 provided that funds derived from the sale of bonds under authority of Chapter 175, Laws of 1917, commonly known as the Bean-Barrett or Federal Aid Cooperative Bonding Act, be divided sixty per cent to the counties east of the Cascade Mountains, and

WHEREAS, there has existed an uncertainty as to the location of the division point on the Columbia River, and

WHEREAS, it is necessary for practical purposes to determine this point,

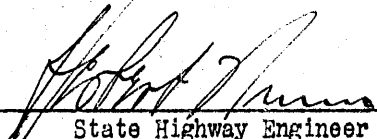
THEREFORE BE IT RESOLVED that the City of Hood River be designated as the dividing point between Eastern and Western Oregon on the Columbia River and the summit of the Cascade Mountain Range be the dividing line north and south through the state.

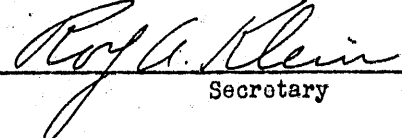
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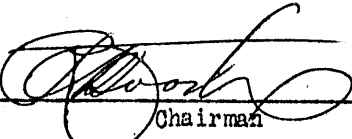
Judge Hughet of Harney County and Senator Ellis conferred with the Commission relative to the Burns-Suntex Section. The county would like to complete the grading west from Burns to the summit of Sage Hen Hill and preferred this rather than macadamize the section previously proposed. They also expressed themselves as preferring that all the available funds be expended on this project rather than make any expenditure east of Burns on the $1\frac{1}{2}$ mile section which had been previously planned. They expressed a willingness to cooperate if the costs were in excess of the \$80,000 provided, but stated that it would be necessary for the Commission to loan them the money for a year. The Commission expressed a willingness to loan this money if the bill now before the Legislature, providing for loans to the counties, was passed. After consideration, Mr. Yeon made the following motion which was carried: That the previous appropriation of \$60,000 of state money and \$20,000 of county money available in Harney County be expended in grading from Burns westward to the summit of Sage Hen Hill provided it will cover this distance, but that no more be expended at this time.

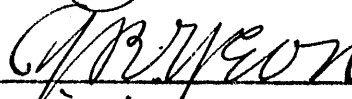
Mr. Booth reported that the matter of the bulkhead on the north side of the west approach to the Youngs Bay Bridge had been discussed with the Port of Astoria and it was agreed that the Port of Astoria would complete the bulkhead at the expense of the Commission and that the Port would complete the fill at its own expense. The engineer's estimate on this bulkhead was \$7,000.00 and the secretary was instructed to confirm this arrangement with the Port in writing.


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


State Highway Engineer


Secretary


Chairman





Salem, Oregon, February 22, 1921.

Meeting of the State Highway Commission was held in Room 323 Capitol Building at 11 o'clock. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

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The matter of the retention of Dr. Lazell as Consulting Testing Engineer was discussed at some length and on motion of Mr. Barratt, seconded by Mr. Yeon, it was unanimously decided that the Commission would dispense with his services as a regular employe.

The engineer was instructed to investigate further the Grants Pass North section of the Pacific Highway approximately 10 miles in length, and if it is found that the contractor will agree to the cancellation of the gravel contract, the Commission is favorable to advertising this for paving.

On the recommendation of the engineer, a motion was made by Mr. Yeon, which was carried, that the Wolf Creek-Galesville Section of the Pacific Highway in Douglas County be advertised for paving at the April meeting.

On motion of Mr. Yeon, which was carried, the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was ordered advertised for graveling.

On motion of Mr. Booth, which was carried, it was agreed also to advertise for paving the section between Drain and Anlauf on the Pacific Highway in Douglas County.

The engineer was instructed to report on the feasibility of grading and paving the Walker-Goshen Section during the present summer.

The Commission instructed the engineer to advertise for grading and graveling the section of the Old Oregon Trail north of Ontario approximately 19 miles in length to a point opposite Weiser in Idaho. The secretary was instructed to ask the county to put in their \$75,000.00 on this section and the state would take care of the balance of the project when it comes up.

Mr. Booth stated that he thought it probable that cooperation could be secured from the Indian Department as well as from Klamath County on the construction of the Dalles-California Highway through the Reservation as far north as Sand Creek.

The Commission expressed a willingness to cooperate with Coos and Douglas Counties on a fifty-fifty basis on all new work between the Pacific Highway and Myrtle Point on the Roseburg-Coos Bay Highway.

The engineer was instructed to report at the next meeting on the proposed location of the Pacific Highway through Oregon City.

The engineer was instructed to advertise the Kamela to La Grande Section of the Old Oregon Trail for grading at the April meeting.

A request having been received from the Executive Committee of the Contractor's Association that the next meeting set for March 1 be postponed on account of the contractors' convention at Spokane falling on

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the same dates, the Commission agreed to advance the date for the next meeting to March 8, 1921.

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

Herbert Nunn
State Highway Engineer

Roy A. Klein
Secretary

R. A. Booth
Chairman

Portland, Oregon, March 8, 1921.

Meeting of the State Highway Commission was called to order in Room 520 Multnomah County Court House at 9:45 A. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

A delegation of citizens from Linn County, particularly from Albany and Lebanon, consisting of Messrs. Scott, Schmitt, Cusick and Newport, requested state aid on the Albany-Lebanon Section of the Santiam Highway and agreed to pledge their county to cooperate to the extent of 50% of the cost of the improvement.

The delegation also asked that the Corvallis-Albany Section, connecting the Pacific and West Side Highways, be designated as a state highway. They stated that Linn County will continue to maintain the Willamette River bridge at Albany. Both requests were taken under advisement.

At 10 o'clock, bids were opened and read by the secretary for the following projects:

PACIFIC HIGHWAY
CANBY-MOLALLA RIVER SECTION - GRADING AND GRAVELING

V. R. Dennis Construction Co.	9,175.00
Manning, Smith & Patton	9,470.00
W. B. Tull	10,070.00
W. C. Stone	10,545.00
J. A. Lyons	12,120.00
Warren Construction Co.	12,445.00
Consolidated Construction Co.	12,780.00
W. N. Strahan	14,055.00

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PACIFIC HIGHWAY
SALEM-SOUTH SECTION - PAVING

Type "A"

J. E. Bonnell	280,139.00
Independent Asphalt Paving Co.	281,504.00
Lee's Dock Co.	286,666.00
A. Guthrie & Co.	328,675.00
H. J. Kaiser	320,523.00

Type "D"

Independent Asphalt Paving Co.	252,350.00
J. E. Bonnell	263,351.00
V. R. Dennis Construction Co.	271,770.00
A. D. Kern	282,296.00
Warren Construction Co.	285,229.00

TUALATIN VALLEY HIGHWAY
FOREST GROVE-GASTON SECTION - PAVING

Type "A"

A. Guthrie & Co.	257,562.50
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Type "D"

Warren Construction Co.	224,753.75
A. D. Kern	231,570.00
Pacific Bridge Co.	237,435.00

TUALATIN VALLEY HIGHWAY
GASTON-YAMHILL SECTION - PAVING

Cochran Bros.	314,181.00
A. Guthrie & Co.	329,277.50
Cummins & La Pointe	343,134.50
H. J. Kaiser	351,291.00
Pacific Bridge Co.	353,472.00

COLUMBIA RIVER HIGHWAY
HOOD RIVER-MOSIER SECTION - PAVING

A. D. Kern	350,915.00
Warren Construction Co.	364,975.00

MCKENZIE RIVER HIGHWAY
PRINEVILLE-REDMOND SECTION - ROCK OR GRAVEL SURFACING

Alternate No. 1

Warren Construction Co.	78,525.00
March & Bowers	79,875.00
Porter & Conley	84,375.00
Hetrick, Cline & Grieder	95,625.00
Wickner, Sharp & Chindahl	100,125.00
A. Guthrie & Co.	101,250.00

Alternate No. 2

Warren Construction Co.	85,500.00
March & Bowers	110,250.00

Alternate No. 3

A. D. Kern	64,460.00
Warren Construction Co.	66,135.00
March & Bowers	69,000.00
Oregon Hassam Paving Co.	77,230.00
Porter & Conley	77,375.00
A. Guthrie & Co.	80,900.00
Wickner, Sharp & Chindahl	82,450.00
Hetrick, Cline & Grieder	85,990.00

THE DALLES-CALIFORNIA HIGHWAY
BARCLAY SPRINGS-LAMM'S MILL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.		69,121.50
Grieve & Seymour	69,337.50	69,157.50
A. D. Kern		74,636.00
Rajotte & Winters	75,662.50	
W. B. Tull		84,184.00
W. C. Stone	97,963.00	97,923.00
Johnson Contract Co.		100,941.00
Erickson & Petterson, Inc.		106,630.00
Wm. von der Hellen	110,500.00	110,650.00

MYRTLE CREEK OVERCROSSING, BRIDGE NO. 490
PACIFIC HIGHWAY, DOUGLAS COUNTY

	Concrete	Steel
Illinois Steel Bridge Co.		97,860.00
Lindstrom & Feigenson	77,387.50	75,352.50
Portland Bridge Company		77,360.00
Hauser Construction Co.	78,701.30	88,472.50
Parker & Banfield	80,117.50	84,726.50
W. A. Byers & Co.	93,398.20	
W. C. Stone	93,830.00	100,520.00
Stebinger Bros.	97,967.00	87,615.00
Pacific Bridge Company	104,546.00	84,393.00
Bates & Rogers Const. Co.	137,459.75	122,794.50

MAR 8 1921

MAR 8 1921

BRIDGE NO. 686 OVER UMPQUA RIVER
SOUTH CITY LIMITS OF ROSEBURG, DOUGLAS COUNTY

Lindstrom & Feigenson	29,892.50
J. Elmer Nelson	31,879.00
L. N. Roney	33,400.00
Stebinger Bros.	36,129.00
Hauser Construction Co.	48,739.12

OVERCROSSING NEAR SPRINGFIELD, BRIDGE NO. 373
PACIFIC HIGHWAY, LANE COUNTY

Lindstrom & Feigenson	21,345.00
Herd-Brooks Company	23,778.75
Colonial Building Company	25,922.50
Parker & Banfield	27,385.00
Bates & Rogers Const. Co.	34,517.25
White, Brown & Leahy	34,877.50

HUNTINGTON OVERCROSSING, BRIDGE NO. 700
OLD OREGON TRAIL, BAKER COUNTY

Lindstrom & Feigenson	30,692.50
Jas. F. Clarkson	35,505.00
Colonial Building Company	35,952.50
Hauser Construction Company	36,580.00
Illinois Steel Bridge Company	36,935.00
Morrison-Knudsen Company	37,155.00
Parker & Banfield	37,464.00
A. Guthrie & Company	37,984.00
V. R. Dennis Construction Co.	45,665.00

BRIDGES NO. 698 AND 699 OVER BURNT RIVER
OLD OREGON TRAIL, BAKER COUNTY

Illinois Steel Bridge Company	28,651.00
Lindstrom & Feigenson	29,185.00
Morrison-Knudsen Company	30,351.50
Jas. F. Clarkson	31,204.00
Parker & Banfield	31,482.00
Hauser Construction Company	32,398.50
Union Bridge Company	33,446.80
Colonial Building Company	33,572.00
A. Guthrie & Company	34,545.00
V. R. Dennis Construction Co.	41,208.50

BRIDGE NO. 550 OVER ALTAMONT CANAL
THE DALLS-CALIFORNIA HIGHWAY, KLAMATH COUNTY

Union Bridge Company	6,974.50
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BRIDGE NO. 551, DAIRY OVERCROSSING
KLAMATH FALLS-LAKEVIEW HIGHWAY, KLAMATH COUNTY

Union Bridge Co.	4,157.50
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Judge Test of Malheur County asked that the Vale-Burrell Ranch Section be placed under construction, stating that the county had \$10,000 on hand for cooperation.

Judge Test also asked for a survey of the Harper Ranch-Burrell Ranch Section of the Central Oregon Highway and state aid on the grading and graveling of the same. State aid was also asked on the grading and graveling of the Vale-Ontario Section. Malheur County offered cooperation to the extent of \$35,000 in county road bonds and \$10,000 in cash, on these projects together, but made the offer contingent upon the acceptance of the present traveled road between Vale and Ontario as the location of the state highway. Mr. Booth replied for the Commission that Malheur County's requests would be considered and as soon as a decision was reached, the county would be notified.

On the Ontario-North Section of the Old Oregon Trail, 19 miles in length, Judge Test stated that \$30,000 in cash and \$20,000 in bonds could be turned over as needed, but that the balance, \$25,000, would not be available until 1922.

Judge Wilson of Benton County, accompanied by Ex-Judge Malone and Commissioner von Lehe and A. J. Johnson of Corvallis, asked that the road from Philomath to Alsea be placed upon the map as a state highway, stating that Benton County had \$100,000 bond money to spend on this highway and asked the state to match.

The delegation asked also that the Albany-Corvallis road be made a state highway, stating that Benton County will meet the state on a fifty-fifty basis in the expense of all improvement on this road, except paving, leaving to the Commission to determine what is best and required until such time as the Commission might decide to pave it. They were asked to submit their proposition in writing and the Commission would take it under consideration.

A delegation was present from Marion and Yamhill Counties, consisting of John U. Smith, Isaac D. Hunt, Mayor Bunn of Yamhill, James Smith of St. Paul, J. M. Garrett, Whitney Boise, A. L. Tetu of the Oregon Motor Association, the County Court of Yamhill County, R. J. Moore of Newberg, and others, in the interests of the Woodburn-Newberg-Yamhill Road and offered to meet one-half the cost of the grading and paving if the state would designate it as a state highway and pay the other 50% of the cost. It was stated that bond money was available in Marion County and market road money in Yamhill County. The matter was taken under advisement.

The Yamhill County Court and A. J. Bewley appeared in the interest of the Sheridan-Willamina Section of the McMinnville-Tillamook

Highway, asking that the present macadam contract be cancelled and the section advertised for paving. Mr. Booth stated for the Commission that an answer would be given later.

A delegation from Wasco County, consisting of the Wasco County Court and Judge Bennett, Senator W. A. Johnson, Mr. E. C. Pease of The Dalles, R. E. Wilson of Maupin, W. H. Staats, A. C. Dunning, Shaniko, Herbert Egbert of The Dalles, H. C. Rooper of Antelope, F. P. Mays of Tygh Valley, Holly S. Rice, President Chamber of Commerce, The Dalles, F. C. Clausen, E. M. Williams, Clyde R. Seitz, Albert S. Roberts, W. L. Vanderpool and others, appeared in the interests of The Dalles-California Highway. They stated that their county was ready to vote an \$800,000 bond issue for the county's share of this highway and asked that the Commission route The Dalles-California Highway as running from The Dalles by way of Dufur, Maupin, Criterion and Cow Canyon to the southern boundary of the county. They also asked for a road from the south line of Sherman County by way of Shaniko and Antelope to the intersection of The Dalles-California Highway near the mouth of Cow Canyon and another road from Antelope toward Mitchell. The committee also stated that there was \$160,000 from other bond issues which brought the total available amount to \$960,000. The people of Wasco County offered this amount to be matched by the state on these projects. Mr. Booth replied for the Commission that he did not think it advisable to tie up the Antelope-Mitchell project with the others and the delegation agreed to withdraw that section if the Commission thought advisable. Mr. Booth, for the Commission, thanked the delegation for their generous offer of cooperation and advised them that the matter would be given serious consideration.

Judge King and Commissioner Kibbee of Jefferson County, also John Daly and Gus Monner of Gateway, asked for the designation of The Dalles-California Highway through their county and offered their \$50,000 in bonds for the unit north of Madras. They were advised that the Commission had this matter under consideration and would make a decision in the near future.

C. G. Brownell of Umatilla asked that the Commission construct a new bridge over the Umatilla River at Umatilla. He was requested to take this matter up with the Umatilla County Court and ask them to initiate this matter.

Judge Wallace of Crook County spoke of the Prineville east to Forest Boundary Section, stating that the county could not match on a fifty-fifty basis on this project since they had only \$40,000 available. The Commission suggested that possibly arrangements might be made to loan Crook County the difference if they could not get it otherwise, and it was agreed that the project should be advertised and see what bids are received, with the understanding that Crook County will meet the Commission fifty-fifty on the cost.

Judge Marvin, Commissioners Johnson and McGully and County Engineer Kellogg of Wallowa County asked that the Commission advertise the section of the La Grande-Enterprise Highway from the east end of

the Wallowa Canyon to the east through the town of Wallowa to Lostine, stating that the county has \$100,000 available for cooperation and asked the state to take their bonds. Mr. Booth replied for the Commission that favorable consideration would be given to accepting the bonds as collateral and their cooperation would be accepted on a fifty-fifty basis. The engineer was instructed to advertise this project for their next meeting.

Judge Bunnell of Klamath County, accompanied by Asa Fordyce, Commissioner, and Dan Ryan and Jim Beckley of Fort Klamath, appeared in the interest of the location of The Dalles-California Highway in the vicinity of Fort Klamath. The County Court expressed themselves as being willing to accept the location east of Fort Klamath as made by the engineer and asked that the state cooperate with them on a fifty-fifty basis on the Crater Lake Highway beginning at the junction of The Dalles-California Highway and extending through Fort Klamath to the Forest Reserve. The County Court also agreed to cooperate on a fifty-fifty basis with the Commission on The Dalles-California Highway from the present terminus of the work (Lamm's Mill) to Sand Creek. On the Keno-Jackson County Line Section of the Ashland-Klamath Falls Highway, the County Court agreed to cooperate on a fifty-fifty basis. On motion of Mr. Barratt, which was seconded by Mr. Yeon, their proposal was accepted.

Attorney Kaste, representing the Polk County Court, asked that the West Side Highway in Polk County be routed as follows: From Holmes Gap, following on the east side of the railroad track to Derry, thence west to Rickreall thence south to Monmouth, thence east to Independence, thence in a southerly direction to a junction with the Corvallis North improvement at the Polk-Benton County line. It was agreed that before giving the delegation an answer that Mr. Yeon and Mr. Barratt would look over the location proposed on the ground.

Judge Campbell of Morrow County spoke of the Oregon-Washington Highway from Heppner east. The county wishes to expend all their own funds beginning at a point approximately 3 miles east of Heppner already macadamized to Jones Hill and asked that the state loan them \$40,000 and take the county bonds as collateral. This matter was taken under consideration. The county asked if it would be possible to apply market road money on the road from Lexington to Heppner and the answer was given that it was within the law to apply market road funds on the state highways if the counties desired to do so.

Portland, Oregon, March 9, 1921.

The State Highway Commission reconvened at 10:00 A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Messrs. Frank, Hall, Whitfield and Hodgkins, representing the Associated Industries of Oregon asked that the Commission give consideration to local bridge fabricators and suggested that the Commission take advantage of the five per cent differential and award contracts so that Oregon materials can be used, and Oregon labor employed. The delegation was advised that the reinforced concrete design in preference to the steel design had been selected, so this point was not an issue, and also that the award would be deferred pending the order of the Public Service Commission.

The Secretary read the tabulation of bids received the previous day for various paving, bridge and grading contracts.

Gaston-Yamhill Section, Tualatin Valley Highway, Yamhill County. Paving. On motion of Mr. Yeon, the matter was referred to the engineer with power to act.

Forest Grove-Gaston Section, Tualatin Valley Highway in Washington County. Paving. On motion of Mr. Yeon, which was carried, the award for this contract was made to the Warren Construction Company for Type "D" pavement at \$224,753.75.

Salem-South Section, Pacific Highway, Marion County. Paving. On motion of Mr. Yeon, which was carried, the contract was awarded to J. E. Bonnell of Tacoma for Type "A" cement-concrete pavement at \$280,139.00.

Hood River-Mosier Section, Columbia River Highway in Hood River and Wasco Counties. Paving. On motion of Mr. Yeon, which was carried, this contract was awarded to A. D. Kern at \$350,915.00.

Barclay Springs-Lamm's Mill Section of The Dalles-California Highway in Klamath County. Grading. On motion of Mr. Yeon, the contract was awarded to the Warren Construction Company at \$69,121.50.

Canby-Molalla River Section, Pacific Highway in Clackamas County. Grading and graveling. On motion of Mr. Yeon, which was carried, this contract was awarded to the V. R. Dennis Construction Company at \$9,175.00.

Prineville-Redmond Section of the McKenzie River Highway in Crook and Deschutes Counties. Graveling. On motion of Mr. Yeon, which was carried, the bids were referred to the Bureau of Public Roads and the State Highway Engineer, with power to act, since this is a Federal Aid project.

Two bridges over Burnt River, No. 698 and 699, Old Oregon Trail in Baker County. On motion of Mr. Barratt, the contract was awarded to the Illinois Steel Bridge Company of Spokane at \$28,651.00.

Huntington Overcrossing of the O.-W. R. R. & N. tracks, Bridge No. 700, Old Oregon Trail, Baker County. On motion of Mr. Barratt, this

contract was awarded to Lindstrom & Feigenson at \$30,692.50.

A bridge over the South Umpqua River and overcrossing of the Southern Pacific railroad tracks near Myrtle Creek, Pacific Highway, Douglas County. On motion of Mr. Yeon, which was carried, this award was referred to the engineer awaiting the assessment of the cost to be made by the Public Service Commission.

Evans Park Bridge near Roseburg, Douglas County. This bridge was advertised for Douglas County and the city of Roseburg and on motion of Mr. Yeon, it was referred to the engineer and Douglas County with authority to act.

The bridge over Altamont Canal, Klamath Falls-Dairy Section of the Dalles-California Highway. On motion of Mr. Yeon, the bid was rejected and the engineer instructed to readvertise at the next meeting.

Overcrossing of the Oregon-California & Eastern Railroad near Dairy, Klamath Falls-Dairy Section. On motion of Mr. Yeon, the bid was rejected and the engineer instructed to readvertise the project.

Overcrossing of the Southern Pacific tracks at McVeigh's Point near Springfield, Pacific Highway, Lane County. On motion of Mr. Yeon, which was carried, the award of this contract was referred to the engineer with power to act, pending the decision of the Public Service Commission as to assessment of cost.

On motion of Mr. Yeon, the checks of the unsuccessful bidders were ordered returned.

Union County was represented by Judge Couch, Commissioner Hutchinson and Roadmaster Birney. In response to the request of the delegation, the Commission agreed to advertise macadam on the North Powder-Tolocaset Section, the work to be done at state expense in consideration of the county having done the grading.

On the Union-Tolocaset Section, the county requests paving. The Commission is willing to cooperate on the paving to an equal amount of the cost of macadam if the county wishes to pave.

On the Hot Lake-Union Section, the county offered to go fifty-fifty on the grading and graveling. This was agreed to by the Commission and the engineer instructed to advertise it as soon as it is ready.

On the La Grande-Elgin Section, there was a proposition formerly made and accepted by the Commission that the Commission was to grade this section and the county to pave.

On the Elgin-Minam Section, the county stated that they had a bid on this work but were unable to dispose of their bonds and finance the project, and asked that the Commission take their bonds for this purpose. Their request was taken under advisement.

Commissioners Miller and Knickerbocker of Deschutes County stated that the county had spent about \$28,000 in grading the Redmond-Sisters road and asked that the state match them in an equal amount in gravel surfacing. The County Commissioners suggested that the improvement be made between Cline Falls and Deep Creek and that a 12 ft. width of macadam would be sufficient. After considering the request, the Commission instructed the engineer to prepare this project for advertising for macadam, contemplating an expenditure equal to that made by Deschutes County.

The Deschutes County representatives stated that the county wished to complete The Dalles-California Highway south from the end of the present improvement at Allen Ranch to the Deschutes-Klamath County line. The Commission suggested that if the county would offer substantial cooperation, the improvement of this section would be favorably considered by the Commission.

A delegation, consisting of Judge Wade, Commissioners Kern and Yoakam and Senator Hall, Attorney Peck and others, appeared in the interests of Coos County. Judge Wade stated that Coos County has expended or is about to spend from Bandon south \$125,000; Coquille to Myrtle Point, \$25,000; Bandon to Coquille, if south side route is adopted \$115,000, if north side, \$75,000; and suggested that this be considered match money. Mr. Booth replied for the Commission that there was no other road outside of the three main highways in which the Commission was more interested than in the Roseburg-Coos Bay Highway and that the Commission desired to put all of it under contract this year that can reasonably be done and that if cooperation could be secured from Douglas County on the Douglas County Section and so insure completion of the project, the Commission would offer state aid on a fifty-fifty basis between the Coos-Douglas County line and Bandon, the county and the state each to take credit for work which has already been done on this section, respectively.

Judge Wade stated that he would take up this matter with the people of his county. The Coos County delegation stated that the Marshfield commercial bodies had asked relative to the plans of the Commission for the Coast Highway in Curry County. Mr. Booth replied for the Commission that there was no plan to complete the Coast Highway until the Roseburg-Bandon project had been completed.

Mr. A. C. Marsters of Roseburg stated that the Commission had the hearty and earnest cooperation of the commercial interests of Douglas County and that Douglas County wished to have a connection with Coos County. County Commissioner Weaver stated that the county was embarrassed by lack of funds. The County Court was willing, but hesitated about running the county deeply into debt. Mr. Booth stated that when the Pacific Highway was completed through Douglas County, the state would have expended approximately \$5,000,000, of which Douglas County had contributed not over five per cent and that cooperation in a far larger measure must be given on the Roseburg-Coos Bay Highway in about the proportions which other counties were contributing on the

secondary roads.

George Neuner, Jr., District Attorney, representing Judge Stewart, stated that the county still had available \$45,000 in county bonds for the Roseburg-Coos Bay Road from the former bond issue. Mr. Neuner stated also that Judge Stewart was willing to go to any means necessary to accomplish the purpose of the Commission that he can legally do and that the delegation was here to find out what are the Commission's requirements. Mr. Booth stated that in the near future several bridges on the Pacific Highway in Douglas County will have to be rebuilt and railroad grade crossings eliminated which will require large expenditures; on these structures and the Roseburg-Coos Bay Highway it will be necessary that Douglas County cooperate on a fifty-fifty basis on the work within their county which is the basis on which nearly all of the counties have voluntarily offered cooperation and the Commission had it in mind to make it a general rule except in some counties where there are limitations. Mr. Neuner expressed himself that another bond issue would be necessary and that he thought that the county would support one.

Judge Wood of Curry County offered cooperation of \$29,000 on the Lindville Hill Section of the Coast Highway. Judge Wood also stated that he thought it possible that the county would bond to the six per cent limit. The Commission stated that they would match fifty-fifty all that the county could raise.

Judge Campbell of Morrow County and Representative Carsner of Spray spoke of a proposed road from Heppner through Parker's Mill and Hardman to Spray and asked that it be designated as a state highway. They stated that it had previously been proposed to bring this road to Monument in Grant County, but Grant County would not cooperate. Now, however, Wheeler County was willing to meet them on this project. Morrow County has \$70,000 to spend between Heppner and the Wheeler County line. Judge Campbell asked if they spend this amount on this project, would the county get credit for it in future cooperation in the state. It was stated that about six miles of it was in the National Forest and that the Forest Service had agreed to assist. On motion of Mr. Yeon, which was carried, it was agreed to take this under advisement.

Senator Robertson of Condon asked that the Commission macadamize the Mayville-Thirtymile Section, and after consideration, the Commission instructed the engineer to advertise as soon as the project was ready. Senator Robertson stated that for the John Day Highway between Arlington and Condon, the county had \$85,000 of bond money. Mr. Booth replied for the Commission that as soon as the present survey is completed, an answer will be given as to what the Commission would do on this section.

Commissioner Wade of Gilliam County stated that the county would pay its indebtedness on the Columbia River Highway as soon as the tax money was received. He stated that on account of the inability to sell their bonds, they could not meet their obligation on the Mayville-Thirtymile section in cash but had county bonds. The Commission agreed

to enter into an agreement with the county to take their bonds, carrying them for a year and if the county can not make good on their debt, the Commission will sell their bonds. This was agreeable to the representative of Gilliam County. The county also asked for a survey on the market road from Condon to Lone Rock to be made at the expense of the county. This matter was referred to the engineer.

Judge Fogarty, Commissioners Dunn and Warren of Lincoln County appealed for state aid in their county. They stated that they thought that the county would support another bond issue which they would turn over to the state if the state would complete the Corvallis-Newport Highway and a connection from the Corvallis-Newport Highway north to the Tillamook County line on a route to be selected by the state. They proposed, however, that \$50,000 of the new bond issue be reserved to complete the Alsea River Road from the Forest Boundary into Waldport. Mr. Booth replied for the Commission that an answer would be given as soon as possible.

Mr. George Lockwood, representing the Oregon Motor Truck Hauling Contractors Association, requested that the state restrict the use of its own trucks to maintenance work and forest roads, alleging that private trucks could be hired cheaper than the state could operate their own on construction projects. The matter was referred to the engineer for a report.

Judge Marvin and Roadmaster Kellogg of Wallowa County, and Philip Dater, representing the Forest Service, appeared in the interest of the Flora-Enterprise Highway. Mr. Dater stated that this is the project which had been previously graded by the Forest Service in cooperation with the county and the state and part of it had been graveled; that the Forest Service had equipment now on the ground and could do the work if funds were furnished. The estimate of the cost to complete the surfacing is \$20,000, of which the Forest Service would put up \$5,000. Judge Marvin proposed that the county put in \$5,000 more and asked the state to put in \$10,000 additional. The Commission decided to take the matter under advisement.

Judge Marvin of Wallowa County recommended that the location of the La Grande-Enterprise Highway through the city of Lostine rather than through Evans be adopted. The matter was taken under consideration by the Commission.

Mr. James Stewart, representing the interest of Wheeler County, stated that there was 12 miles unprovided for on the Prineville-Mitchell Highway between the east boundary of the Ochoco Forest and Mitchell. The county has \$6,000 available. Improvement of the two miles of the John Day River Highway north of Fossil was also asked. The county has \$2,000 available for this section. On the Sarvice Creek Section, from the foot of McNamee grade to Tilley's, there remains 12 miles of the John Day Highway yet to be completed. The Commission advised that these matters would be taken under consideration.

The Commission then adjourned to meet at 7:30 in Room 1300 Yeon Building.

A delegation of interested citizens of Multnomah and Clackamas Counties brought up the matter of the construction of the Mt. Hood Loop. Mr. W. M. Davis acted as spokesman for the delegation. Mr. Booth reviewed the history of the project and gave the estimates of cost. He stated that the location had been decided upon after a thorough investigation but that funds were not available for constructing it at this time unless substantial cooperation is given by the counties. Multnomah County last year had offered to grade and pave the section within Multnomah County and had offered \$85,000 on the section in Clackamas County. Judge Cross of Clackamas County stated that two miles of the project was on a market road and the county would obligate themselves to spend \$20,000 on the section. He stated that the route which had been selected covered approximately 4 miles of roads provided under their bond issue and that this money would be available to the Commission when it was hard surfaced. He stated also that \$7,000 had been raised by local people about Kelso and that \$2,000 had been spent and the balance was available. Judge Cross stated that the county had secured options on the right of way required and the estimated cost of the right of way was \$10,000. The Commission advised that the options be closed and the right of way obtained which the county agreed to do.

The Commission offered to match all that both counties would put up and it was agreed that all the grading which was done should also be macadamized the same year on account of the nature of the soil and the traffic over the road. It was tentatively agreed that with whatever funds which are available it would be advisable to begin at Sandy and work east. The Commission decided to take up the matter further with Multnomah and Clackamas Counties.

A conference was then held on the routing of the Pacific Highway through the southern part of Oregon City to Canemah. All the members of the Clackamas County Court were present and Mr. F. V. Fuller, Vice-President of the Portland Railway, Light & Power Company. The engineer reported on three alternate routes and the advantages and disadvantages of each were discussed at some length, but no decision was reached. Mr. Fuller stated that the Portland Railway, Light & Power Company would offer \$10,000 in cooperation if the highway was located on the east side of the Southern Pacific Railroad tracks.

The Oregon City bridge was discussed further by the Clackamas County Court but no decision was reached.

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

Portland, Oregon, March 10, 1921.

The State Highway Commission met at 10:00 A. M. in Room 1300 Yeon Building. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Barnard and County Engineer Morse of Lane County appeared in the interest of the Springfield Overcrossing, stating that Lane County would not be able to contribute their part of the cost of the overhead structure this year as funds were not available. They preferred that an undergrade crossing be built at this location, stating that a clearance of 12 feet could be secured and the cost would be less. The engineer reported that while the undercrossing could be constructed cheaper it would be submerged in high water periods and would be more dangerous and therefore he recommended the adoption of the overhead type previously proposed.

Mr. C. S. Woodruff, commercial photographer, proposed to the Commission that he be engaged to take a series of photographs of the highways and the adjacent country from an aeroplane. He proposed to make a trip from Portland to the Siskiyou Mountains, including a trip to Crater Lake, and back up the Coast if desired, or any trip in return that would be an equivalent. Also up and down the Columbia River Highway from Hood River to Astoria and a circle of Mt. Hood. The charge for the trip would be six hundred dollars and each print desired would cost seventy-five cents. The Commission considered there was merit in the plan and agreed to take it under advisement.

The matter of the Pacific Power & Light Company's power line on the Youngs Bay Bridge came up again, and, on motion of Mr. Yeon, which was carried, it was agreed that permission be given to this corporation to place their poles and wires across the bridge subject to the approval of the bridge engineer and that in consideration of this privilege the Commission accept the reduced schedule of charges which they propose to make for light, heat and power, provided it can be covered with a satisfactory agreement, reserving the right of the state to revoke the franchise at a year's notice.

It was brought to the attention of the Commission that two claims for alleged infringement of patent rights on certain devices used in the construction of the Youngs Bay bridge were made about a year ago when construction was started but that nothing further has been heard from the claimants. The attorney was instructed to keep in touch with others who have used these devices without royalty payments.

On the Gaston-Yamhill Section of the Tualatin Valley Highway, the engineer reported that Cochran Bros., the low bidders, had offered

to reduce their bid \$7,000 in consideration of securing this contract. On motion of Mr. Yeon, which was carried, the award was made on that basis.

On the Prineville-Redmond Section, the engineer reported that the bid of A. D. Kern on Alternate No. 3 was acceptable to the Highway Department and also to the Bureau of Public Roads. On motion of Mr. Yeon, which was carried, the bid of A. D. Kern was accepted.

Yamhill County asked for a loan in sufficient amount to permit them to complete some light grading on the Yamhill-Gaston project, also money necessary to grade between McMinnville and Amity and later would need money for bridges. They stated that they would offer county bonds as collateral. The Commission advised them that their requests would be taken under advisement and that the Commission would visit the county next week and make an answer to their request.

It was decided that the next meeting of the Commission should be held on April 5, 1921.

On motion of Mr. Yeon, which was carried, it was agreed that on new contracts the profit allowed on force account items be computed at 15% on labor, 5% on material and 5% on rental of equipment.

It was also agreed that, under the new legislation when effective, the new contracts should carry a clause that 15% of the amount earned by the contractor be retained until the work is 50% completed and 7½% of the contract price from then on until completion.

In the matter of maintenance, the Commission announced it as a policy, effective April 1, 1921, to take over the maintenance of all state highways or parts thereof where construction has been completed, the purpose of the Commission being to carry out the maintenance to the extent of the money placed in its hands by the legislature through the additional tax on gasoline. Whenever the maintenance cost exceeds the amount of the money available from such additional gas tax, then for the additional sum required, the counties will be required to join in cooperation as provided by law. (See House Bill No. 367). On roads or sections thereof which have not been completed under the direction of the State Highway Commission, the maintenance must be done by the counties as heretofore.

On motion of Mr. Barratt, which was carried, the engineer was instructed to take over the maintenance of state highways already improved by the state in accordance with the foregoing policy and authorized to organize such forces and secure such equipment as may be deemed necessary with the option of using direct employees or county forces as seemed most desirable.

On motion of Mr. Booth, which was carried, the minutes of January 31, February 1 and 2, February 14 and February 22, were approved.

The secretary was instructed to request an opinion from the Attorney General as to whether the State Highway Department is controlled

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by the provisions of the labor law which limits the hours of labor on public work but exempts state institutions and departments, and that, unless he gives an adverse opinion, it be the policy of the Commission to compensate for extra time beyond eight hours at the regular straight time rate.

The matter of widening the gravel surfacing on the Vale-Jamieson Section came up for discussion, the contractor offering to reduce his price 25 cents per cubic yard on the additional material required. After discussion, it was agreed to complete this project the width advertised, that is, 8 feet, and widen later if traffic warranted.

On motion of Mr. Barratt, the following resolution was unanimously adopted;

WHEREAS, under the provisions of Section 4452, Oregon Laws, the Secretary of State is authorized, upon the order of the State Highway Commission, to draw a warrant on any fund belonging to the state highway fund in favor of the state highway engineer for the sum of \$30,000; said sum to be designated as an emergency or revolving fund, and to be for the use of the state highway engineer in the payment of wages due employees who may quit on short notice, or be discharged from the Commission's service, and for use in the prompt payment of other payroll or emergency claims, or the securing of trade discounts; and,

WHEREAS, said act was, and is, by the provisions of Chapter 107, Laws of Oregon for 1921, amended so that there is authorized to be placed in said fund, instead of the sum of \$30,000, the sum of \$75,000; and,

WHEREAS, under the provisions of the original act there has been set aside by the Secretary of State, pursuant to an order of the Highway Commission, the sum of \$30,000, thereby leaving subject to the order of the Commission, to be added to said sum the further sum of \$45,000.

THEREFORE, IT IS HEREBY ORDERED that the Secretary of State be and he is hereby requested to draw a warrant on any fund belonging to the state highway funds in the sum of \$45,000; said warrant to be drawn in favor of the highway engineer, and said sum, when so appropriated, to be known as an emergency or revolving fund, and to be used by the State Highway Commission and state highway engineer as provided in said Section 4452, Oregon Laws, as amended by said Chapter 107, General Laws of Oregon for 1921.

The secretary reported that the Governor had vetoed the bill which repealed the royalty on sand and gravel taken from navigable streams and used for state and county highway construction. On account of the large sum involved the attorney was instructed to prepare a

petition to the State Land Board requesting that the royalty be eliminated on state highway work or materially reduced.

The engineer reported that there was approximately 20,000 cubic yards of slides on the Remote-Camas Valley section of the Roseburg-Coos Bay project and the contractor was willing to remove the same at the unit prices in his contract. The Commission authorized this arrangement.

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. Yeon and 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 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 7(a) Title XXX and Chapter 7 (b) Title XXX Oregon Laws, as amended by Senate Bill 372 enacted at the 1921 session of the legislature, accepted the provisions of the said Federal Act and authorized, directed and empowered the Board of Control of the State of Oregon to issue and sell bonds for the purpose of cooperation 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, by virtue of said cooperation with the Federal Government, the sum of \$4,700,000; and

WHEREAS, by virtue of the provisions and authority of Chapter 7 Title XXX, Oregon Laws, 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 \$3,700,000 which said sum 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 is obligated to pay and contribute to such road construction at this time, in addition to the said \$3,700,000, the sum of \$1,000,000; 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 in said Chapter 7 of Title XXX Laws of Oregon, and Chapter 347, General Laws of Oregon for 1921; and

WHEREAS, it will be for the good of the State, and will more efficiently and adequately promote highway construction and conserve and protect the highway funds if said bonds shall be issued so as to mature at a date not later than five years from the date of sale and delivery thereof;

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 \$1,000,000 for the term hereinbefore mentioned, the funds derived therefrom to be used as herein stated.

The offer of Josephine County to cooperate to the extent of 50% of the cost of the Wolf Creek Bridge on the Pacific Highway was accepted and the engineer was instructed to advertise it at the next meeting.

A communication was received from the City Planning Commission of Portland, asking that the Highway Commission prepare preliminary plans and estimates of a bridge across the Willamette River at Sellwood. This matter was referred to Mr. Yeon for a report.

The engineer was instructed to make a survey of that section of the Oregon-Washington Highway from the Morrow-Gilliam County line to Heppner Junction on the Columbia River Highway about 10 miles in length at his convenience.

The Commission approved project agreements for Federal Aid post road projects on the Multnomah County Line-Oswego-Oregon City Section, paving, and the Corvallis-South Section, paving. Modified agreements were also approved for the Seufert-Deschutes Section and the Salem-Dallas Section. The Commission signed applications for Federal Aid for the Gaston-Yamhill paving and also the Newberg-West Dayton paving.

On motion of Mr. Yeon, which was carried, it was agreed to lend Morrow County \$40,000 secured by their bonds for the purpose of grading the section of the Oregon-Washington Highway from Heppner easterly to Jones Hill. The engineer was instructed to advertise this in two units, permitting contractors to bid either as a whole or in two parts, at the request of the Morrow County Court.

The secretary presented the request of Baker County that the Baker-Nelson Section of the Old Oregon Trail be advertised for grading and graveling and the county offered approximately \$35,000 in bonds. The Commission thought that in view of the cooperation offered by other counties this amount was not sufficient and the secretary was instructed to ask if Baker County will not give greater cooperation on this unit.

The engineer was instructed to advertise the Prineville-Forest Boundary Section of the McKenzie Highway for grading at the next meeting.

A request that the Commission cooperate with the city of Wallowa in grading and macadamizing through the city was referred to the attorney.

It was decided that in the future on all new projects which included incorporated cities and towns, improvements within the limits of these cities or towns would be made in accordance with the new legislation which provided for cooperation by the city or the city and county together. The attorney was instructed to attend to the legal features of such situations.

The Commission signed an agreement with Mary E. Taffe to purchase gravel for surfacing the Seufert-Deschutes Section at six cents per cubic yard. Agreements were also signed with E. R. Wischnofsky and J. D. Arnold for quarry sites on the Corvallis-Newport project at a nominal cost.

The Warren Construction Company made an offer to place a 2 inch top on the pavement constructed on the Beaver-Hemlock Section in 1919 about 1½ miles in length at a price of \$1.10 per square yard, the same price they are now receiving for the base course on the balance of the project. On recommendation of the engineer, their proposal was accepted.

The O.-W. R. R. & N. Co. presented an agreement similar to the one in force on the Columbia River Highway, by which the Highway Commission agreed to reimburse the railroad company for the expense of an engineer-inspector to patrol the work under construction on the Old Oregon Trail between Pendleton and Huntington. The agreement was approved and signed by the Commission.

It was agreed to loan \$15,000 to Umatilla County to be secured by their bonds as collateral and covered by a contract.

After consideration, it was agreed that the counties should pay 5½% interest on all loans.

The following extensions of time were received and acted upon:

James F. Clarkson & Company, requested an extension of time on Unit No. 2 of the Service Creek-Valades Ranch Section, John Day Highway, to April 15, 1921. On recommendation of the engineer, the request was granted.

James F. Clarkson & Company, requested an extension of time on Unit No. 3, Service Creek-Valades Ranch Section, John Day Highway, to April 30, 1921. On recommendation of the engineer, the request was granted.

James F. Clarkson and Company requested extension of time on the contract for grading the Seufert-Deschutes Section. On account of

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unavoidable delays in the tunnel work, the engineer recommended that an extension of time to May 31, 1921, as requested by the contractor, be granted. Request granted by the Commission.

A. D. Kern requested extension of time on the Mosier-Rowena Section, the Columbia River Highway, contract No. 289 for surfacing. The engineer reported that, owing to inclement weather, it had been impossible to operate trucks and recommended an extension to April 1, 1921, which was granted by the Commission.

Oskar Huber, Bend-Jefferson County Line Section, The Dalles-California Highway. An extension to March 1, 1921 was requested. On recommendation of the engineer, this request was granted.

Oskar Huber, Prineville-Redmond Section. On recommendation of the engineer an extension of time to June 1, 1921 was granted.

Oskar Huber, Deschutes County Line-Madras Section, The Dalles-California Highway. On recommendation of the engineer this request for an extension of time to June 1, 1921 was granted.

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


State Highway Engineer


Secretary


Chairman



Salem, Oregon, March 15, 1921.

Meeting of the State Highway Commission was called to order at 7:30 P. M. in Room 323 Capitol Building. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The secretary presented a request from the Board of Control that the Commission express themselves as to a desirable maturity and interest rates to be fixed on the \$1,000,000 State and Federal cooperative bonds which the Commission had requested the Board to sell. After consideration, the Commission decided to recommend a four year maturity and

a 5 $\frac{1}{2}$ % interest rate.

The Commission authorized the engineer to prepare preliminary sketches and estimates for the proposed crossing of the West Side Highway under the Southern Pacific railroad near Whiteson and an overhead crossing of the same railroad at St. Joseph. The attorney was instructed to request the Public Service Commission for a hearing on these crossings in the near future.

The secretary was instructed to advise Yamhill County Court that the Commission will require that the right of way on the McMinnville-Amity Section be secured on the location made by the engineer and that as soon as the right of way is secured, this project will be advertised for grading. After considering Yamhill County matters, which were discussed with the County Court at McMinnville, the following arrangement was agreed upon:

The Commission agreed to accept the legally authorized 5 $\frac{1}{2}$ per cent bonds of Yamhill County in an amount equal to the indebtedness of the county to the Commission and the attorney was instructed to write a contract in harmony with the recent enactment of the legislature covering this transaction.

The Commission agreed to lend Yamhill County a sufficient sum to complete the grading on the West Side Pacific Highway between McMinnville and Amity, the same to be covered by a contract and county bonds to be given as collateral security, the contract to run for a term of twelve months.

The Commission agreed to lend Yamhill County a sufficient sum of money to build the bridges on the state highways in Yamhill County as follows: a bridge over the Yamhill River at St. Joseph; a bridge over Deer Creek near Bellevue; a bridge over the Yamhill River near Whiteson and, if necessary, funds to meet that part of the cost of the construction of the overcrossing of the Southern Pacific Railroad near St. Joseph. If the county desires, this proposal will be extended to include a bridge across the North Yamhill River near Grand Ronde, these bridges to be built in 1921 and 1922. The same to be covered by a contract supported by county 5 $\frac{1}{2}$ per cent legally issued bonds as collateral and the dates of maturity obligation to be on or before two years, as may be agreed upon by the parties to the contract.

In the matter of substituting paving for the macadam now under contract on the Sheridan-Willamina project, the Commission proposed if so requested by the county to cancel the present contract for macadam and in lieu thereof contribute \$50,000 as the state's part of the cost of the pavement, the balance of the cost of the pavement to be assumed by Yamhill County and the same to be laid according to standard specifications and as pavements are usually laid on state highways.

The Commission having made an inspection of the general situation in Polk County, made the following report by letter to the Polk County

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Court:]

"March 15, 1921.

"Honorable County Court of Polk County,
Dallas, Oregon.

"Gentlemen:

"In the matter of the location of the Pacific Highway and other roads through Polk County, the Commission have had the matter under consideration for some time past and especially today, as we viewed the situation on the premises, and we are unanimously of the opinion that the location of the Pacific Highway through Polk County as made under the compromise agreement with the Commission and the court and citizens of Polk County; namely, from a point near Amity through Holmes Gap to Rickreall, Monmouth and from thence directly south to the Benton County line, is the best location, considering the general interests of the state, that could have been or can be made.

"The location of the Pacific Highway in Polk County, as thus outlined, is the most direct line that can be laid through the county and, therefore, will best serve the state at large and the traveling public that pass through Polk County on the Pacific Highway.

"The location of the spurs from a main line thus located, reaching from Rickreall to Dallas and from Monmouth to Independence, connects the principal towns of your county with the Pacific Highway and with each other, and the additional line offered the county as a compromise; namely, from Dallas to Salem, connects the most populous part of your county with the State Capitol and the East Side Pacific Highway, and taken in connection with the Pacific Highway through your county and the spurs mentioned above, gives you the best state paved road system of any county in the Willamette Valley.

"In reaching this conclusion, the Commission tried to consider not only the general interest of the state, but also the best interest of Polk County, and being of the unanimous opinion that their decision is the proper one, we again propose to you to construct the line as above outlined, provided the county will do the grading. We earnestly desire that you accept this proposition and cooperate with us in carrying it out, and if you will do so, we will give orders immediately to complete the paving on the Salem-Dallas road and will let the contracts for grading the entire distance through the county at the next regular or a called meeting, as may appear to best serve the interest of your county and the state.

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"Forgetting the discussions and the controversies that have heretofore hindered the work in your county, and with the utmost good will, we earnestly beg that you now join us in completing this important link in the state system. If you will do so, in return, we will promise you prompt and careful action, with a view of building you a substantial and satisfactory road, and will undertake to complete the whole by the end of 1922."

A request from Judge Wallace that the state complete the two remaining bridges on the Crooked River Highway was presented, and after consideration, the Commission instructed the engineer to proceed and construct these two bridges with state forces by day labor, both having been previously advertised and bids rejected because excessive.

The secretary was instructed to reply to Crook County's request for gravel surfacing on the Crooked River Highway from Prineville to Davis Ranch inasmuch as large expenditures of state funds had been made or were obligated in Crook County that the Commission suggested that the county use its own funds as far as available.

A resolution from Benton County was presented in which the county agreed to grade a section of the Corvallis-Newport Highway from the Wischnofske quarry westerly to the Benton-Lincoln County line, if the state would macadamize. The Commission agreed to accept their offer and instructed the engineer to include this section, approximately 2½ miles in length, with a contract for a section in Lincoln County extending west from the Benton-Lincoln County Line approximately 5 miles, which was graded in 1920, and advertise the same at the next meeting. The Commission also instructed the engineer to advertise the macadamizing of the Toledo-Newport Section in his discretion.

The engineer reported that the Willamina & Grand Ronde Railroad, in their construction operations one mile west of Willamina, have encroached upon the right of way of the McMinnville-Tillamook Highway and the new highway which has been constructed by them has been blocked by heavy slides from high slopes and the surface left in a very unsatisfactory condition so that it has constituted a serious impediment to traffic. The attorney was instructed to investigate the rights of the department in this situation and if the railroad company is found at fault, to make complaint before the Public Service Commission.

A communication was received from L. M. Graham of Forest Grove, referring to the formation of an improvement district under the district law enacted at the 1921 session of the legislature. The district proposed is the Scoggins Valley District in Washington County south of Forest Grove. The attorney was instructed to prepare the form of petition, etc. and formulate a plan and method of procedure for the Commission to follow in the administration of the law.

The engineer reported that the two inch bituminous pavement south of Tillamook on the Coast Highway, laid in 1918 and 1919, is breaking under heavy trucking, and it was agreed that Commissioner Yeon would visit

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the project with the engineer in the near future and recommend a method of repair.

A report was submitted by the engineer in charge of market roads showing that funds are available in the 1921 state market road appropriation, sufficient to apportion to each county of the state, an amount equal to that which they will produce by the county levy as shown by resolutions on file from the various county courts. On motion of Mr. Yeon, it was agreed that an amount equal to that raised by the various counties by a levy for the specific purpose of market road construction, should be apportioned to the respective counties; and the engineer was instructed to notify the county courts as to the amount of their apportionment.

The following resolution was offered by Mr. Yeon, which was unanimously adopted:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, 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 4683 of said Chapter 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 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 the Act;

WHEREAS, the County Courts of the various counties were advised under date of November 23, 1920 as to their proportionate share of 1921 state market road appropriation funds, and an approximate apportionment as calculated from the latest data prepared by the State Tax Commission available at that date, was made;

WHEREAS, the County Courts of the various counties were further advised under date of November 23, 1920, that each county desiring to accept the benefits of said Act, would be required to make a levy on all the taxable property of their county for the specific purpose of market road construction sufficient to produce an amount equal to the apportionment made under date of November 23, 1920, so that the said county would be prepared to match with County market road funds, the money apportioned to said County by the State Highway Commission from said State Market Road Appropriation;

WHEREAS, Market Road Resolutions for 1921, signed by members of the County Courts of the various counties, have been received from all counties of the State and are now on file in

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the office of the State Highway Engineer;

WHEREAS, said Market Road Resolutions, show, that all counties made a levy on all the taxable property of the county for the specific purpose of market road construction, but that many counties failed to make a levy sufficient to produce an amount equal to the proportionate share of funds from the state market road appropriation as apportioned under date of November 23, 1920, and that many counties made a levy sufficient to produce an amount in excess of their proportionate share of funds from the state market road appropriation as apportioned under date of November 23, 1920;

WHEREAS, the State Highway Commission has available for apportionment the 1921 state market road appropriation amounting to \$1,040,839.05;

WHEREAS, the Counties of the State have made county levies for market road construction which will produce a total of \$1,020,549.86;

WHEREAS, it appears that the total raised by county levies is not equal to the amount available for apportionment by the State Highway Commission;

WHEREAS, by reason of the fact that many counties failed to qualify for acceptance of their full proportionate share of said fund there is available a surplus for distribution among counties which are prepared to match funds in excess of their proportionate share;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1921 state market road appropriation in such a manner that each county shall receive an amount equal to the amount produced by that county by a county levy as shown by 1921 market road resolutions, on the valuation of all taxable property of the county as shown by statement prepared by the State Tax Commission under date of December 6, 1920.

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Valuation for County Assessments	Co. levy County reported funds mills	County produced funds	Pro. share of 1921 funds	Co. funds in excess pro. share	Co. funds short of pro. share	1921 Apportion- ment
Baker	26,562,013.94	1.25	\$ 33,202.52	\$ 35,463.53	\$ 261.01	\$ 33,202.52
Benton	11,480,065.12	1.48	16,990.50	18,139.88	1,149.38	16,990.50
Clackamas	29,690,673.11	1.2	35,628.81	49,428.17	13,799.36	35,628.81
Clatsop	41,550,735.26	1.0827	44,986.98	44,018.83	968.15	44,986.98
Columbia	13,936,185.61	3.0	41,808.56	21,298.87	20,509.69	41,808.56
Cook	24,459,411.38	1.0	24,459.41	33,047.55	8,588.14	24,459.41
Crook	4,986,799.63	2.004	9,993.55	8,609.36	1,384.19	9,993.55
Curry	4,926,228.47	1.1	5,418.96	5,467.48	48.52	5,418.96
Deschutes	8,755,241.27	1.24	10,856.50	15,115.31	4,258.81	10,856.50
Douglas	34,173,386.28	1.00	34,173.39	39,823.60	5,650.21	34,173.39
Gilliam	16,167,828.05	1.1	17,784.61	16,383.49	1,401.12	17,784.61
Grant	8,983,894.70	1.5	13,475.84	11,964.90	1,510.94	13,475.84
Harney	12,880,969.06	1.5	19,320.55	16,227.79	3,092.76	19,320.55
Hood River	9,955,675.50	1.6	15,929.40	14,279.36	1,650.04	15,929.40
Jackson	27,347,172.47	1.5	41,020.76	41,120.96	100.20	41,020.76
Jefferson	5,566,114.87	1.4	7,792.56	7,983.27	190.71	7,792.56
Josephine	8,184,215.04	1.5	12,276.32	11,387.93	888.39	12,276.32
Klamath	21,038,873.25	1.0	21,038.87	24,827.77	3,788.90	21,038.87
Lake	12,027,317.04	1.0	12,027.32	16,018.18	3,990.86	12,027.32
Lane	34,873,272.97	1.61	56,145.97	57,037.48	891.51	56,145.97
Linn	11,000,224.47	1.0	11,000.22	11,394.67	394.45	11,000.22
Linn	31,068,472.86	1.46	45,359.97	43,885.24	1,474.73	45,359.97
Malheur	16,218,732.32	1.5	24,328.09	24,787.32	459.23	24,328.09
Marion	41,782,605.24	1.5	62,673.91	59,927.29	2,746.62	62,673.91
Morrow	13,864,571.03	1.1	15,251.03	15,957.46	706.43	15,251.03
Multnomah	338,190,784.62	.34	104,083.90	104,083.90		104,083.90
Polk	13,303,518.76	1.0	25,500.00	25,311.21	188.79	25,500.00
Sherman	19,618,909.67	1.0	19,618.91	18,855.83	763.08	19,618.91
Tillamook	22,808,593.05	1.2	27,372.71	23,891.92	3,480.79	27,372.71
Umatilla	57,994,683.39	1.14	66,113.94	65,935.12	178.82	66,113.94
Union	28,020,756.93	1.1	30,822.83	31,098.76	275.93	30,822.83
Wallowa	17,528,658.14	1.0	17,528.65	20,685.40	3,156.75	17,528.65
Wasco	20,157,877.44	1.3	26,205.24	24,405.99	1,799.25	26,205.24
Washington	23,296,933.20	1.8	41,934.48	43,438.14	1,503.66	41,934.48
Wheeler	6,574,601.92	1.0	6,574.60	7,567.05	992.45	6,574.60
Yamhill	21,862,753.06	1.0	21,862.75	33,970.04	12,107.29	21,862.75
	\$1,040,839,049.12		\$1,020,562.61	\$1,040,839.05	\$42,037.36	\$1,020,562.61
			1921 State Market Road Appropriation	\$1,040,839.05		
			Total County Market Road funds raised	1,020,562.61		

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

Robert Thuma
State Highway Engineer

Roy A. Klein
Secretary

Booth
Chairman
W. B. Burnett

Portland, Oregon, March 21, 1921.

At the invitation of the Board of County Commissioners of Multnomah County, the members of the State Highway Commission met in Room 520 Multnomah County Court House at 2 o'clock P. M. to discuss ways and means of constructing the Mt. Hood Loop between the Multnomah-Clackamas County line and the west forest boundary. Mr. Booth stated for the Commission that the state would match all funds raised for this project by the two counties. Mr. Rufus Holman, Multnomah County Commissioner, explained that \$85,000 had been placed in the 1920 budget for the project, but, not having been called for, had been returned to the general fund at the close of the year and that no provision had been made in the budget for 1921. He stated that in his opinion, the only way the work could be handled would be for the state to advance the county's share to be repaid next year. Commissioner Hoyt of Multnomah County spoke of the depleted condition of the county finances and stated that Multnomah County would be obligated to grade and pave also the section in Multnomah County from Gresham to the county line. Judge Cross of Clackamas County stated that his county had \$46,000 in bond money to spend between Sandy and the county line for paving, \$7,000 unexpended near Kelso and \$20,000 of market road money, also \$10,000 would be required for right of way and that is all that Clackamas County can raise.

Mr. Booth suggested that the Commission would be willing to lend to the counties the money required for their share with a view to having it returned in 1922.

There was some discussion of the matter by Mr. Wm. M. Davis, Mr. Fried and District Forester Cecil. At the conclusion, Senator George Joseph introduced a resolution that it be the sense of the meeting that the people assembled recommend to the County Commissioners of Multnomah County that they proceed to aid in the construction of the Mt. Hood Loop between the town of Sandy and the west boundary line of the forest reserve, and for this purpose, it is recommended that the budget for 1922 provide for the sum of \$85,000 to reimburse the state

for the amount loaned to the county and that in the budget for 1923 also the sum of \$85,000 be appropriated for this project. Motion was seconded and carried with one dissenting vote by Mr. Ganong, who objected to the second year provision.

At the conclusion of the meeting, Mr. Booth restated the position of the Commission; that is, that the money appropriated by the counties would be matched by state funds and that the Commission would be willing to lend them the amount they propose to refund next year, also if Multnomah County would make a further contribution to be paid to the Commission the following year, the Commission would consider that also and give them an answer immediately.

The meeting then adjourned.

Portland, Oregon, March 21, 1921.

Meeting of the State Highway Commission was called at 4 P. M. in Room 1300 Yeon Building. Those present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Cross of Clackamas County spoke of the Willamette River bridge at Oregon City. He stated that the bridge must be built soon, even if the county must build a light steel structure with their own funds. It was brought out in the discussion that the county estimated they could raise \$150,000. Mr. Booth stated for the Commission that the state would give \$250,000, the amount originally appropriated for the state's share of the bridge, if the county would put up \$150,000. Based on the present estimate, this would be \$100,000 in excess of the cost and the county could then apply \$50,000 of their funds on their debt and \$50,000 on the Mt. Hood Loop, but that the contribution from the state would be contingent upon the county's reimbursing the state for expenditures on its account.

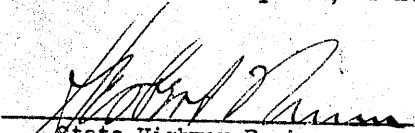
A contract for furnishing electrical energy for the Youngs Bay bridge was brought up for consideration. In view of the privilege accorded the Pacific Power & Light Company of placing their poles on the bridge, a reduced rate for the power to operate the lift was granted. The Commission thought that the permit to occupy the bridge should be revocable at a year's notice and the attorney was instructed to incorporate this provision in the agreement.

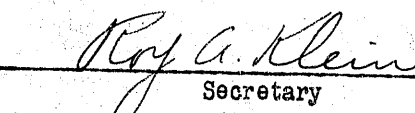
Mr. Lewis A. McArthur, Secretary of the Oregon State Geographic Board suggested to the Commission that the Canyon road leading out of Portland to Beaverton be designated as the route of the Tualatin Valley Highway since it was $1\frac{1}{2}$ miles shorter and was the route usually traveled.


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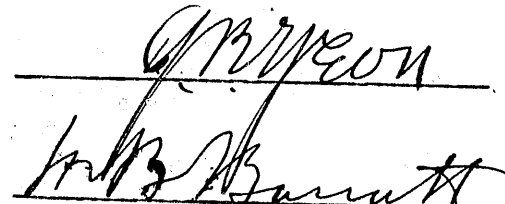

instead of the Bertha-Beaverton connection. On motion of Mr. Yeon, which was carried, it was agreed that the Canyon Road between Portland and Beaverton should be designated as a part of the Tualatin Valley Highway.

Judge Daniels, Commissioners Gunning and Zimmerman, Senator Vinton, A. J. Bewley, E. E. Cummins, Wm. Liljequist, A. L. Jamieson, Matt Corrigan and other representative citizens of Yamhill County appeared in the interests of paving the Willamina-Sheridan Section of the McMinnville-Tillamook Highway. The delegation advised that they could not raise the balance necessary to meet the Commission's offer of \$50,000 and they offered \$36,000, asking the Commission to make up the difference. Later, they decided to postpone the reconstruction of the Deer Creek bridge and offered \$40,000. After further consideration, the county raised its offer of cooperation to 50% of the cost of the pavement. In the course of the discussion, it was said that the contractor was willing to cancel his contract for macadamizing if someone would buy his equipment. The county agreed to take this over. The engineer was thereupon instructed to advertise this project for both types of paving, and, if one-half of the cost comes within the original appropriation of the Commission, to accept it; if not, to reject it.


State Highway Engineer


Secretary


Chairman

Portland, Oregon, March 22, 1921.

The Commission met at 9 A. M. in Room 1300 Yeon Building. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

A telegram was received from Cottage Grove accepting the Commission's offer of 50% of the cost of the paving 16 feet wide through the city and indicating their willingness to pay for the balance of the improvement. The attorney was instructed to take up this matter with them and help them prepare their legal proceedings.

It was agreed that, in taking over county bonds as security for loans, they should be taken over on a basis of 90% of par.

MAR 22 1921

It was agreed to adopt a basic wage scale of \$3.50 per day for labor on state work, with straight time for overtime work, in accordance with the recent opinion of the Attorney General that the department is not controlled by the provisions of the eight hour law.

It was brought to the attention of the Commission that Baker County was contending for a smaller cooperation on the grade crossing separations in their county than was usually assessed. Mr. Booth stated that, inasmuch as when Baker County's cooperation was offered on the Old Oregon Trail it was thought that the ordinary proportion of cooperation on the grade separations would obtain, if a greater burden was thrown upon the state then the Commission will require a larger cooperation on the grading of the Huntington-Nelson Section.

In the matter of the McVeigh Point crossing of the Southern Pacific railroad near Springfield, it was agreed that the Commission would recommend to the Public Service Commission that Lane County be assessed twenty per cent of the cost of the overhead structure and approaches, it being understood that the county's portion would be \$12,000.

On the Myrtle Creek crossing of the Southern Pacific railroad and the Umpqua River, it was agreed as a condition to the award of the contract that the state and Douglas County should divide equally the cost of the entire structure after deducting the railroad cooperation as assessed by the Public Service Commission.

The engineer was instructed to prepare preliminary plans for an overhead crossing of the Southern Pacific tracks at Creswell and the attorney instructed to request the Public Service Commission for a hearing in the near future. Mr. Booth reported that Lane County had agreed to secure the additional right of way required in the town of Creswell.

The Commission agreed to pay for one-half of the cost of paving through the incorporated town of Jefferson in Marion County, the county and city to pay the balance, and in addition, the city should secure the necessary right of way for the change in location recommended by the engineer at the north end of the Santiam River bridge.

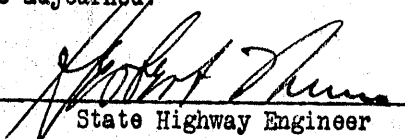
On motion of Mr. Booth, which was carried, it was agreed that the Commission would cooperate to the extent of 50% of the cost of construction through cities of less than 2000 inhabitants, the improvement to be the same type and width of the construction on the highway project adjacent. In every case, however, the local authority must secure necessary rights of way.

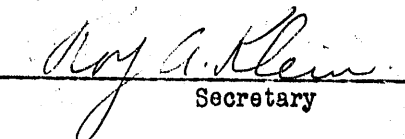
On recommendation of the County Court of Wallowa County and the engineer, the route of the La Grande-Enterprise Highway was located through Lostine.

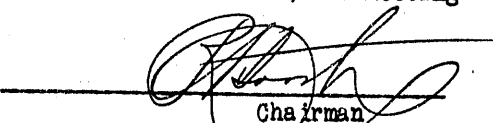
The engineer was instructed to advertise for paving the Pacific Highway between Anlauf and Divide in Douglas and Lane Counties.

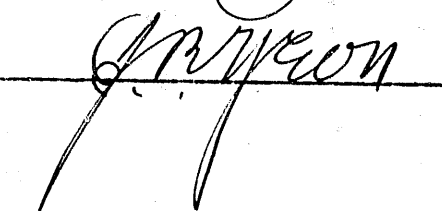
After consideration, it was agreed to accept the proposal of C. S. Woodruff, commercial photographer, to take aeroplane pictures of portions of the state highways and the adjacent country on the basis that he proposed to the Commission at their meeting of March 10 provided this plan meets with Mr. Barratt's approval.

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


State Highway Engineer


Secretary


Chairman



VOLUME VI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1921

T O

MARCH 31, 1922

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OREGON STATE HIGHWAY COMMISSION

R. A. BOOTH, EUGENE, CHAIRMAN
J. B. YEON, PORTLAND, COMMISSIONER
W. B. BARRATT, HEPPNER, COMMISSIONER

- - -

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

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1921	
912	April 5	Minutes of March 8, 9, 10, 15, 21, 22 approved. Polk County. Salem-Dallas Highway, work to be resumed. Holmes Gap-Rickreall and Monmouth-South Sections to be advertised. Location adopted Rickreall-Holmes Gap Section. Brunk's Corner-Independence and Dallas toward Willamina - adoption as state highways requested. Washington County. State aid requested on paving in Forest Grove. Proposals received on following projects:
913		Prineville-Ochoco Forest Section, grading Wallowa Canyon Section, surfacing Wallowa Canyon-Lostine Section, grading and surfacing
914		Sage Hen Summit-Burns Section, grading Wolf Creek-Galesville Section, paving Oakland-South Section, paving
915		Deer Creek Bridge Wolf Creek Bridge Salem Bridge, painting Altamont Canal Bridge
916		Dairy Overcrossing Linn County, Albany-Lebanon location adopted Location through Halsey reaffirmed Washington County, Scoggin Valley Improvement District hearing. Gilliam County. Location through Condon requested. Umatilla County. Pendleton-Cold Springs Highway, route adopted.
917		Pilot Rock-Morrow County Line, county funds matched.
918		Lane County. McKenzie Highway, county funds matched; loan to county. Deschutes County. Allen Ranch-Klamath County Line Section, clearing and grading requested. Redmond West and Bend East Sections ordered advertised. Lake County. Lapine-Lakeview Highway, improvement of 32 mile section requested. Drew's Valley Section proposed for improvement.
919		Grant County. John Day-Danby Ranch Section, county to complete. Discussion of cooperation on John Day Highway. Penalty to be enforced on delinquent contracts. Tabulation of bids read and action taken on following: Deer Creek bridge Wolf Creek bridge Salem bridge, painting Altamont Canal bridge Dairy Overcrossing

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919	April 5	Wallowa Canyon Section
920		Wallowa Canyon-Lostine Section
		Prineville-Ochoco Section
		Sage Hen Summit-Burns Section
		Oakland-South Section
		Wolf Creek-Galesville Section
		Checks of unsuccessful bidders ordered returned.
		Yamhill County. Paving through city of Yamhill.
	April 6	Josephine and Douglas Counties. Wolf Creek-Galesville Section awarded to Giebisch, Joplin & Eldon.
921		Wasco County. Dalles-California Highway location adopted. Sherman Highway designated. County bond issue discussed.
		Dalles-Dufur Section discussed.
		Sherman County. County bonds offered.
922		Proposals received on following projects:
		Weiser-Ontario Section, grading and surfacing
		Kamela-Hilgard Section, grading
		Hilgard-La Grande Section, grading
923		Goshen-Walker Section, paving
		Divide-Drain Section, paving
		Washington County. Matter of paving through Gaston.
		Lincoln County. State aid requested.
924		Union County. Basis of cooperation.
		Elgin-Minam Section awarded to Security Construction Company.
		Paving through city of Union ordered advertised.
		Josephine County. Oregon Caves project, cooperation.
925		Malheur County. Cooperation agreed upon.
		Marion County. Matter of paving through Jefferson.
		Danger signal, half dozen ordered.
		Tabulation of bids read and action taken on following:
		Goshen-Walker Section
		Divide-Drain Section
		Kamela-Hilgard Section
		Hilgard-La Grande Section
		Weiser-Ontario Section
926		Douglas County. State aid requested on Reedsport-Coos Bay Section and on road from Scottsburg to Drain.
	April 7	Wheeler County. Sarvice Creek Summit Section, completion requested.
		Ochoco Forest Boundary-Mitchell Section, state aid requested.
		Lake County. County funds offered; cooperation agreed upon.
		Wallowa County. Enterprise-Joseph Section ordered advertised.
		Flora-Enterprise Forest Project, additional appropriation.
927		Santiam Highway designated.
		Ochoco Highway designated.

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927	April 7	Gilliam County. Arlington-Condon Section, cooperation.
		Curry County. Bond issue proposed.
		Josephine and Douglas Counties. Wolf Creek-Galesville Section; matter of sub-letting contract.
		Following projects ordered advertised for April 22:
		McMinnville-Amity, grading
		Sheridan-Willamina, paving
		Canyonville-Myrtle Creek, macadam
		Lexington-Heppner, grading
		Heppner-Jones Hill, grading
		Aurora-Canby, paving
		Enterprise-Joseph, grading and macadam
		The Dalles-Rowena, paving
		Lexington-Morgan, macadam
		Telocaset-North Powder, grading
		Union-Telocaset, surfacing
		Hot Lake-Union, grading and surfacing
		Newberg Viaduct, paving
		Chehalem Creek trestle, paving
		Alsea Highway designated.
		Douglas County, Divide-Drain Section. Warren Construction Co. bid analysed and discussed.
928		Hood River-Mosier contract. Claim of A. D. Kern for additional compensation ordered paid.
		Coos County. Cooperation discussed. Credit for previous work requested. Loan requested.
		Deschutes County. Clearing and grading on Allen Ranch-Klamath County Line Section requested again.
		State to pay all engineering costs on projects on which counties are cooperating.
		Sherman County graveling, extension of time granted to Porter & Conley.
929		Dillon Overhead Crossing, extension of time granted to Colonial Building Co.
		Polk County Court. Requested to secure rights of way on Rickreall-Holmes Gap and Monmouth South projects.
		Herbert Nunn reappointed State Highway Engineer.
	April 8	Douglas County, Divide-Drain Section. Reduction of bid by Warren Construction Co.
		Hood River County, Mt. Hood Loop. Cooperation offered by county.
		Polk County. Salem-Dallas Project. Agreement to renew Oskar Huber's contract.
930	April 22	Proposals opened on following projects:
		Enterprise-Joseph Section, grading and surfacing
		Morgan-Lexington Section, surfacing
		Mayville-Thirtymile Creek Section, surfacing

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931	April 22	Jackson County Line-Grants Pass Section, roadbed widening
		Canyonville-Myrtle Creek Section, surfacing
		Hot Lake-Union Section, grading and surfacing
932		Union-Telocaset Section, surfacing
		North Powder-Telocaset Section, surfacing
		McMinnville-Amity Section, grading
		Mosier-The Dalles Section, paving
		Linn County. Albany-Driver Crossing Section, advertisement requested for paving.
		Driver Crossing-Harrisburg, gravel requested.
		Undercrossing four miles north of Albany, construction urged.
933		Location through Halsey discussed.
		Deschutes County. Request that state cooperation be diverted from Bend-Horse Ridge Section to Allen Ranch-Klamath County Line Section.
		Jackson County. Agate-Trail Section, macadam requested.
		Paving through Gold Hill.
		Washington County. Scoggin Valley Improvement District discussed.
		Post road from Newberg through Wilsonville to Oswego requested.
934		Yamhill County. Bridge over North Yamhill River ordered readvertised. Check of Stebinger Bros. returned to county.
		Lincoln County. Grading of section of Corvallis-Newport Highway requested.
		\$50,000 in county bond issue for Waldport-Alsea project.
April 23		Tabulation of bids read and action taken on following:
		Enterprise-Joseph Section
		Canyonville-Myrtle Creek Section
		Mosier-The Dalles Section
		McMinnville-Amity Section
935		Jackson County Line-Grants Pass Section
		Morgan-Lexington Section
		Mayville-Thirtymile Creek Section
		Hot Lake-Union Section
		Union-Telocaset Section
		Telocaset-North Powder Section
		Invitation to visit Coos County accepted.
		Commission to visit Malheur County.
		Tillamook County. Mr. Yeon reported on condition of paving.
		Clackamas County. Oregon City bridge discussed.
936		Grant County. Greater amount of state cooperation asked.
		Wheeler County. Discussion of funds.
		Clackamas County. Oregon City-Multnomah County Line Section, contractor requesting state to purchase cement.
		Yamhill County. Cement Company requested state to purchase balance of cement for Newberg-West Dayton contract.

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936	April 23	Josephine County. Oregon Caves Project, appropriation.
937		Polk County. Financial arrangements for grading discussed.
		Advertisement for paving within city of Dallas requested.
		State Industrial Accident Insurance, discussion of clause in contracts.
		Wasco County. Proposed expenditure of bond issue.
		Jefferson County. Construction requested on Dalles-California Highway.
938		Dr. E. W. Lazell, employment as Consulting Engineer.
		Sherman County. Survey of Sherman Highway ordered.
		Douglas County. Alexander Bridge, citizens request design at different site.
		Deschutes County. Bond issue proposed.
		Redmond-Sisters Section ordered advertised.
		Engineer instructed to advertise following:
		North Yamhill River bridge
		Sheridan-Willamina Section, paving
		Canby-Aurora Section, paving
		Pilot Rock-Vinson Section.
		Washington County. County cooperation requested on paving through Gaston.
		Polk County. Tillamook Highway, report on condition caused by railroad construction.
		Morrow County. Changes in Morgan Creek bridge authorized.
		Umatilla County. Dry Gulch Bridge, matter of completion; contractor delinquent.
		Yamhill County. Petition for new bridge at Amity.
		Gilliam County. Condon-North Section ordered advertised.
		Marion County. Right of way through Jefferson.
940		Next meeting May 26.
		Resolution authorizing sale of \$1,000,000 bonds May 27.
944	April 30	Discussion of Roseburg-Coos Bay Highway with Coos County Court.
		General discussion of Coos County matters.
945	May 1	Coos County. Cooperation on North Bend and Coquille paving.
		Clackamas County. Paving laid by city of Oswego to be considered as cooperation.
		Paving to be continued in city of West Linn.
		Yamhill County. Cooperation on paving through Gaston, Dundee and Lafayette.
946		Columbia County. Rainier, cooperation by city to be requested.
		J. O. Lystul accepted as personal surety for J. Elmer Nelson.
		Clatsop County. Necanicum-Tillamook County Line Section, cooperation.
		Clackamas County. Mt. Hood Loop, Multnomah County Line-Zig Zag Section ordered advertised.
		Next meeting June 28.
		Clackamas County. Oregon City bridge ordered advertised.

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946	May 25	Malheur County. County funds offered. Vale-Burrell Ranch and Jamieson-Brogan Sections ordered advertised.
947		Yamhill County. Paving through city of Yamhill. Morrow County. Change of location through Heppner. Grading and macadamizing and three bridges in Heppner ordered. Lexington-Heppner and Heppner-Jones Hill Sections, state funds.
948		Clackamas County. Agreement to be drawn covering proposition of county on Oregon City bridge and Mt. Hood Loop. Union County. Rehearing requested on overhead crossings. Clatsop County. Port of Astoria reimbursed for certain expenditures in dredging operations. Multnomah County. Request from City Planning Commission for survey for Sellwood bridge. Curry County. Brush Creek-Mussel Creek Section, improvement requested. Lindville Hill and Denmark-Sixes River Sections proposed for improvement. Roosevelt Highway. Survey ordered from Coos Bay north. Park site near Rowena presented by Mark A. Mayer. Camp site near Lindsay Creek to be acquired. Hood River. Condemnation of right of way ordered to protect grade and preserve scenery. Extensions of time granted as follows: J. W. Hillstrom, Hubbard Creek-Brush Creek Section A. D. Kern, Wallowa Canyon Section Umatilla County Court, Pendleton-Pilot Rock Section Oxman & Harrington, Jamieson-Vale Section Oxman & Harrington, Haines-North Powder Section Oxman & Harrington, Telocaset-North Powder Section Clifton, Applegate & Toole, Pendleton-Cabbage Hill Sec. D. M. Stevenson, Grave Creek-Pleasant Valley Section John R. Hill, Port Orford-Hubbard Creek Section
949		Am. Assoc. of State Highway Officials, financial aid requested in maintaining legislative representative at Washington. Policy relative to openings under improved highways. Attorney authorized to bring before Public Service Commission matter of location of pole lines on highways.
	May 26	Proposals received on following projects: Crooked Creek-Chandler's Station Section, grading and surfacing
951		Sage Hen Summit-Burns Section, grading Cold Springs-Holdman Section, grading and macadam Sherman County Section, wood guard fence Tum Tum Section, macadam
952		Toledo-Newport Section, surfacing

Page	Date	Subject
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952	May 26	Lexington-Heppner Section, grading Heppner-Jones Hill Section, grading Cline Falls-West Section, macadam Union County, Bridges Nos. 692-717-718-735 Hilgard Overcrossing Glover Overcrossing North Yamhill River Bridge Bee Ranch Bridge No. 612 Umatilla County. Deadman's Pass-Kamela Section, agreement with county for construction. Bridge over Stage Gulch drainage ditch, concrete structure decided upon. Statement of county expenditures to be checked by secretary. Benton County. Survey ordered Philomath to Lincoln County line, Alsea River Highway. Bridge over Mary's River. Plans ordered prepared. Roosevelt Highway Association, request for maps and photographs.
955		Wallowa County. Protest against location through Lostine. Yamhill County. Matter of lending money on bonds. Statement by Mr. Samuel Hill. Deschutes County. Horse Ridge Section, rocking requested. Lakeview-Lapine Highway, reconnaissance north of Fremont ordered. Tabulation of bids read and action taken on following: Sherman County, guard fence Cline Falls-West Section Heppner-Jones Hill Section Sage Hen Summit-Burns Section Crooked Creek-Chandler's Station Section Newport-Toledo Section Cold Springs-Holdman Section Tum Tum Section Lexington-Heppner Section Glover Overcrossing Bee Ranch Bridge No. 612 North Yamhill River Bridge Four bridges in Union County Hilgard Overcrossing Checks of unsuccessful bidders ordered returned.
956		Tillamook County. Roosevelt Highway, change of location requested. Clatsop County Line South, grading and macadamizing requested; state aid asked. Proposals opened on following projects: Wallowa Hill Section, grading Condon-North Section, grading and macadamizing Trail-Agate Section, macadamizing Multnomah County Line-Zig Zag Section, grading North Bend and Coquille Section, paving
957	May 27	
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959		

Page	Date	Subject
959	May 27	Camas Valley-Remote Section, macadamizing
		Oakland-South Section, paving
960		Thurston-Walterville Section, grading and macadam
		Canby-Aurora Section, paving
		Brunk's Corner-Dallas Section, grading and paving
961		Dallas City Section, grading and paving
		Holmes Gap-Rickreall Section, grading
		Monmouth-Luckiamute River Section, grading
		Luckiamute River-Suver Section, grading
962		Sheridan-Willamina Section, grading and paving
		Grand Ronde-Alder Creek Section, resurfacing and
		stocking with maintenance materials
		Dolph-Hebo Section, placing maintenance materials
		Bridge over Chewaucan River at Paisley
		Goldson Bridges
		Hot Lake Overcrossing
963		Telocaset Overcrossing
		North Powder Overcrossing
		Mt. Hood Loop. Multnomah County funds.
		Bids on bonds read.
		Resolution relative to sale of \$1,000,000 bonds.
967		Low bidders on bonds wish to withdraw bid.
		Checks of unsuccessful bidders ordered returned.
		Washington County. Cooperation on paving through Gaston.
	May 28	Linn County. Shorter location requested from point between Shedd and Halsey south.
		Tabulation of bids read and action taken on following:
		North Powder Overcrossing
968		Telocaset Overcrossing
		Hot Lake Overcrossing
		Goldson Bridges
		Bridge over Chewaucan River at Paisley
		Sheridan-Willamina Section
		North Bend and Coquille Sections
		Oakland-South Section
		Dolph-Hebo Section
		Grand Ronde-Alder Creek Section
		Thurston-Walterville Section
		Brunk's Corner-Dallas Section
		Dallas City Section
		Holmes Gap-Rickreall Section
		Luckiamute River-Suver Section
969		Canby-Aurora Section
		Camas Valley-Remote Section
		Condon-North Section
		Agate-Trail Section
		Wallowa Hill Section
		Multnomah County Line-Zig Zag Section

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969	May 28	Baker County. Baker-Bridgeport-Unity road, survey requested.
		Loan on county bonds for work on Baker-Cornucopia Highway.
		Baker-Nelson project, cooperation.
		Northwestern Construction Company, claim on Yamhill-McMinnville Section.
970		Wheeler County. Basis of cooperation decided.
		North Powder Overcrossing, early award requested by low bidder.
		Johnson Contract Co., claim Mosier-Rowena contract, report by engineer.
		Minutes April 5, 1921 approved.
		Engineer instructed to advertise following projects:
		Low Pass-Blachly project
		McVeigh Overcrossing approaches
		Shedd-Halsey Section
		Chitwood-Toledo Section
		Bridge over Malheur River
		Two small bridges on Ochoco Highway
971		Permission requested for auto stages to go through construction work between Hood River and The Dalles.
		Resolution advertising sale of \$1,500,000 bonds.
974		Resolution authorizing distribution of half of 1921 Market Road Fund.
975		Resolution locating West Side Highway in Polk County.
976		Oskar Huber, claim for compensation in connection with suspension of Salem-Dallas contract.
977		Grand Ronde Bridge No. 612, bid rejected.
		W. R. McKenzie & Son, report of audit presented.
		Jackson County. Ashland-Klamath Falls Highway, cooperation.
		Union County. Change of location north of La Grande asked.
978	June 13	Sherman County, survey of Sherman Highway ordered; grading and macadam project to be prepared for advertising.
		Mt. Hood Loop, Multnomah County Line-Zig Zag Section awarded.
		Confirmation of following awards by engineer:
		Cline Falls-West Section
		Heppner-Jones Hill Section
		Toledo-Newport Section
		Brunk's Corner-Dallas Section
		Rickreall-Holmes Gap Section
		Monmouth-Luckiamute River Section
		Luckiamute River-Suver Section
		Oakland South Section
		Canby-Aurora Section
		Discussion of enforcement of motor vehicle laws.
979		Yamhill County. Bond issue failed; arrangements for continuing macadam on Sheridan-Willamina Section.

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979	June 13	Discussion of percentage of cooperation in small towns. Yamhill County. Cooperation in paving through Dundee. Lane County. Payment of county share of Springfield Overcrossing to be deferred.
		Douglas County. Resurfacing in city of Oakland.
		Curry County. Survey from Gold Beach south ordered.
		Jackson County. Green Springs Mtn. Summit Section ordered advertised.
		Union County. Discussion of loan.
980		Members of National Guard permitted to attend encampment.
		Deschutes County. Allen Ranch-Klamath County Line Section ordered advertised.
		Request that preference be given to local labor.
		Resolution appointing first assistant engineer.
981		Clatsop County. Request for watchmen on beach detour.
		Linn County. Location through Halsey.
		Douglas County. Bond issue passed; county requested to pay indebtedness and assessments.
		Turnover of cooperation on Remote-Camas Valley section requested.
		Section from Pacific Highway to Camas Hill ready for construction.
982		Remote-Camas Valley Section, rocking deferred.
		Hood River County. Mt. Hood Loop, section ordered prepared for advertising.
		Wasco County. The Dalles-Dufur and Jefferson County Line-North Sections to be prepared for advertisement.
		Wheeler County. Sarvice Creek-Butte Creek Summit and Fossil-Cummings Hill Sections to be prepared for advertisement.
		Douglas County. Park site at north end of Myrtle Creek bridge to be secured.
		Matter of parks along highways to be investigated.
		Douglas County. Roadbed to be widened from Cow Creek to Stage Coach Pass Summit.
		Tillamook County. Resurfacing Tillamook-South ordered.
983		Washington and Yamhill Counties. Newberg-Multnomah County Line Section, resurfacing authorized.
		Marion County. One mile from Salem north, resurfacing ordered.
		Clackamas and Marion Counties. Matter of new bridge over Pudding River.
		Union County. Attorney to ask for rehearing on overcrossings.
		Clatsop County. Youngs Bay Bridge to end of Warrenton Cutoff, widening base and paving ordered.
		Warrenton Cutoff, grading and macadam ordered.
		Josephine County, Grants Pass-Sexton Mountain Section, paving ordered advertised.
		Matter of entrance to Grants Pass and provision for paving.
		Polk County. Injunction asked; contractors notified to hold up work.

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984	June 13	McKenzie Highway. 1 1/2 mile section between Blue Ridge Project and Summit Section to be constructed.
		Coos County Court to be asked for estimate and record of ownership of Port Orford cedar on Reedsport-Coos Bay Project.
		Surplus war equipment, matter of sale to be taken up with Oregon delegation in Congress.
		Asphalt plant, negotiations for sale authorized.
		Grant County. Valades Ranch-Wheeler County Line Section, rocking requested.
		Prairie City-Unity Section, location requested.
		United States Fidelity & Guaranty Co. declined to complete Nestucca River Bridge, contractor failed.
		Dalles-California Highway, request for change of name.
985		Morrow County. Grading, macadamizing and bridges in Heppner ordered advertised.
		Umatilla County. Cabbage Hill-Deadman's Pass Section, extension of time to Security Construction Co.
		Grant County. Extension of time to Curtis Gardner for five bridges.
	June 27	Wasco County. Asking connection from Wapinitia to Mt. Hood Loop.
986		Construction asked on Dalles-California Highway.
		Clatsop County. Matter of paving through Gearhart.
		Yamhill County. Mercier bridge awarded to V. R. Dennis Construction Co.
		North Yamhill River bridge awarded to Gilpin Construction Co.
		Coos County. Repairs to lifting mechanism on bridges requested.
		Clackamas County. Canby-Aurora paving, state to purchase cement.
		Beaver Portland Cement, tests to be made by three engineers.
		Lane County. Springfield Overcrossing approaches, adjustment of cooperation with S. P. Co.
987	June 28	Klamath County. Lamm's Mill-Barclay Springs, surfacing.
		Lamm's Mill-Williamson River Section, grading, macadam and bridges requested.
		Ashland-Klamath Falls Highway, state aid requested.
		Klamath-Crater Lake Highway, reconnaissance ordered.
		Dalles-California Highway, survey ordered.
		Merrill-California Line Section, extension of time.
988		Next meeting July 28th.
		Resolution calling for bids on \$2,000,000 bonds.
991		Proposals received on following projects:
		Sixes-River-Denmark Section, grading and surfacing
		Port Orford-Hubbard Creek Section, surfacing
		Humbug Mountain Section
		Brush Creek-Mussel Creek, Unit No. 1, grading

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992	June 28	Summit-Blachly Section, Grading. Newberg Viaduct & Chehalem Creek Trestle, paving Newberg-Multnomah County Line, general improvement
993		Broad Canyon-Sisters Section, surfacing Oregon City Bridge Unit #1, Gresham-Forest Boundary Section, culverts Unit #2, Gresham-Forest Boundary Section, culverts Nestucca River Bridge, completion Crook County Bridges No. 719-720
994		Bridge near Perry, No. 693 Bridge No. 731, Ontario-Slides Section Bridges No. 732, 733 and 734, Ontario-Slides Section Washington County. Scoggin Valley Improvement District, decision asked. Lake County. Chandler's Station-Chewaucan Narrows Section, advertisement ordered. Yamhill County. Pavement requested between West Dayton and McMinnville.
995		Deschutes County. Section of Sisters-Bend Road between Tumalo and Dalles-California Highway to be maintained by state. McKenzie-Bend Highway. Name changed from Bend-Sisters Highway. Bend-Horse Ridge Project. Advertisement for graveling ordered. Central Oregon Highway. Survey ordered completed. Dalles-California Highway, location through Benham Falls Reservoir site discussed; Allen Ranch-Klamath County Line, clearing and grading ordered advertised. Broad Canyon-Sisters Section, county to complete grading. Clatsop County. Report on detour around Seaside-Skipanon Section. Miles Crossing-Skipanon Section, improvement requested.
996		Clackamas County. Court recommends acceptance of bid on Oregon City Bridge. Canemah-Oregon City Section, state to construct. Agreement as to obligations in connection with Oregon City bridge. State to pave through West Linn. Tabulation of bids read and action taken on following: Oregon City bridge Crook County bridges No. 719 and 720 Bridge near Perry Nestucca River bridge, completion Unit #1, Mt. Hood Loop Highway, culverts Unit #2, Mt. Hood Loop Highway, culverts Bridges Nos. 732, 733 and 734, Ontario-Slides Section Bridge No. 731 over Malheur River
997		Newberg Viaduct and Chehalem Creek Trestle, paving

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997	June 28	Summit-Blachly Section Brush Creek-Mussel Creek Section Port Orford-Hubbard Creek Section Humbog Mountain Section Sixes River-Denmark Section Checks of unsuccessful bidders ordered returned.
998	June 29	Crook County. Crooked River Highway, graveling requested. Prineville-Ochoco Forest Boundary Section, county funds ready. Tillamook County, loan from state. Wilson River-Riverdale Section, surfacing ordered advertised. Clatsop County Line-South, survey requested. Bay City, cooperation by county on graveling. Proposals received on following projects: Bridge-Remote Section, grading Green Springs Mtn. Summit Section, surfacing Grants Pass-Sexton Mt. Section, paving McVeigh Overcrossing Approaches, grading Tum Tum-Chitwood Section, grading Tillamook-South Section, repairing and resurfacing Vinson-Pilot Rock Section, grading Columbia County. Matter of paving through Rainier. Umatilla County. Drainage ditch at Stanfield, estimate ordered prepared. Umatilla River bridge, county unable to cooperate. Lower Columbia River Highway, dangerous curves to be flattened and sight distance improved. Cooperation in small towns, five per cent minimum. No further work to be advertised for this season except to fulfill obligations.
999		Yamhill County. Sheridan-Willamina Section, discussion relative to cancelling contract. Clatsop County. Astoria-Seaside, remaining section to be advertised. Douglas County. Adjustment with Clark & Henery on Oakland-Wilbur contract. Tabulation of bids read and action taken on following: Grand Ronde-Alder Creek Section Sixes River-Denmark Section Bridge-Remote Section Green Springs Mountain Summit Section Grants Pass-Sexton Mountain Section Springfield Overcrossing approaches Tum Tum-Chitwood Section Tillamook South Section Pilot Rock-Vinson Section Broad Canyon-Sisters Section Newberg-Multnomah County Line Section
1000		Checks of unsuccessful bidders ordered returned.
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1002	June 29	United States Fidelity & Guaranty Company, to meet obligations to amount of bond. — Letter from Mr. Booth to Mr. Mark A. Mayer, relative to donation of park site near Rowena.
1003		Douglas County. Paving through Oakland, attorney to draw up agreement.
1004		Lane County. Survey ordered north of Haceta. McKenzie River project, additional appropriation. Union County. Contract covering loan authorized. Culverts, Unit #1 Mt. Hood Loop, awarded. Dillon overcrossing completed, costs for engineering for extended time cancelled.
1005		Union County, bridges over Jimmy Creek and Wolf Creek ordered advertised. Wallowa County, bridge over Prairie Creek ordered advertised. Union County, North Powder Overcrossing awarded. Crook County, bridges on Ochoco Highway to be constructed with state forces. Wasco County. Claim of Johnson Contract Co. on Mosier-Rowena Section ordered paid.
	June 30	Minutes of April 22, 30, May 26, 27, 28 and June 13 approved. Douglas County. Discussion of east terminus of Coos Bay-Roseburg Highway. Discussion of bond situation with dealers. Resolution covering sale of \$1,500,000 bonds.
1006		Tillamook County. Tillamook-South Section awarded.
1009		Washington and Yamhill Counties. Newberg-Multnomah County Line Section, bid rejected and work to be done by state. Lincoln County. Tum Tum-Chitwood Section awarded. Lakeview-Bend Highway, location adopted.
1010		Grant County. Location adopted between Prairie City and Unity. Location from Dayville east adopted. Grant and Wheeler Counties. Surfacing ordered between Service Creek and Valades Ranch. Wheeler County. Butte Creek Summit-Service Creek Section ordered. Cummings Hill-Fossil Section, to be advertised at July meeting. Josephine County. Matter of entrance into Grants Pass discussed. American Legion asking that only American citizens be employed on national and state work.
1011		Clackamas County. Award of Oregon City bridge; agreement with Oregon City and West Linn. Traffic to be regulated. Signs, request for recommendation of type to counties. M. C. Rogers, automatic danger signal. Coos County, Bridge-Remote Section awarded.

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1012	June 30	Union County. Award of Perry bridge held up. Coos County. J. C. Kendall urging early completion of Coos Bay-Roseburg Highway. Matter of taking action against parties using rights of way for loading platforms. Lincoln County. Toledo-Newport project to be extended into cities of Newport and Toledo. Morrow County. Three bridges in Heppner ordered advertised. Union County. Two bridges over Catherine Creek ordered advertised. Freight rates discussed with attorney for S. P. Co. Malheur County. Route of Old Oregon Trail entering Ontario approved.
1013		Umatilla County. Hermiston Commercial Club, protest against highway from Umatilla to Washington State Line. Hood River County. Request that only citizens of county be employed. Clackamas County. Canby-Aurora Section to be submitted as Federal Aid project. Polk County. Contractors to be notified to proceed with work. Linn County. Shedd-Halsey Section to be advertised for paving.
1014	July 27	Minutes of June 27, 28, 29 and 30 approved. Clackamas County. 3000 feet unprovided for in West Linn. Yamhill County. Cooperation by city of Yamhill. Lane County. Summit-Blachly Section awarded. Douglas County. Oakland-Wilbur Section to be paved as in original contract. Curry County. Sixes River-Denmark Section awarded.
1015		Clackamas County, Oregon City bridge. Engineer to be sent to Pittsburgh to check steel. Josephine County. Entrance of Pacific Highway into Grants Pass from north approved. Postal Telegraph Company. Matter of pole line between Astoria and Goble. County warrants; not paid for want of funds. Federal Aid legislation; request for maintenance provision. Forest projects; arrangements for rock for maintenance. Jackson County. Oskar Huber claim for maintenance over Siskiyou allowed.
1016	July 28	Roosevelt Highway, standard width adopted. Douglas County. Eastern terminus of Roseburg-Coos Bay Highway adopted. County to turn over bonds to Commission. Deschutes County. Allen Ranch-Klamath County Line Section, recommendation that south unit only be constructed.

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1017	July 28 1921	Proposals received on following: Baker County, Bridges 786-787-788-789-790 Prairie Creek Bridge Repairing Gales Creek Bridge Catherine Creek Bridges Jimmy Creek and Wolf Creek Bridges
1018		Miles Crossing-Skipanon Section, grading and rocking Wilson River-Riverdale Section Tryon Creek, Sucker Creek and Molalla River Bridges, paving Shedd-Halsey Section, paving Oakland City Section, paving
1019		Chitwood-Toledo Section, grading Cummings Hill-Fossil Section, grading and surfacing Chandlers Station-Narrows & Paisley Section, grading
1020		Allen Ranch-Klamath County Line Section, grading Proposals for \$1,500,000 bonds opened.
1024		Yamhill County. City of Gaston, pipe line requested. Union County. Perry-La Grande Section, macadam requested. Island City-Elgin Section, improvement requested. City of Union, pavement requested.
1025		Discussion of loan to county. Perry bridge. Contractors to accept county bonds for half of contract. McKenzie River project. Maintenance. Baker County. Baker-Bridgeport-Unity Road, survey ordered. Baker-Cornucopia Highway, Richland Section, construction requested. Huntington-Nelson Section, stock pass on Ayers property. Baker-Nelson and Huntington-Malheur County Line Sections, grading and macadam discussed.
1026		Grant County, John Day Highway. Unit 3 ordered advertised; Unit 4 to be graveled by county. Tabulation of bids read and action taken on following: Catherine Creek Bridges Prairie Creek Bridge Repairing Gales Creek Bridge Jimmy Creek and Wolf Creek Bridges Baker County Bridges Chandlers Station-Chewaucan Narrows Section Oakland City Section Wilson River-Riverdale Section
1027		Allen Ranch-Klamath County Line, Unit No. 1 and 2. Miles Crossing-Skipanon Section Paving bridge floors at Tryon Creek, Sucker Creek and Molalla River. Shedd-Halsey Section

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1027	July 28 1921	Lincoln County, bonds not sold. State requested to meet first payments on new contracts. Next meeting August 30. Resolution authorizing sale of \$2,500,000 bonds.
1030		Coos County. Bridge-Myrtle Point Section, construction requested.
1031		Extensions of time requested on following: Seufert-Deschutes Section, Contract 320 John Day River-Blalock Section, Contract No. 298 Prineville-Redmond Section, Contract No. 343 Grants Pass-Pleasant Valley Section, Contract No. 287 Butte Creek Section, Contract No. 291 Union County, Telocaset Overcrossing. Permission to suspend telegraph wires.
	July 29	Awards made on following: Chitwood-Toledo Section Cummings Hill-Fossil Section Oakland City Section Linn County. Section north of Shedd-Halsey Section, same price to be bid for rock if advertised. Shedd-Halsey Section awarded. Union County. Loan on bonds. Cooperation in city of Union.
1033		Lane County. Paving through Cottage Grove ordered; advertisement ordered between Coast Fork north of Latham and Coast Fork north of Cottage Grove. Gilliam County. Construction through Condon, cooperation. Union County, Catherine Creek bridges. Union Bridge Co. offered to accept county bonds - not low bidder. Wheeler County. Section between Forest Reserve and Mitchell requested advertised. Lake County. Survey of Bend-Lakeview Highway through Summer Lake Irrigation District requested. Morrow County. Three bridges in Heppner and one in Lexington ordered advertised.
1034		Proportion to be paid by cities of less than 2000. Malheur County. Vale-Burrell Ranch and Jamieson-Brogan Sections ordered advertised. Curry County. Bridges between Port Orford and Sixes River reported in bad condition. — Park projects - discussion deferred. Jackson and Klamath Counties. Jenny Creek-Hayden Creek Section ordered advertised. Clackamas County. Multnomah County Line-Salmon River Section ordered advertised. Hood River County. Booth Hill Section ordered advertised. Deschutes County. Graveling Bend-Horse Ridge Section ordered advertised. Crook County. Graveling Prineville-Bear Creek Section ordered advertised.
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1035	July 29	Polk County. Bridge over Yamhill River between Willamina and Grand Ronde discussed. Yamhill County. McMinnville-Amity Section, graveling ordered advertised. Lane County. Advertisement ordered for superstructure of bridge over Coast Fork near Cottage Grove. Wallowa County. Survey ordered from Enterprise to Flora Forest Project. Lane County. Cooperation through Creswell. Sherman County. Claim of Porter & Conley on grading contract ordered paid.
1036	Aug. 30	Douglas County. City of Drain, removal of water pipe. Invitation to celebration at McMinnville September 23. Proposals received on following: Nelson-Huntington Section, 4 culverts and 2 wood trestle spans. Willamette River bridge south of Cottage Grove.
1037		Bully Creek Bridge Three bridges in city of Heppner Bridge in town of Lexington Bridge over Stage Gulch at Stanfield Bridge over Scoggins Creek near Forest Grove
1038		Multnomah County Line-Sandy Section, macadam Sandy-Cherryville Section, macadam Cherryville-Salmon River Section, macadam Youngs Bay Bridge & North Approaches, paving Prineville-Bear Creek Section, reshaping roadbed and placing gravel surfacing
1039		Bend-Horse Ridge Section, graveling Camas Hill-Winston Section, grading Wheeler-Grant County Line East Section, graveling Booth Hill Section, grading
1040		Jenny Creek-Hayden Creek Section, grading Ashland-Talent Section, roadbed widening Wolf Creek-Grave Creek Section, roadbed widening
1041		Gold Hill-Central Point Section, roadbed widening Barclay Springs-Lamm's Mill Section, surfacing Vale-Burrell Section, grading and graveling Brogan-Jamieson Section, grading
1042		Umatilla County, state highways, guard fence McMinnville-Amity Section, surfacing Yamhill City Section, paving
1043		Bids for \$2,500,000 bonds opened. Meeting at City Hall to discuss unemployment situation. Klamath County. Dalles-California Highway, Klamath Falls-east one mile, state takes over maintenance. Barclay Springs-Lamm's Mill Section, ferry operation, state cooperation. Fort Klamath-Forest Boundary, survey authorized.

Page	Date	Subject
1043		Klamath County. Sand Creek Section, complaint about condition. Klamath-Deschutes County Line-Forest Boundary, county cooperation offered.
1044		District Forester recommends that Dalles-California Highway through National Forest be included in new program.
1045		Deschutes County. Timber preservation.
1046	Aug. 31	Clackamas County. City of Canby, matter of paving through city. Signing and detour problem discussed. Highway lighthouses -- purchase authorized. Tabulation of bids read and action taken on following: Huntington-Nelson Section, 4 culverts and 2 trestle spans Willamette River bridge near Latham Bully Creek Bridge Three bridges in Heppner Bridge in Lexington Bridge over Stage Gulch at Stanfield Scoggins Creek Bridge near Forest Grove Jenny Creek-Hayden Creek Section Camas Hill-Winston Section Ashland-Talent Section, widening Gold Hill-Central Point Section, widening Wolf Creek-Grave Creek Section, widening Multnomah County Line-Sandy Section Sandy-Cherryville Section Cherryville-Salmon River Section Barclay Springs-Lamm's Mill Section Brogan-Jamieson Section Vale-Burrell Ranch Section Prineville-Bear Creek Section Wheeler-Grant County Line East Section Youngs Bay Bridge and North Approach, paving Bend-Horse Ridge Section Umatilla County, guard fence Booth Hill Section, grading McMinnville-Amity Section Yamhill City Section, paving Forest preservation and camp sites discussed. Deschutes County. Survey to east of Benham Falls reservoir site ordered. McKenzie Highway, surfacing; matter to be taken up with Forest Service. Bend-Horse Ridge Section, surplus funds requested for cut-off to connect with Lakeview Highway.
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1049		Bridge in Sisters requested. Concrete culvert pipe, modification of specifications requested. Yamhill County, cash loan requested. Repayment of funds deferred.
1050		Washington County. Scoggins Valley Improvement District, decision requested.

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1050		Jackson County, paving between Medford and Agate requested. Clackamas County; paving through West Linn, advertisement authorized.
1051		Lake County, location through Lapine requested. Union County. Bonds sold. Work in city of Union. Island City-Elgin Section, construction deferred. Baker County, grading and macadamizing through Huntington. Morrow County. Morgan-Lexington Section, engineer to investigate delay. Wheeler County. Mitchell-Forest Boundary Section, advertisement ordered. Columbia County. Paving through Rainier, Mr. Yeon to see city authorities.
1052	Sept. 1	- Parking places and camp sites, plan outlined by Mr. Cheney. Resolution selling \$1,500,000 of \$2,500,000 issue of bonds.
1056		Resolution offering for sale \$1,000,000 bonds.
1059		Request that Portland office of Commission be kept open. War tax on freight shipments of materials discussed by Oregon Contract Company. Benton and Lincoln Counties. Tum Tum Section, cancellation recommended. Recommendation adopted.
1060		Harney County. Improvement through city of Burns. Hood River County. Booth Hill Section awarded. Klamath County. Barclay Springs-Lamm's Mill Section awarded. Jackson and Klamath Counties. Jenny Creek-Hayden Creek Section awarded. Malheur County. Jamieson-Brogan Section and Vale-Burrell Ranch Section awarded. Yamhill County. Lafayette, credit given county for grading. Lane County. Junction City, matter of completing paving. Wasco County. Paving through Mosier Douglas County. Paving through Myrtle Creek. Oakland, right of way across railroad property. Klamath County. Klamath-Deschutes County Line-Forest Boundary Section, advertisement ordered.
1061		Curry County. Unit No. 1, Brush Creek-Mussel Creek Section, surfacing. Extensions of time as follows: Rhodes & Price, Unit No. 2, Trail-Agate Section Cummins & La Pointe, Canby-Aurora Section Tobin & Pierce, bridges on Unit 1, Mt. Hood Loop Highway Scandia Shipbuilding Co., Multnomah County Line-Oregon City Monson-Trierweiler Co., superstructure Nestucca River Bridge Porter & Conley, Crane-Lawen Section Johnson Contract Co., Unit 2, Multnomah Co. Line-Zigzag Section. Schedule of proportion of costs approved by Mr. Yeon Clatsop County, Young's Bay Bridge, contractor relieved of expense of operation.

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1062		Clackamas County. No cooperation required from Sandy. Hood River County. Request for grading between Booth Hill and Forest Reserve deferred. Marion County. Overcrossing north of Salem, hearing requested. Coos County. Coos Bay Wagon Road, cooperation declined. Josephine County. Bridge repairs, agreement with county. Union County. Perry Undercrossing, proposal of railroad company for sinking fund rejected. Douglas County. Drain, right of way and pavement; Mr. Booth to see city officials.
1063	Sept. 20	Bids received on following: Deschutes County Line-Forest Boundary Section Prineville-Ochoco Section
1064		Bids received on \$1,000,000 bonds. Resolution covering sale of bonds.
1067		Benton County. Flynn Bridge, state aid requested.
1068		Yamhill County. W. W. Lunger invited Commission to investigate. Federal Aid projects; plans, specifications and project statements to be approved by Secretary of Agriculture before bids are opened. General McAlexander Mountain, name desired given to mountain by Progressive Business Men's Club. McKenzie Project. Clearing contracts authorized. Wasco County. Threemile Creek-Dufur Section, grading ordered advertised. Cow Canyon Section, grading ordered advertised. Maupin-Tygh Valley survey ordered. Mosier, county to pay city's part of paving. Jefferson County. Madras-Wasco County Line Section, advertisement ordered.
1069		Baker County, River Section, agreement as to advertising. Tabulation read and action taken on following: Prineville-Ochoco Forest Boundary Section Klamath-Deschutes Co. Line-Forest Boundary Section Malheur County, Weiser-Malheur-Baker Co. Line Section, grading, advertisement ordered. Postal Telegraph Co., statement of attorney.
1070		Lake County. Location near Lapine adopted. Morrow County. Lexington -Heppner Section, surfacing ordered advertised.
1071		Gilliam County. Indebtedness to State discussed. Tunnel lining authorized, Mitchell Point and twin tunnels. Park sites, Mr. Cheney appeared relative to employment. Coos County. South approach to Coquille River Bridge, engineer's report. Claim for breakage of glass windows at Pilot Rock rejected.

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1071		Emergency work orders approved on following: Monmouth-South Section, graveling Benton-Polk Co. Line-Suver Section, graveling Rickreall-North Section, graveling West Dayton-St. Joe Section, graveling West Dayton-St. Joe Section, grade widening Harney County. Burns-Lawen Section, Pacific Bridge Co. claim allowed. Advertisement authorized on following projects: West Dayton-St. Joseph Section, paving Roseburg-Wilbur Section, paving Drain-Yoncalla Section, paving Cottage Grove, paving withing city limits Wasco-Moro Section, grading Moro-Grass Valley Section, grading Myrtle Point-Bridge Section, grading
1072		Umatilla County. Bridge over canal east of Echo, county asked for cooperation. Clackamas County. Extension of time Unit No. 1, Mt. Hood Loop, Sandy east to Sta. 262. Lane County, extension of time on Goldson bridges. Clackamas County. City of Canby, paving, plan for payment. Next meeting October 25. Resolution authorizing sale of \$1,500,000 bonds Oct. 25. Clackamas County. Units 1 and 3, Mt. Hood Loop Highway, bids rejected.
1075		Douglas County. City of Drain, arrangement for water main and right of way.
1076		Lane County. Junction City, agreement as to cooperation in city. Columbia County. City of Rainier, county cooperation discussed; engineer to prepare report. Washington County. Scoggins Valley Improvement District considered.
1077	Oct. 13	Inspection trip over Pacific Highway. Linn County. Albany-Lebanon Section, paving requested; improvement district proposed.
1078		Linn and Lane Counties. Location of Pacific Highway discussed. Inter-county bridge discussed. Benton County. Grading on Corvallis-Newport Highway to be completed from Blodgett to Lincoln County Line; State to surface. Blodgett overcrossing held in abeyance. Albany-Corvallis road, held for consideration. Alsea Road, survey. County cooperation. State aid asked on Flynn bridge over Mary's river. Douglas County. Turner damage claim at Divide; no decision. Canyonville-Myrtle Creek Section, improvement discussed.

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1079		Douglas County. Canyonville, engineer to furnish cost data. Myrtle Creek, agreement as to division of cost of improvement. Conference with Mayor.
1080		Jackson County. Inspection of Medford-Crater Lake Highway. County Court, conference re adjustment of accounts. Agreement with county on Medford-Crater Lake Highway. Maintenance between Cascade Gorge and Prospect. Josephine County. Inspection of Grants Pass-Crescent City Highway.
	Oct. 25	Wasco County. Dalles-California Highway, survey ordered via Eightmile Creek.
1081		Approval of minutes of August 30 and September 20. Memo of October 13, 14, 15 and 16 to be included in October 25th minutes. Cement and asphalt contracts to be closed. Memorial Loop Highway, petitions for and against name taken under advisement. Washington County. Scoggins Valley Improvement District, boundaries approved by Commission. Form of petition approved.
1084		Bids opened on following projects: Five bridges Winston-Camas Hill Section Yamhill River Bridge near Whiteson.
1085		Cow Canyon Section, grading
1086		Wasco-Moro Section, grading and surfacing Moro-Grass Valley Section, grading and surfacing
1087		Lexington-Heppner Section, surfacing Baker County Line-Weiser Section, grading Murder Creek Section, grade separation Cottage Grove Section, paving
1088		Roseburg-Wilbur Section, paving
1092		Bids received on \$1,500,000 state highway bonds. Washington County. Cornell Road Improvement District proposed. Matter referred to engineer. Lincoln County. Agreement covering grading, revision asked to include macadam. Alsea Highway, state aid asked between Tidewater and Waldport; funds. State requested to advance county share on Alsea forest project. Bureau of Mines; services offered to develop quarries.
1093		Lane County. Harrisburg, petitions requesting location of highway. Benton County. Cooperation on Flynn bridge. Corvallis South Section, shoulders to be widened. Union County. Proposed program for next year presented. Grading requested LaGrande-Oro Dell Crossing and Island City-Elgin projects. Surfacing requested LaGrande-Umatilla County Line and Wallowa Hill Sections.

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1093	1921	Union County. Union-Telocaset contract extended to include strip within city limits of Union. Adjustment of county obligation to state. Crook County. Bear Creek-Shorty Davis Ranch, graveling requested. Connection requested between Crooked River Highway and Central Oregon Highway on Bear Creek Route. Bear Creek route, reconnaissance ordered.
1094		Extension of gravel contract from Prineville south requested. Survey requested Shorty Davis Ranch to Paulina. Tabulation of bids read and action taken on following: Winston-Camas Hill Section Whiteson Bridge Lexington-Heppner Section Murder Creek Grade Separation Roseburg-Wilbur Section Baker County Line-Weiser Section Cottage Grove Section
1095	Oct. 26	Checks of unsuccessful bidders ordered returned. Awards made on following: Wasco-Moro Section Moro-Grass Valley Section Cow Canyon Section Bids opened on following projects: Madras-Wasco County Line Units 2 and 4, grading
1096		Madras-Wasco County Line Unit 6, grading and graveling Ochoco Forest Boundary-Mitchell Section, grading and surfacing Summit Springs Section, grading Love Bridge-Black Bridge Section, grading
1097		West Dayton-St. Joseph Section, paving Drain-Yoncalla Section, paving Wallowa County. Wade Ranch-Enterprise Section, cooperation requested from state.
1098		Deschutes County. Graveling Sisters-Tumalo and Sisters-Redmond ordered. Bridges near Sisters ordered advertised. Hood River County. Mt. Hood Loop, one or more projects ordered prepared. Grant County. Excess market road fund; attorney general asked for opinion as to uses to which county may put market road funds. Linn County. Completion of paving requested. Highway signs and markers. Matter presented by F. J. Miller in behalf of Mrs. Viola Franklin of Albany. Linn County. Albany-Lebanon paving project, improvement district proposed.
1099		Douglas County. Bridges on Roseburg-Coos Bay Highway, award approved.

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1099	1921	Douglas County. Roseburg-Coos Bay Highway, further construction ordered. Tiller-Trail Cutoff, completion requested.
1100		Mr. Neuner advised of cooperative arrangement for work in Myrtle Creek and Drain. Jackson County. Medford-Agate Section ordered advertised. Trail-Prospect Section, forest funds. Oskar Huber. Final payment ordered on following contracts: Klamath Falls-Merrill Bend-Jefferson County Line Mill Race Bridge at Prineville Heppner-Gilliam County Line Baker County. Baker-Unity Survey ordered. Baker-Cornucopia Highway. Mr. Yeom stated no promises made.
1101		Josephine County. Oregon Caves project, county cooperation offered; survey ordered. Additional Government aid. Tabulation of bids read and action taken on following: Ochoco Forest Boundary-Mitchell, Unit No. 1 Summit Springs Market Road Love Bridge-Black Bridge Section Madras-Wasco County Line Section, Units 2 and 4 Madras-Wasco County Line Section, Unit No. 6
1102		Drain-Yoncalla Section West Dayton-St. Joseph Section Checks of unsuccessful bidders ordered returned.
	Oct. 27	Wasco County. Condemnation proceedings for connecting road between Columbia River Highway and county highway at Deschutes River. Columbia County. Cooperation in city of Rainier. Wasco County. Mayor of Mosier thanked for offer to secure park site. Hood River County. Matter of purchase of Beauregard property at Hood River.
1103		Coos County. Coquille-Myrtle Point Section, paving discussed. Bridge-Myrtle Point Section to be advertised. Pacific Foundation Company. Kilchis River, Nestucca River and Blue Mountain bridges, final settlement. Wasco County. Government Camp-Wapinitia survey, cooperation agreed upon. Projects mentioned tentatively for 1922 program: Neskowin-Salmon River Section Dalles-California Highway, Deschutes and Crater Forests Bend-Lakeview Dalles-California Highway, survey through Deschutes and Crater National Forests, cooperation Wapinitia-Government Camp Survey, cooperation. Hayes Hill project, matter of placing more crushed rock. Tiller-Trail project, cooperation requested by Forest Service.
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1104		December 15 and 16 set as date for next meeting. Beaver Portland Cement Company. Bid for cement accepted. Wallula Cutoff. Request for designation as state highway.
1105		Resolution authorizing sale of \$560,000 bonds December 15.
1108		Resolution relating to apportionment of 1922 State Market Road Appropriation.
1111		Gilliam County, John Day River Highway. Project ordered advertised between Condon and Arlington. Douglas County. Estimate ordered of bridges and overhead structures. Wallowa County, Flora-Enterprise project, further funds necessary. Freight rates, discussion of further negotiations with Public Service Commission. Douglas County. Claim for reconstruction of culvert on Myrtle Creek-Dillard Section. Myrtle Creek bridge, matter of wiring and conduits. Josephine County. Claim of Joplin & Eldon for blacksmith work on tools.
1112		Polk County. Claim of Oskar Huber, cancellation of Salem-Dallas contract. Clackamas County. Molalla Electric Co., petition for permission to construct pole line. Extensions of time: Heiselt Construction Co., Glover and Telocaset over-crossings Oxman & Harrington, Lexington-Heppner and Heppner-Jones Hill Sections Morrow County. Matter of offer of par for bonds deposited with Commission. Douglas County. Offer from Douglas County National Bank to purchase \$44,000 bonds. Lake County. Chewaucan-Paisley-Narrows Section, graveling ordered. Crook County. Claim of A. Guthrie, Prineville-Shorty Davis Ranch Section. Douglas County. Protest against award of Roseburg-Wilbur contract to S. A. Mocerl. Myrtle Creek, mayor to be notified of city's share of grading and paving. Yamhill County. West Dayton-McMinnville project, contract for cement. Douglas County. Drain-Yoncalla Section, contract for asphalt. Independent Asphalt Paving Co., matter of reimbursement of industrial accident insurance. Benton County. Railroad crossing at Blodgett discussed. Types of pavement for balance of Pacific Highway discussed. Clackamas County. Commission requested to pay part of operating expenses of ferry at Oregon City. Standard signs approved.

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1114	Nov. 3	Inspection trip over West Side Highway and River Road to West Salem. Lane County. Attorney's opinion asked as to payment of money owed Commission from market road fund. Yamhill County. Grading by county within limits of Lafayette accepted as cooperation by city on paving. Harney County. Burns-Lawen project, payment except 3% made to Pacific Bridge Company. Polk County litigation. Judge Pipes advised of date of hearing. Federal Aid program, conference to be held; Engineer instructed to prepare complete financial statement.
1115		Douglas County. Offer of Douglas National Bank for \$44,000 bonds declined.
	Nov. 11	Financial report and estimate of cost of completing state highway system submitted. Federal Aid legislation discussed.
1116	Nov. 12	Modification of requirement for 18 foot width of surfacing on Federal Aid projects requested. "Seven per cent system" discussed and tentative map submitted. Forest road program for 1922 discussed: Trail-Prospect Section Oregon Caves Project The Dalles-California Highway, Deschutes and Crater National Forests McKenzie Highway, Lava to Sisters Summit to Belknap Springs going west Mt. Hood Loop to Wapinitia Prairie City-Unity Neskowin-Salmon River Bend-Lakeview Highway, Millican-Fort Rock Section Willamette Valley-Florence Highway Pilot Rock-Prairie City Alsea project Connection between Dalles-California Highway and Crater Lake Park Rim Road Heppner to Spray Roosevelt Highway Baker-Unity Project Mt. Hood Loop, surplus from clearing and grading to be used for surfacing.
1117		
1118	Dec. 15	Lincoln County. State aid asked in replacing bridges on Siletz River. Cooperative agreement on Corvallis-Newport Highway extended to include macadamizing. Alsea project extended; additional forestry funds recommended.
1119		Proposals received on following: Myrtle Point-Bridge Section, grading Medford-Agate Section, grading and surfacing Myrtle Creek Section, grading Island City-Elgin Section, grading

Page	Date	Subject
1120	1921	Bond buyers request acceptance of bids with lower interest rate than advertised. Resolution re sale of bonds.
1124		Linn County, Albany-Cascadia project discussed. Improvement district proposed. Jefferson County. Crooked River Bridge, repairs requested. Washington County. Cornell Improvement District, time fixed for hearing petition.
1125		Grant County. Prairie City-Unity Section, funds. John Day-Long Creek market road connection requested. Wasco County. Designation of The Dalles-Dufur route asked. White River bridge, investigation ordered. Benton County. Albany-Corvallis road, designation requested. Lane County. Discussion of bridge at Harrisburg. Maintenance of section between Harrisburg and Junction City.
1126		Willamette Valley-Florence Highway, location requested. Cooperation discussed. Unpaid claims against county discussed. Agreements between Commission and counties to be in writing. No further construction to be done in delinquent counties.
1127		Tabulation of bids read and action taken on following: Myrtle Creek Section Medford-Agate Section Island City-Elgin Section Myrtle Point-Bridge Section
1128		Resolution authorizing sale of \$1,000,000 Jan. 10, 1922.
1131		Resolution relative to distribution of second half of 1921 State Market Road Appropriation.
1134	Dec. 16	Klamath County, county cooperation under proposed bond issue. Portland Chamber of Commerce, interstate highway connections. Wallula Cutoff, designation requested. Wasco County. Section from Maupin west 3 miles requested.
1135		Deschutes County. Grading and graveling requested Bend east $1\frac{1}{2}$ miles. Redmond-Sisters and Sisters-Bend Section ordered advertised. Allen Ranch South Section, construction requested. Crook County. Matter of abandoning Crooked River Highway. Davis Ranch-Paulina, survey ordered. Jackson County. Medford-Crater Lake Highway, construction discussed. County bonds to be sold and proceeds turned over to state.
1136		Wheeler County. Sarvice Creek Section requested. Lane County. Cottage Grove, funds not sufficient. Josephine County. Josephine Caves Road, cooperation discussed. Polk County. Location from Independence south requested. Marion County. Location through Jefferson discussed.

Page	Date	Subject
1137	1921	Roosevelt Highway. Delegation requesting designation as primary highway. Appropriation discussed. Discussion of matter of returning Roosevelt Highway fund to general fund.
1138	Dec. 19	Baker County. Matter of sale of bonds and deferred delivery. Baker County. Delinquent payments on Old Oregon Trail discussed. Umatilla County. Deadman's Pass-Zamela Section, ready for advertisement. Traffic regulation and control discussed.
1139		Jackson County. Cooperation on Foote Creek Bridge. Douglas County. Canyonville-Galesville Section, concrete curbs and gutter to be laid. Yamhill County. St. Joseph overcrossing deferred.
	Dec. 22	Lane County. Account to be settled before further work agreed upon. Minutes of October 25, 26, 27, November 3, 11, 12 approved. Lane County. Goshen-Walker Section, payment of all except 3% ordered.
1140		Douglas County. Divide-Drain Section, payment of all except 3% ordered. Benton County. Corvallis-South Section, payment of all except 3% ordered. Baker County. Nelson-Huntington Section, payment of all except 3% ordered. Wasco County. The Dalles-Rowena Section, payment of all except 3% ordered. Maintenance of market roads discussed. Crook County. Payment of indebtedness requested. Equipment accounts, counties requested to settle. Harney County, Burns-Sage Hen Hill Section. 25% cooperation accepted.
1141		Malheur County, Burrell Ranch-Vale project. Extension through Vale. Burrell-Harper, survey requested. Wheeler County. Fossil-Cummins Hill project, extension through Fossil. Yamhill County. Permission for power line granted Amity Light & Power Co. Polk County. Monmouth, plan of cooperation. Woodburn-Newberg-Chehalem Valley-Yamhill Road, designation requested. Wallowa County. Flora-Enterprise project, cooperation declined. Extensions of time, as follows: John Slotte & Co., Skipanon-Miles Crossing Section Parker & Banfield, bridge No. 754 near Stanfield Tobin & Pierce, Heppner and Lexington bridges G. J. Hardy, Paisley bridge Rajotte-Winters-Inc., Hilgard-LaGrande Section Warren Construction Co., Grand Ronde-Alder Creek Section
1142		

Page	Date	Subject
1143	Jan. 10	Washington County. Cornell Road Improvement District, matter indefinitely postponed. Coos County. Roseburg-Coos Bay Highway, location through Bridge requested. Bids received on \$1,000,000 state highway bonds. Resolution covering sale of bonds.
1146		Bids received for auditing accounts. Federal cooperative projects discussed. Discussion of cooperation in handling traffic regulation.
1147	Jan. 11	Marion County. Location through Jefferson adopted. Permission granted to purchase fifty Niterday signals. Jefferson Co. Unit No. 6, Madras-Wasco County Line Section awarded.
1148	Jan. 13	Lane County. Modification of agreement with city of Cottage Grove. Appropriation for legislative representative of American Association of State Highway Officials. Jackson County, Green Springs Mt.-California Line Section, claim of Oskar Huber ordered paid. Clackamas County. Sandy-Cherryville Section, contract transferred from E. A. Palmer to Palmer Construction Co.
	Jan. 14	Linn County. Santiam Highway project, improvement district discussed. Baker County. Baker-Unity project, state aid requested. Conference with Government representatives. Linn County. Santiam Highway project discussed. Gilliam County, plan offered relative to county debts to State Highway Commission.
1149		Section from Shuttler's Station south ordered advertised. Cooperation. Matter of selling bonds to Condon banks. Baker County. Baker-Unity Road, construction requested; county cooperation offered. Postal Telegraph pole line, Clatsop and Columbia Counties, Commissioners Barratt and Yeon to investigate.
1150	Jan. 17	Proposal of Wm. R. Mackenzie & Son for auditing records accepted. Gilliam County, county asked to make settlement of indebtedness at once. Polk County, answer given Independence people in matter of location south from Monmouth. Tillamook County. Clatsop County Line South Section ordered advertised.
1151		Tillamook South, paving ordered advertised; agreement with county. Juno overcrossing, Commission wishes to postpone. Conference with Mr. Purcell. Trail-Prospect Section, cooperation discussed. Fort Klamath-Crescent Section, cooperation discussed. Curry County project to be considered by Mr. Cecil.

Page	Date	Subject
1152	Jan. 27	Gilliam County. Approval of arrangements for turning over cash on obligations. Endorsement bill appropriating funds for roads across Indian Reservations. Polk County. Matter of pavement discussed. Klamath County, The Dalles-California Highway, cooperation. Forest projects discussed:
1153		McKenzie Highway Park Boundary-Fort Klamath Section (Anna Creek) Prairie City-Unity Section Santiam Road Willamette Highway Eugene-Florence Highway Mt. Hood Loop Highway, surplus funds to be used for surfacing Alsea Project Clackamas County. Oregon City bridge, changes in design requested. Lane County. Eugene-Florence Highway, cooperation requested. Willamette Highway, county funds available, cooperation requested.
1154		Minutes of December 15, 19, 22 and January 10, 13 and 17 approved. Mt. Hood Loop surfacing, cooperation requested from Multnomah County. Crook County. Crooked River Highway, location changed to connect with Central Oregon Highway. County funds.
1155		Federal aid map, preparation ordered.
1156		Wallula Cutoff, held in abeyance. Delinquent counties notified to pay share of maintenance. Federal Aid projects adopted: Sexton Mountain, paving Canyonville-Galesville, paving Albany-Tangent, paving Amity-McMinnville, paving Holmes Gap-Rickreall, paving Monmouth-South, paving Dead Man's Pass-Kamela, grading and surfacing Baker-Nelson, grading and surfacing Huntington-Malheur County Line, grading and surfacing Malheur County Line-Weiser, surfacing Sarvice Creek-Valades Ranch, grading and surfacing Alternate paving design to be submitted on Federal Aid projects on Primary Highways. Myrtle Point-Remote and Skipanon-Miles Crossing projects, tentative Federal Aid projects. Clackamas County. Mt. Hood Loop not to be advertised until arrangements made for payment of Multnomah County's share. Columbia County. Rainier, county funds not available; project to be advertised when cooperation secured. Union County. Paving in city of Union ordered advertised.

Page	Date	Subject
1157	1922	<p>Union County. Bridge over Indian Creek to be added to Island City-Elgin grading contract.</p> <p>Deschutes County. County Court requested to attend February meeting.</p> <p>Marion County. Jefferson, difficulty in securing right of way.</p> <p>- Columbia County. Purchase of two acres near Rainier for park purposes authorized.</p> <p>- Clatsop County. Park at Clatsop Crest, engineer to investigate.</p>
Jan. 28		<p>Postal Telegraph line; agreement reached as to location.</p> <p>California Highway Commission advised that Oregon Commission is ready to connect on Grants Pass-Crescent City project.</p> <p>Lane County. Blue River-Walterville, survey ordered.</p>
1158		<p>Harney County. Request for connection between Lawen and Sage Hen projects.</p> <p>Cooperation agreed upon.</p> <p>Gilliam County. Oregon-Washington Highway, cooperation offered.</p> <p>Crook County. Bear Creek Section, survey authorized.</p> <p>Grant County. State aid refused on connection from John Day Highway via Beech Creek to John Day-Pilot Rock Road.</p> <p>Post Road matters discussed.</p> <p>Sherman County. Biggs-Wasco project, advertisement ordered.</p> <p>Resolution re policies and regulations for enforcement of motor vehicle laws and authorizing employment of inspectors.</p>
1160		<p>Resolution appointing deputies and assistants for enforcing motor vehicle laws.</p> <p>P. R. L. & P. Co.. Permission to drag poles on highways refused.</p>
1161		<p>Coos County, location of Coos Bay-Roseburg Highway in vicinity of Bridge adopted.</p> <p>Crook County. Prineville-Shorty Davis Ranch Section, claim of A. Guthrie & Co. authorized.</p> <p>Wasco County. The Dalles-Dufur Section, location postponed.</p> <p>Hood River County. Request Hood River-Booth Hill macadam be made 20 feet declined.</p> <p>Loading platforms not permitted adjacent to highways.</p> <p>Wasco County. Cooperative survey Government Camp to Wapinitia.</p> <p>Resolution requesting Board of Control to issue \$500,000 bonds.</p>
1162		<p>Extensions of time:</p> <p>Klockars, Padrick & Weber, Sixes River-Denmark Section</p> <p>County Court of Lake County, Crooked Creek-Chandler's Station and Chandler's Station-Narrows Sections</p> <p>A. D. Kern, Toledo-Newport Section</p> <p>A. D. Kern, Condon-North Section</p> <p>Frazier & Samuel, Umatilla County guard fence</p> <p>Curtis Gardner, Ochoco Forest Boundary-Mitchell Section</p> <p>Union Bridge Company, Latham Bridge</p>

Page	Date	Subject
1163	1922	<p>Extensions of time:</p> <p>Union Bridge Company, Perry Overcrossing</p> <p>United States Bridge Company, Bully Creek Bridge</p> <p>Joplin & Eldon, Booth Hill Section</p> <p>Johnson Contract Company, Unit No. 2, Mt. Hood Loop</p>
1164	Feb. 20	<p>Meeting with Federal representatives.</p> <p>Umatilla County. Pilot Rock-Prairie City road, Federal Aid requested.</p> <p>Klamath County. Klamath Falls-Fort Klamath road, forest aid requested.</p>
1165		<p>Projects listed in order of importance.</p> <p>Fort Klamath-Deschutes County Line and Fort Klamath-Park Boundary Section, recommended by Mr. Sherman.</p> <p>Ashland-Klamath Falls, forest aid requested.</p> <p>Jackson County, Trail-Prospect Section, 50-50 cooperation. Policy as to initiation of projects.</p>
1166		<p>Benton County. Alsea Highway, forest aid requested.</p> <p>Lincoln County. Alsea Highway, tentative approval.</p> <p>Coast Highway, attitude of Forestry Department.</p> <p>Curry County, Lindville Hill Section recommended.</p> <p>Section south of Gold Beach rejected as forest project.</p> <p>Lane County. Eugene-Florence project discussed.</p>
1167		<p>Blachly-Rainrock Section, \$150,000 recommended.</p> <p>Willamette Highway, survey this year. Termini fixed.</p> <p>Klamath County. Fort Klamath-Deschutes County Line surfacing, cooperation.</p> <p>Grant County, Prairie City-Unity project discussed.</p> <p>Neskowin-Salmon River project, forest cooperation.</p> <p>McKenzie Highway, surfacing between Sisters and Lava.</p> <p>Mt. Hood Loop-Wapinitia project, cooperative agreement for survey.</p> <p>Santiam River project, forest cooperation.</p>
1168	Feb. 21	<p>Pilot Rock-Prairie City project, Mr. Barratt favors.</p> <p>No contracts to be awarded in delinquent counties.</p> <p>Proposals received on following:</p> <p>Camas Valley Section, grading</p> <p>Myrtle Creek-Canyonville Section, grading and paving</p>
1169		<p>Brogan-Jamieson Section, surfacing</p> <p>City of Union Section, paving</p>
1170		<p>Rock Creek-Shutler Section, grading and surfacing</p> <p>Booth Hill-Forest Boundary Section, grading</p> <p>Booth Hill-Hood River Section, grading</p>
1171		<p>Gilliam County. Shutler-Rock Section, discussion of section to be included.</p> <p>Mt. Hood Loop, Multnomah County funds.</p> <p>Benton County, Albany-Corvallis road, designation as state highway requested.</p> <p>Linn County, Lake Creek and Oak Creek bridges requested.</p>
1172		<p>Bridges between Tangent and Harrisburg, to be completed during present year.</p>

Page	Date	Subject
	1922	
1172	Feb. 21	Deschutes County. Redmond-Sisters and Tumalo-Sisters projects, graveling requested. Transfer of funds from Dalles-California Highway to Cline Falls-Sisters Section requested. Timber exchange, Deschutes National Forest Exchange Bill. Snow fences requested. Bend-Horse Ridge Section, cooperative expenditures. - Clatsop County. Bradley Park, state requested to improve and maintain. Young's Bay Bridge-Skipanon Section, cooperation. Young's Bay Bridge, balance due from county. Union County. Loan asked for Island City-Cove road. Wallowa County. County requests that bond funds be kept to assist in financing citizens. Lostine-Enterprise Section, grading and rocking requested. Douglas County. Advised of situation at Drain as affected by proposed new location. Drain, city's share to be assumed by county. Winchester, Winston and Drain bridges, designs ordered prepared.
1173		
1174		Union County. Kamela-Hilgard Section, contractor's claim for reimbursement for wire protection. Bids on one type of culvert not to be considered when both types are asked for. Tabulation of bids read on following projects: Booth Hill-Forest Boundary Section Booth Hill-Hood River Section City of Union, paving Camas Valley Section Jamieson-Brogan Section Myrtle Creek-Canyonville Section Rock Creek-Shutler Section Lane County. Petition from citizens for construction of Willamette Valley-Florence Highway between Bear Creek Falls and Pacific Highway.
1175		Resolution relative to final apportionment of 1922 Market Road Appropriation.
1179		Baker County, cooperation on Old Oregon Trail. Baker-Unity project, cooperative funds. Union County, county obligations exceed bonds. Loan for Cove road refused.
	Feb. 22	Tillamook County. Neskowin-Salmon River Section discussed. County funds offered on Hebo-Neskowin Section.
1180		Wasco County, Cow Canyon-Maupin and Maupin-Dufur surveys ordered completed. Tygh Valley-Dufur Section, state cooperation requested. Union County. City of Union paving, county recommends acceptance of bid. Matter of payment. Lake County, Chewaucan River Bridge. Contractor's claim for additional compensation; waiving of penalty requested.

Page	Date	Subject
	1922	
1180	Feb. 22	California-Oregon Power Company, permission requested to place high tension line along Pacific Highway.
1181		Harney County, claim of Pacific Bridge Company for dragging. Coos County, Perham, Brown, Dean & Hague contract, settlement with surety discussed. Henry Cowell Lime & Cement Company, attorney instructed to commence suit. Independent Asphalt Paving Company, claim for premium on accident insurance ordered paid. Heiselt Construction Company, claim for premium on accident insurance ordered paid.
1182	Feb. 23	Klamath County. Bond issue carried. Cooperative work discussed. Fort Klamath-Park Boundary Section, forest project, county cooperation. Klamath Falls-Lakeview, reconnaissance survey ordered. Forestry Department requested to send representative. Merrill North Section, improvement requested. Engineer ordered to make survey and estimate. Lake County, Lakeview-Drew's Valley, survey ordered. Representatives of fraternal orders, request that citizens be employed in preference to aliens.
1183		Grant County. Improvement between Geyser Ranch and Dayville requested. Umatilla County. Pilot Rock-Vinson Section, state to gravel; bridges 50-50. Gilliam County. Resurvey of Willow Creek Section ordered. Clackamas County. Engineer reported on Oregon City bridge flood water conditions; to continue on original plans. Minutes of January 27 and 28, 1922 approved. Standard Oil Company, contracts ordered prepared for asphalt for Myrtle Creek-Canyonville Section and Union City Section. Douglas County. Myrtle Creek, cooperative agreement signed city and county. Jackson County. Claim of A. Giebisch ordered paid.
1184		Gilliam County. Permit for telephone line between Blalock and Arlington requested. Klamath County. Cooperation on forest projects. Josephine County. Grants Pass-Crescent City project discussed. Willamette Valley-Florence Highway. Agreement as to funds.
1185	Feb. 24	Meeting with County Court of Linn County. Linn County. Bridges on Albany-Tangent Section, replacement necessary. Overhead crossing at north city limits of Albany discussed. Tangent-Harrisburg Section, bridges to be completed this summer.

Page	Date	Subject
	1922	
1185	Feb. 24	Linn County. Albany-Lebanon-Foster Road Improvement District, hearing held.
1186		Meeting in Jefferson with Council and citizens.
		Marion County. Location through Jefferson discussed.
1187	Feb. 25	Malheur County. Brogan-Jamieson Section, matter of cooperation discussed.
		Columbia County. Rainier, cooperation offered; grading and macadam ordered advertised.
		Clatsop County. Young's Bay-Skipanon Section, paving ordered advertised.
		Tillamook and Lincoln Counties. Neskowin-Salmon River project, separate agreements to be made with each county.
		Tillamook County. Route north of Tillamook discussed.
		Resolution opposing Federal Tax on Gasoline and Motor Vehicles.
1188		Pipe lines under pavement, written application and bond required.
		Douglas County. Myrtle Creek, bridge to be moved to new location.
		Benton County. Monroe, Mr. Booth to see officials re settlement of indebtedness.
		Gilliam County. Rock Creek-Shutler contract and Willow Creek Section cooperation referred to Mr. Barratt.
		Jackson County. Requested to deliver bonds to State Treasurer.
		Attorney General requested to assign someone else to Commission's work if Mr. Devers is assigned to royalty case.
1189		Attorney General. Opinion requested as to amount of funds available from bond sales under present authorizations.
		Grant County. Extension of time requested on Wheeler County Line-East Section.
		Polk County. Requested to build permanent bridges on Monmouth-South and Rickreall-North Sections.
		Clackamas County. Oregon City south approach.
		Attorney General asked if Commission has right to condemn right of way through municipalities.
		Attorney General asked whether counties can contribute to roads outside of county boundaries.
		Yamhill County. Deer Creek and Ash Swale bridges ordered advertised.
		Clackamas County. Requested to cooperate on Pudding River bridge.
		Field traffic deputies appointed.
1190	March 23	Proposals opened on following projects:
		Nelson-Malheur County Line Section, grading and surfacing
1191		Youngs Bay-Skipanon Section, paving
		Rainier City Section, regrading and surfacing
1192		Baker County Line-Weiser Section, surfacing
		Yamela-Oro Dell Section, surfacing

Page	Date	Subject
	1922	
1192	March 23	Proposals opened on following projects:
		Sarvice Creek Section, grading and surfacing
1193		Two bridges Camas Valley Section
		One bridge and one culvert, Booth Hill-Hood River Section.
		Three bridges, Madras-Wasco County Line Section
		13 Trestles between Benton County Line and Toledo
		Grande Ronde River and Dry Creek Bridges
1194		Tualatin Valley Highway, Tualatin River Bridge at Gaston
		Benton County. Albany-Corvallis road, designation requested; county funds offered.
		Corvallis, route of West Side Highway through city.
		Yamhill County. County Court asking about St. Joe overhead crossing.
		Deer Creek bridge, Ash Swale bridge and Brown Creek culvert ordered advertised.
		Grant County. Valades Ranch-Geyser Ranch Section, advertisement requested.
1195		Prairie City-Unity project, requested by county.
		Lake County. Petition for continuance of work on Lakeview north projects.
		Lakeview-Drew's Valley Section, cooperation.
		Lincoln County. Neskowin-Salmon River project to be extended to Silatz River. Cooperative funds.
		Lane County. Junction City-Harrisburg Section considered.
		Clackamas County. Oregon City south approach, delegation present.
		Tabulation of bids read and action taken on following:
1196		Bridges on Camas Valley Section
		Mt. Hood Loop Bridges..
		Three bridges between Madras and Wasco County Line.
		Thirteen trestles between Blodgett and Newport.
		Grande Ronde River and Dry Creek bridges
		Tualatin River bridge near Gaston
1197		Sarvice Creek Section
		Nelson-Malheur County Line Section
		Kamela-Oro Dell Section
		Baker County Line-Weiser Section
		Rainier City Section
		Youngs Bay-Skipanon Section
		Secretary instructed to return checks of unsuccessful bidders.
1198		Wasco County. Location between The Dalles and Dufur discussed.
		Resolution fixing location of Dalles-California Highway.
1199		Gilliam County. Willow Creek Section, county asks for location and offers market road funds. Reconnaissance ordered.
		Matter of adjustment of funds to be set out in letter to County Court. Arlington-Shutler Section ordered advertised conditionally.

Page	Date	Subject
	1922	
1200	March 24	Jackson County. Offers for county bonds, recommendation of Commission. Baker County. Change in location through Huntington requested. Marion County. City of Jefferson, county requested to secure right of way; Attorney instructed to condemn if county refuses.
1201		Resolution locating Pacific Highway through Salem. Attorney instructed to file application for hearing on grade separation near Fair Grounds at Salem. City of Salem requested to secure right of way and construct extension of Capitol Street.
1202		Clackamas County. Oregon City south approach discussed. Attorney General, opinion relative to sale of bonds up to constitutional limit.
1206		Commission to assume they have right to issue bonds up to constitutional limit.
		Douglas County. Location across Porter property in Camas Valley adopted.
1207		Douglas County. Letter to Judge Quine from Mr. Booth re indebtedness.
1208		Douglas County. Warren Construction Company claim for additional right of way near Oakland approved. Klamath County. Merrill-California Line Section, payment of all but three per cent of retained percentage authorized.
	March 25	Conference with representatives of Forest Service and Bureau of Public Roads. Minutes of meeting in Mr. Cecil's office approved by Forest Service officials.
1209		Jackson County. Trail-Prospect project, cooperation. Klamath County. Fort Klamath-Deschutes County Line forest project, appropriation. Fort Klamath-Crater National Park. Cooperation. Tillamook and Lincoln Counties. Neskowin-Salmon River project, divided into two parts.
1210		Willamette Valley-Florence Highway, agreement confirmed. Grant County. Prairie City-Unity project. Agreement. Pilot Rock-Prairie City road, county funds. Curry County. Lindville Hill Section, width decided. Lane County. Willamette Highway, cost of survey. Lincoln County. Alsea project, cooperation. Linn County. Santiam River project. Standard width adopted. Josephine County. Waldo-California Line project to be held over. Wasco County. Wapinitia project. Consideration asked by Mr. Cecil.

Page	Date	Subject
	1922	
1210	March 25	Post road projects discussed: Sexton Mountain Canyonville-Galesville Mormouth-Benton County Line, Rickreall-Holmes Gap McMinnville-Amity Deadman's Pass-Kamela Baker-Nelson Valades Ranch-Dayville. Roseburg-Coos Bay macadam project, approval withheld by Mr. Purcell. Linn County. Albany-Tangent project not approved as primary highway.
1211		Tentative approval by Mr. Purcell of following projects: Winchester bridge Bridge at Drain Overcrossings at Oakland, Wilbur, Shady and Sutherlin Arlington-Shutler project Rex-Tigard surfacing Douglas County. Engineer ordered to prepare Winchester bridge and enough overhead crossings to take up balance of Federal Aid. Following projects ordered advertised: Sexton Mountain, paving Canyonville-Galesville, paving Albany-Tangent, paving McMinnville-Amity, paving Deadman's Pass-Kamela, grading and macadam Baker-Nelson, grading and macadam Valades Ranch-East, grading, macadam and bridges Pilot Rock-Vinson, macadam Sisters-Broad Canyon, macadam Sisters-Tumalo, macadam Goldson-Blachly, macadam Camas Valley-Myrtle Point, macadam The Dalles-Dufur, grading and macadam Arlington-Shutler, grading and macadam Lane County. Junction City-Lancaster section ordered advertised. Pacific and Columbia River Highways, all remaining projects ordered advertised. Wheeler County. Sarvice Creek Section, awarded. Gilliam County. Shutler-Base Line Section, award authorized. Malheur County. Jamieson-Brogan Section and Vale west, division of costs.
1212		Clatsop County, Young's Bay Bridge, amount due to be put in budget. Seaside-Skipanon project, award approved. Baker County, bonds to be turned over to state if not sold. Nelson-Malheur County Line project, award authorized.

Page	Date	Subject
1212	March 25	Polk County. Acceptance of Sarah Helmick Park. Engineer authorized to purchase park site from Thomas Holman. Hood River County. Resolution condemning property at Hood River Loops, owned by V. T. Beauregard.
1215		Clatsop County. Bradley Park at Clatsop Crest to be taken over by Commission.
1216	March 31	Conference with representatives of Bureau of Public Roads. Josephine County. Waldo-California State Line Section, agreement as to width. Linn County. Albany-Tangent Post Road project, withdrawn as a federal aid project. Pavement ordered advertised. Jackson County. Trail-Prospect Section, maintenance. Neskowin-Salmon River project. Southern terminus Siletz River.
1217		Josephine County. Oregon Caves road, extension asked. Gilliam County. Engineer's report on reconnaissance of proposed alternate location from Rhea siding to John Day Highway. Survey of Willow Creek route ordered completed. Clackamas County. Oregon City south approach. Report by Mr. Fuller. Linn County. Albany-Lebanon-Foster Improvement District, delegation present in interest of district. Josephine County. Sexton Mountain Section, alternate type of paving requested. Advertisement ordered if acceptable to Bureau of Public Roads.
1218		Hood River County. Morton right of way case discussed. Coos County. Perham, Brown, Dean & Hague, Commission's decision as to adjustment. Hood River County. Request that Hood River bridge be named Coe Bridge. Union County. Kamela-Hilgard Section, contractor's claim for reimbursement for line protection, further report requested.

Portland, Oregon, April 5, 1921.

Meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 9:30 A. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The minutes of the meetings of March 8, 9, 10, 15, 21 and 22 were approved.

Judge Robinson and Commissioner Fart of Polk County announced the county's willingness to cooperate with the Commission in the completion of the West Side Pacific Highway and the Salem-Dallas Road, and the Commission agreed that with this understanding, work would be resumed on the Salem-Dallas Highway and contracts would be advertised in the near future for the Holmes Gap-Rickreall and Monmouth-South Sections.

The Polk County representatives asked that the Commission adopt the route of the present road over Clark Hill near the Falk place on the Rickreall-Holmes Gap Section instead of the route around that hill to the west recommended by the engineer, the county offering to pay the difference in cost. After consideration, on motion of Mr. Yeon, the route as recommended by the engineer around the hill was adopted as the location for the West Side Highway.

Judge Robinson asked if the Commission would consider adding to the state system of roads the section between Brunk's Corner and Independence and also a section from Dallas toward Willamina. He was informed that the Commission could not consider adding to the state roads in Polk County at this time.

L. M. Graham, representing Forest Grove, asked for state aid in paving approximately two blocks inside of the city limits between the end of the present city pavement and the city boundary, on the Forest Grove-Gaston project, stating that the population of Forest Grove was less than 2000 and the city was eligible for state aid under the recent legislation. The Commission agreed to cooperate on this improvement on a fifty-fifty basis on 16 ft. pavement over the distance mentioned provided the route was recommended by the engineer and the funds for the city's portion of the cost would be advanced previous to construction operations.

At 10 o'clock, bids were opened on the following projects:

APR 5 1921

OCHOCO HIGHWAY
PRINEVILLE-OCHOCO FOREST SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
A. Guthrie & Co.	121,665.00	118,910.00
Warren Construction Co.		180,627.00
Alfred Pieren	150,174.00	148,307.80
O. D. Wolfe		115,340.00
Greenwood & Dann		114,965.00
Jas. F. Clarkson	130,235.00	128,325.00
Hauser Construction Co.	127,820.00	126,120.00
Johnson Contract Co.	123,056.00	119,319.00

LA GRANDE-JOSEPH HIGHWAY
WALLOWA CANYON SECTION - SURFACING

Security Construction Co.	63,275.00	
March & Bowers	55,522.50	
Warren Construction Co.	69,544.50	(Slides to be removed as force account)
A. D. Kern	64,147.50	
W. C. Stone	59,324.00	

LA GRANDE-JOSEPH HIGHWAY
WALLOWA CANYON-LOSTINE SECTION - GRADING AND SURFACING

	Concrete Pipe Culverts		Corr. Iron Culverts	
	Conc. Siphons	C.I. Siphons	Conc. Siphons	C.I. Siphons
Clifton, Applegate & Toole				191,445.60
Porter & Conley	182,282.00	182,224.50	180,597.00	180,539.50
A. D. Kern	203,202.00	203,126.00	198,499.60	198,423.60
Robert A. Sloan Co.	201,802.50	201,802.50	203,501.00	203,501.00
Warren Const. Co.				215,865.50
Heiselt Const. Co.	208,322.50	208,253.00	206,168.50	206,019.00
W. C. Stone	195,255.00	195,255.00	195,067.50	195,667.50
March & Bowers				199,356.00
Morrison-Knudsen Co.				220,705.00
Security Const. Co.	204,517.40	204,517.40	205,109.60	204,109.60
Hauser Const. Co.	187,072.50	187,272.50	184,262.50	184,462.50

CENTRAL OREGON HIGHWAY
SAGE HEN SUMMIT-BURNS SECTION - GRADING

	Concrete Pipe		Corr. Iron Pipe	
	Class C Conc.	R. Masonry	Class C Conc.	R. Masonry
Porter & Conley			79,500.00	78,615.00
Harney County Court	56,630.00	55,335.00	55,140.50	53,845.50
Warren Const. Co.			76,600.00	74,600.00
A. Guthrie & Co.	71,065.00	69,465.00		
Morrison-Knudsen Co.				57,401.00
W. N. Devlin			54,267.50	53,382.50
Grieve & Seymour			53,310.00	52,232.00

PACIFIC HIGHWAY
WOLF CREEK-GALESVILLE SECTION - PAVING

	Unit No. 1 Type "A"	Concrete Pipe	Corr. I. Pipe
A. Guthrie & Co.		285,604.50	285,554.50
	Type "D"		
Oskar Huber		229,911.00	
Warren Construction Co.			231,025.00
	Unit No. 2 Type "D"		
Giebisch, Joplin & Eldon		243,702.50	243,717.50
Oskar Huber		269,528.00	
Warren Construction Co.			283,136.00
	Both Units Type "D"		
A. D. Kern		483,284.00	483,034.00
Giebisch, Joplin & Eldon		444,493.00	444,620.00
Oskar Huber		467,139.00	
Independent Asphalt Paving Co.		447,634.00	447,634.00
Warren Construction Co.			490,786.50

PACIFIC HIGHWAY
OAKLAND-SOUTH SECTION - PAVING
Type "D"

W. N. Strahan	42,788.00
Clark & Henery Construction Co.	42,548.00

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DEER CREEK BRIDGE
GRANTS PASS-CRESCENT CITY HIGHWAY

Lee's Dock Co.	15,685.00
A. J. Green	15,700.00
Jas. F. Clarkson	16,280.00
Heathman & Hardy	16,447.50
J. T. Logan	17,092.50
White, Brown & Leahy	17,345.00
Schroeder & Wolke	17,675.00

WOLF CREEK BRIDGE
PACIFIC HIGHWAY - JOSEPHINE COUNTY

J. Elmer Nelson	4,435.00
A. J. Green	4,780.00
Jas. F. Clarkson	4,890.00
Heathman & Hardy	4,967.00
Lee's Dock Co.	5,229.00
J. A. Varner	5,391.00
J. F. Rhyner	5,464.50
Marshall & Barhan	5,473.30
D. M. Stevenson	5,866.50
Schroeder & Wolke	6,205.00
J. T. Logan	6,736.00

PAINTING SALEM BRIDGE
SALEM-DALLAS HIGHWAY

A. J. Anderson	1,593.00
Fred A. Erixon	1,777.00
Forrester & Exline	1,943.00
Frank Sands	2,500.00
Davis & Strausbaugh	2,690.00
Geo. C. Strand	2,850.00

ALTAMONT CANAL BRIDGE
DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY

Barhan & Marshall	3,097.50
J. Elmer Nelson	3,720.00
Forrester & Exline	3,970.00
Jas. F. Clarkson	4,135.00
W. D. Miller	4,164.36
Union Bridge Co.	4,709.00
E. D. Olds	5,550.00

DAIRY OVERCROSSING
KLAMATH FALLS-LAKEVIEW HIGHWAY - KLAMATH COUNTY

Barhan & Marshall	2,952.50
J. Elmer Nelson	3,230.00
W. D. Miller	3,238.00
Jas. F. Clarkson	3,497.50
E. D. Olds	3,687.54
Forrester & Exline	3,717.50
Union Bridge Co.	3,932.50

L. G. Llewelling, District Attorney of Linn County, appeared in the interests of the Albany-Lebanon project and stated that the county had not sufficient funds to meet the offer of the Commission to cooperate with them on a fifty-fifty basis in the grading and the macadamizing of this section as planned. Mr. Llewelling asked if the Commission's offer would hold good if local funds were raised under the improvement district plan authorized by the last legislature, to which the Commission replied affirmatively. On motion of Mr. Booth, which was carried unanimously, the location of the Albany east to Lebanon section by way of the north line or so-called Sanderson Bridge Road was adopted.

Mr. Llewelling presented a petition asking that the Commission adhere to its original location of the Pacific Highway on Second Street through the town of Halsey, stating that interested parties were seeking to secure a change of location. On motion of Mr. Yeon, which was carried, the previous action of the Commission in routing the Pacific Highway through Halsey was reaffirmed.

At 2:00 P. M., a hearing was held on the petition for the Scoggin Valley Improvement District, which is located near Forest Grove in Washington County. Mr. L. M. Graham appeared for the petitioners and Thomas M. Tongue, Jr. and Miss Manche Langley for the remonstrators. Messrs. Henry W. Scott, Arthur Knox, a Mr. Wilcox and Ex-Commissioner McLaren of Washington County also spoke on the subject. Considerable opposition to the project having been expressed, on motion of Mr. Yeon, which was carried, the consideration of the matter was continued until the next meeting to give the people interested an opportunity to get together. The secretary was instructed to notify the attorneys of the date of the next meeting.

J. N. McKy presented a petition from the Mayor and Council of Condon, asking that the Commission locate the John Day Highway through Condon as follows: Beginning at a point approximately 300 feet east of the railroad tracks at the city boundary, thence west along the present county road which is the northern city limits to Main Street, thence south on Main Street to connect with the pavement now laid. The petition was referred to the engineer for a report.

Mr. W. W. Harrah, representing the farmers of the Cold Springs Section in Umatilla County, urged the designation of the route of the

Pendleton-Cold Springs Highway. Judge Schannep, Commissioner Dunning and Ex-Commissioner Anderson also urged the adoption of the route and stated that it was their opinion that construction should begin at the river. After consideration, the following announcement was made by the Highway Commission:

The members of the State Highway Commission, after due consideration of the Cold Springs controversy between the people of Pendleton and the farmers living in the vicinity of the proposed Pendleton-Cold Springs road, and after thorough inspection of said road and further consideration of the voting of the bonds and designation of the route by the people of said District, do hereby recommend that the money voted by the people of Umatilla County for the construction of said proposed road should be expended as follows:

Beginning at a point North 264 ft. East 1220 ft. from the section corner common to Sections 11, 12, 13 and 14, T. 5 N., R. 29 E. W. M.; thence in a southeasterly and southerly direction along the middle route via Holdman, which is considered the most feasible and practical, and as much further toward the terminal point, namely Pendleton, as the money now available in the hands of the Umatilla County Court will grade and macadamize.

It is further understood and agreed by and between the State Highway Commission and the said County Court that no money from the state highway funds at this time will be available for the construction or improvement of any part of the proposed road.

Judge Schannep stated that Umatilla County is finishing the Pendleton-Pilot Rock Section of the Oregon-Washington Highway and has \$35,000 of bond money to spend between Pilot Rock and the Morrow County line, and asked that the Commission match the county money. After consideration, the Commission made the following announcement relative to this project:

Pursuant to a meeting and agreement by and between the members of the State Highway Commission and the County Court of Umatilla County, and in consideration of the said County Court having expended approximately \$100,000.00 on the Oregon-Washington Highway for the purpose of grading and macadamizing said highway from the city limits of Pendleton to the city limits of the town of Pilot Rock, and the further tender of \$35,000.00 in cash to the Highway Commission for the purpose of locating and grading and rocking a section of the Oregon-Washington Highway, commencing at a point at or near Pilot Rock and running thence in a southerly direction to Vinson or what is known as the Donald Ross Ranch on Butter Creek, a distance of approximately 14 miles.

Now therefore in consideration of this outlay by said County Court, the State Highway Commission in session assembled do hereby agree to match the above \$35,000.00 tendered by said County Court, making \$70,000.00, for the purpose aforementioned, on the above section of road,

And further that they, the Highway Commissioners, will match any further moneys that may be needed for the completion of said section of road and will make a loan to the County Court of an additional sum of money that may be needed by the said County Court in order to comply with their part of the contract in matching the State Highway's additional sum of money contemplated for the completion of the locating, grading and rocking of said section of the Oregon-Washington Highway, provided, however, that satisfactory security is given to the State Highway Department by the Umatilla County Court for the obligation incurred.

Judge Barnard and Commissioner Harlow of Lane County stated that they had \$50,000 in county bonds on the McKenzie Highway from Blue River west and asked the Commission to match. The Commission agreed to do this if the work was spread over a three year period. This was agreeable to the county representatives, who stated that they proposed to spend only about \$15,000 this year. Due to their inability to sell their bonds at par, the Commission was asked to lend the county the necessary funds for this project and take their bonds as collateral, which the Commission agreed to do. The Lane County representatives stated that they would ask for two additional miles of grading on the west end of the Goldson Section of the Willamette Valley-Florence Highway and macadamizing of the entire project later when the present grading contract was further advanced. No action taken.

Judge Sawyer, Commissioners Miller and Knickerbocker and Representative Overturf stated that Deschutes County proposed another bond issue. They wanted the clearing and grading done on the Dalles-California Highway from Allen Ranch to the Klamath County line approximately 18 miles and offered cooperation on a fifty-fifty basis if the Commission would advance the county's share until the bond money became available, or, in the event the bond issue failed, to repay the Commission from market road tax and auto license fees. The matter was taken under advisement.

On motion of Mr. Yeon, the engineer was instructed to advertise the Redmond West Section of the McKenzie River project and the Bend East Section of the Central Oregon Highway for macadam to equal the expenditures by the county for grading this project.

Judge Smith of Lake County asked that another section of the Lakeview-Lapine Highway be taken up for improvement and recommended the section beginning two miles north of the present Lakeview-Crooked Creek contract and extending about 32 miles to Paisley. Also the Drew's

Valley Section, which extends 9 miles west on the Lakeview-Klamath Falls Highway was proposed for improvement. The matter was taken under advisement.

Judge Patterson of Grant County stated that the county proposed to complete the John Day-Danby Ranch section of the John Day Highway at their own expense if it would be considered as cooperation. Judge Patterson stated that the county proposed another bond issue and asked what cooperation could be expected from the state. Mr. Booth replied for the Commission that they were disposed to match the county on the John Day Highway from Prairie City to the Wheeler County line on a fifty-fifty basis to the full extent of the funds which the Commission can appropriate. Mr. Booth asked that if the state would pay for one-half of the cost of graveling from Valades Ranch to the county line would the county meet the balance from bond issue or budget. Judge Patterson replied that he would take this up with his constituents.

Prior to announcing the awards of the contracts, Chairman Booth gave notice that the Commission will expect that contracts will be completed on time and that the penalty will be enforced in the event they are not.

At 5:20 P. M. the tabulation of the bids received was read by the secretary.

Deer Creek bridge, Grants Pass-Crescent City Highway. On motion of Mr. Yeon, which was carried, this contract was awarded to the Lee's Dock Company, the low bidder, for \$15,685.00.

Bridge over Wolf Creek on the Pacific Highway in Josephine County. On motion of Mr. Yeon, the award of this contract was made to the low bidder, J. Elmer Nelson, for \$4,435.00.

Willamette River bridge at Salem, painting, Marion and Polk Counties. On motion of Mr. Yeon, the award of this contract was referred to the engineer with power to act. The secretary was instructed to hold the check of the second bidder.

Altamont Canal bridge, Klamath Falls-Merrill Section of the Dalles-California Highway. On motion of Mr. Yeon, which was carried, this contract was awarded to Marshall & Barhan, the low bidders, for \$3,097.50.

Overcrossing of the Oregon-California & Eastern Railway near Dairy, Klamath Falls-Dairy Section of the Klamath Falls-Lakeview Highway. On motion of Mr. Yeon, contract for this structure was awarded to Marshall & Barhan, the low bidders for \$2,952.50.

Wallowa Canyon Section, La Grande-Enterprise Highway, macadam. On motion of Mr. Yeon, which was carried, this contract was awarded to March & Bowers, the low bidder, for \$55,522.50.

Wallowa Canyon-Lostine Section of the La Grande-Joseph Highway, 12 miles grading and gravel surfacing. On motion of Mr. Yeon, which was carried, this contract was awarded to Porter & Conley, the low bidder, for \$180,539.50.

Prineville-Ochoco Section of the Ochoco Highway, 17 miles of grading. On motion of Mr. Yeon, which was carried, this contract was awarded to Greenwood & Dann at \$114,965.00. Judge Wallace stated that Crook County would cooperate on a fifty-fifty basis on this project and had \$40,000 available this year and that they would repay the balance one-half next year and one-half the following year. This arrangement was agreeable to the Highway Commission and Crook County's offer was accepted.

Sage Hen Summit-Burns Section of the Central Oregon Highway in Harney County, 14.5 miles of grading. On motion of Mr. Yeon, which was carried, the bids on this project were referred to the engineer with power to act.

Oakland-South Section, Pacific Highway in Douglas County, 1.2 miles of paving. On motion of Mr. Yeon, which was carried, the bids on this project were referred to the engineer with power to act.

Wolf Creek-Galesville Section, Pacific Highway, Josephine and Douglas Counties, paving. On motion of Mr. Yeon, which was carried, the award of this contract was 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 with the exception stated.

The Mayor of the city of Yamhill, Ex-Mayor Bunn and interested citizens spoke relative to paving through the city which is located at the end of the Gaston-Yamhill project. Mr. Booth stated that in accordance with the adopted policy of the Commission, it would cooperate to the extent of fifty per cent of a 16 ft. pavement. The engineer was instructed to make an investigation of conditions and report to Mr. Yeon.

The meeting then adjourned to meet again the next day.

Portland, Oregon, April 6, 1921.

The meeting was called to order at 9:30 A. M. in Room 520 Multnomah County Court House.

The engineer reported that he had investigated the ability of Giebisch, Joplin & Eldon to complete the contract for paving between Wolf Creek and Galesville on which they were low bidders, and recommended that the award be made to them. On motion of Mr. Booth, the award of the contract for Type "D" bituminous pavement was made to the low bidders,

Giebisch, Joplin & Eldon at \$444,495.00.

A delegation from Wasco County, consisting of County Judge Adkisson, Commissioner Hix, F. P. Mays of Tygh Valley, H. S. Rice, E. C. Pease and Ladrew Barnum of The Dalles, William Bolton of Antelope were present, also Judge McKee and County Commissioners Peetz and Wilson and Representative Wright of Sherman County. The delegation renewed their offer to turn over the proceeds of their bond issue, \$800,000, if it carried, and the proceeds from other previous bond issues to the Commission to be expended upon state highways as designated by the Highway Commission. On motion of Mr. Booth, which was carried, the following location was adopted for the Dalles-California Highway: Beginning at The Dalles, going south by way of Dufur, Tygh Valley, Maupin, Criterion, through Cow Canyon to the Jefferson County Line, with a leg of it branching off from such point as the engineer may designate between Criterion and the head of Cow Canyon, extending north through Shaniko, thence through Sherman County to the Columbia River Highway at Biggs, the name of this branch of the highway to be the Sherman Highway. The Commission recommended to the delegation that some of their funds be applied in opening up a road from the Dalles-California Highway to the Mt. Hood Loop. The location as a whole was approved by the representatives of Wasco County and it was agreed to vote the bonds on this program. Mr. Booth then made the following statement for the Commission: "We are willing to locate the road in that way provided there are funds available to do it, and if you vote your bonds as you propose and offer us the funds substantially as you propose, we are willing to meet you on a fifty-fifty basis on that road as far as the funds will extend, but the amount of money will exceed the funds that are now available. We think the basis is a fair one and we will agree to spend all your funds and match on a fifty-fifty basis out of the bond money that the legislature last provided. We would recommend that whoever follows us should meet you on the same basis, if there are no substantial changes in the law." Mr. Booth further stated that Wasco County's share of state funds would total \$150,000 for the two year period, 1921 and 1922, which was all that could be assured now.

The improvement of the Dalles-Dufur Section was discussed. On the report of the engineer that the new location on a five per cent grade would cost only a small amount more than the improvement of the old grade, the matter was taken under consideration.

Judge McKee and Commissioners Peetz and Wilson of Sherman County advised that the county would accept the Commission's designation of the state highway beginning at Biggs and running in a southerly direction through Sherman County to Shaniko, and advised that they had available \$250,000 of county bond money which they offered the Commission to be matched on a fifty-fifty basis. The Commission advised that they would match up to the average disbursement to all the counties of the funds available. The county officials stated that they would plan to handle their bonds through their bank.

At 10 o'clock, the secretary opened the bids received for grading

and paving as follows:

OLD OREGON TRAIL
WEISER-ONTARIO SECTION - GRADING AND SURFACING

	Concrete Pipe		Corr. Iron Pipe	
	Conc.Siphons	C.I.Siphons	Conc.Siphons	C.I.Siphons
Porter & Conley	150,500.70	150,893.70	150,283.70	150,676.70
Oxman & Harrington	144,599.20	144,599.20	143,869.20	143,869.20
Security Const. Co.	157,463.00			
G. N. Carlson & Co.				158,049.50
Wm. E. Lees	152,410.34	153,157.70	153,198.74	153,946.10
Wm. C. Stone	124,816.00	124,816.00	124,900.20	124,900.20
R. A. Sloane Company	142,421.00	142,421.00	143,476.00	143,476.00
Heinecke Const. Co.	146,355.00	146,397.00	145,809.00	145,851.00
Clifton, Applegate & Toole				126,090.94
Robt. Paysee	127,795.00	128,249.50	127,501.00	127,955.50
Hauser Const. Co.	139,820.60	140,580.50	138,795.40	139,555.30
Heiselt Const. Co.	161,980.50	161,568.00	161,007.50	160,595.00
More & Anderson		134,507.50*		
Morrison-Knudsen Co.	147,889.70	147,009.20	146,389.70	145,509.20
A. D. Kern	128,018.00	127,769.84	127,403.00	127,154.84
Warren Const. Co.				158,769.00

*Concrete Pipe & Mixed Pipe for Siphons

OLD OREGON TRAIL
KAMELA-HILGARD SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.		207,693.50
Johnson Contract Co.		179,260.20
Hauser Construction Co.	173,936.50	172,277.00
Grant Smith Company	177,957.50	176,402.50
Jas. F. Clarkson & Co.	178,802.50	177,960.00
Morrison-Knudsen Co.		193,825.00
Elliott & Scoggin	172,449.00	172,078.00

OLD OREGON TRAIL
HILGARD-LA GRANDE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Gibson, Medley & Graham	147,774.00	146,637.30
Clifton, Applegate & Toole		144,231.50
Johnson Contract Co.		111,778.40
Jas. F. Clarkson & Co.	117,482.00	116,848.50
A. D. Kern	109,598.00	108,857.00
Grant Smith Company	113,055.00	112,092.50
W. C. Stone	117,739.50	117,619.50
Security Construction Co.	133,465.00	
Warren Construction Co.		106,623.50
Rajotte-Winters, Inc.	98,956.00	97,999.00
Hauser Construction Co.	103,332.50	102,295.50
Wickner, Sharp & Chindahl	119,882.50	
Morrison-Knudsen Company		116,308.50
Otto Hansen	119,218.00	119,757.00
Heiselt Construction Co.	103,775.00	103,260.50

PACIFIC HIGHWAY
GOSHEN-WALKER SECTION - PAVING

	Type "A"	Type "D"
Bates-Rogers Construction Co.	457,668.50	
Independent Asphalt Paving Co.	321,056.00	363,852.00
A. Guthrie & Co.	324,984.00	
Guy F. Pyle	351,695.00	340,040.00
Jas. F. Clarkson & Co.	322,891.00	
Pacific Bridge Co.	321,796.00	351,681.00
Stien Bros. & Matthews	324,220.00	
Oskar Huber		323,193.00

PACIFIC HIGHWAY
DIVIDE-DRAIN SECTION - PAVING

	Type "A"	Type "D"
Both Units	Unit No. 1	Unit No. 2
Pacific Bridge Co.	267,510.00**	266,580.00**
V. R. Dennis Const. Co.	260,840.00*	257,060.00*
Independent Asphalt Paving Co.	566,470.00**	524,190.00**
Oskar Huber		519,490.00**
Warren Const. Co.		507,070.00
A. D. Kern		520,625.00**
A. Guthrie & Co.	534,195.00**	

*Broken Stone Base and Shoulders

**Gravel Base and Shoulders

At 2 P. M., a delegation from the town of Gaston, consisting of T. E. Armstrong, H. Krahmer and D. Fleischhauer, asked what the Commission would do in paving through their city, which is located on the Forest Grove-Yamhill project. They were advised that it was the Commission's policy to cooperate to fifty per cent of the cost of 16 ft. pavement through the smaller cities, which would apply in the case of the city of Gaston.

Lester Martin, George Dickinson, Dr. W. M. Berry, Fred Dawson of Newport, George McCluskey, Peter Frederick and Lieut. Patterson of Toledo, also Judge Fogarty and County Commissioner Dunn appeared in the interests of the work in Lincoln County. Mr. W. B. Dennis spoke for the delegation. He urged that state aid be granted to Lincoln County for the construction of the Corvallis-Newport Highway and the Coast Highway. He stated that the county proposed a bond issue and asked for a definite statement from the Commission as to what could be expected. After some discussion, the Commission agreed to macadamize all of the Corvallis-Newport Highway which Lincoln County would grade from the present bond issue in fulfillment of the former understanding. In addition, both parties undertake to complete the grading of the road through to the

Benton County line on a basis of forty per cent cooperation by Lincoln County and sixty per cent by the state. The delegation further requested that in case there is any further contribution from the state within the next two years the county proposed to meet the state on a fifty-fifty basis in the expenditure of it on the north and south road from the Tillamook County line south. This latter proposition was taken under consideration.

Judge Couch and Commissioners Galloway and Hutchinson of Union County were present and reaffirmed Union County's previous offer to cooperate with the Commission on the following basis: County agrees to pay for the grading and bridges and their proportionate cost of the railroad grade separations on the Old Oregon Trail from the Umatilla-Union County line to the Union-Baker County line, provided the state will macadamize or pave. On the La Grande-Enterprise project, the county will agree to macadamize provided the state will grade. This arrangement was accepted by the Commission. Due to their inability to sell their bonds at par, the county requested the state to lend them their proportionate share of the cost of this work and offered their bonds as collateral. This proposition was accepted by the Commission and it was agreed that a contract should be prepared in which the county agreed to turn over their bonds and pay 5 $\frac{1}{2}$ % interest on the money until the loan was repaid.

In consideration of additional work which the contractor agreed to do in the preparation of subgrade without cost, the Commission agreed to award the contract for surfacing the Elgin-Minam Section which had been awarded to the Security Construction Company by the former Union County Court.

In the matter of paving through the city of Union, which had been requested, the Commission agreed to pay one-third of the total cost, the county one-third and the state one-third. The attorney was instructed to draw up a suitable agreement between the three parties, conditioned upon the city advancing the funds necessary for their share and if this is done, the engineer was instructed to advertise this project for paving, it being understood that it would be a state contract and the engineering work would be handled by the state.

Mr. R. S. Howard of the Portland Chamber of Commerce, Mr. R. L. Sabin of the Grants Pass Chamber of Commerce and Mr. P. H. Dater of the U. S. Forest Service appeared in the interests of the Oregon Caves project. A written communication was presented from the County Court of Josephine County in which they offered to improve the road from a connection with the Grants Pass-Crescent City road to the Forest Reserve on state standards if the road within the Forest Reserve was completed to the Caves. After consideration, it was voted unanimously that the state cooperate with the Forest Service on a fifty-fifty basis on the work from the National Forest Boundary to the Caves, making it a two years' project, and to be built on such standards as may be mutually agreed upon. The secretary was instructed to notify Josephine

County of the Commission's acceptance of their proposal.

Mr. J. F. Joyce, Roadmaster of Malheur County, submitted a resolution from the County Court offering \$35,000 in county bonds and \$10,000 in cash cooperation on the Ontario-Vale-Harpers Ranch Section. After consideration, on motion of Mr. Barratt, the Commission offered \$100,000 to Malheur County on a fifty-fifty basis of cooperation for grading and rocking on such location as may be agreed upon and the expenditure of the balance of the fund on the same basis either on the John Day Highway or the Central Oregon Highway, whichever may be mutually agreed upon.

Mayor Allen and representative citizens from the city of Jefferson stated that in the improvement of the Pacific Highway through their city, it was thought that the city could raise 25% of the cost and that Marion County had offered 25% if the work was done this summer. They stated that in addition the city would pay for the damage through property at the end of the bridge, but that they wished the state to condemn. They also wanted the state to take action to force the Council to make a levy for the city's share. On motion of Mr. Barratt, which was carried, it was moved and seconded that the attorney be instructed to condemn the right of way required and look into the city charter relative to the levy for the improvement.

Mr. A. C. Shute of Hillsboro exhibited a danger signal and the engineer was instructed to purchase one-half dozen of these and place them at dangerous points for the purpose of observation.

At 5:00 o'clock, the secretary read the tabulation of the bids received.

Goshen-Walker Section, Pacific Highway, Lane County, paving. On motion of Mr. Yeon, which was carried, the award was made to the low bidder, Independent Asphalt Paving Company on Type "A" concrete at \$321,056.00.

Divide-Drain Section, Pacific Highway, Douglas County, paving. On motion of Mr. Yeon, this award was held in abeyance awaiting recommendation of the engineer.

Kamela-Hilgard Section of the Old Oregon Trail, Union County, grading. On motion of Mr. Yeon, this contract was awarded to the low bidder, Elliott & Scoggin at \$172,078.00.

Hilgard-LaGrande Section, Old Oregon Trail, Union County, grading. On motion of Mr. Yeon, this contract was awarded to Rajotte-Winters, Inc. at \$97,999.00.

Weiser-Ontario Section, Old Oregon Trail, Malheur County. On motion of Mr. Yeon, the award for this contract was made to W. C. Stone, the low bidder, using concrete pipe, at \$124,900.20.

R. J. Hubbard of Reedsport asked for state aid on the Reedsport-Coos Bay Section of the Roosevelt Highway, also on the road from Scottsburg to Drain. The Commission stated that in view of large expenditures being made in Douglas County, it was thought that the Reedsport-Scottsburg-Drain project should not be designated a state highway, but that the county should provide for it from the bond issue. The Reedsport-Coos County Line Section was taken under advisement.

The meeting then adjourned to meet the next day.

Portland, Oregon, April 7, 1921.

The Commission met at 9:30 A. M. in Room 520 Multnomah County Court House.

Mr. James Stewart, in behalf of Wheeler County, asked for the completion of the Sarvice Creek Summit Section of the John Day River Highway, which is the last remaining section to be improved between Fossil and Dayville. State aid was also asked on the Ochoco Forest Boundary to Mitchell Section of the Ochoco Highway. In reply, the Commission offered to cooperate to the extent of \$100,000 with the county, the money to be used first in completing the John Day Highway and, second, on the Ochoco Highway. Mr. Stewart was requested to bring back a reply from the Wheeler County Court as to their cooperation.

Judge Smith, representing Lake County, stated that the county would put up \$100,000 of their county bond money for state highway improvement in their county. On motion of Mr. Booth, which was carried, the Commission agreed to appropriate \$150,000 to the county's \$100,000, making a total of \$250,000 to be used on the grading, macadamizing and bridges of the Lakeview-Lapine Highway beginning at a point two miles north of the present Lakeview-Crooked Creek contract and continuing approximately 1000 feet beyond the city of Paisley. If there is any balance, that the money should be applied to the Drew's Valley project, approximately 9 miles in length, which extends westward from Lakeview on the Lakeview-Klamath Falls Highway. It is understood that this covered a two year project and that the macadam should be placed 12 ft. in width.

On motion of Mr. Booth, which was carried, the Enterprise-Joseph Section of the La Grande-Joseph Highway was ordered advertised at the next meeting for grading and macadam on a fifty-fifty cooperative agreement with the county. It was agreed that whatever they lack to meet their proportion from their bond fund will be paid from next year's collection of taxes.

On motion of Mr. Booth, which was carried, it was agreed to appropriate \$7,500.00 for the completion of the balance of the gravel surfacing on the Flora-Enterprise forest project on condition that the county cooperate to an equal extent and the Forest Service in the amount of \$5,000.00, the total cost having been estimated to be \$20,000.00.

The Commission agreed to designate as the Santiam Highway the road placed on the map by legislative enactment extending from Albany by way of Lebanon, Cascadia and Fish Lake to Sisters, which was formerly called the Albany-Sisters Highway.

The name Ochoco Highway was adopted for the road which begins at Redmond, extending through Prineville following Ochoco Creek through the Ochoco National Forest to a junction with the Antelope-Mitchell Highway near Mitchell.

In the matter of the Arlington-Condon Section of the John Day Highway, the secretary was instructed to advise Gilliam County that the state would cooperate on a fifty-fifty basis on the construction of this project to the extent of \$85,000 by each part.

An inquiry by wire was received from Judge Wood of Curry County, stating that the county was ready to go ahead with their new bond issue up to the six per cent limit and asked if it would be satisfactory to the Commission that fifty per cent of the funds be placed south of Gold Beach and fifty per cent north on the Coast Highway, to which the Commission replied that this was agreeable.

Giebisch, Joplin & Eldon requested permission to assign their contract for the paving of the Wolf Creek-Galesville Section to the Independent Asphalt Paving Company. Their request was denied, but the Commission stated that no objection would be raised to sub-contracting a part of it to this company but that the contract would be made with the original bidder.

It was decided to hold the next meeting on April 22 and the engineer was instructed to advertise as many of the following projects as could be prepared: McMinnville-Amity, grading; Sheridan-Willamina, paving; Canyonville-Myrtle Creek, macadam; Lexington-Heppner, grading; Heppner-Jones Hill, grading; Aurora-Canby, paving; Enterprise-Joseph, grading and macadam; The Dalles-Rowena, paving; Lexington-Morgan, macadam; Telocaset-North Powder, grading; Union-Telocaset, surfacing; Hot Lake-Union, grading and surfacing. The engineer was instructed to advertise for paving the viaduct at Newberg and also the Chehalem Creek trestle, both located on the West Side Highway.

A request from the Benton County Court for the designation as a state highway of the Corvallis-Alsea project was received. After consideration, on motion of Mr. Yeon, which was carried unanimously, it was agreed that the Alsea project be adopted as a state highway, extending from Philomath on the Corvallis-Newport Highway to Waldport, and the name to be the Alsea Highway.

Mr. McPhail, President of the Warren Construction Company, discussed and analysed the Warren Construction Company bid on the Divide-Drain Section. Award of this contract was deferred pending further information from the engineer.

The Commission considered the claims of A. D. Kern for additional compensation on the Hood River-Mosier contract. On motion of Mr. Yeon, which was carried, the claim for railroad watchmen, telegraph line patrol, and sloping, being items not covered in the contract, in the amount of \$14,269.26, also the claim for additional compensation on account of additional yardage to be moved and the cost of carrying the work into the winter in the amount of \$14,693.22 on the recommendation of the engineer and attorney were ordered paid, to be accepted by the claimant as settlement in full for all claims against this project.

A communication was received from Judge Wade of Coos County asking that the funds expended by the county between Bandon and the Curry County line be considered as match money under the arrangement proposed at the last meeting for fifty-fifty cooperation between the Coos-Douglas County line and Bandon. Also Judge Wade stated that he thought that Coos County could raise the money required for the county share in three years by the regular tax levy, and asked if the state could advance the county share for this period. Mr. Booth made the following reply for the Commission, "Because of the limit of our finances, we can not extend the limits of cooperation beyond the limits heretofore mentioned; namely, Douglas-Coos County line and Bandon, but within these limits we are willing to cooperate on a fifty-fifty basis, the construction to cover such period as may hereafter be agreed upon between the parties and to be limited by the amount of funds applicable to that project from the state. The estimates heretofore made for this work, exclusive of what has already been done, approximate \$1,000,000 and is all that we can take into consideration at this time. Bear in mind, please, that we may not have sufficient funds within the next two years to appropriate half of this total sum, but we will go as far as our funds permit our doing so in cooperation with you as heretofore agreed.

"In answer to your question as to allowing you credit for the work done on the road between Bandon and the Coos-Curry County Line, we can not allow credit for that work to apply within the limits above mentioned. As to lending you funds, we are not permitted to lend under the law except where bonds are taken as security."

Judge Sawyer of Deschutes County asked again that the grading and clearing on the Allen Ranch-Klamath County Line Section of the Dalles-California Highway be undertaken on the basis of previous proposition by the county. On consideration, however, the secretary was instructed to advise Judge Sawyer that the Commission preferred to wait until the result of the bond election was known before advertising that project.

The Commission adopted as a definite policy that the state would pay all engineering costs on projects on which the counties are cooperating; that is, the county cooperation to be limited only to the actual construction costs.

A request for an extension of time was received from Porter & Conley on contract No. 282, graveling the Columbia River Highway in

Sherman County. On recommendation of the engineer, an extension of time to April 1, 1921 was granted.

An extension of time was requested by the Colonial Building Company on their contract No. 256 (overhead crossing near Dillon) to May 1, 1921. On the recommendation of the engineer, the extension was granted on condition that the engineering costs be paid by the contractor.

The secretary was instructed to request the Polk County Court to secure the necessary rights of way on the Rickreall-Holmes Gap and Monmouth-South projects at once, and in the event condemnation was necessary, to offer the services of the Commission attorney.

On motion of Mr. Yeon, which was carried, Herbert Nunn was re-appointed State Highway Engineer at a salary of \$600 per month, effective March 1, 1921.

The Commission then adjourned to meet the next day.

Portland, Oregon, April 8, 1921.

The Commission met in Room 1300 Yeon Building at 2:00 P. M.
Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
C. C. Kelley, Assistant Engineer
J. C. McLeod, Division Engineer

The Warren Construction Company offered to reduce their bid on the Divide-Drain project from \$507,070.00 to \$495,650.00, a reduction of \$11,420.00, which equals the engineer's revised estimate on this project. This offer was accepted by the unanimous vote of the Commission, it being agreed that the lump sum deduction would be made from the final estimate.

The County Court of Hood River and Messrs. Butler, Bell, Blanchard and Nickelsen of Hood River offered to meet the Commission's offer of fifty-fifty cooperation on the building of the Mt. Hood Loop from the forest boundary to the Columbia River Highway provided they were authorized by the voters to do so by a bond issue.

The Salem-Dallas project was considered and Oskar Huber offered to renew his contract on the basis of \$2.40 per square yard for Type "D" pavement and \$2.50 per cubic yard for gravel, the contractor agreeing to waive all claims for damages for delays in connection with this job. On motion of Mr. Yeon, it was agreed to renew the contract on this basis provided it was approved as to legality by the attorney.

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

Herbert Nunn
State Highway Engineer
Roy A. Klein
Secretary

R. A. Booth
Chairman
J. B. Yeon
W. B. Barratt

Portland, Oregon, April 22, 1921.

Meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 10 o'clock A. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Bids were opened for the following projects:

LA GRANDE-JOSEPH HIGHWAY
ENTERPRISE-JOSEPH SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	80,056.00	79,580.50
Porter & Conley	74,660.00	74,430.00
March & Bowers	69,259.00	69,405.00
Warren Construction Co.		75,328.00
Morrison-Knudsen Co.		64,905.00

OREGON-WASHINGTON HIGHWAY
MORGAN-LEXINGTON SECTION - SURFACING

Porter & Conley	86,750.00
Oregon Hassam Paving Company	94,590.00
Warren Construction Company	83,098.00
Wickner & Sharp	96,130.00

JOHN DAY RIVER HIGHWAY
MAYVILLE-THIRTYMILE CREEK SECTION - SURFACING

A. D. Kern	42,056.25
Warren Construction Co.	38,265.75
Hauser Construction Co.	36,387.50

PACIFIC HIGHWAY
JACKSON COUNTY LINE-GRANTS PASS SECTION - ROADBED WIDENING

John Hampshire	13,737.50
S. S. Schell	13,500.00
W. B. Tull	16,785.00
Joplin & Eldon	14,817.00
Grieve & Seymour	10,950.00
A. D. Helms	11,885.00
J. L. Shaska & W. C. Smith	17,025.00

PACIFIC HIGHWAY
CANYONVILLE-MYRTLE CREEK SECTION - SURFACING

Johnson Contract Co.	73,288.00
H. J. Hildeburn	62,604.00
Joplin & Eldon	68,120.00
E. A. Palmer	68,661.00
John Hakanson	77,900.00
Warren Construction Co.	61,985.00
Hetrick & Cline	52,932.00
Oregon Hassam Paving Co.	72,600.00
A. D. Kern	67,368.00
Stevenson & Semon	62,480.00

OLD OREGON TRAIL
HOT LAKE-UNION SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Porter & Conley	102,878.00	101,954.00
A. D. Kern	99,829.00	99,829.00
Triangle Construction Co.	99,839.00	99,685.00
Warren Construction Co.		98,318.40*
Security Construction Co.	70,705.00	70,696.50
Heiselt Construction Co.	83,905.00	84,121.00
Clifton, Applegate & Toole	87,292.50	87,292.50
Oxman & Harrington	83,417.70	83,417.70
Morrison-Knudsen Co.		73,433.00

OLD OREGON TRAIL
UNION-TELOCASET SECTION - SURFACING

Clifton, Applegate & Toole	43,550.00
A. D. Kern	40,179.00**
March & Bowers	46,180.00
Sloane Construction Co.	42,230.00
Warren Construction Co.	45,930.00*
Security Construction Co.	38,840.00
W. C. Stone	40,311.00
Oxman & Harrington	42,220.00

*If awarded Hot Lake-Union, Union-Telocaset, Telocaset-North Powder will reduce bid 10¢ per cu. yd. on crushed rock and gravel surfacing.

**Based on award of Telocaset-North Powder Section also.

OLD OREGON TRAIL
NORTH POWDER-TELOCASET SECTION - SURFACING

Clifton, Applegate & Toole	70,550.00
Sloane Construction Co.	69,435.00
Warren Construction Co.	79,516.00*
A. D. Kern	65,058.00**
March & Bowers	74,760.00
Security Construction Co.	67,340.00
W. C. Stone	66,270.00
Oxman & Harrington	67,340.00

* If awarded Hot Lake-Union, Union-Telocaset, Telocaset-North Powder, will reduce bid 10¢ per cu. yd. on crushed rock and gravel surfacing.

**Based on award of Union-Telocaset Section also.

WEST SIDE HIGHWAY
McMINNVILLE-AMITY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.	29,777.00	29,336.50
L. Lane	32,467.50	32,619.00
Alfred Pieren		21,131.50
Consolidated Construction Co.	21,782.50	21,782.50
Thomas Hanson	20,511.00	21,012.40*
V. R. Dennis Construction Co.	24,540.00	24,842.50
Warren Construction Co.		22,786.00
W. B. Tull		26,029.00
E. A. Palmer	20,795.00	20,753.20
W. N. Trent	24,055.00	

COLUMBIA RIVER HIGHWAY
MOSIER-THE DALLES SECTION - PAVING

Warren Construction Co.	419,985.50
Pacific Bridge Company	431,755.50
Hauser Construction Co.	383,583.00*
A. D. Kern	409,063.00**
V. R. Dennis Construction Co.	404,702.50

*To use state asphalt plant

**Gravel aggregate

Commissioners Butler and Pierce of Linn County asked that the paving of the Albany-Driver Crossing Section be advertised. The Commission stated that the paving of this section would be undertaken as soon as the grade had settled sufficiently. The Linn County Commissioners stated that the county had made preparations to grade from Driver Crossing to Harrisburg, 8 miles of which it would be necessary to gravel to put in shape for winter travel. The Commission replied that as soon as grading was completed the state would gravel. The County Commissioners also urged that the

undercrossing of the Southern Pacific at Murder Creek four miles north of Albany be undertaken this year and expressed the county's willingness to cooperate in the cost.

Mr. C. E. Sox, attorney, asked that the Pacific Highway location through Halsey be made on First Street instead of Second as at present located. Attorney Llewelling represented the Second Street faction who urged that the location be left unchanged. The engineer reported that either location was acceptable. The matter was taken under further consideration.

A telegram was received from the Deschutes County Court stating that they did not think it advisable to attempt a bond issue at this time and asked that the state cooperation on the Bend-Horse Ridge Section of the Central Oregon Highway be diverted to the Allen Ranch-Klamath County Line Section. The Commission agreed to this proposition and the Secretary was instructed to so advise them.

Judge Gardner of Jackson County asked that the Agate-Trail Section of the Crater Lake Highway be advertised for macadam in the near future. He was advised by the Commission that this project would be advertised as soon as the grading was sufficiently advanced.

Judge Gardner stated that the Pacific Highway through Gold Hill had been a county highway for over fifty years and that the city and county were without funds to pay their proportionate cost of paving. It was also stated that the county had laid pavement through other small cities on the Pacific Highway when the county pavement was laid, and the county had expended a total of \$700,000 on the Pacific Highway. The matter was considered at length and in view of the circumstances, the Commission decided to continue the grading and paving under the present contract through the city of Gold Hill at the expense of the state.

Mr. L. M. Graham appeared for the petitioners for the Scoggin Valley Improvement District. Miss Manche Langley and Thomas Tongue, Jr. appeared for the remonstrators. Objection was voiced to the boundaries of the proposed district which included twenty-four sections in Road District No. 16, which, it was argued, was not benefitted by the proposed improvement. Mr. McLeod, Manager of the Hammond Lumber Company and Mr. Haskell of the Haskell-Carpenter Lumber Company appeared also with the remonstrators. The Commission took the matter under consideration.

A delegation from Clackamas, Yamhill and Multnomah Counties asked for the establishment of a post road from the West Side Highway at Newberg, extending through Wilsonville and Stafford, to Oswego on the Pacific Highway. Present were Walter Evans, District Attorney of Multnomah County, S. M. Calkins, Newberg, Commissioner Gunning of Yamhill County, Judge Cross and Commissioners Harris and Proctor of Clackamas County, Joe Thornton and Read Graham of Wilsonville, Charles Kruse, Oswego, Livy Stipp, O. D. Eby, Richard Petzold, M. D. Latourette, F. C. Tooze and W. B. Cook of Oregon City. The Commission was urged to cooperate on this project.

Mr. Yeon replied that the Commission could not give much encouragement to this line as it was against the present policy to put any more roads on the state highway map. After consideration, the Commission decided against the proposed road for the present year.

Commissioner Gunning of Yamhill County referred to the construction of the bridge over the North Yamhill River near St. Joseph, asking that it be readvertised, which was agreeable to the Commission. The secretary was instructed to return to Yamhill County Court the check of Stebinger Bros., the low bidders when proposals had been previously asked, and who had refused to go through with their contract.

Commissioner Dunn of Lincoln County, accompanied by H. W. Morris of Waldport, asked that a section of the Newport-Corvallis Highway be advertised for grading and the award made contingent upon the success of the county bond issue. The matter was taken under consideration. Commissioner Dunn advised that the County Court had inserted in the bond issue \$50,000 for the Waldport-Alsea project.

The Commission adjourned at 4 P. M. in order to attend a meeting in Hood River.

Portland, Oregon, April 23, 1921.

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

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Tabulation of the bids received was read by the secretary and the following awards were made:

Enterprise-Joseph Section, La Grande-Enterprise Highway, Wallowa County, grading and macadam. On motion of Mr. Barratt, which was carried, the award was made to Morrison-Knudsen Company, the low bidder, at \$64,905.00.

Canyonville-Myrtle Creek Section, Pacific Highway, Douglas County, macadam. On motion of Mr. Yeon, which was carried, the award of this contract was made to Hetrick & Cline, the low bidders, at \$52,932.00.

Mosier-The Dalles Section, Columbia River Highway, Wasco County, paving. On motion of Mr. Barratt, which was carried, the award of this contract was made to the Hauser Construction Company, the low bidder, at \$383,583.00, the contractor to be permitted to use the state asphalt plant.

McMinnville-Amity Section, West Side Highway, Yamhill County,

grading. On motion of Mr. Yeon, which was carried, the award of this contract was made to Thomas Hanson, the low bidder, at \$20,511.00.

Jackson County Line-Grants Pass Section, Pacific Highway, Josephine County, widening roadbed. On motion of Mr. Yeon, which was carried, the award of this contract was made to Grieve & Seymour, the low bidders, at \$10,950.00.

Morgan-Lexington Section, Oregon-Washington Highway, Morrow County, macadam. On motion of Mr. Barratt, which was carried, the award of this contract was made to the Warren Construction Co. at \$83,098.00.

Mayville-Thirtymile Creek Section, John Day River Highway, Gilliam County, macadam. On motion of Mr. Barratt, which was carried, the award of this contract was made to the Hauser Construction Company, the low bidder at \$36,387.50.

Hot Lake-Union Section of the Old Oregon Trail in Union County, grading and macadam. On motion of Mr. Barratt, which was carried, the award of this contract was made to the Security Construction Company, the low bidder at \$70,705.00.

Union-Telocaset Section, Old Oregon Trail, Union County, macadam. On motion of Mr. Barratt, which was carried, the award of this contract was made to the Security Construction Company at \$38,840.00.

Telocaset-North Powder Section, Old Oregon Trail, Union County, macadam. On motion of Mr. Yeon, which was carried, it was agreed that, on account of the qualification in the low bid of A. D. Kern, that the low bid be rejected and the award be made to W. C. Stone at \$66,270.00.

The secretary was instructed to thank the Coos County Court and citizens for their cordial invitation to visit Coos County on the 30th of April, and to advise them that the Commission will be pleased to accept the invitation.

The secretary was instructed also to notify Malheur County Court and citizens that the Commission would be pleased to visit Malheur County some time after the first of May in response to their invitation.

Commissioner Yeon reported on the condition of paving in Tillamook County and recommended that the grading and macadam be completed through the county but that no new paving be done at the present time and that the state money for cooperation be held until some future date. On motion of Mr. Yeon, which was carried, the engineer was instructed to modify the contract with Tillamook County for the macadam which is now being placed, with a view to adding more filler and making a better binding macadam. The engineer reported that the County Court would be present at the next meeting with a written proposition as to cooperative work in the county.

A delegation was present from Oregon City and West Linn relative

to the Willamette River bridge. Present were L. L. Porter, City Recorder of West Linn, W. B. Caulfield, E. E. Brodie, R. Petzold and L. Harding of Oregon City. The delegation stated that they wished the structure designed by the State Highway Department and did not favor cheaper alternate designs which had been proposed. The delegation urged that negotiations be hurried looking toward the immediate construction of the bridge. Chairman Booth replied for the Commission that while the cities had tentatively offered \$50,000 for their share, yet the offer was not in such form as could be accepted, and that the Commission could deal only with the county, and the cities should bind themselves to the county to make good the \$50,000 offered for cooperation. Mr. Booth stated that another conference would be held with the county authorities during the next week and it was hoped that arrangements could be completed in the near future.

James Stewart, representing Grant County, asked for a greater amount of state cooperation than had been offered. The Commission decided to visit Grant County some time in May and go over the general road situation.

Mr. James Stewart, in behalf of Wheeler County spoke of the county problems in raising funds to match the state. The Commission repeated its former offer to match the county in completing the John Day River Highway through to the Grant County line and to put whatever remains on the Ochoco project. The Commission stated that they would plan to go over the John Day Highway in Wheeler County in the very near future and asked Mr. Stewart to make arrangements for the County Court to meet them.

L. J. Liljeqvist, representing the Scandia Shipbuilding Company asked that the state purchase the cement required for the Oregon City-Oswego-Multnomah County Line Section of the Pacific Highway paving contract. It was stated that a discount of 25 cents a barrel from the contract price could be secured for cash which the contracting company was unable to take advantage of. After a conference with a representative of the cement company, it was agreed to purchase the cement as required, taking advantage of this cash discount and charging the contractor the contract price less 5 cents per barrel, which was acceptable to the contractor, deduction for the cement used to be made from the contractor's estimate each month.

Mr. H. D. Carter, representing the Beaver Portland Cement company, asked that the state purchase the balance of the cement required on the Newberg-West Dayton paving contract, stating that the contractor was unable to take the cash discount of 5 cents per barrel, and offered the advantage to the state if the state would purchase direct. After consideration, this offer was declined.

Mr. P. H. Dater, representing the Forest Service, referring to the Josephine Cave's project, stated that in view of the heavy work involved it seemed advisable to construct this road on a standard of 8 ft. traveled roadway exclusive of ditches, with sufficient turnouts to insure safety. In reply the Commission stated that they were willing to follow the recommendation of the Government engineers and on motion of Mr. Yeon,

which was carried, an appropriation of \$97,750.00 from the state highway fund was made for the Josephine Caves project, contingent upon an equal expenditure by the Federal Government acting through the Forest Service, the total estimated cost being \$195,000.00.

Judge Robinson of Polk County was present and was asked what financial arrangements the county had made for grading the Holmes Gap-Rickreall and the Monmouth-Suwer Sections. Judge Robinson stated that in his opinion the only way to raise the money was to try a bond issue at the June election and that it had been proposed to do this. When asked relative to appropriating market road funds for these sections, Judge Robinson replied that he did not consider it feasible but would take it up with other members of the Court and advise the Commission of their action. The Commission decided to withhold the advertising of the above sections and also the balance of the Salem-Dallas project until the county had made financial arrangements to carry these projects.

Judge Robinson asked that the Commission advertise for approximately one mile of pavement within the city limits of Dallas at the same time that the balance of the Salem-Dallas project was advertised. This was agreeable to the members of the Commission.

Mr. Lively of McCargar, Bates & Lively, spoke regarding the clause in state highway contracts requiring all contractors to insure under the State Industrial Accident Commission. Mr. Lively objected to the clause, claiming that if the contractor came under the act under a state highway operation, that he was required to carry all other private operations under the state board also. The attorney was instructed to investigate this feature and report back to the members of the Highway Commission.

Judge Adkisson of Wasco County appeared in relation to the proposed bond issue in his county. He stated that it had been proposed to eliminate the Shaniko-Antelope Section and to use all the county cooperative funds on the Dalles-California Highway and the connection from near Criterion through Shaniko to the Sherman County line, connecting with the Sherman Highway. Mr. Booth replied for the Commission that the Commission proposed to cooperate with them in building both of these sections on a fifty-fifty basis and do it as rapidly as funds are available from the state and stated that the Commission would spend \$150,000 within the next two years. Judge Adkisson stated that the county proposed to build a connection between the Forest Reserve and the Dalles-California Highway.

A request was received from Jefferson County asking for construction work on the Dalles-California Highway. The engineer was instructed to investigate conditions and authorized to advertise such a section as he thinks advisable, expending approximately \$100,000.00, which would be provided by a cooperative fifty-fifty basis by the state and county.

Dr. E. W. Lazell appeared before the Commission relative to employment as Consulting Engineer for the coming year. The matter was taken under consideration.

The engineer was instructed to make a survey of the first unit of the Sherman Highway in Sherman County, beginning at the Columbia River end.

The secretary reported to the Commission that the Public Service Commission had hesitated to grant a grade crossing to Douglas County at the site proposed for the Alexander Bridge near Roseburg and that interested citizens had asked for a design at another site. The engineer was authorized to make another design if a request was received from the proper county officers.

A further communication was received from the Deschutes County Court stating that a committee of interested citizens had determined to place a bond issue upon the ballot. The Commission instructed the engineer to withhold the advertising of the Bend-Horse Ridge Section for the present, but to advertise the Redmond-Sisters Section at the next meeting.

The engineer was instructed to advertise at the next meeting the bridge over the North Yamhill River near St. Joseph, the paving of the Sheridan-Willamina Section, paving of the Canby-Aurora Section and the Pilot Rock-Vinson Section.

The secretary was instructed to write to the County Court of Washington County asking them if they will cooperate on the paving through the city of Gaston.

Mr. Yeon reported that the condition of the Tillamook Highway as affected by railroad construction operations of the Willamina & Grand Ronde Railway was bad. The attorney and engineer were instructed to go before the Public Service Commission and make complaint.

The engineer was authorized to make such changes in the Morgan Creek bridge in Morrow County as seemed advisable in order to provide for traffic.

The engineer was authorized to take such steps as seem necessary to insure the completion of the Dry Gulch Bridge in Umatilla County under contract to the Pacific Foundation Company who have become delinquent.

The petition from the citizens of Amity for a new bridge adjacent to the city on the West Side Highway was referred to the engineer for investigation.

The engineer reported that the County Court of Gilliam County requested that the first section of the Condon-Arlington unit to be improved begin at the city limits of Condon and extend 5 miles northward and the project be advertised for both grading and macadam. On recommendation of the engineer, this project was ordered advertised as soon as plans are ready.

On motion of Mr. Yeon, which was carried, the following resolution

was adopted:

WHEREAS, the Pacific Highway as definitely surveyed and located in Marion County passes through the town of Jefferson; and

WHEREAS, in the location and improvement of said highway within the corporate limits of said town of Jefferson it is necessary that the County of Marion or the State of Oregon procure right-of-way for said highway over the premises of Emma Myrphy Smith; and,

WHEREAS, under the provisions of Section 4436, Oregon Laws, it is provided that rights-of-way for state highways and roads improved or constructed by the State Highway Commission shall be acquired by the counties in which the highways are situated before any contract shall be let for the construction of said highway; and

WHEREAS, the portion of the premises of the said Emma Myrphy Smith required for the location, construction and improvement of the said Pacific Highway through the town of Jefferson is described as follows; to-wit:

"That portion of Lots 5-6-10-11 & 12, Block 2, of the original townsite of Jefferson, Oregon, lying within a distance of 30 ft. each way from the center line of Pacific Highway, said center line being described as follows: Beginning at Surveyors Station 814/14.7, a point of curve on the Salem-Jefferson Section of the Pacific Highway, which point is on the center line of Main Street, Jefferson, Oregon, a distance of 83.7 ft. South 0° 02' West from an iron pin at the intersection of the center line of said Main Street with the South line of Perry Street; thence a distance of 152.8 ft. along an arc of 70° 17' of a curve to the right, whose radius is 124.6 ft. to Surveyors Station 815/67.5; thence a distance of 124.8 ft. South 70° 19' West to an iron pin on the West line of Lot 11, Block 2, said iron pin being a distance of 243.2 ft. South 0° 02' West from an iron bolt at the northwest corner of said Block 2."

THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON, all members being present and participating, that the County of Marion, in the State of Oregon, and the County Court thereof, be and the same are hereby requested to secure a right-of-way for a portion of the Pacific Highway as heretofore adopted by the Highway Commission through the town of Jefferson in said Marion County from the owner of said property, which portion of said highway is hereinabove described.

BE IT FURTHER RESOLVED that J. M. Devers, Attorney for the Highway Commission, be and he is hereby authorized, empowered and

requested to make a formal request of said county and its County Court that said right-of-way be forthwith secured in order that the construction of said highway at said point, which is under construction, may not be delayed.

BE IT FURTHER RESOLVED that should said County Court fail, neglect or refuse to promptly procure said right-of-way, or immediately bring condemnation proceedings therefor, then the said J. M. Devers shall secure said right-of-way and if unable to secure the same for the reasonable market value thereof, then the Attorney General of the State of Oregon shall be requested to commence and prosecute condemnation proceedings in the name of the State, through the State Highway Commission for the purpose of procuring the said right-of-way for the purposes herein stated.

The date chosen for the next meeting was May 26.

The Commission having under consideration the question of the sale of bonds, Commissioner Yeon moved, Commissioner Barratt seconded, and, upon being submitted to a vote, was declared carried, that the following order and resolution be entered in the records and minutes of the Commission:

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 of the General Laws of Oregon for 1921, and as amended by Chapter 348 of the General Laws of Oregon for 1921, bonds in the sum of One Million Dollars, and that said bonds be sold at not less than par to the person, firm or corporation, bidding the lowest rate of interest therefor; and that the date upon which said bonds shall mature shall be fixed as October 1, 1925,

THEREFORE, BE IT, AND IT IS HEREBY ORDERED that there be offered for sale, and if a satisfactory bid is received therefor, that there be sold at not less than par to the person bidding the lowest rate of interest therefor, bonds in the sum of One Million Dollars authorized under the provisions of said Chapter VI of Title XXX and the amendments thereof, and that the date upon which said bonds shall mature shall be October 1, 1925; and,

BE IT FURTHER ORDERED that the Secretary of the Highway Commission be, and he is hereby, directed and instructed to give notice of the sale of said bonds by publication thereof in the Pacific Banker, a publication published at Seattle and at Portland, and in The Bond Buyer, a publication published in New York City, and that such notice be published in such publications for two successive issues thereof.

Commissioner Yeon then offered the following resolution which was unanimously adopted:

WHEREAS, under the provisions of Chapter VI of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon during the next four years in a sum not exceeding Ten Million Dollars for the purpose of procuring funds with which to carry out the provisions of said Chapter; and,

WHEREAS, under the provisions of Chapter 348 of the General Laws of Oregon for 1921, which said Chapter 348 was approved by the Governor February 25, 1921, and filed in the office of the Secretary of State February 28, 1921, and of Chapter 245 of the General Laws of Oregon for 1921, which said Chapter 245 was approved by the Governor February 23, 1921, and filed in the office of the Secretary of State February 24, 1921, which said Chapters are acts amendatory of said Chapter VI, and were enacted by the Legislative Assembly of the State of Oregon for the year 1921, and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days subsequent to the adjournment of said Legislative Assembly, by the terms and provisions of said acts the Highway Commission is authorized to sell bonds authorized by said Chapter VI of Title XXX to mature within five years from the date of sale, and is authorized to sell said bonds at not less than par at the lowest rate of interest bid therefor, and is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, the State Highway Commission has heretofore entered in its records an order designating and declaring that there shall be offered for sale at this time, and if a satisfactory bid is received therefor, that there shall be sold, bonds, under the provisions of said acts, in the sum of One Million Dollars; which said bonds shall be sold at not less than par to the person, firm or corporation bidding the lowest rate of interest therefor; and providing further in said order that said bonds shall mature on the 1st day of October, 1925; said date being within five years from the date of sale thereof; and

WHEREAS, it is deemed and is hereby determined by the Highway Commission that it is necessary to sell, under the provisions of said acts, bonds in the sum of One Million Dollars; and it is further deemed and declared to be the judgment of this Commission that it will be for the best interests of the State and will more efficiently and adequately promote highway construction and conserve and protect the highway funds, and will result in a greater value for said bonds if the same be offered for sale to the lowest interest bidder therefor, and to mature within five years from the date of sale thereof; and

WHEREAS, there have been issued and sold, under the provisions of said Chapter VI of Title XXX Oregon Laws, the sum of Three Million Dollars, and said Highway Commission is authorized and empowered to issue at any time within five years from the date of the passage of said act,

the full sum of Ten Million Dollars, authorized by said acts; and,

WHEREAS, the Attorney General of the State of Oregon, is, by said act, required, under the direction of the 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 bonds in conformity with the requirements of such statutes, which form of bond has been and is hereby ratified and adopted, and appears in full at the end of this resolution; and,

WHEREAS, said statutes, with the amendments thereof, as above stated, authorize such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said acts; and it is further provided that bonds sold under the provisions of Section 4505 of said Chapter VI of Title XXX Oregon Laws, as amended by Chapter 348 of the General Laws of Oregon for 1921, may be paid or refunded, as the same shall mature, with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter VI of Title XXX Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the present time the necessity of road construction requires the issue of One Million Dollars, par value, of bonds authorized by the said statute,

THEREFORE, BE IT RESOLVED, by the State Highway Commission, in session regularly assembled, with all Commissioners present:

(a) That of the bonds authorized under said Chapter VI of Title XXX Oregon Laws, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(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 27th day of May, 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 27th day of May, 1921;

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

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor. Of the issue, the full amount thereof shall be payable October 1, 1925. That said bonds shall be in denominations of One Thousand (\$1,000.00) Dollars each, and shall be known and designated as Series No. 2 and shall be numbered 3041 to 4040, both numbers inclusive;

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

(f) That said bonds be dated June 1, 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 June 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.

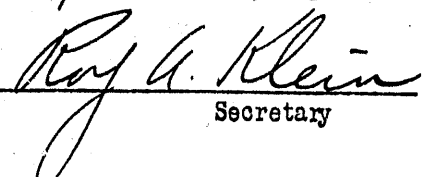
BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars, par value, of said bonds.

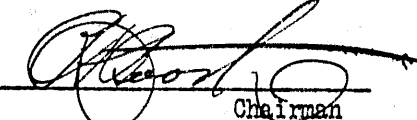
The engineer was instructed to advertise for the next meeting the bridge over the North Yamhill River near St. Joseph, the Canby-Aurora

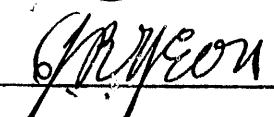

paving, Sheridan-Willamina paving.

No further matters coming to the attention of the Commission, the meeting was adjourned.


State Highway Engineer


Secretary


Chairman

Coquille, Oregon, April 30, 1921.

A meeting of the State Highway Commission was held jointly with the Coos County Court in the County Court House at 4 P. M. Present were:

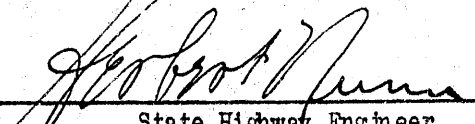
Governor Olcott
R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary
C. R. Wade, County Judge
John Yeakam, County Commissioner
Henry G. Kern, County Commissioner

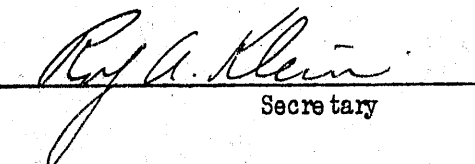
The subject of the Roseburg-Coos Bay Highway was brought up and Mr. Booth stated that the Commission considered that the Roseburg-Coos Bay Highway was of first importance in the county and that the Commission was committed to its improvement and its continuation through to the Oregon-California Line when sufficient funds are provided. Further, that the Commission favored the improvement in the near future from Roseburg through to Bandon on a fifty-fifty basis with the counties, but that at present the state funds were sufficient only to meet the counties on a fifty-fifty basis between Roseburg and Coquille, and in determining the amount due from the respective parties it was agreed that credit would be taken for all work done under state supervision. Thus, the state would be entitled to a credit on the Remote-Camas Valley Section and Coos County on the expenditures made on the Coquille-Myrtle Point Section from the previous bond issue and subsequent expenditures.

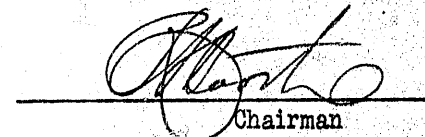
In response to a request by Judge Wade, Mr. Booth replied that it was not the intention of the Commission to consider the cost of

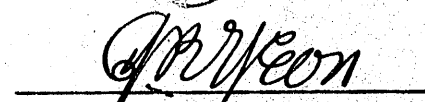
the Coquille bridge now under construction by the county as cooperation between Coquille and the Douglas County Line, but that when the Coquille-Bandon Section came up, this would be considered as county cooperation. After discussion, it was agreed that the entire section between Roseburg and Coquille be graded and macadamized before the state should begin the improvement of the Coquille-Bandon Section. This arrangement was agreeable to the County Court.

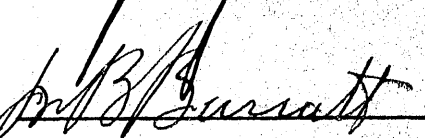
No further business coming before the Commission, the meeting was adjourned.


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner

Marshfield, Oregon, May 1, 1921.

A meeting of the State Highway Commission was held in the Chandler Hotel. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner

In the matter of the paving between the city limits of Marshfield and North Bend, a distance of 1,370 feet and from the city limits of Coquille to the beginning of the pavement in Coquille, 1665 feet, the Commission agreed to cooperate fifty-fifty with the county, it being further agreed that the county should take credit for expenditures made in grading the Coquille City section. This offer was accepted by the Coos County Court.

The Commission agreed to accept the paving previously laid in Oswego by the city as cooperation on their part sufficient to balance the completion of the pavement by the state. The Commission agreed to continue the paving within the city limits of West Linn from the north city limits to the end of the present paving contract about 3,000 feet and to consider West Linn's cooperation on the Willamette River bridge as sufficient cooperation to offset the paving by the state.

The Commission agreed to cooperate to the extent of fifty per cent on paving through Gaston, Dundee and Lafayette and the secretary was instructed to ask these cities that arrangements be made promptly

to take care of the balance by the city or county so as not to delay the paving contracts.

The secretary was instructed to ask the authorities of the city of Rainier what cooperation could be expected in paving through their city.


The Commission voted to accept J. O. Lystul of Glendale as personal surety for J. Elmer Nelson.

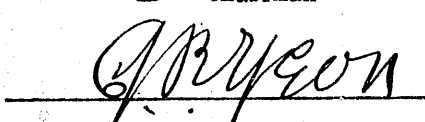
In response to a request from Clatsop County, the Commission agreed to cooperate fifty-fifty with Clatsop County in the completion of the macadamizing of the Necanicum-Tillamook County Line Section of the Roosevelt Highway with a limit of total cost of \$40,000, of which the state's share is to be \$20,000; the work, if done by the county, to be done to the satisfaction of the State Highway Engineer.


The engineer was instructed to advertise the entire Mt. Hood Loop project for grading between the Multnomah County Line and the National Forest boundary at Zigzag Ranger Station at the May 27th meeting.

It was agreed that the date for the June meeting should be set for June 28th and the engineer was instructed to advertise the Willamette River bridge at Oregon City on that date.

The meeting was then adjourned.


Chairman


Commissioner


Commissioner

Portland, Oregon, May 25, 1921.

The Commission met in Room 1300 Yeon Building at 3 P. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Test, Commissioners Vines and Dean of Malheur County, and

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Representative Gallagher stated that the county desired to complete the Jamieson-Brogan Section of the John Day River Highway, but lacked the funds to do the grading. They stated, however, that they had \$15,000 in county highway bonds on which they asked that the Commission lend them cash. Their proposal was that with this money the county would do the grading. On the Vale-Burrell Ranch Section, they stated that the county had \$10,000 in cash which would be needed for right of way and \$45,000 in bonds on which they desired to secure a loan from the Commission. On the Ontario-Vale Section, the county representatives offered to cooperate to the extent of \$70,000, agreeing to reimburse the state in 1923, 1924 and 1925. Mr. Booth asked which project they wished first and the reply was, "All or any one." After consideration, it was moved, seconded and carried that the Commission undertake to do the grading of the Vale-Burrell Ranch and Jamieson-Brogan Sections and that the engineer be instructed to advertise these sections as soon as the plans and specifications can be prepared, with the understanding that the grading will be paid for by Malheur County and the money for the work loaned to them by the state up to 90% of the par value of the bonds, the interest rate to be 5½% and the time to be not longer than twelve months. It was agreed also that, after these projects had been graded by the county, they would be surfaced by the state.

Ex-Mayor Bunn of the city of Yamhill appeared in the interest of paving through his city. He stated that the city and county will offer fifty per cent cooperation, which was accepted by the Commission, and the engineer was instructed to continue the pavement when the necessary funds had been advanced for the city's share of the work. The engineer was also instructed to look over the ground and recommend the type of pavement best adapted for the location.

Mr. Barratt spoke of a proposed change in the location of the Oregon-Washington Highway through the city of Heppner between Cohn's Warehouse and the foot of Main Street bridge (the intersection of Main and Baltimore Streets). Motion made, seconded and carried that the above change be adopted and it was agreed that inasmuch as the city has macadamized the balance of the route through the city that the state grade and macadamize the new section, approximately three-tenths of a mile in length, and build two bridges on Water Creek and one on Hinton Creek, with the further agreement that that part of such improvement exceeding the cost of the macadam that the city has already constructed (\$15,000) be shared equally by the state and the city of Heppner. It was further agreed that the state should furnish the engineering and the city the right of way required. The city further agreed to buy and dedicate to the public as a tourist park at the city's expense the tract of land bounded as follows: Beginning at the Main Street bridge in said city of Heppner, thence west along Willow Creek to the concrete bridge, thence north to the Oregon-Washington Highway, thence southeast along the said highway to the place of beginning, containing approximately two acres of land.

Relative to the Morrow County project, it was agreed that the state would pay for the Lexington-Heppner grading and the excess cost of

grading the Heppner-Jones Hill Section in excess of the \$40,000 of Morrow County bonds which the county proposes to turn over to the state. This action was taken with a provision that when these projects come up for macadam, consideration will be given to funds expended in grading by the state.

Mr. Booth reported to the Commission the proposition of Clackamas County in relation to the Oregon City bridge and the Mt. Hood Loop. The attorney was instructed to draw up an agreement and it was decided to secure their signatures before the contracts are awarded.

The Commission expressed dissatisfaction with the proportion of cost fixed by the Public Service Commission on the overhead railroad crossings in Union County and instructed the attorney to ask for a rehearing.

The request of the Port of Astoria that the Port be reimbursed for constructing a light trestle to support the pipe line in the dredging operations on the approach to the Youngs Bay Bridge was approved, since its use effected a saving in bulkhead construction for which the state is obligated.

A request from the City Planning Commission for a survey and preliminary estimate of a bridge across the Willamette River at Sellwood was received. The Commission was disposed to grant the request but thought that it should come from Multnomah County. It was voted that the engineer be instructed to make a survey and preliminary estimate at a cost of not to exceed \$750.00, if a request was received from the county. Mr. Yeon was requested to report the action of the Commission to the City Planning Commission.

A request was received from Judge Wood of Curry County asking that the Brush Creek-Mussel Creek Section of the Roosevelt Highway be taken up for improvement this year and offering cooperation if the county bonds pass. In reply, the secretary was instructed to advise that the Commission proposed to advertise the Lindville Hill Section three miles in length and the Denmark-Sixes River Section about six miles in length, also provision was made for macadamizing the balance of the sections now under contract for grading, and the secretary to ask them what cooperation they would give.

The engineer was instructed to make the survey of the Roosevelt Highway as soon as he reasonably can, beginning at Coos Bay and working north through Douglas and Lane Counties, or making the location at such points as the counties have funds available for expenditure.

The engineer reported that Mark A. Mayer of Mosier had expressed his intention to purchase a park site of approximately 260 acres near Rowena and present it to the state. The Commission voted unanimously to accept the gift and authorized the Chairman to express the appreciation of the Commission in behalf of the people of the state for the generosity expressed.

The engineer reported that there was a suitable camp site near Lindsay Creek on the Columbia River Highway in Hood River County, which he recommended be acquired. On motion of Mr. Yeon, which was carried, the engineer was instructed to negotiate a sale or, if necessary, institute condemnation proceedings to secure the property desired for park purposes under authority of recent legislation.

The engineer reported that the removal of sand and gravel by the owner of the property on the loops east of Hood River was disfiguring the landscape and endangering the roadbed by undermining. The engineer was instructed to negotiate or condemn sufficient right of way at this location to protect the grade and preserve the natural scenery.

The following requests for extensions of time were received and acted upon as follows:

J. W. Hillstrom, Contract No. 302, Hubbard Creek-Brush Creek Section, macadam, Curry County. Requested an extension of time of 60 days to August 1 on account of the extreme weather conditions during the winter. On the recommendation of the engineer, the extension was granted.

A. D. Kern, Contract No. 249, Wallowa Canyon Section, grading, Wallowa County. Requested an extension of time to June 15, 1921. On recommendation of the engineer, the extension was granted.

Umatilla County Court, Contract No. 270, Pendleton-Pilot Rock Section, grading and macadam. Requested an extension of time to August 1, 1921. On recommendation of the engineer, the extension was granted.

Oxman & Harrington, Contract No. 306, Jamieson-Vale Section in Malheur County. Requested an extension of time to June 30. On recommendation of the engineer, the extension was granted.

Oxman & Harrington, Contract No. 293, Haines-North Powder Section, Baker County. Requested an extension of time to June 20. On recommendation of the engineer, the extension was granted.

Oxman & Harrington, Contract No. 290, Telocaset-North Powder Section, Union County. Requested an extension of time to June 10. On recommendation of the engineer, the extension was granted.

Clifton, Applegate & Toole, Contract No. 236, Pendleton-Cabbage Hill Section, Umatilla County, grading and surfacing. Requested an extension of time to June 1. On recommendation of the engineer, the extension was granted.

D. M. Stevenson, Contract No. 275, Grave Creek-Pleasant Valley Section, Josephine County. Requested an extension of time to August 1, 1921. On recommendation of the engineer, the extension was granted.

John R. Hill, Contract No. 316, Port Orford-Hubbard Creek

Section, Curry County. Requested an extension of time to July 1, 1921. On recommendation of the engineer, the extension was granted.

A communication was received from the American Association of State Highway Officials, requesting financial assistance in maintaining a legislative representative in Washington during the period of Federal Aid legislation. The attorney was instructed to request the Attorney General's office for advice relative to the legality of expenditures for this purpose.

The Commission declared its policy relative to openings under improved highways for water pipes, gas pipes, electric conduits, sewers, etc. In all cases, application should be made on a standard form prepared for that purpose, setting out clearly the necessity for the opening and the method of construction, the application to be approved by the State Highway Engineer or Division Engineer and the work done under his supervision and to his complete satisfaction.

The Commission authorized the attorney to bring up before the Public Service Commission matters pertaining to the location of power, telephone and telegraph pole lines on state highways if necessary that the rights of all parties be adjudicated.

Portland, Oregon, May 26, 1921.

The Commission met in Room 520 Multnomah County Court House at 10:00 A. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The secretary read the bids on the following projects:

LAPINE-LAKEVIEW HIGHWAY
CROOKED CREEK-CHANDLER'S STATION SECTION
GRADING AND SURFACING

J. F. Reddy
Lake County Court

100,002.70
62,580.50

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CENTRAL OREGON HIGHWAY
SAGE HEN SUMMIT-BURNS SECTION - GRADING

	Concrete Pipe		Corr. Iron Pipe	
	Conc.Hdwls.	Rubble Hdwls.	Conc.Hdwls.	Rubble Hdwls.
Jim Ross				52,310.00
Ward & Logan	51,778.00	51,642.00	50,952.00	50,816.00
W. M. Devlin			53,905.00	52,305.00
Warren Const. Co.			68,763.00	65,299.00
Morrison-Knudsen Co.	52,375.00	50,775.00	51,225.00	49,625.00
Pieren & Robovsky			45,535.00	43,725.00
Gus Carlson & Co.			46,253.00	43,677.00
Co.Court of Harney Co.	53,447.50	52,910.00	51,938.00	51,400.50

PENDLETON-COLD SPRINGS HIGHWAY
COLD SPRINGS-HOLDMAN SECTION
GRADING AND MACADAM SURFACING

	Concrete Pipe	Corr. Iron Pipe
Porter & Conley	146,873.00	146,541.60
More & Anderson		178,082.50
Clifton, Applegate & Toole		140,035.25
Warren Construction Company		182,702.00
Johnson Contract Co.		147,240.50
A. D. Kern	134,228.50	133,881.00
Bates & Rogers Const. Co.	162,052.25	162,014.75
A. Guthrie & Co.	182,682.50	182,417.50
Morrison-Knudsen Co.	169,457.50	168,202.50
C. J. Carlson		149,257.00
Oxman & Harrington	144,782.50	144,762.50

COLUMBIA RIVER HIGHWAY
SHERMAN COUNTY SECTION - WOOD GUARD FENCE

A. Guthrie & Co.	6,873.00
Soleim & Gustafson	7,110.00
Jas. F. Clarkson & Co.	7,110.00

CORVALLIS-NEWPORT HIGHWAY
TUM TUM SECTION - MACADAM SURFACING

E. A. Palmer	43,540.00
Warren Construction Co.	89,587.50
Jas. G. Horning	64,787.50

CORVALLIS-NEWPORT HIGHWAY
TOLEDO-NEWPORT SECTION - SURFACING

Warren Construction Co.	108,275.00
A. D. Kern	92,662.50 (Based on rock from Shedd quarry)
Thos. E. Young	99,320.00

OREGON-WASHINGTON HIGHWAY
LEXINGTON-HEPPNER SECTION - GRADING

	Concrete Pipe	Corr. I. Pipe
Porter & Conley	71,810.00	71,430.00
Warren Construction Co.		82,800.00
Hauser Construction Co.		65,250.00
Morrison-Knudsen Co.		66,655.00
United Contracting Co.	77,743.00	77,568.00
Oxman & Harrington	51,946.00	51,896.00
Morrow County Court	52,110.00	51,900.00

OREGON-WASHINGTON HIGHWAY
HEPPNER-JONES HILL SECTION - GRADING

	Concrete Pipe	Corr. I. Pipe
Units Nos. 1 & 2		
Clifton, Applegate & Toole		76,517.50
Warren Construction Co.		106,717.50
Hauser Construction Co.		77,520.00
Oxman & Harrington	59,423.00	59,293.00
United Contracting Co.	78,592.50	77,945.00
Morrison-Knudsen Co.		70,914.00
More & Anderson		86,390.00

Unit No. 2

F. L. Brown	28,483.50
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McKENZIE HIGHWAY
CLINE FALLS-WEST SECTION - MACADAM SURFACING

Warren Construction Co.	27,345.00
A. D. Kern	24,375.00
Oskar Huber	29,250.00
J. K. Shotwell	19,630.00
Porter & Conley	23,880.00

OLD OREGON TRAIL

UNION COUNTY - 4 BRIDGES NOS. 692-717-718-735

Parker & Banfield	24,480.00
Jas. F. Clarkson & Co.	23,620.00
Kelly & Lilly	21,960.00
Heiselt Construction Co.	26,365.00
Illinois Steel Bridge Co.	26,435.00
Lindstrom & Feigenson	29,067.00
Union Bridge Co.	30,171.00
Security Bridge Co.	24,810.00
Colonial Building Co.	24,400.00

OLD OREGON TRAIL
HILGARD OVERCROSSING

Illinois Steel Bridge Co.	52,500.00
Jas. F. Clarkson & Co.	42,717.50
Colonial Building Co.	47,810.00
Union Bridge Co.	52,951.50
Security Bridge Co.	53,710.00
Lindstrom & Feigenson	52,246.50
Parker & Banfield	46,260.00

OLD OREGON TRAIL
GLOVER OVERCROSSING

Parker & Banfield	14,740.00
Heiselt Construction Co.	14,655.00
Lindstrom & Feigenson	17,952.50
Union Bridge Co.	20,217.50
Colonial Building Co.	15,915.00
Jas. F. Clarkson & Co.	15,440.00

WEST SIDE HIGHWAY
NORTH YAMHILL RIVER BRIDGE

V. R. Dennis Construction Co.	48,591.00
A. Guthrie & Co.	54,471.25
Union Bridge Co.	54,808.00
Monson-Trierweiler Co., Inc.	56,212.50
Stebinger Bros.	55,672.00
Parker & Banfield	53,708.50
Pacific Bridge Co.	62,533.00
Gilpin Construction Co.	48,463.75
Portland Bridge Co.	49,872.50
Jas. F. Clarkson & Co.	55,057.50

McMINNVILLE-TILLAMOOK HIGHWAY
BEE RANCH BRIDGE #612

Portland Bridge Co.	6,820.00
E. D. Olds	5,796.40*
Jas. F. Clarkson & Co.	7,898.00
Curtis Gardner	8,000.00
V. R. Dennis Construction Co.	5,848.00

*Qualified bid

Judge Schanep and Commissioner Dunning asked for the early construction of the Deadman's Pass-Kamela Section of the Old Oregon Trail. After consideration, the Commission made the following proposal to the county, which was accepted. It is agreed that the grading of the Deadman's Pass-Kamela Section be done at the expense of the county and the surfacing paid for by the state, with the understanding that the surveys and estimates be completed early and the work let this fall, if the bids are satisfactory and the contract to be completed in 1922.

The matter of the bridge across Stage Gulch drainage ditch near Stanfield was presented and consideration was given as to whether a timber or concrete structure should be constructed. After discussion, it was agreed that the concrete structure should be built at an estimated cost of \$4,500.00 and the secretary was instructed to notify the drainage district of the department's requirements and to advise that the county and state will each take one-third of the cost if they will take the other one-third.

The secretary was instructed to check up the statement of Umatilla County expenditures on the state highways from their bond fund and report back at the next meeting.

Commissioner von Lehe and Ex-County Judge Malone of Benton County asked for a survey of the Alsea River Highway. It was voted that the engineer be instructed to make the survey from Philomath to the Lincoln County line as soon as he can conveniently. The county representatives asked that plans and specifications be prepared for a bridge at the crossing of Mary's River on this highway. The Commission thereupon instructed the engineer to prepare plans and specifications for the bridge when the county was ready to advertise.

The request of the Roosevelt Highway Association for one thousand and state highway maps and fifty photographs of Oregon scenery was granted.

Messrs. Wood and Everson of Evans, Wallowa County, protested against the location of the La Grande-Enterprise Highway through Lostine in preference to Evans. They were advised that the location adopted was recommended by the County Court of Wallowa County and a large number of Wallowa County citizens on petition and that, further, the project was now under construction and the Commission advised that the location would not be changed.

Judge Daniels and Commissioner Zimmerman of Yamhill County asked that the Commission lend them money on their bonds for a longer period than a year. Mr. Booth replied for the Commission, "We don't want to undertake to lend you money for more than twelve months. We must have it back to lend somebody else next year and it will be necessary to charge you 5½% interest and take your bonds as security at 90% of par." The county representatives agreed to this arrangement and signified their willingness to sign the contract when prepared. They then requested that the bids on the Sheridan-Willamina project be held until after the result of their bond issue was known. The Commission agreed to their request.

Mr. Samuel Hill, President of the Pacific Highway Association, appeared and stated that he had called to pay his respects. He said, "I have just returned from an inspection of the roads in France, Belgium, England and Scotland and visited the roads in Connecticut, Massachusetts, Washington, Indiana and Illinois. From my observation, Oregon is getting a better class of roads for the money than any place I have been."

Judge Sawyer and Commissioner Conlon of Deschutes County appeared in the interests of the Horse Ridge Section of the Central Oregon Highway. Judge Sawyer asked that the state go ahead and rock as previously planned, or, if the engineer considers it better to use the funds for the grading on either the north or south side of Horse Ridge Mountain, that such an arrangement would be acceptable to the county. Since the location of the Lakeview-Lapine Highway has not been definitely determined, the engineer was instructed to make a reconnaissance of the route north of Fremont to a connection with the Central Oregon Highway for a comparison with the connection with the Dalles-California Highway at Lapine.

Judge Sawyer suggested that the road from Sisters to Bend be called the McKenzie-Bend Highway and the section between Sisters and Redmond the McKenzie-Ochoco Highway. This suggestion was taken under advisement.

At 4:30 P. M. the Secretary read the tabulation of the bids and the following action was taken:

Sherman County, Columbia River Highway, guard fence. Moved and seconded that the award be made to A. Guthrie & Co., the low bidders, at \$6,873.00. Ordered.

Deschutes County, Cline Falls-West Section of the McKenzie Highway, macadam. Moved and seconded that the bid be referred to the engineer with power to act. Ordered.

Morrow County, Heppner-Jones Hill Section, Oregon-Washington Highway, grading. Moved and seconded it be referred to the engineer with power to act. Ordered.

Harney County, Sage Hen Summit-Burns Section, grading. Moved and seconded that the award be made to Gus Carlson & Co., the low bidder, at \$43,677.00. Ordered.

Lake County, Crooked Creek-Chandler's Station Section, grading and macadam surfacing. Moved and seconded that the award be made to Lake County, the low bidder, at \$62,580.00. Ordered.

Lincoln County, Newport-Toledo Section, macadam. Moved and seconded that it be referred to the engineer with power to act. Ordered.

Umatilla County, Cold Springs-Holdman Section, grading and macadam. Moved and seconded that the award be made to A. D. Kern at \$133,881.00. Ordered.

Lincoln and Benton Counties, Tum Tum Section, Corvallis-Newport Highway. Moved and seconded that the award be made to E. A. Palmer, low bidder, at \$43,540.00. Ordered.

Morrow County, Lexington-Heppner Section, Oregon-Washington Highway, grading. Moved and seconded that the award be made to Oxman & Harrington at \$51,896.00. Ordered.

Union County, Glover Overcrossing of the O.-W. R. R. & N., Old Oregon Trail. Moved and seconded that the bids be rejected and it be readvertised. Ordered.

Yamhill County, Bridge No. 612, Grand Ronde River, McMinnville-Tillamook Highway. Moved and seconded that it be referred to the engineer with power to act. Ordered.

Yamhill County, West Side Pacific Highway, Yamhill River bridge near St. Joseph. Moved and seconded that it be referred to the engineer with power to act. Ordered.

Union County, four small bridges, Old Oregon Trail, between Kamela and La Grande. Moved and seconded that the award be made to Kelly & Lilly at \$21,960.00. Ordered.

Union County, Hilgard Overcrossing, Old Oregon Trail. Moved and seconded that the award be made to Jas. F. Clarkson & Co. at \$42,717.50. Ordered.

Moved and seconded that the checks of the unsuccessful bidders be returned. Ordered.

Portland, Oregon, May 27, 1921.

The State Highway Commission met in Room 520 Multnomah County Court House at 10 A. M. Present were:

R. A. Booth, Chairman
 J. B. Yeon, Commissioner
 W. B. Barratt, Commissioner
 Herbert Nunn, State Highway Engineer
 Roy A. Klein, Secretary

Commissioner Alley of Tillamook County asked that the Commission reconsider the location of the Roosevelt Highway between Miami bridge and Mohler and adopt the beach route through Garibaldi, Rockaway and Wheeler in preference to the "inside" or Miami River route. He stated that the county proposed to grade the beach route to state highway standards if the state will macadam the same and the county will pay for the cost of macadamizing the additional distance required by the beach location over the "inside" route.

Commissioner Alley also requested that the state appropriate \$20,000, the county to cooperate to an equal amount on the grading and macadamizing of a section of the Roosevelt Highway beginning at the Clatsop County line and extending south as far as the money would go. It was voted to accept Tillamook County's proposal. Survey was asked so the county can get to work. The engineer was instructed to make the survey at his earliest convenience.

The secretary opened and read the bids on the following projects:

LA GRANDE-JOSEPH HIGHWAY
 WALLOWA HILL SECTION - GRADING

	Conc. Pipe	Corr. I. Pipe
Johnson Contract Co.		117,401.50
Gus Carlson & Co.	115,575.00	
Hauser Construction Co.	110,066.50	
A. D. Kern	103,219.00	101,744.00
Bates & Rogers Construction Co.	140,508.00	139,657.00
Montague-O'Reilly Co.		107,198.50
Rajotte-Winters, Inc.	117,140.00	114,610.00
Otto Hansen		128,050.25
Morrison-Knudsen Co.		128,051.00
Oxman & Harrington	116,659.00	116,379.00
Clifton, Applegate & Toole		110,120.00
Greenwood & Damm		126,271.00
Porter Bros.	124,303.10	125,444.10
W. B. Tull		112,639.00
A. Guthrie & Co.	137,137.50	134,687.50

JOHN DAY RIVER HIGHWAY
 CONDON-NORTH SECTION - GRADING AND MACADAM SURFACING

	Conc. Pipe	Corr. I. Pipe
Porter & Conley	69,357.50	68,712.00
More & Anderson		74,814.00
Hauser Construction Co.		70,601.00
Oxman & Harrington	67,967.50	67,789.50
United Contracting Co.	57,892.50	57,712.50
A. D. Kern	57,415.00	57,130.60
Montague-O'Reilly Co.		77,391.90

MEDFORD-CRATER LAKE HIGHWAY
 TRAIL-AGATE SECTION - MACADAM SURFACING

Stevenson & Semon	122,775.00
A. D. Kern	102,655.00
Wm. von der Hellen	98,250.00
Warren Construction Co.	111,675.00
Joplin & Eldon	130,005.00
E. A. Palmer	127,895.00
Johnson Contract Co.	111,760.00

MT. HOOD LOOP HIGHWAY
 MULTNOMAH COUNTY LINE-ZIG ZAG SECTION - GRADING

	Conc. Pipe	Corr. I. Pipe
Unit No. 1		
United Contracting Co.*		53,957.50
Bates & Rogers Construction Co.**	61,586.00	61,259.00
Dixon & Howitt		49,960.00
Montague-O'Reilly Co.		65,545.70
Johnson Contract Co.***		67,544.00
White, Brown & Leahy Co.****	78,280.00	77,960.00
Unit No. 2		
United Contracting Co.*		166,085.00
Bates & Rogers Construction Co.**	148,971.00	148,134.50
Johnson Contract Co.***		127,651.00
White, Brown & Leahy Co.****	137,679.00	137,199.00
Unit No. 3		
Lundstrom & Carlson	62,267.00	61,940.00
United Contracting Co.*		88,220.00
Bates & Rogers Construction Co.**	72,978.50	72,516.50
Montague-O'Reilly Co.		67,660.00
Johnson Contract Co.***		66,135.00
White, Brown & Leahy Co.****	72,685.00	72,202.50

*Based only on award of all three units

**\$1,500 deduction for award of all three units

***\$15,000 deduction for award of Units 1 & 2 or 2 & 3; \$5,000 deduction for award of Units 1 & 3; \$19,000 for award of all three units

****\$1,500 deduction for award of Units 1 & 2 or 2 & 3; \$3,000 for award of all three units.

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ROOSEVELT HIGHWAY
NORTH BEND AND COQUILLE SECTION - PAVING

A. B. Gidley 25,222.60

COOS BAY-ROSEBURG HIGHWAY
CAMAS VALLEY-REMOTE SECTION - MACADAM SURFACING

John Hampshire & Co. 116,057.50 (Cost plus
alternate
offerred)

PACIFIC HIGHWAY
OAKLAND-SOUTH SECTION - PAVING

Type "A"

	Br. Stone Shoulders	Gravel Shoulders
Jas. F. Clarkson & Co.	40,058.00	39,708.00
United Contracting Co.		38,183.00
Stien Bros.	41,955.00	41,955.00
Mercer-Igoe Construction Co.	40,360.00	40,290.00
J. L. Shaska	41,471.00	41,471.00
Albert Anderson		40,939.00

Type "D"

Gravel Shoulders & Sub-base

United Contracting Co.	37,638.00
Clark & Henery Construction Co.	41,034.00

McKENZIE HIGHWAY
THURSTON-WALTERVILLE SECTION
GRADING AND MACADAM

	Concrete Pipe	Corr. Iron Pipe
Albert Anderson	51,195.50	
A. C. Mathews	36,054.50	
Joplin & Eldon	46,065.50	45,848.00
Warren Construction Co.		59,916.50
Lane County	34,981.90	35,059.50

PACIFIC HIGHWAY
CANBY-AURORA SECTION - PAVING

Type "A"

A. Guthrie & Co.	129,226.00
Pacific Bridge Co.	113,933.50
Guy F. Pyle	115,887.00
Cummins & La Pointe	108,879.00
United Contracting Co.	110,936.00
Jas. F. Clarkson & Co.	125,128.00

Type "D"

Guy F. Pyle	105,942.00
V. R. Dennis Construction Co.	100,136.00
United Contracting Co.	101,537.00
E. J. Currigan	102,068.50

SALEM-DALLAS HIGHWAY
BRUNKS CORNER-DALLAS SECTION - GRADING AND PAVING

Type "A"

A. Guthrie & Co.	328,489.00
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Type "D"

V. R. Dennis Construction Co.	244,082.50 (Using gravel & crushed gravel aggregate)
Warren Construction Co.	244,233.50

SALEM-DALLAS HIGHWAY
DALLAS CITY SECTION - GRADING AND PAVING

Type "A"

Stien Bros.	41,516.00
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Type "D"

V. R. Dennis Construction Co.	33,321.50* (Using gravel & crushed gravel aggregate)
Warren Construction Co.	33,680.50*

*In connection with Brunk's Corner-Dallas Section

WEST SIDE HIGHWAY
HOLMES GAP-RICKREALL SECTION - GRADING

	Concrete Pipe	Corr. I. Pipe
H. J. Hildeburn	15,990.25	
L. O. Herrold	19,482.50	
Dudley, Marvin & Moore	16,734.65	
United Contracting Co.	23,193.00	
Warren Construction Co.		19,827.50
P. L. Frazier & D. Samuel		15,903.15

WEST SIDE HIGHWAY
NONMOUTH-LUCKIAMUTE RIVER SECTION - GRADING

	Conc. Pipe	Corr. I. Pipe
General Contract Co.		51,002.50
W. N. Trent	40,072.00	
Warren Construction Co.		40,672.50
H. J. Hildeburn	50,269.00	
A. B. Smith		50,973.50
L. O. Herrold	51,503.50	

WEST SIDE HIGHWAY
LUCKIAMUTE RIVER-SUVER SECTION - GRADING

	Conc. Pipe	Corr. I. Pipe
A. B. Smith	13,475.00	13,301.00
Warren Construction Co.		11,408.75
General Contract Co.		13,065.00
H. J. Hildeburn	8,123.50	
L. O. Herrold	10,905.00	

McMINNVILLE-TILLAMOOK HIGHWAY
SHERIDAN-WILLAMINA SECTION - GRADING AND PAVING

Type "A"			
	Br. Stone Shoulders	Cr. Gravel Shoulders	
A. Guthrie & Co.	148,134.00		
Jas. F. Clarkson & Co.	148,557.00	(Figuring local gravel)	
Pacific Bridge Co.	132,100.00		
Oregon Contract Co.	150,504.00		
Guy F. Pyle	149,249.00		146,999.00
United Contracting Co.	134,852.00		

Type "D"			
	Broken Stone Sub-base	Gravel Sub-base	
	Br. St. Shldrs. Grav.	Shldrs. Gravel	Shoulders

Warren Construction Co.	151,268.00	148,988.00	142,908.00
United Contracting Co.	134,567.00		

McMINNVILLE-TILLAMOOK HIGHWAY
GRAND RONDE-ALDER CREEK SECTION
RE-SURFACING AND STOCKING WITH MAINTENANCE MATERIALS

Warren Construction Co.	58,223.80
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McMINNVILLE-TILLAMOOK HIGHWAY
DOLPH-HEBO SECTION - PLACING MAINTENANCE MATERIALS

S. E. Dilley	7,500.00	
Warren Construction Co.	10,625.00	(Based on award of Grand Ronde-Alder Creek also)
Sam McVey	6,250.00	

LAPINE-LAKEVIEW HIGHWAY
BRIDGE OVER CHEWAUCAN RIVER AT PAISLEY

Union Bridge Co.	18,150.00
G. J. Hardy	13,222.50
Security Bridge Co.	18,843.75

WILLAMETTE VALLEY-FLORENCE HIGHWAY
GOLDSON BRIDGES

Curtis Gardner	17,693.00
Jas. F. Clarkson & Co.	17,631.00
Geo. W. Breeding	11,631.00
Lane County Court	13,845.00

OLD OREGON TRAIL
HOT LAKE OVERCROSSING

Union Bridge Co.	51,587.50
Colonial Building Co.	47,760.00
Hauser Construction Co.	40,544.00
Illinois Steel Bridge Co.	62,065.00*
Jas. F. Clarkson & Co.	50,770.00
A. Guthrie & Co.	50,248.00
Heiselt Construction Co.	47,055.00
Lindstrom & Feigenson	47,160.00
Parker & Banfield	45,592.50

*Qualified bid

OLD OREGON TRAIL
TELOCASET OVERCROSSING

Union Bridge Co.	19,861.25
Lindstrom & Feigenson	23,980.00
Heiselt Construction Co.	17,300.00
A. Guthrie & Co.	23,910.00
Colonial Building Co.	17,307.50
Jas. F. Clarkson & Co.	18,366.25
Oxman & Harrington	20,452.50
V. R. Dennis Construction Co.	18,560.00
Hauser Construction Co.	17,790.00
Parker & Banfield	22,255.00

OLD OREGON TRAIL
NORTH POWDER OVERCROSSING

A. Guthrie & Co.	31,207.50
Colonial Building Co.	26,930.00
Hauser Construction Co.	25,610.00
V. R. Dennis Construction Co.	27,347.50
Union Bridge Co.	27,072.50
Oxman & Harrington	28,640.00
Heiselt Construction Co.	25,540.00
Jas. F. Clarkson Co.	25,395.00
Lindstrom & Feigenson	28,677.00
Parker & Banfield	26,489.00

Senator Joseph spoke relative to the Mt. Hood Loop. He stated that the delegation present wished to assure the Commission that if the Board of County Commissioners of Multnomah County does not make an appropriation for the county's share of the cost of this project that the citizens will guarantee that the county will do it. Mr. Booth replied that the understanding of the Commission was not the same and that they asked Multnomah County to make a definite appropriation of \$85,000 per year for two years and that the resolution from the Multnomah County authorities provided only for an appropriation for a single year. The Commission thought it advisable to build the whole project at an estimated cost for grading and macadamizing of \$500,000, and it was proposed that the state would match the counties equally and the proportion arrived at had been put at Multnomah County for \$170,000 and Clackamas County for \$83,000. Clackamas County had made their proposition in writing and it was desired that the members of the Board of County Commissioners signify their intention of making available \$85,000 for two consecutive years, 1922 and 1923. Mr. Booth stated that he would meet the Multnomah County Commissioners next week in conference.

The secretary then read the bids on the bonds which had been received.

Mr. Yeon introduced the following resolution, which was unanimously adopted:

MAY 27, 1921

WHEREAS, at a meeting of the State Highway Commission held April 23, A. D. 1921, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of 11:00 o'clock A. M. of the 27th day of May, A. D. 1921, 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 11:00 o'clock A. M. of the 27th day of May A. D. 1921; and,

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof for two issues in the following publications, to-wit: The Bond Buyer, published in New York City, and the 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 par value of the bonds, and further required that such bonds be dated June 1st, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of June, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite to such issuance, and further providing that the Commission reserve the right to reject any and all bids, and requiring further that 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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter VI, of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the Laws of Oregon for 1921, provided that said bonds should mature October 1st, 1925, and that the same, if sold as the result of such invitation for bids, should be sold to the bidder bidding the lowest rate of interest therefor; and,

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

WHEREAS, the said State Highway Commission of the State of Oregon is now at this time, to-wit: at the hour of 11:00 o'clock A. M. of the 27th day of May, A. D. 1921, sitting in regular session at Room 520 of the

MAY 27, 1921

Multnomah County Court House in Portland, Oregon, with all members of said Commission present and participating; and,

WHEREAS, pursuant to said resolution and published notice the following bids for said bonds have been received by the State Highway Commission, and have now at this time been opened publicly, and filed, and in the presence of the Commission, to-wit:

John E. Price & Co., Seattle		
Bankers Trust Co., New York		
Guaranty Company, New York	6%	\$1,000,300.00
E. H. Rollins & Sons, Boston		
Ames, Emerich & Co., New York		
Stacy & Braun		
Kissel, Kinnicutt & Co.		
Eldredge & Co.	6%	Par for \$400,000
Anglo and London Paris National Bank		with 30 day option
Ralph Schneeloch		to purchase additional
		\$600,000 at par
Alternate bid	6 1/4%	\$1,002,900.00
Ladd & Tilton Bank, Portland		
Rutter & Co., New York	6 1/4%	\$1,005,680.00
Freeman, Smith & Camp Co., Portland		
Carstens & Earles, Seattle	6 1/4%	\$1,000,200.00
Blyth Witter & Co.	6 1/4%	\$1,000,000.00
Lumbermens Trust Co.		
Harris Trust & Savings Bank		
National City Co.		
Continental & Commercial Trust & Savings Bank	6 1/2%	\$1,003,932.00
Alternate	6%	985,387.00
"	5 1/2%	967,178.00

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and,

WHEREAS, the bid and proposal of John E. Price & Co., Bankers Trust Co., Guaranty Company, E. H. Rollins & Sons and Ames, Emerich & Co. being deemed the best bid, and being the lowest interest rate bid for said block of bonds, is deemed and declared to be the highest and best bid received in accordance with said resolution and notice; and,

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

accept the bid of John E. Price & Co., Bankers Trust Co., Guaranty Company, E. H. Rollins & Sons and Ames, Emerich & Co.,

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,000,300.00 by John E. Price & Co., Bankers Trust Co., Guaranty Company, E. H. Rollins & Sons and Ames, Emerich & Co. for One Million Dollars par value bonds of the State of Oregon authorized under Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the General Laws of Oregon for 1921, be and the same is hereby accepted.

Be it further resolved that the Secretary of the Highway Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed one thousand One Thousand Dollar (\$1,000) bonds, which shall become due and payable October 1st, 1925, and that such bonds be dated June 1, 1921, and bear interest at the rate of 6% per annum, payable semi-annually from such date, and that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from June 1, 1921 until the purchase price therefor has been paid.

Be it further resolved that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

Be it further resolved that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

Be it further resolved that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

Be it further resolved that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The low bidders stated that they wished to withdraw their bid, claiming that a mistake had been made in their telegraphic instructions from their eastern associates. Mr. Booth stated for the Commission that while it was regretted that there was an error, it was apparent that the check could not be returned as a matter of precedent.

Moved and seconded that the checks of the unsuccessful bidders be returned. Ordered.

L. M. Graham, Mayor James Baker, B. F. Fleischhauer, Mr. Stapleton, and the County Court of Washington County were present in the interest of paving through Gaston. Mr. Graham stated that the city could cooperate only to a limited amount on account of the depleted condition of the city finances and it would be necessary to have assistance from the county in meeting their one-half. After consideration among themselves, a written statement was offered in which it was agreed that Gaston will pay \$2,000 and the county \$5,000 on the improvement on condition that the Highway Commission will bear the cost of balance of the improvement estimated at \$7,000. The offer of cooperation was accepted by the Commission on that basis.

The Commission then adjourned in order to attend road meetings at Hood River and The Dalles.

Portland, Oregon, May 28, 1921.

The Commission met at 11 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Commissioners Pierce and Butler of Linn County stated that Halsey had failed to arrange to cooperate in securing right of way through the city and that the county asked for a change of location from a point about half way between Shedd and Halsey south. They asked that for this reason the Commission reconsider the previous location, adopting a shorter and less expensive location. It was moved, seconded and carried that the matter be referred to Mr. Booth to investigate and report back to the Commission.

The secretary read the tabulation of the bids received and the following action was taken:

Union County, overcrossing at North Powder, Bridge No. 636, Old Oregon Trail. Mr. Booth made the statement that the bids on this bridge are satisfactory, but because of a desire to place the matter again before the Public Service Commission with reference to the matter of

apportionment of cost, it is moved and seconded that it be referred to the engineer until that can be done. Ordered.

Telocaset Overcrossing, Bridge No. 450. The same action applies as to the other crossing.

Hot Lake Overcrossing, Bridge No. 445. The same action as applies to the other two crossings.

Lane County, Willamette Valley-Florence Highway, Goldson Bridge No. 728 and 729. Moved and seconded that the award be made to George W. Breeding for \$11,631.00. Ordered.

Lake County. Bridge over the Chewaucan River at Paisley. Moved and seconded that the award be made to G. J. Hardy at \$13,222.50. Ordered.

Yamhill County, Sheridan-Willamina Section. Because the County of Yamhill is cooperating in this matter, it is moved and seconded that it be referred to the engineer. Ordered.

Coos County, North Bend and Coquille Sections, paving. Moved and seconded that the bids be rejected and the engineer be authorized to do the work by day labor. Ordered.

Douglas County, Oakland-South Section, paving. Moved and seconded that this be referred to the engineer with instructions to report back to the Commission. Ordered.

Tillamook County, Dolph-Hebo Section, placing maintenance material. Moved and seconded that it be referred to the engineer with power to act. Ordered.

Yamhill County, Grand Ronde-Alder Creek Section, maintenance. Moved and seconded that the bids be rejected and the project readvertised. Ordered.

Lane County, Thurston-Walterville Section. Moved and seconded that it be awarded to Lane County at \$34,981.90. Ordered.

Polk County, Brunk's Corner-Dallas Section. Moved and seconded that it be referred to the engineer. Ordered.

Polk County, Dallas City Section. Moved and seconded that inasmuch as this project had been advertised for the County Court of Polk County that the matter be referred to them for award. Ordered.

Holmes Gap-Rickreall Section, Polk County. Moved and seconded that it be referred to the engineer. Ordered.

Polk County, Luckiamute River-Suver Section. Moved and seconded that it be referred to the engineer. Ordered.

Clackamas County, Canby-Aurora Section, paving. Moved and seconded that the bid be held for further consideration. Ordered.

Coos and Douglas Counties, Camas Valley-Remote Section, macadam. Moved and seconded that the bid be referred to the engineer. Ordered.

Gilliam County, Condon-North Section, grading and macadam. Moved and seconded that the award be made to A. D. Kern at \$57,130.60. Ordered.

Jackson County, Agate-Trail Section, macadam. Moved and seconded that the award be made to Wm. von der Hellen at \$98,250.00. Ordered.

Union County, Wallowa Hill Section, grading. Moved and seconded that the award be made to A. D. Kern at \$101,744.00. Ordered.

Clackamas County, Multnomah County Line-Zig Zag Section of the Mt. Hood Loop Highway. Moved and seconded that the bids be referred to the engineer. Ordered.

Ex-County Judge Duby of Baker County presented a request from the County Court that a survey be made on the Baker-Bridgeport-Unity Road for which \$100,000 is available from the county bond issue. After consideration, the engineer was instructed to make the survey as soon as he reasonably can.

Baker County also requests that the state lend them funds, taking their bonds as security, for constructing a portion of the Baker-Cornucopia Highway between the end of the Baker-Middle Bridge Section and the end of the Canyon Section below the town of Richland, a distance of 27 miles but particularly referring to the Powder River Canyon, a distance of approximately 17 miles. The county has available for this project \$150,000.00 in bonds from which is to be deducted the debt of the county to the state, \$25,533.03, expended in graveling the Baker-Middle Bridge and the Canyon Section. It was moved, seconded and carried that the state make a loan to Baker County, as requested, on a twelve months' contract at 5½% interest, to be secured by Baker County bonds at 90% par value. The engineer was instructed to advertise a section which can be constructed with the money available as soon as plans and specifications have been prepared if financial arrangements with the county for a loan are completed.

In response to Baker County's request that the improvement of the Baker-Nelson project be continued, the Commission stated that it would meet Baker County on a fifty-fifty basis on such funds as they had available.

Mr. Jay Bowerman presented a claim from the Northwestern Construction Company for extra compensation on their contract for paving the Yamhill-McMinnville Section. The claim was referred to the engineer

with instructions to investigate and report.

Mr. James Stewart and Commissioner Dukek asked for state aid for Wheeler County, and after consideration, the Commission agreed to the following: The Commission proposes to cooperate with Wheeler County on a fifty-fifty basis on the completion of the John Day River Highway from Butte Creek Summit to the mouth of Sarvice Creek, this to include the resurfacing of the McNamee grade and the grading and surfacing of the remainder of the section referred to. In addition, the Commission agreed to cooperate on the same basis on the completion of the Ochoco Highway between Mitchell and the Forest Reserve, the understanding being that the rock cuts on this section might be narrowed somewhat in a manner which would be satisfactory to the Commission and to the County Court. In addition, the Commission is willing to undertake on a fifty-fifty basis as soon as the county is ready to meet them on grading and rocking the two miles north of Fossil, and, further, it was agreed that if the county was prepared to cooperate on these sections that the work should be undertaken at once.

Mr. James F. Clarkson appeared and asked that the award of the overcrossing at North Powder be made in the near future so that foundations could be placed before the water was turned into the irrigation ditches. Action on the request was deferred.

The engineer reported on the investigation of the claim of the Johnson Contract Company, Mosier-Rowena grading contract, which was taken under advisement by the Commission.

The minutes of the meeting of April 5, 1921 were approved.

The engineer was instructed to advertise the following projects at the next meeting:

2.4 miles of grading on the Low Pass-Blachly Project, extending from the summit to a connection with the road near Blachly. It was also ordered that the whole Goldson Project be advertised for macadam with the understanding that both of these improvements be on a fifty-fifty basis with Lane County.

The engineer was instructed to advertise for the approach embankment of the Springfield Overcrossing when plans and specifications are ready.

The engineer was instructed to advertise for such macadam between Shedd and Halsey as was necessary.

The engineer was instructed to advertise all of the remaining section of the Corvallis-Newport Highway in Lincoln County which has not yet been graded, provided the Lincoln County bonds are carried.

The engineer was instructed to advertise the bridge over the

Malheur River on the Ontario-Weiser Section and also the two small bridges on the Prineville-Ochoco Forest Boundary Project at the next meeting.

Mr. Stranahan, representing an auto stage line operating between Hood River and The Dalles, asked permission to go through the work under construction without waiting until the hours when the work is open to traffic. The request was refused by the Commission and on motion of Mr. Yeon, which was carried, the engineer was instructed that there should be no special privileges given anywhere to go through new construction except in case of extreme emergency.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter VI of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon within five years from the enactment of said Chapter in a sum not exceeding \$10,000,000, for the purpose of procuring funds with which to carry out the provisions of said Chapter, which said bonds shall mature within twenty-five years from the date of sale thereof; and,

WHEREAS, under the provisions of Chapter 348 of the General Laws of Oregon for 1921, which said Chapter 348 was approved by the Governor February 26, 1921, and filed in the office of the Secretary of State February 28, 1921, and under the provisions of Chapter 245 of the General Laws of Oregon for 1921, which said Chapter 245 was approved by the Governor February 23, 1921, and filed in the office of the Secretary of State February 24, 1921, which said Chapters are acts amendatory of said Chapter VI of Title XXX, Oregon Laws, and were enacted by the legislative assembly of the State of Oregon for the year 1921 and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days subsequent to the adjournment of said legislative assembly, and by the terms and provisions of said acts the Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter VI of Title XXX, which said bonds shall mature within five years from the date of sale thereof, and shall be sold at not less than par, and to the bidder bidding the lowest rate of interest therefor; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 of the General Laws of Oregon for 1921, and as amended by Chapter 348 of the General Laws of Oregon for 1921,

bonds in the sum of One Million Five Hundred Thousand (\$1,500,000) Dollars, and that said bonds be sold at not less than par to the person, firm, or corporation bidding the lowest rate of interest therefor, and that the date upon which said bonds shall mature shall be fixed as of October 1st, 1925, and it is likewise deemed advisable, and is hereby determined by the Highway Commission, that bids should likewise be received for the sale of the said One Million Five Hundred Thousand (\$1,500,000) Dollars of bonds, to mature not later than twenty-five years from the date of sale thereof; said bonds to be serial bonds maturing \$37,500 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946; it being intended that bids shall be received on said One Million Five Hundred Thousand (\$1,500,000) Dollars of bonds as short term bonds and as long term bonds; the Commission reserving the right to accept or reject either or both types of bids; and,

WHEREAS, there have been issued and sold under the provisions of said Chapter VI of Title XXX, Oregon Laws, bonds in the sum of \$4,000,000, and said Highway Commission is authorized and empowered to issue, at any time within five years from the date of the passage of said act, the full sum of \$10,000,000 authorized by said acts; and,

WHEREAS, the Attorney General of the State of Oregon, by said act, is required, under the direction of the Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and,

WHEREAS, said Attorney General has prepared such forms of coupon bonds in conformity with the requirements of such statutes, which forms of bonds have been and are hereby ratified and adopted; and,

WHEREAS, said statutes, with the amendments thereof, authorize such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said acts; and it is further provided that bonds sold under the provisions of Section 4505 of Oregon Laws, as amended by Chapter 348 of the General Laws of Oregon for 1921 (providing said bonds are sold under the provisions of said amendment) may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter VI of Title XXX, Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the present time the necessity of road construction requires the issue of One Million Five Hundred Thousand (\$1,500,000) 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 VI of Title XXX, Oregon Laws, One Million Five Hundred Thousand (\$1,500,000) Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(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 June, 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 28th day of June, 1921;

(c) That notice of such sale be given by the Secretary of this Commission by publication thereof for one or more 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 (\$1,500,000) Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor; said bonds to mature on October 1st, 1925, and that bids will likewise be received for said amount of bonds, the same to be serial bonds maturing \$37,500 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946, when the full amount is paid; that said short term bonds shall be in denomination of \$1000 each and designated as Series No. 2 and shall be numbered 4041 to 5540, both numbers inclusive, or, in the event that serial long term bonds are issued, they shall be in denomination of \$1000 each except that each thirty-eighth bond shall be in \$500 denomination, and they shall be designated as Series No. 2 and numbered 4041 to 5560, 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 1st, 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 July 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 reserve 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 (\$1,500,000) Dollars, par value, of said bonds.

The motion was duly seconded and carried unanimously.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, 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 Chapter 17 of Title XXX, Laws of Oregon, the State Highway Commission did, on the 15th day of March, 1921, apportion among the several counties of the state, complying with the provisions and accepting the benefits of said market road law, the 1921 state market road appropriation, in accordance with the terms of the act; and,

WHEREAS, the funds of the "state market road appropriation" are collected biannually along with other state taxes; and,

WHEREAS, a portion of the "state market road appropriation" has been collected and will become available for distribution in

June,

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission meeting in regular session, that it be and it is hereby ordered that a payment of 50% of the amount apportioned, from the 1921 "state market road appropriation," to the various counties by resolution adopted by the State Highway Commission on March 15th, 1921, be authorized; said payment to be made to the various counties upon receipt and approval of plans and specifications showing the proposed expenditure of available market road funds in accordance with the terms and provisions of said act; said sums authorized for payment to the various counties as follows:

Baker	\$16,601.26	Lake	\$ 6,013.66
Benton	8,495.25	Lane	28,072.98
Clackamas	17,814.40	Lincoln	5,500.11
Clatsop	22,493.49	Linn	22,679.99
Columbia	20,904.28	Malheur	12,164.04
Coos	12,229.71	Marion	31,336.96
Crook	4,996.77	Morrow	7,625.51
Curry	2,709.48	Multnomah	52,041.95
Deschutes	5,428.25	Polk	12,750.00
Douglas	17,086.69	Sherman	9,809.46
Gilliam	8,892.31	Tillamook	13,686.35
Grant	6,737.92	Umatilla	33,056.97
Harney	9,660.28	Union	15,411.42
Hood River	7,964.70	Wallowa	8,764.32
Jackson	20,510.38	Wasco	13,102.62
Jefferson	3,896.28	Washington	20,967.24
Josephine	6,138.16	Wheeler	3,287.30
Klamath	10,519.43	Yamhill	10,931.38

The motion was duly seconded and carried.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, the Oregon State Highway Commission has heretofore, by official action, located the West Side Pacific Highway through Polk County, and has caused a portion of the same to be improved as provided by law; and,

WHEREAS, because of the location selected and adopted for said highway in Polk County by said Highway Commission considerable litigation and controversy resulted, wherein the lawful right and authority of the Highway Commission to locate said highway along the route selected was challenged; and,

WHEREAS, the Legislative Assembly of the State of Oregon for 1921, enacted Chapter 361 of the Laws of Oregon for 1921, by the terms and provisions of which the Highway Commission is authorized and empowered to make such changes in the location of highways

named or designated in Chapter 4 of Title XXX, Oregon Laws, as in the judgment and discretion of the Highway Commission will result in better alignment, more advantageous and economical highway construction, or as will contribute to and afford a better and more serviceable system of state highways than could be obtained by an acceptance of the locations suggested by statute; and,

WHEREAS, the location and route of the West Side Pacific Highway in Polk County as heretofore made by the Highway Commission, and as now again made and adopted by this resolution and herein-after specifically defined, will, in the judgment and discretion of the Highway Commission result in better alignment, more advantageous and economical highway construction, and will contribute to and afford a better and more serviceable system of state highways than is possible under the location and route suggested by statute.

THEREFORE, BE IT AND IT IS HEREBY RESOLVED, by the Oregon State Highway Commission, all members being present in regular session, that the West Side Pacific Highway, and the route for the same, in Polk County, be located as follows:

"Beginning at a point on the Yamhill-Polk County Line where the West Side Pacific Highway enters Polk County approximately three miles south of Amity, and running thence along the main travelled road southerly through McCoy, Holmes Gap, thence in a southerly direction along the general course of the main traveled road to Rickreall, thence west to Dallas, and south from Rickreall to Monmouth, thence to Independence and south from Monmouth following generally the main travelled road, crossing the Luckiamute River at Helmick bridge, thence southerly in the most feasible direction to the Benton-Polk County Line to a union with the West Side Pacific Highway in Benton County."

Be it further resolved that said route and location be and the same is hereby adopted as the route and location of the West Side Pacific Highway in Polk County.

Be it further resolved that the State Highway Engineer be and he is hereby instructed to cause said highway to be definitely surveyed, located and staked upon the ground, and a map thereof made and filed in the office of the State Highway Commission at Salem, Oregon.

The motion was duly seconded and carried.

A claim was presented by Oskar Huber for compensation in connection with the suspension of his contract for paving between Salem and Dallas. The claim was referred to the engineer for investigation and report.

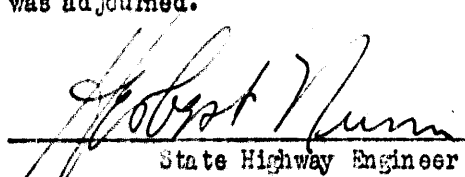
The Commission rejected the bid of E. D. Olds on Bridge No. 612 near Grand Ronde in Yamhill County, the bid being qualified and consequently irregular.

The report of W. R. McKenzie & Son, Certified Public Accountants, of the audit of the records of the State Highway Commission, was presented and taken under consideration.


The County Court of Jackson County requested that the Commission continue the graveling of the Ashland-Klamath Falls Highway in Jackson County, stating that they would match the state with the balance of their county funds remaining from their bond issue for the Ashland-Klamath Falls project if there was a balance or would offer \$15,000 to be repaid to the state in 1922 and an equal amount for each of the following years. The secretary was instructed to notify them that their cooperation would be accepted on that basis.

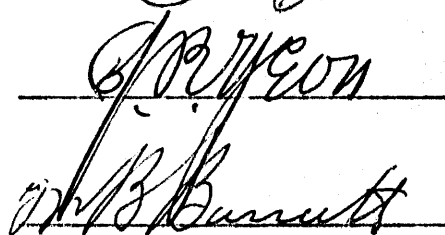

The County Court and representative citizens of La Grande requested a change in the location of the Old Oregon Trail north of the city of La Grande and the location suggested having the approval of the engineer, the new location was adopted by the Commission, it being agreed that the combined bridge across the river and overhead structure be referred to the Public Service Commission and the proportion of cost determined, the rights of way to be secured by the county and the grading to be done by the county and the macadam by the state.

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


State Highway Engineer


Secretary


Chairman

Portland, Oregon, June 13, 1921.

The Commission met at 9 A. M. in Room 1326 Yeon Building.
Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Relative to work in Sherman County, the offer of fifty-fifty cooperation by the county was accepted and the engineer was instructed to make a survey of the Sherman Highway, taking up first the unit from Wasco through Moro to Grass Valley, and the engineer was further instructed to prepare and advertise a project of convenient length for grading and macadam after the surveys are completed.

After consideration of the bids on the Mt. Hood Loop project the Commission made the award of Unit No. 1 to Dixon & Howitt on their bid and awarded Units 2 and 3 to the Johnson Contract Company at their bid.

The Commission confirmed the following awards by the engineer:

Cline Falls-West Section of the McKenzie Highway in Deschutes County; awarded to J. K. Shotwell at \$19,630.00.

Heppner-Jones Hill Section of the Oregon-Washington Highway in Morrow County; awarded to Oxman & Harrington at \$59,293.00.

Toledo-Newport Section, Corvallis-Newport Highway, 7.2 miles macadam; awarded to A. D. Kern on bid of \$92,662.50.

Brunks Corner to city limits of Dallas Section of the Salem-Dallas Highway in Polk County, awarded to V. R. Dennis Construction Co. for Type "D" at \$244,082.50.

Rickreall-Holmes Gap Section, West Side Pacific Highway in Polk County; awarded to H. J. Hildeburn, using concrete pipe at \$15,990.25.

Mommouth-Luckiamute River Section, Polk County; awarded to W. N. Trent at \$40,072.00.

Luckiamute River-Suver Section, West Side Highway, Polk County. Awarded to H. J. Hildeburn at \$8,122.50.

The award of the contract for paving the Oakland South Section of the Pacific Highway, 1.16 miles in length, was made to the United Contracting Company of Portland on Type "D" Pavement at \$37,638.00.

The award of the contract for paving the Canby-Aurora Section of the Pacific Highway in Clackamas County, 3.7 miles in length, was made to Cummins & La Pointe of McMinnville on Type "A" pavement at \$108,879.00.

There was a general discussion relative to a more strict enforcement of the motor vehicle laws, especially as regards overloading and speed of trucks; and the attorney was instructed to write to the counties, asking them to enforce these laws for the protection of the highways and also to call to their attention the necessity of prohibiting parking on the pavement.

Judge Daniels and Commissioners Gunning and Zimmerman of Yamhill County stated that their county bond issue for the purpose of cooperating with the state in paving the Sheridan-Willamina Section had failed to pass, and therefore, the county was unable to meet its share of the cost of this proposed improvement. Thereupon, the Commission instructed the secretary to return the check of the low bidder and the engineer was instructed to make arrangements with the contractor for the macadam to continue the macadam work, abandoning the present quarry if necessary and instructed the engineer to investigate the possibility of securing better rock for this project.

The matter of the determination of the percentage of cooperation on work in the small towns was discussed at some length and after extended consideration, it was moved, seconded and carried that the resolution which was passed at a previous meeting, in which the Commission agreed to cooperate to the extent of fifty per cent in all municipalities of less than 2,000, be reconsidered. It was then moved, seconded and carried that in lieu of the former resolution, that the Commission cooperate in towns and cities of 2,000 and less on a percentage based upon the population which would be determined later.

Cooperation by the city and county in paving through Dundee was discussed and it was agreed that the Commission would work out a graduated scale of percentages as applied to towns and cities of different populations and stated that Yamhill County and Dundee would be expected to meet the proportion assessed against said town, the county agreeing to friendly consideration.

Lane County Court reported that they would be unable to meet their assessment on the cost of the Springfield Overcrossing before January 1, 1922 and the Commission agreed to a modification of the contract to permit payment to be deferred to January 1, 1922.

The Commission agreed to cooperate with the city of Oakland to the extent of resurfacing the Pacific Highway through the city where needed, to a 16 ft. width provided the city would resurface the balance of the street.

The engineer was instructed to make a survey of the Roosevelt Highway from Cold Beach south at his early convenience, the survey to extend as far as Pistol River if thought advisable.

The Commission considered the former proposal of Jackson County on the macadam surfacing of a part of the Green Springs Mountain Section of the Ashland-Klamath Falls Highway and the engineer was instructed to advertise a portion to cost approximately \$30,000 for this year, the cost to be paid for on a fifty-fifty basis as heretofore agreed.

A letter was read from Judge Couch of Union County relative to selling their bonds to local banks and permitting the funds to remain on deposit until next year. The Commission declined to accept this plan and

instructed the secretary to advise him that all the Commission could do is to lend the county the money for twelve months at $5\frac{1}{2}\%$ interest and take their bonds as security.

It was voted that all employees of the department who are members of the National Guard be permitted to attend the annual encampment and their pay continued during their absence.

The engineer was instructed to advertise the Allen Ranch-Klamath County Line Section for clearing and grading which had been proposed by Deschutes County on a fifty-fifty cooperative basis. In the meantime, however, the engineer was instructed to investigate the protest against the construction of this project through the Benham Falls reservoir site presented by the Deschutes County Farm Bureau and to make a recommendation.

Relative to Judge Sawyer's request that preference be given to Deschutes County labor on this project, the secretary was instructed to advise Judge Sawyer that notice would be taken of their request but it was suggested that they undertake to do the work with their own forces or induce local contractors to bid on the work.

Mr. Yeon introduced the following resolution and moved its adoption:

WHEREAS, the Legislative Assembly of the State of Oregon for 1921, enacted Chapter 130 of the Laws of Oregon for 1921, which said act is as follows:

"That the state highway engineer is hereby authorized and empowered to appoint, with the approval of the Highway Commission, some suitable, qualified and responsible engineer as his first assistant engineer. Said first assistant engineer shall be required to furnish a bond approved as to form by the attorney general, which bond shall be in such amount as the State Highway Commission may determine. Said first assistant engineer, in addition to his other duties, may, when so directed and authorized by the state highway engineer, prepare and certify estimates due on contracts for highway construction, and may prepare and certify to vouchers and other claims against the state for state highway construction, and the certificate of said first assistant highway engineer shall have the same force and effect as the certificate of the state highway engineer, and said first assistant highway engineer shall serve as such at the pleasure of the state highway engineer and the Highway Commission."

and,

WHEREAS, pursuant to the provisions and authority of the said act Herbert Nunn, state highway engineer, has appointed Roy A.

Klein as first assistant highway engineer; and,

WHEREAS, said act provides that the appointment of such first assistant engineer shall be made only upon the approval of the highway commission, and said act further provides that said first assistant engineer shall be required to furnish a bond, approved as to form by the attorney general, in such an amount as the state highway commission may determine.

THEREFORE, BE IT RESOLVED by the state highway commission, meeting in regular session, that the appointment as first assistant engineer of Roy A. Klein by Herbert Nunn, state highway engineer, be, and the same is hereby, approved, and that said Roy A. Klein is hereby authorized to serve as such first assistant during the pleasure of the state highway engineer and the highway commission, and shall have such responsibility and perform such duties as are enumerated in said act.

BE IT FURTHER RESOLVED, that before entering upon the duties of his said office the said Roy A. Klein shall file a bond in the sum of \$75,000, which said bond shall be approved as to form by the attorney general.

The motion was duly seconded and carried.

The secretary presented a request of the Port of Astoria that watchmen be placed on the beach detour between Columbia Beach and Gearhart in Clatsop County to warn traffic. The matter was referred to Mr. Yeon with power to act.

Mr. Booth reported that he had investigated the location of the Pacific Highway through the town of Halsey and was ready to make the following recommendation, which was adopted: That if the town of Halsey secures the proper rights of way and assures cooperation on future paving through the city in a way satisfactory to the engineer and to the Linn County Court, then the Highway Commission will adhere to its former location on Second Street and paralleling the Southern Pacific Railway to Alford and Harrisburg.

The Douglas County bond issue having passed, Douglas County matters were discussed and the secretary was instructed to request the county to pay out of the proceeds of their new bonds the indebtedness of the county to the state for rights of way, their assessment on the Comstock overhead crossings and previous obligation \$10,000 in amount on the Pacific Highway, also one-half of the cost of the Myrtle Creek overhead crossing of the river and the railroad, after deducting the railroad proportion to which they had previously agreed.

In the matter of cooperation on work already done or under contract on the Coos Bay-Roseburg Highway, the secretary was instructed to request the County Court to turn over the \$44,000 in bonds remaining from their first bond issue which the Commission agreed to accept as full

cooperation on the present contract between Camas Valley and the Coos-Douglas County line. The secretary was instructed to advise Douglas County that the Commission was ready to undertake the construction of a unit from the Pacific Highway to the foot of Camas Hill and if they are ready to cooperate, and the engineer was instructed to prepare the project for advertising, provided satisfactory response was made by the Douglas County Court.

The matter of rocking the Remote-Camas Valley Section was considered and it was agreed to defer the rocking until more suitable rock can be obtained.

In Hood River County, the bonds having carried, the engineer was instructed to prepare a section of the Mt. Hood Loop project for advertisement as soon as he reasonably can provided the county is willing to cooperate on a fifty-fifty basis and after the necessary right of way has been secured, the Commission agreeing to meet all the funds which Hood River County wished to expend at this time and proposed to improve the worst section of the road first.

The Wasco County bonds having carried, the Commission in fulfillment of its former promises instructed the engineer to prepare for advertisement a section from The Dalles to Dufur and from the Jefferson-Wasco County line north at Cow Creek Canyon, the total state funds available for expenditure being \$150,000, the Wasco funds to be expended not less than an equal amount.

In Wheeler County, the bonds having carried, the engineer was instructed to prepare for advertisement a section between the mouth of Sarvice Creek and the Butte Creek Summit and also a section between Fossil and the foot of Cummings Hill for grading and macadam as soon as he reasonably can, provided the county notifies the Commission that they are willing to go ahead on the fifty-fifty basis previously proposed.

Motion was made and carried that the engineer be instructed to secure a park site at the north end of the Myrtle Creek bridge across the South Umpqua River either by gift, purchase or condemnation, this site to be between the highway and the river extending north from the bridge such a distance as may appear desirable.

The engineer was instructed to investigate the matter of parks along the highways and instruct all division engineers to report on such locations as may be desirable to acquire for park purposes.

Motion made and carried that the engineer be instructed to widen the graded roadbed to standard section from Cow Creek to Stage Coach Pass Summit, Pacific Highway in Douglas County, in connection with paving operations.

On recommendation of the engineer, the advertisement for resurfacing five miles of bituminous pavement from Tillamook City south on the

Roosevelt Highway was authorized if the engineer finds rock which is suitable, it being proposed to use a 2" top and the necessary binder course.

On recommendation of the engineer, the advertisement was authorized for bids for resurfacing three miles of the Newberg-Multnomah County Line Section of the West Side Highway, using a $1\frac{1}{2}$ inch top and the necessary binder course.

On recommendation of the engineer, the resurfacing of approximately 1 mile of the Pacific Highway beginning at the north city limits of Salem was authorized, the engineer being instructed to see what arrangements could be made with Marion County to do the work.

The engineer was instructed to take up with Clackamas and Marion Counties the matter of constructing a new bridge across the Pudding River on the Pacific Highway at the county line.

Moved, seconded and carried that the attorney ask the Public Service Commission for a re-hearing on the matter of cooperation on the cost of construction of the overhead structures in Union County, as follows: Glover, Hot Lake, Telocaset and North Powder, and Neacham in Umatilla County, and if the petition for a rehearing is declined, that the matter of the construction of these projects be indefinitely postponed. Also, in that event, contractors to be notified if they wish to have their checks returned.

The engineer was instructed to advertise for widening the base and paving a section of the Roosevelt Highway from the Youngs Bay Bridge to the end of the Warrenton Cutoff and also to advertise the Warrenton Cutoff for grading and macadam.

The engineer was authorized to advertise for paving a section of the Pacific Highway from Grants Pass north to the foot of Sexton Mountain, with the understanding that that part between Grants Pass and Louse Creek only be paved in the season of 1921 and the balance in 1922.

The secretary was instructed to inquire from Josephine County and the city of Grants Pass as to their wishes relative to the routing of the Pacific Highway at the north entrance to the city and also to ask them in the event that they preferred that the present graded road be followed what provision, if any, has been made for paving within the city from the city limits to the end of the present pavement on Sixth Street or if they preferred the entrance to be made on the ridge route connecting with the present city pavement in the corporate limits, what provision has been made for the necessary rights of way and grading.

It having been reported that a complaint was filed in Polk County asking for an injunction against contracts previously awarded, the attorney was instructed to notify all the contractors that the validity of the contracts has been attacked and, therefore, nothing further will be

done until the matter can be determined or until the Commission can be further advised. The Commission further took the position that the Salem-Dallas project should not be paved until all litigation involving the Commission's contract with Polk County covering said work has been settled or satisfactorily arranged.

Mr. P. H. Dater of the United States Forest Service spoke of the McKenzie Highway, stating that there was a $1\frac{1}{2}$ mile section unprovided for between the Blue Ridge project and the Summit Section and asked if the Commission would be willing to go ahead on this link, using the surplus from the original estimates on the Oregon Caves Project. This proposal was approved by the Commission.

Mr. Dater reported that there was a fine body of Port Orford cedar adjacent to the Lakeside-South Section of the Reedsport-Coos Bay project now under construction. The secretary was instructed to ask the Coos County Court that an estimate and record of the ownership of the timber on this section be obtained so the Commission may negotiate with the company for its purchase.

The Commission instructed the Secretary to take up with the Oregon delegation in Congress the granting of authority to the states to sell such surplus war equipment as might appear advisable.

Mr. J. L. Latture asked that he be permitted to negotiate for the sale of the state railroad asphalt plant on a basis of five per cent commission for handling the sale. This arrangement was authorized and the engineer was instructed to inventory the plant and set a price.

Judge Patterson of Grant County stated that their county bonds had carried and asked that the Valades Ranch-Wheeler County Line Section be rocked. He also asked that the Commission make the location between Prairie City and Unity. The Commission took Grant County matters under advisement inasmuch as the engineer and Mr. Barratt intended to visit that section in the near future.

The secretary reported that the United States Fidelity & Guaranty Co., surety for the Pacific Foundation Co., had declined to go ahead and complete the Nestucca River Bridge in Tillamook County, the contractor having failed. On motion of Mr. Yeon, which was carried, it was agreed that the Commission decline to accept the United States Fidelity & Guaranty Co. bonds until they meet their obligations on the bonds which the Commission now holds. In view of the fact that the surety company had declined to complete this project, the engineer was instructed to advertise for the erection and painting of this bridge at the next meeting.

A request having been received that the name "Dalles-California Highway" be changed to the "Dalles-Klamath Highway" and also another request that it be changed to the name "Dalles-Crater Lake Highway", the matter was considered, but in view of the fact that the name "Dalles-California Highway" had been applied to this road since the very inception

of the highway program, and further, that the name indicates the interstate character of this highway, it was voted that the name be not changed.

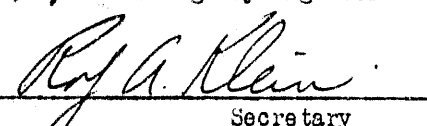
The secretary was instructed to advertise for grading and macadamizing the three-tenths mile section of the Oregon-Washington Highway within the city limits of Heppner. The three new bridges were ordered advertised also.

On recommendation of the engineer, the request of the Security Construction Company for an extension of time on the Cabbage Hill-Deadman's Pass Section, Contract No. 288, to August 31st was granted.

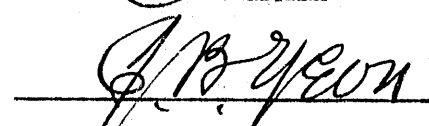

On recommendation of the engineer, the request of Curtis Gardner for an extension of time to July 31 on Contract No. 296, five bridges on John Day Highway in Grant County was granted with the provision that the full penalty be assessed against the contractor if not completed by that date.

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


State Highway Engineer


Secretary


Chairman

Portland, Oregon, June 27, 1921.

The Commission met in Room 1300 Yeon Building at 3 P. M.

Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Adkisson, Commissioner Hix and County Roadmaster Marx, representing Wasco County, stated that the county proposed to connect Wapinitia with the Dalles-California Highway this year, using market road funds. They asked for a connection with the Mt. Hood Loop, proposing a location west from Wapinitia to Clear Lake where a junction with the ridge road was proposed, and proposed that the part within the forest be constructed as a forest project. Inasmuch as there are no federal forest

funds available at the present time, it was decided to hold this matter in abeyance, awaiting the action of Congress relative to further forest road appropriations.

The Wasco County representatives asked for early construction on the Dalles-California Highway. They were advised that an engineering party had been placed near the Jefferson-Wasco County line with instructions to work up the Cow Creek Canyon project and also that the Commission proposed to advertise the Dalles-Dufur Section in the near future. The engineer was instructed to make a complete report comparing the 5 and 6% locations between The Dalles and Dufur for the consideration of the Commission.

Mr. C. F. Walch, Mayor of Gearhart, appeared relative to paving through his city. Mr. Booth replied for the Commission that it was expected that a decision would be reached as to the proportion to be assessed against the small towns at the present meeting, and that Mr. Walch would be notified of the assessment against Gearhart.

The award of the contract for the Mercier bridge near Grand Ronde on the McMinnville-Tillamook Highway to the V. R. Dennis Construction Co. by the engineer was approved by the Commission.

The award of the Yamhill River bridge near St. Joseph to the Gilpin Construction Company by the engineer was approved by the Commission.

A request was received from Coos County, asking for state aid in the repair of the lifting mechanism on the bridges over Larson Slough, Haynes Slough and the North Slough. The secretary was instructed to advise the county the Commission would cooperate to the extent of fifty per cent of the cost.

An offer to furnish cement for the Canby-Aurora Section having been made to the Commission at ten cents per barrel less than the market price if purchased by the state direct, the secretary was instructed to purchase the cement required, the resulting saving to accrue to the state, the contractor having agreed to pay the market price.

The engineer was instructed to have tests made of Beaver Portland Cement by a committee of three, consisting of our own testing engineer, the cement company's engineer and an independent testing engineer, tests all to be made from the same sample for the sake of comparison of results.

The attorney reported that the objection raised by the Southern Pacific Company to participation in the cost of the embankment at the Springfield Overcrossing had been adjusted by a compromise, the railroad agreeing to cooperate to the extent of \$23,225.58. This agreement was satisfactory and acceptable to the Commission.

Portland, Oregon, June 28, 1921.

The Commission met in Room 520 Multnomah County Court House at 9:30 A. M. with the following present:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The engineer reported that it would be necessary immediately to provide temporary surfacing on the Lamm's Mill-Barclay Springs Section, which is now very nearly completed, in order to permit traffic to pass. The project is largely rock work and the surfacing is necessary to fill the voids and cover the large irregular pieces of rock. It was proposed that cinders be used and the work done by force account or with state forces. The engineer reported that the County Court was agreeable to this arrangement. The engineer was instructed to undertake such work as seemed necessary. The secretary was instructed to take up with the County the matter of cooperation on graveling or crushed rock surfacing on this project, the Commission agreeing to fifty per cent cooperation, the work to be done during the fall of 1921 or as soon thereafter as arrangements can be made for joint cooperation.

A request that bids be taken for grading, macadam and bridges on the Lamm's Mill-Williamson River Section was received from Klamath County. The secretary was instructed first to ask Klamath County if they are ready to undertake the project on a fifty-fifty basis of cooperation as heretofore discussed.

Klamath County Court stated that they had \$40,000 available for cooperation on the Klamath County Section of the Ashland-Klamath Falls Highway, and asked that the state match them fifty-fifty and begin the project at the Klamath-Jackson County line and extend it as far east as the money will go. This offer was accepted by the Commission and the secretary instructed to take up with Jackson County the matter of advertising the section from Jenny Creek to the Jackson-Klamath County Line on which they had previously agreed to cooperate fifty-fifty.

The engineer was instructed to make a close reconnaissance of the section of the Klamath-Crater Lake Highway between the forest boundary and a connection with the Dalles-California Highway. The engineer was instructed to complete the survey of the Dalles-California Highway within the Crater National Forest near Sand Creek and also a section through the Deschutes National Forest, about 22 miles, at his convenience.

The engineer reported that Oskar Huber had not commenced the macadamizing of the Merrill-California Line Section of the Dalles-California Highway and that the time limit had expired. However, the contractor had agreed to accept a change in the specifications, changing

from water bound macadam to two course crushed rock, which it was believed would produce a more satisfactory macadam, and if this arrangement was completed, the engineer recommended that an extension to December 1, 1921 be granted, which was agreeable to the Commission.

The date of July 28th was agreed upon as the date for the next meeting.

Mr. Yeon then offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter VI of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon within five years from the enactment of said Chapter in a sum not exceeding \$10,000,000 for the purpose of procuring funds with which to carry out the provisions of said Chapter, which said bonds shall mature within twenty-five years from the date of sale thereof; and,

WHEREAS, under the provisions of Chapter 348 of the General Laws of Oregon for 1921, which said Chapter 348 was approved by the Governor February 26, 1921, and filed in the office of the Secretary of State February 28, 1921, and under the provisions of Chapter 245 of the General Laws of Oregon for 1921, which said Chapter 245 was approved by the Governor February 23, 1921, and filed in the office of the Secretary of State February 24, 1921, which said Chapters are acts amendatory of said Chapter VI of Title XXX, Oregon Laws, and were enacted by the legislative assembly of the State of Oregon for the year 1921 and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days subsequent to the adjournment of said legislative assembly, and by the terms and provisions of said acts the Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter VI of Title XXX, which said bonds shall mature within five years from the date of sale thereof, and shall be sold at not less than par, and to the bidder bidding the lowest rate of interest therefor; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 of the General Laws of Oregon for 1921, and as amended by Chapter 348 of the General Laws of Oregon for 1921, bonds in the sum of Two Million (\$2,000,000) Dollars, and that said bonds be sold at not less than par to the person, firm, or corporation bidding the lowest rate of interest therefor, and that the date upon which said bonds shall mature shall be fixed as of October 1st, 1925, and it is likewise deemed advisable and is hereby determined by

the Highway Commission, that bids should likewise be received for the sale of the said Two Million (\$2,000,000) Dollars of bonds, to mature not later than twenty-five years from the date of sale thereof; said bonds to be serial bonds maturing \$50,000 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946; it being intended that bids shall be received on said Two Million (\$2,000,000) Dollars of bonds as short term bonds and as long term bonds; the Commission reserving the right to accept or reject either or both types of bids; and,

WHEREAS, there have been issued and sold under the provisions of said Chapter VI of Title XXX, Oregon Laws, bonds in the sum of \$5,500,000, and said Highway Commission is authorized and empowered to issue, at any time within five years from the date of the passage of said act, the full sum of \$10,000,000 authorized by said acts; and,

WHEREAS, the Attorney General of the State of Oregon, by said act, is required, under the direction of the Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and,

WHEREAS, said Attorney General has prepared such forms of coupon bonds in conformity with the requirements of such statutes, which forms of bond have been and are hereby ratified and adopted; and,

WHEREAS, said statutes, with the amendments thereof, authorize such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said acts; and it is further provided that bonds sold under the provisions of Section 4505 of Oregon Laws, as amended by Chapter 348 of the General Laws of Oregon for 1921, (providing said bonds are sold under the provisions of said amendment), may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter VI of Title XXX, Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the

present time the necessity of road construction requires the issue of Two Million (\$2,000,000) 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 VI of Title XXX, Oregon Laws, Two Million (\$2,000,000) Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(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 July, 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 28th day of July, 1921;

(c) That notice of such sale be given by the Secretary of this Commission by 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 (\$2,000,000) Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor; said bonds to mature on October 1st, 1925, and that bids will likewise be received for said amount of bonds, the same to be serial bonds maturing \$50,000 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946 when the full amount is paid; that said bonds shall be in denominations of \$1,000 each, and shall be known and designated as Series No. 2, and shall be numbered 5561 to 7560, both numbers inclusive.

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

(f) That said bonds be dated August 1st, 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 August 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 reserve 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 (\$2,000,000) Dollars, par value, of said bonds.

The motion was duly seconded and carried unanimously.

At 10 o'clock, bids were opened for the following grading, macadam and bridge projects:

ROOSEVELT HIGHWAY
SIXES RIVER-DENMARK SECTION - GRADING & SURFACING

Grant Smith & Company	153,325.00
Klockars, Padrick & Weber	118,024.00
Warren Construction Co.	147,985.00
Bates & Rogers Construction Co.	110,437.50

GRADING ONLY

John R. Hill	83,957.00
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SURFACING ONLY

A. B. Gidley	33,450.00
John Hakanson	27,150.00
G. A. Martin	37,515.00

ROOSEVELT HIGHWAY
PORT ORFORD-HUBBARD CREEK SECTION - SURFACING

	Broken Stone	Gravel
J. W. & J. R. Hillstrom	13,282.50	
John Hakanson		10,085.00*

*Contingent upon award of Sixes River-Denmark Section.

ROOSEVELT HIGHWAY
HUMBUG MOUNTAIN SECTION - SURFACING

J. W. & J. R. Hillstrom	8,300.00
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ROOSEVELT HIGHWAY
UNIT NO. 1, BRUSH CREEK-MUSSEL CREEK - GRADING

Warren Construction Co.	106,080.00
Moore & Co.	93,675.00
Grant Smith & Co.	92,365.00
Bates & Rogers Construction Co.	86,700.00
Turner & Moore	106,750.00
A. Guthrie & Co.	91,540.00*

*Bid on Class "C" instead of Class "B" Concrete.

WILLAMETTE VALLEY-FLORENCE HIGHWAY
SUMMIT-BLACHLY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Porter & Conley		62,250.50
Grant Smith & Co.	69,963.00	
Montague-O'Reilly Co.		85,873.00
Iver J. Rosten Co.		56,673.00
W. B. Tull		72,042.00
Carlson-Norman Co.	65,828.00	64,848.00
White, Brown & Leahy	77,186.00	77,284.00
Washburn & Hall	68,825.00	68,335.00
Jas. F. Clarkson & Co.	64,506.00	64,016.00
Hauser Construction Co.	71,548.00	71,548.00
Rajotte-Winters, Inc.	70,176.00	69,196.00
Copenhagen Bros.	59,898.00	59,653.00
Warren Construction Co.		92,273.00
A. Guthrie & Co.	76,004.50	75,759.50*
Joplin & Eldon	75,201.40	75,191.60
Johnson Contract Co.		76,644.40

*Qualified

WEST SIDE HIGHWAY
NEWBERG VIADUCT & CHEHALEM CREEK TRESTLE - PAVING

	Br. Stone or Gravel	Uncrushed Gravel
Warren Construction Co.	4,856.70	4,369.95

WEST SIDE HIGHWAY
NEWBERG-MULTNOMAH COUNTY LINE - GENERAL IMPROVEMENT

E. J. Currigan	117,350.00
Pacific Bridge Company	118,970.00
Warren Construction Co.	109,852.00
" " "	105,662.00*

*Burning of present surface to be done for account.

JUN 28 1921

JUN 28 1921

MCKENZIE HIGHWAY
BROAD CANYON-SISTERS SECTION - SURFACING

Warren Construction Co.	20,375.00
A. D. Kern	16,940.00

OREGON CITY BRIDGE
PACIFIC HIGHWAY - CLACKAMAS COUNTY

Gilpin Construction Co.	217,625.00
Jas. F. Clarkson & Co.	246,005.00
A. Guthrie & Co.	213,602.50

CULVERTS UNIT #1 GRESHAM-FOREST BOUNDARY SECTION
MT. HOOD LOOP - CLACKAMAS COUNTY

Lundstrom & Carlson	16,414.00
Porter & Conley	17,590.00
Beam Construction Co.	19,135.00
V. R. Dennis Construction Co.	15,800.00
White, Brown & Leahy	21,320.00
Lindstrom & Feigenson	17,797.00
E. D. Olds	21,816.10
Johnson Contract Co.	18,293.00
Tobin & Pierce	15,665.00

CULVERTS UNIT #2 GRESHAM-FOREST BOUNDARY SECTION
MT. HOOD LOOP - CLACKAMAS COUNTY

Johnson Contract Co.	50,957.00
Union Bridge Co.	52,208.00
Beam Construction Co.	50,850.00
White, Brown & Leahy	55,025.00
A. Guthrie & Co.	44,911.75
Lindstrom & Feigenson	58,837.50

NESTUCCA RIVER BRIDGE - COMPLETION
ROOSEVELT HIGHWAY

Portland Bridge Co.	4,201.86
Monson-Trierweiler Co.	3,985.58
Stone, Wood & Steinbach	6,057.00

CROOK COUNTY BRIDGES NO. 719-720
OCHOCO HIGHWAY

Curtis Gardner	9,970.00
Edw. J. Barrett	10,660.00

BRIDGE NEAR PERRY, NO. 693
OLD OREGON TRAIL - UNION COUNTY

Illinois Steel Bridge Co.	26,900.00
Security Bridge Co.	28,615.00
Union Bridge Co.	24,159.50
Jas. F. Clarkson & Co.	24,582.50
A. Guthrie & Co.	29,233.25

BRIDGE NO. 731 - ONTARIO-SLIDES SECTION
OLD OREGON TRAIL - MALHEUR COUNTY

W. C. Stone	44,565.00
Hauser Construction Co.	33,375.00
Jas. F. Clarkson & Co.	48,477.50
W. A. Byers & Co.	35,701.00
A. Guthrie & Co.	37,390.00
Morrison-Knudsen Co.	39,502.50*

*Qualified

BRIDGES NO. 732, 733 and 734 - ONTARIO-SLIDES SECTION
OLD OREGON TRAIL - MALHEUR COUNTY

W. C. Stone	14,240.00
W. A. Byers & Co.	16,642.50*
A. Guthrie & Co.	13,912.50*
Jas. F. Clarkson & Co.	17,665.00*
Hauser Construction Co.	12,942.50
Morrison-Knudsen Co.	13,710.00

*Qualified

At 11 o'clock, bids were opened on the bonds and taken under consideration.

Mr. L. M. Graham of Hillsboro asked for a decision on the Scoggin Valley Improvement District matter. Mr. Booth replied that he and Mr. Barratt desired to visit the project before making a decision.

Judge Smith of Lake County asked that the Chandler's Station-Chewaucan Narrows Section of the Lakeview-Lapine Highway be advertised for grading and asked that the approach embankments at the Paisley bridge be included, this work to be done on a fifty-fifty basis previously agreed upon. After consideration, the Commission voted to advertise this project at the next meeting.

Representing Yamhill County, Judge Daniels and Commissioners Gunning and Zimmerman asked that pavement be laid on the section between West Dayton and McMinnville through Lafayette. The engineer reported that the heavy fills could not be paved and a section must of necessity be left

open for the St. Joe overhead crossing, which had not yet been determined, also there was 2900 ft. within the city limits of Lafayette for which no plan for financing had been made. The engineer was authorized to advertise the project when it is ready.

The Deschutes County Court, through Judge Sawyer, reported that the section of the Sisters-Bend Road between Tumalo and the junction with the Dalles-California Highway had been graded and graveled at county expense and the Court asked that it be taken over under state maintenance. On the report of the engineer that the road was constructed to state standards, the Commission voted unanimously to take over the section referred to.

Judge Sawyer asked that the name "McKenzie-Bend Highway" be given to the section now designated as the "Bend-Sisters Highway" between Bend and Sisters. After consideration, the Commission voted unanimously to designate this section as the McKenzie-Bend Highway.

Judge Sawyer asked that since a new gravel bed had been developed on the Bend-Horse Ridge project that the county now preferred graveling to cinders. Judge Sawyer stated that the county would put in \$5,000 more, which was required to complete the grading of this project and the Commission, in fulfillment of their former understanding, agreed to match all the county funds expended in grading with state funds in graveling. The engineer was accordingly instructed to advertise for graveling to a depth of 3 inches 12 feet wide as far as the funds will carry.

The engineer was instructed to complete the survey of the Central Oregon Highway through Deschutes County as soon as he reasonably can.

A discussion of the location of the Dalles-California Highway through the Benham Falls Reservoir site followed. The secretary was instructed to get a report from the State Engineer on the plans for the development of this project. After some consideration, the engineer was instructed to advertise for bids at the next meeting for grading and clearing from the Allen Ranch to the Klamath County line, with the understanding that the award of the contract would depend upon the ability of the county to sell its bonds for the purpose of cooperation and the cost of the work as reflected in the bids. It was further agreed to advertise this work in two units, dividing at the south line of the reservoir, so that if subsequent developments indicate the early construction of the reservoir, only the section south of the area proposed to be flooded might be constructed at this time.

Judge Sawyer stated that the county will expend \$5,000 more in completing the grading on the Broad Canyon-Sisters Section of the McKenzie Highway.

Mr. H. N. Hackett, Roadmaster of Clatsop County, reported that the old road, which it was planned to use as a detour while the Seaside-Skipanon paving was in progress, would be completed and opened for travel

in the very near future. As a representative of the County Court, he asked that the improvement of the Miles Crossing-Skipanon Section be undertaken. He was advised that the Commission had the matter under consideration.

In conference with Judge Cross and Commissioners Proctor and Harris of Clackamas County, relative to the award of the Oregon City Bridge, the Court recommended that the bids received be accepted. With reference to the agreements for the construction of the Oregon City Bridge and the Mt. Hood Loop, it was agreed that the county assumed no further obligation on the Pacific Highway than the replacement of the bridges across the Pudding river which were joint structures with Marion County, and the replacement of the wooden bridge at New Era with a permanent structure. The Commission agreed to construct the one-quarter mile between Canemah and the city limits of Oregon City without expense to the county.

On the Oregon City bridge, it was agreed that the state was under no obligation to provide for traffic or to maintain the water supply pipe line for West Linn after the old Oregon City bridge was removed in the course of construction operations. It was further agreed that, in consideration of the contribution made by West Linn, the state should pave the present road through West Linn. The possibility of future elimination of the grade crossing at the west end of the bridge is left an open matter, the county agreeing to cooperate as hereafter may be decided upon.

At 4 o'clock, the tabulations of the bids received were read and the following action taken:

Bridge across the Willamette River between Oregon City and West Linn, Pacific Highway, Clackamas County. On motion of Mr. Yeon, which was carried, the bid was referred to the engineer.

Bridges No. 719 and 720, Ochoco Highway in Crook County. On motion of Mr. Barratt, which was carried, this bid was referred to the engineer.

Bridge over the Grande Ronde River near Perry, Old Oregon Trail in Union County. On motion of Mr. Barratt, this bid was referred to the engineer.

Nestucca River bridge, Coast Highway, in Tillamook County. On motion of Mr. Yeon, which was carried, the award was made to Monson-Trierweiler Co.

Culverts on Unit No. 1, Mt. Hood Loop Highway in Clackamas County. On motion of Mr. Yeon, the bids were referred to the engineer with power to act.

Culverts on Unit No. 2, Mt. Hood Loop, Clackamas County. On motion of Mr. Yeon, which was carried, bids were rejected and the project ordered readvertised.

Bridges Nos. 732, 733 and 734 on the Ontario-Slides Section, Old

Oregon Trail, Malheur County. On motion of Mr. Yeon, award was made to the Hauser Construction Company at \$12,942.50.

Bridge No. 731 over the Malheur River near Ontario, Old Oregon Trail, Malheur County. On motion of Mr. Yeon, which was carried, the award was made to the Hauser Construction Company for \$33,375.00.

Paving the Newberg Viaduct and the Chehalem Creek Trestle in Yamhill County. On motion of Mr. Yeon, which was carried, the award was made to the Warren Construction Company at \$4,369.95.

Grading Summit-Blachly Section, Willamette Valley-Florence Highway, Lane County. On motion of Mr. Yeon, which was carried, the bids were referred to the engineer.

Brush Creek-Mussel Creek Section of the Roosevelt Highway in Curry County, grading. On motion of Mr. Yeon, the award was made to Bates & Rogers Construction Company for \$86,700.00.

Port Orford-Hubbard Creek Section, Roosevelt Highway in Curry County, surfacing. On motion of Mr. Yeon, which was carried, the bids were referred to the engineer.

Humbog Mountain Section, Roosevelt Highway in Curry County, surfacing. On motion of Mr. Yeon, which was carried, the bids were referred to the engineer.

Sizes River-Denmark Section, Roosevelt Highway in Curry County, grading and surfacing. On motion of Mr. Yeon, which was carried, the bids were referred to the engineer.

It was moved and seconded that the Secretary be instructed to return the checks of the unsuccessful bidders.

Portland, Oregon, June 29, 1921.

The Commission met at 9:30 A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Wallace and Commissioners Lister and Allen of Crook County, asked for gravel surfacing on the Crooked River Highway and asked also that the highway be extended east from Shorty Davis Ranch to Paulina, stating that the county had \$90,000 in county bonds for this section. The Crook County representatives spoke of a proposed connection between the

Crooked River Highway and the Central Oregon Highway via Bear Creek. After consideration, on motion of Commissioner Barratt, it was agreed to advertise a section of the Crooked River Highway from Prineville to the mouth of Bear Creek for graveling 8 ft. wide, where it is essential to maintain the roadbed with the understanding that the expenditure should not exceed \$12,000, the matter of cooperation with the county to be determined later.

Judge Wallace stated that the county was ready to meet its obligation of \$5,000 on the Ochoco Forest Project and they would turn over the \$40,000 in bonds on the Prineville-Ochoco Forest Boundary Section as soon as the contract was executed.

Commissioners Alley and Farmer of Tillamook County asked that the state lend them \$40,000 on their county bonds so that they might use the funds to prepare the grade between Hebo and Beaver and to finish the Nestucca Bridge. On motion of Commissioner Yeon, the Commission voted to make them the loan requested, taking bonds up to 90% of the face value as collateral for a period not to exceed one year at 5½% interest, and the attorney was instructed to draw the contract.

The representatives from Tillamook County asked that gravel surfacing be placed by the state between the Wilson River bridge and the end of the present contract between Riverdale and Hobsonville. They said that the county would extend their present contract for graveling at the same prices to cover the additional distance or would bid on the work if advertised. After consideration, the Commission instructed the engineer to advertise this unit at the next meeting.

The county representatives asked that the survey from the Clatsop County Line south be made in the near future and reply was made that the survey had been authorized and the engineer instructed to make it at his convenience.

Relative to graveling through Bay City, a distance of approximately 8,000 feet, the county representatives expressed their willingness to cooperate on a fifty-fifty basis, asking that the cooperation include grading, drainage and graveling, this being a section of the road included in the present contract between Riverdale and Hobsonville and the purpose of the offer by the county being to relieve the town from liability in doing this work. It was moved, seconded and carried that the proposition of Tillamook County be accepted.

At 10 o'clock, bids were opened on grading, macadam and paving projects as follows:

COOS BAY-ROSEBURG HIGHWAY
BRIDGE-REMOTE SECTION - GRADING

	Conc. Pipe	Corr. I. Pipe	Cedar Log Culverts
Moon & Co.		125,060.20	125,315.20
Grant Smith & Co.	138,698.00		140,281.00
John Hampshire & Co.	144,158.00	143,722.00	144,924.00
A. Guthrie & Co.	120,847.00	120,212.00	120,259.50

ASHLAND-KLAMATH FALLS HIGHWAY
GREEN SPRINGS MTN. SUMMIT SECTION - SURFACING

Albert Anderson	34,804.50
C. H. Natwick	28,950.00
A. D. Kern	28,227.50
A. Gieblisch	30,027.50
J. T. Logan	29,235.00

PACIFIC HIGHWAY
GRANTS PASS-SEXTON MT. SECTION - PAVING

Type "A"

United Contracting Co.	306,670.00
Jas. F. Clarkson & Co.	293,906.00

Type "D"

A. D. Kern	225,882.50
United Contracting Co.	248,902.50
S. S. Schell	234,835.00
Joplin & Eldon	257,252.50
E. J. Currigan	244,935.00
Oregon Hassam Paving Co.	247,425.00
Clark & Henery Construction Co.	301,035.00

PACIFIC HIGHWAY
McVEIGH OVERCROSSING APPROACHES - GRADING

Porter & Conley	27,165.00
Pacific Bridge Co.	53,955.00
Johnson Contract Co.	38,266.00
Washburn & Hall	24,085.00
Carlson-Norman Co.	41,640.00
Joplin & Eldon	28,537.00
A. Guthrie & Co.	23,627.50
Jas. F. Clarkson & Co.	33,175.00
Guy F. Pyle	30,450.00
A. D. Kern	25,932.00
W. B. Tull	36,610.00
Montague-O'Reilly Co.	33,578.00
Grant Smith & Co.	29,115.00

CORVALLIS-NEWPORT HIGHWAY
TUM TUM-CHITWOOD SECTION - GRADING

	Concrete Pipe	Corr. I. Pipe
Thos. E. Young		74,441.50
Horning, Malone & McKy	58,448.40	58,545.90
E. A. Palmer	78,107.70	77,923.56
Montague-O'Reilly Co.		65,854.50

ROOSEVELT HIGHWAY
TILLAMOOK-SOUTH SECTION - REPAIRING & RESURFACING

Pacific Bridge Co.	123,867.00
Warren Construction Co.	112,774.00*
" " "	118,462.00
E. J. Currigan	138,773.00*
" " "	128,064.00*
" " "	128,789.00*
" " "	127,189.00*

*Alternates, see proposals.

OREGON-WASHINGTON HIGHWAY
VINSON-PILOT ROCK SECTION - GRADING

Concrete Pipe Corrugated Pipe

Morrison-Knudsen Co.		85,942.00
Porter & Conley		98,545.00
Warren Construction Co.	103,310.00	
D. F. Murphy & Co.	76,720.00	75,355.00
J. H. Luck & Co.		81,881.00
Oxman & Harrington	73,936.50	73,410.50
Umatilla County Court		93,882.00

Representing the city of Rainier, A. L. Clark and City Attorney Hermann asked that the paving be done through the city. The matter was discussed at some length by the Commission, during which it developed that the city was unable to meet any further cost and that the county was unwilling to assist. The matter was held in abeyance and Mr. Yeon stated that he would call on the County Court at St. Helens and see what co-operation could be secured.

Judge Schanney and Commissioner Dunning of Umatilla County referred to the bridge over the drainage ditch at Stanfield previously discussed. It was brought out that the irrigation district had \$800 available for the project. The engineer was instructed to make a detail examination of this site and prepare an estimate and advise Umatilla County of the cost.

The engineer's estimate and plans for the Umatilla River bridge near Umatilla were shown to the County Court, who stated that they had no funds available to cooperate.

On motion of Mr. Yeon, which was carried, the engineer was instructed to flatten and improve the sight distance on all dangerous curves on the Lower Columbia River Highway with state forces.

The matter of proportionate cooperation in small towns was discussed and it was decided that the minimum amount to be required would be

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five per cent, but a definite proportion was not decided upon.

After thoroughly considering the money market and considering the bids that were received on the bonds, it was decided as a policy by the Commission that no further work will be advertised to be done this season except such as may be necessary to fulfill any promises or engagements with the counties from which the Commission cannot be released.

On the Sheridan-Willamina Section of the McMinnville-Tillamook Highway, a discussion followed relative to the cancellation of the present contract. After consideration, it was moved and carried that the engineer be authorized to make such adjustments on the contract as he may do legally, with a view to securing more satisfactory rock.

The matter of the improvement of the remaining section of the Roosevelt Highway between Astoria and Seaside was considered and referred to Mr. Yeon for further investigation, and the engineer is instructed to advertise for such improvement as Mr. Yeon recommends.

The engineer reported that it may be necessary to eliminate from the Clark & Henery Construction Co. paving contract between Oakland and Wilbur a section about 4000 ft. in length a short distance north of Wilbur on account of bad subsoil conditions. If this was necessary, he asked permission to extend the Clark & Henery contract south an equal distance beginning beyond the proposed overhead crossing of the railroad tracks south of Wilbur and extending to the top of the hill. The engineer reported that this arrangement was satisfactory to the contractor, it being agreed that the contract prices would prevail plus overhaul beyond the average haul for the job. This was agreeable to the Commission provided the attorney finds it legal.

The secretary read the tabulation of the bids received.

On motion of Mr. Yeon, which was carried, the bid which was submitted a month ago on the Grand Ronde-Alder Creek Section of the McMinnville-Tillamook Highway and which was rejected, was reconsidered and referred to the engineer with power to act.

Relative to the award of the contract for the Sixes River-Denmark Section of the Roosevelt Highway, for which bids were received on June 28th, the following statement was made by the Chairman, "None of these bids, as they are, are satisfactory, and will be rejected unless they may be split up so as to take the amount that was bid by one of the contractors on the grading and the straight bid of another on the surfacing. To keep good faith, however, with the contractors, the Commission will not do this unless it is agreeable to all of the bidders. If there is objection, it will not be done." No objection being made, the motion was made and carried that the bids be referred to the engineer.

Bridge-Remote Section of the Coos Bay-Roseburg Highway in Coos County, grading. On motion of Mr. Yeon, which was carried, the award was made to A. Guthrie & Co. provided a satisfactory figure is agreed

upon with the engineer for the overhaul which was omitted in the bid.

Green Springs Mountain Summit Section, Ashland-Klamath Falls Highway in Jackson County, graveling. On motion of Mr. Yeon, award was made to A. D. Kern at \$28,227.50.

Grants Pass-Sexton Mountain Section of the Pacific Highway in Josephine County, paving. On motion of Mr. Yeon, which was carried, the award was made to A. D. Kern on Type "D" at \$225,882.50.

Approaches to the Springfield Overcrossing, Pacific Highway in Lane County. On motion of Mr. Yeon, which was carried, the award was made to A. Guthrie & Co. at \$23,627.50.

Tum Tum-Chitwood Section, Corvallis-Newport Highway, Lincoln County, grading. On motion of Mr. Yeon, the bid for this project was referred to the engineer.

Tillamook South Section of the Roosevelt Highway, Tillamook County, paving. On motion of Mr. Yeon, which was carried, the bid was referred to the engineer.

Pilot Rock-Vinson Section, Oregon-Washington Highway in Umatilla County, grading. On motion of Mr. Barratt, which was carried, the award was made to Oxman & Harrington at \$73,410.50.

Broad Canyon-Sisters Section of the McKenzie Highway in Deschutes County. Moved, seconded and carried that it be rejected.

Newberg-Multnomah County Line Section of the West Side Highway in Washington and Yamhill Counties, paving and widening. On motion of Mr. Yeon, which was carried, the bids were referred to the engineer.

It was voted that the checks for the unsuccessful bidders be returned at the conclusion of the session today.

Mr. Ben Dey and Mr. G. B. Eckles, representing the United States Fidelity & Guaranty Company, who are bondsmen on the Pacific Foundation Company's contracts which are in default, appeared and stated that it would be the policy of their company to meet its obligations up to the amount of the bond and to waive any technical defense. The Commission agreed that if the company would give its assurance that this would be done that the objection to the surety bonds of this company would be withdrawn and the bonds would be acceptable on state highway contracts.

Mr. Coles, representing the Overmire Steel Company and the First National Bank of Portland attended the conference as an interested party, inasmuch as his company has a claim against these contractors on the Kilchis River and Blue Mountain Bridges.

Mr. Booth reported that he had written to Mr. Mark A. Mayer,

relative to his donation of a park site on the Columbia River Highway between Mosier and The Dalles and by unanimous action of the Commission, the Secretary was instructed to include the letter in the minutes of the meeting.

"May 31, 1921.

"Mr. Mark A. Mayer,
Mosier, Ore.

"My dear Mr. Mayer:

"Through our chief engineer, Mr. Herbert Nunn, the Oregon State Highway Commission is informed that you have offered to purchase a tract of ground near Rowena along the Columbia River Highway - the boundaries of which are not yet definitely determined but which is known to cover many natural wonders and beauty spots and which is known by the Highway Commission and others to be of great public value and benefit.

"By authority of resolution of the Highway Commission, unanimously adopted, I am authorized to notify you of our appreciation of this gracious act for the benefit of the public and of our willingness to accept the same on behalf of the state.

"The Commission desires to commend you most heartily for this act and to extend its most hearty felicitations and expressions of appreciation on behalf of the people we represent.

"Yours truly,
OREGON STATE HIGHWAY COMMISSION,
By R. A. BOOTH (sgd)
Chairman."

In the matter of resurfacing through the city of Oakland, the Commission agreed to pave a 16 ft. strip through the city, conditional on the city resurfacing outside of the 16 ft. width to the full width of the street. In addition, the city agreed to acquire additional right of way from the Southern Pacific for a short change in alignment across the south end of the Southern Pacific yards, and agreed to grade the same and provide additional ditching and drainage where needed along the pavement through the town. The attorney was instructed to draw up an agreement with the city covering this matter and the engineer authorized to advertise for the paving required. It was further agreed that the county be asked to guarantee the payment of the cost of the city's share of the work.

Mr. Booth reported that Forest Supervisor Shelley had stated that there were some county funds and some government funds available for

the improvement of the Coast Highway in Northern Lane County and that if a survey was given, the funds would be expended on the proper alignment. On motion of Mr. Booth, which was carried, the engineer was instructed to make a survey of about 2½ miles north of Heceta in compliance with the request of Mr. Shelley to the end that the county and government funds could be expended on the proper location.

After consideration of the McKenzie River project, Mr. Booth offered the following resolution and moved its adoption:

WHEREAS, this Commission is committed to the completion of the McKenzie River Forest Project from Blue River in Lane County to Sisters in Deschutes County, and

WHEREAS, there remains a portion yet to be completed, and

WHEREAS, the counties, together, have previously made an appropriation of \$20,000 and the state an appropriation of \$184,000, which sums taken together, have been matched by the Federal Government on this project, and

WHEREAS, there is required \$237,000 to complete the project,

THEREFORE, BE IT RESOLVED, that the State Highway Commission hereby appropriate from the state highway fund the sum of \$10,000 in the calendar year 1921 and the sum of \$108,500 for the calendar year 1922 on condition that this amount be matched equally by the Federal Government.

The motion was duly seconded and carried.

Commissioner Hutchinson of Union County spoke relative to Union County bonds, suggesting that the first block of bonds be sold to the banks as previously proposed, but that the second block which they are authorized to sell in 1922 be deposited with the Commission as security for the loan. After consideration, the attorney was instructed to draw a contract and notify the County Court that the Commission would take over the 1922 bonds.

The engineer reported that Tobin & Pierce, the low bidders on the culverts on Unit No. 1 of the Mt. Hood Loop Highway in Clackamas County had offered to reduce their bid a total of \$336. This being below the engineer's estimate, on motion of Mr. Yeon, which was carried, the award of the contract was made to Tobin & Pierce at \$15,229.

The engineer reported that the contract for the overcrossing at Dillon had been completed and recommended that the costs for engineering for the extended time be cancelled. This was agreed to by the Commission.

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By vote of the Commission, the engineer was instructed to advertise at the next meeting the two small bridges required on the North Powder-Tolocaset Section in Union County and also the bridge over Prairie Creek on the La Grande-Enterprise Highway in Wallowa County.

On motion of Mr. Barratt, which was carried, the bid of Jas. F. Clarkson at \$25,395.00 for the North Powder overhead crossing, submitted on May 28th, was accepted.

On motion of Mr. Barratt, which was carried, the engineer was instructed to construct with state forces the two bridges between Prineville and the Forest Boundary on the Ochoco Highway, bids for which were rejected as excessive.

The matter of adjustment with the Johnson Contract Company on their contract for the grading of the Columbia River Highway between Mosier and Rowena having been under consideration, the Commission voted unanimously to adopt the recommendation of the engineer and ordered the payment of the amount recommended.

The Commission then adjourned to meet the next day.

Portland, Oregon, June 30, 1921.

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

R. A. Booth, Chairman
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

The minutes of April 22, April 30, May 26, 27, 28 and June 13 were approved.

The engineer reported on the alternate locations of the east end of the Coos Bay-Roseburg Highway, one location suggested connecting with the Pacific Highway at Dillard and the other through Brockway connecting with the Pacific Highway $1\frac{1}{2}$ miles north of Dillard. The matter was taken under consideration in order that the Commission might have further conference with the Douglas County Court. The secretary was instructed to write to the Douglas County Court and tell them that from the reports of the engineer, the Commission is disposed to favor the Dillard location and ask them if that location is satisfactory and if they are disposed to cooperate.

Inquiry was made of the bond dealers present as to whether six per cent bonds could be sold at par within the next thirty days. The answer was negative and the dealers expressed the opinion that under the present conditions they did not look for an improvement of the market within sixty or ninety days.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held May 28th, 1921, 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 of the State of Oregon authorized under the provisions of Chapter VI of Title XXX, Oregon Laws, and as amended by Chapter 245 and Chapter 348, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of eleven o'clock A. M. of the 28th day of June, A. D. 1921, 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 the 28th day of June, A. D. 1921; and,

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

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the par value of the bonds; and further required that such bonds be dated July 1st, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid, with the accrued interest to be added thereto, from the 1st day of July, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite of such issuance; and further providing that the Commission reserve the right to reject any and all bids, and requiring further that 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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the Laws of Oregon for 1921, provided that bids should be received for the purchase of said bonds to mature October 1st, 1925, and likewise that bids should be received for the sale of said bonds to be serial bonds maturing \$37,500 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946, and that said bonds, if sold as the result of such invitation for bids, should be sold to the bidder bidding the lowest rate of interest therefor; and,

WHEREAS, notice of such sale was duly given by the Secretary of the Highway Commission as required by such resolution, by publication thereof for one or more successive issues in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered; and,

WHEREAS, the said State Highway Commission of the State of Oregon met in regular session at the hour of eleven o'clock A. M. on the 28th day of June, 1921 in Room 520 Multnomah County Court House in Portland, Oregon, with all members present and participating; and

WHEREAS, pursuant to the said resolution and published notice the following bids for said bonds were received by the State Highway Commission and were opened publicly and filed in the presence of the Commission, to-wit:

Bidder	Maturity	Interest Rate	Percent of par	Total Premium
A. M. Wright	Serial 1926-46 Oct. 1925	5-3/4% 6 1/2%	100.4066 100.27	\$6,100.00 4,050.00
Ladd & Tilton Bank	Serial 1926-46	6%	100.662	24,930.00
R. A. Pressprich & Co.	Oct. 1925	6 1/2%	100.452	6,780.00
H. L. Allen & Co.				
Barr & Schmeltzer				
Rutter & Co.				
Ralph Schneeloch & Co.				
Stacy & Braun	Serial 1926-46	5-3/4%	100.13	1,950.00
Kissel, Kinnicutt & Co.	Oct. 1925	6 1/2%	100.39	5,850.00
Eldredge & Co.				
Anglo & London Paris Nat'l Bank				
Carstens & Earles				
Wm. R. Compton Co.	Serial 1926-46	6%	101.2365	18,547.50
Halsey Stuart & Co.	Oct. 1925	6 1/2%	100.11	1,650.00
Hallgarten & Co.				
Lumbermens Trust Co.				
National City Company	Serial 1926-46	6%	101.28	19,207.00
Continental & Commercial Trust & Savings Bank	Oct. 1925	6 1/2%	100.08	1,207.00
John E. Price & Co.				
Bankers Trust Co. New York				
Guaranty Company New York	Serial	6%	101.03	15,450.00
E. H. Rollins & Sons				
Ames, Emerich & Co.				

each of which said proposals or bids was accompanied by a certified check

in the amount of five per cent of the par value of the bonds as required by said resolution and published notice; and,

WHEREAS, the Highway Commission not being fully advised in the premises took the matter of acceptance or rejection of said bids under advisement and now at this time, to-wit: the 30th day of June, 1921, the Commission being fully advised and sitting in regular session, it is deemed and declared by the Commission that the bids for said bonds to mature October 1st, 1925 were not favorable to the best interest of the state highway fund and state highway construction, and therefore, not for the best interest of the State, but the bid and proposal of A. M. Wright for serial bonds maturing \$37,500 October 1st, 1926 and the same amount each April 1st and October 1st thereafter to April 1st, 1946, was and is deemed to be the best bid, and to be and constitute the lowest interest rate bid for said block of bonds, and said bid, offer and proposal is deemed and declared by the Highway Commission to be the highest and best bid received in accordance with the said resolution and said notice; and,

WHEREAS, the State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is, and will be, to the best interests of the State of Oregon to accept the bid of A. M. Wright,

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,506,100 by A. M. Wright for the \$1,500,000 bonds of the State of Oregon authorized under Chapter VI of Title XXX, Oregon Laws, and amendments thereof, be, and the same is, hereby accepted.

BE IT FURTHER RESOLVED that the Secretary of the Highway Commission be, and he is hereby, authorized, empowered and directed to cause to be lithographed and printed one thousand four hundred eighty \$1000 bonds and forty \$500 bonds, of which amount \$37,500 shall mature October 1st, 1926, and a like amount each April 1st and October 1st thereafter to April 1st, 1946, and that such bonds shall be dated July 1st, 1921, and shall bear interest at the rate of five and three-fourths (5-3/4%) per cent per annum, payable semi-annually each April 1st and October 1st, and that the purchaser of such bonds be required to pay, in addition to his bid, the interest accrued on all of said bonds from July 1st, 1921, until the purchase price thereof has been paid; said bonds to be designated as Series No. 2 and numbered 4041 to 5560, both numbers inclusive.

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the

regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

BE IT FURTHER RESOLVED that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

BE IT FURTHER RESOLVED that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

On the bid of the Warren Construction Company for resurfacing five miles of the Roosevelt Highway south of Tillamook, the engineer reported that this company would reduce their bid from \$1.86 per square yard for a 2 inch surface to \$1.55 per square yard provided the use of local sands was permitted and the burning done for account. The company further agreed that in the event the use of Columbia River sand and Morrow County filler is required by the engineer that a price of not to exceed \$.19 per square yard be added to the price of \$1.55 per square yard. On the recommendation of the engineer, this bid was accepted.

On the resurfacing of the Rex-Tigard project between Multnomah County line and Newberg, on the recommendation of the engineer, the low bid was rejected and the engineer authorized to do such patching as may be required by force account and the drainage and widening with state forces.

The engineer reported that Horning, Malone & McKy, the low bidders on the Tum Tum-Chitwood Section in Lincoln County had offered to reduce their bid on common excavation 5¢ per cubic yard if awarded the contract. Since this reduces their bid to approximately the engineer's estimate, after consideration, the Commission voted on the engineer's recommendation to award this contract to Horning, Malone & McKy on the basis of the above reduction.

The engineer reported on the location of the Lakeview-Bend Highway and recommended unqualifiedly that the definite location be made extending north from Fort Rock connecting with the Central Oregon Highway west of Millican. This route was free from snow and could be

traveled the entire year. In addition, it would cost very little to grade and would save ten miles in distance between Lakeview and Bend when compared with the Lapine connection with the Dalles-California Highway. On motion of Mr. Barratt, which was carried, the route of the Lakeview-Bend Highway as recommended by the engineer was adopted and the engineer was instructed to make a definite survey as soon as he reasonably can.

Mr. Barratt reported that he and the State Highway Engineer had looked over the alternate routes suggested for the John Day River Highway between Prairie City and Unity and recommended that the route be adopted on which the Grant County bonds had been voted, which follows the north side of the John Day River by way of Davis Creek, Dixie Creek, Bridge Creek, Clear Creek and thence easterly to a point where the survey between Austin and Unity made by the United States Forest Service in June, 1919, crosses the county line between Baker and Grant Counties thence to Unity. After consideration, the Commission voted to adopt the route as recommended as the route of the John Day Highway between Prairie City and Unity.

On motion of Mr. Barratt, which was carried, the route of the John Day Highway from Dayville east known as the middle line was adopted. This route is described as an extension from Main Street in Dayville eastward connecting with the present road at the angle by the Ford residence, thence following the south side of the John Day River to a point one-half mile east of the McRae Ranch House.

The Commission voted to instruct the engineer to advertise such surfacing as he thinks advisable on that part of the John Day Highway in Grant and Wheeler Counties which has been graded between Sarvice Creek and Valades Ranch, it being the intention to place only sufficient surfacing to protect the newly graded roadbed and sufficient to permit travel.

Commissioner Dukek appeared for Wheeler County, and after discussion, it was agreed by the Commission that the section from the summit of Butte Creek to the mouth of Sarvice Creek should be advertised late during the present year for grading and macadam with a view to having the project entirely completed next season. Further, it was mutually agreed that the engineer should be authorized to advertise the section between Fossil and Cummings Hill for grading and rocking at the July meeting, this work to be done on a fifty-fifty basis with the county with the understanding that if the county can not provide the funds for its share of the cost, the state will take the bonds as security and loan the money.

Mr. Booth reported on the matter of the entrance of the Pacific Highway into Grants Pass from the north. The County Court wants the location by way of the Poor Farm and Sixth Street, which has been graded by the county and which would require pavement within the city limits by the city. The Mayor had agreed to call a council meeting to discuss this matter and the secretary was instructed to insist on an answer immediately so that the work may not be delayed.

Captain Ticer, representing the Employment Committee of the

American Legion, asked that on all national and state work only American citizens be employed. Mr. Booth stated for the Commission that while the Commission was in sympathy with the movement, he did not think the Commission had authority to make a rule of this kind and suggested that the matter should be referred to the legislature.

Mr. Natt McDougall, representing A. Guthrie & Co., referred to the matter of the bid on the Oregon City bridge which had been referred to the engineer for the purpose of having a definite understanding with Clackamas County and the towns of Oregon City and West Linn before the contract was awarded. Mr. McDougall and the Commission's attorney reported that they had had a conference with the city authorities and that it had been agreed that the traffic after January 1 would be taken care of by the local communities either by the county or the cities and with reference to the water pipe line which supplies West Linn, it was agreed upon by the authorities of West Linn and Mr. McDougall that the contractor will erect a structure sufficient to carry the pipe line as it exists under the present conditions for about \$1,750.00, which the West Linn authorities agree to pay. In the event that there should be a greater cost than \$1,750.00, the state will undertake to pay the excess up to \$500.00, it being understood by all parties that there is no liability or obligation assumed by the Highway Commission other than the contribution that might be required in excess of the \$1,750.00, but within the said \$500.00 limit. With this understanding, it was voted by the Commission to award the contract for the bridge across the Willamette River at Oregon City to A. Guthrie & Co.

It was recommended to the Commission by Mr. McDougall and the attorney that the traffic over the present bridge be regulated because there were some overloads passing over the bridge which endangered the lives of the public. In view of this, the attorney was instructed to advise the proper authorities to regulate the traffic, keeping it within the lines of public safety.

Mr. Richards of the California Metal Enameling Co. asked that the Commission recommend to the counties the type of signs which are being used on the state highways. The matter was taken under consideration.

Mr. M. C. Rogers presented a new type of automatic danger signal and asked for a tryout by the Commission. Mr. Rogers' device was referred to Mr. Yeon for further examination and investigation.

In the matter of A. Guthrie & Company's bid on the Bridge-Remote Section of the Roseburg-Coos Bay Highway in which the item of overhaul had not been included, it was agreed that the award should be made to this company on the basis of their bid with the provision that the overhaul should be paid for at the basis of 5 cents per station yard haul after deducting the free haul. This was agreed to by Mr. McDougall of A. Guthrie & Co.

The Commission agreed to hold up the award of the bridge over the Grande Ronde River at Perry until Union County had signified its willingness to pay for this structure. In the meantime, the secretary was instructed to advise them of the total obligations up to this time.

Attorney J. C. Kendall of Marshfield referred to the fact that Coos County had passed its bond issue and that the County Court desired to cooperate with the Commission to the end that the Coos Bay-Roseburg Highway be completed at the earliest possible date. Mr. Booth replied for the Commission that it was their intention to complete all the grading, macadamizing and bridges on that section of the Roseburg-Coos Bay Highway between the Pacific Highway and Coquille by the end of 1922.

On motion, which was carried, the attorney was instructed to take action against parties using the rights of way of state highways where paved or otherwise for loading platforms for milk, wood, logs, lumber, etc., that obstruct the highway and increase the hazards of travel, also the engineer and the attorney were instructed to take into consideration the matter of placing mail boxes and other stations a sufficient distance back from the traveled way to prevent obstruction to traffic and with the idea of making the distance uniform, these matters to be reported back to the Commission at as early a date as possible.

A delegation from Lincoln County, consisting of the members of the County Court and representatives from the Commercial Clubs of Newport and Toledo asked that grading and macadam on the Toledo-Newport project be continued into the cities of Newport and Toledo, the county agreeing to pay the cities' proportion of the cost when this has been determined. This arrangement was agreed to by the Commission and the engineer was instructed to extend the contracts to cover this additional work.

The engineer was instructed to advertise three small bridges on the Oregon-Washington Highway in the city of Heppner and also to advertise the two bridges in Union County on the Old Oregon Trail over Catherine Creek.

Mr. Ben Dey, as attorney for the Southern Pacific Company, appeared at the request of the Commission to discuss matters of freight rates on crushed rock, gravel and sand. Mr. Booth stated for the Commission that they did not care to accept as a compromise the offer of a reduction which the railroad had made and that it appeared to the Commission that the proper procedure would be to put it up to the Public Service Commission for a decision. Mr. Dey responded that his company had nothing further to say in the matter and would be quite willing to have the matter passed on to the Public Service Commission. The attorney was instructed to notify the Public Service Commission of the position of the State Highway Commission and ask that a decision be rendered in the near future in view of the length of time that this matter has been pending.

A request from P. J. Gallagher, representing the city of

Ontario, was received asking that the State Highway Commission adopt the route of the Old Oregon Trail as entering the city from the north at or near the present traveled road at the city limits, thence on a diagonal line through the end of Oregon Street in Riverside addition, thence south on Oregon Street. The Commission approved their proposed location, but it was found that the Commission could not cooperate with them in the graveling, as the city has over 2000 population.

To the protest of the Hermiston Commercial Club against the construction of a highway from Umatilla along the Columbia River to the Washington state line, the secretary was instructed to reply that no additional state highways are contemplated at this time.

A letter having been received from citizens of Hood River County, requesting the employment of only residents of the county on state highway work within the county, the secretary was instructed to reply to them that the Commission feels that their suggestion that local labor should be employed is reasonable and should be followed, but that there is probably no justification in discriminating against citizens of the state for the purpose of favoring those of Hood River County. It was suggested that, when this work is advertised, they induce some of their local contractors to bid on the work and then if they are low bidders, they can control the labor situation.

The Commission instructed the engineer to submit the Canby-Aurora Section of the Pacific Highway as a federal aid project.

The matter of the litigation pending in Polk County involving state highway construction came up for consideration. Upon advice from the attorney that the plaintiffs have not asked for, or been given, a temporary restraining order, therefore, there seems no good reason for discontinuing or stopping construction work, and after duly considering the various disadvantages which would result in a discontinuance of the work and the many interests involved, it was the sense of the Commission that construction work under the respective contracts should be permitted to proceed. This decision of the Commission was influenced in a large measure by the Commission's desire to keep faith with the people of Polk County. Therefore, on motion of Commissioner Barratt, seconded by Commissioner Yeon, which motion was subsequently submitted to vote and duly carried, the secretary was instructed to notify the respective contractors to proceed with their work.

The engineer was instructed to advertise the Shedd-Halsey Section of the Pacific Highway in Linn County for paving with concrete or bituminous pavement.

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

Robert Nunn
State Highway Engineer

Roy A. Klein
Secretary

Chairman

Commissioner Yeon

JUN 30 1921

Portland, Oregon, July 27, 1921.

The meeting of the State Highway Commission was held in Room 838 Imperial Hotel at 8:00 P. M. Present were:

R. A. Booth, Chairman
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

The minutes of June 27th, 28th, 29th and 30th were approved.

The engineer reported that there remained about 3000 feet within the city limits of West Linn from the end of the present paving contract to the Willamette River bridge which was unprovided for. In view of the uncertainty relative to the railroad development plans in that vicinity which might affect the highway location, the engineer was requested to make a further recommendation.

Mayor Magoon of the city of Yamhill conferred with the Commission relative to paving within the city of Yamhill on the location of the Tualatin Valley Highway. It was agreed that the city would cooperate to the extent of ten per cent of the cost of grading, drainage and paving the 16 ft. width. Mayor Magoon said they would raise the money for such cooperation and place it in the hands of the Commission. The engineer was instructed to make an estimate of the cost of the improvement within the city limits and report the same to the city officials that they might be advised of the amount of the city contribution.

In the matter of the contract for grading the Summit-Blachly Section of the Willamette Valley-Florence Highway, the engineer reported that Lane County had been unable to dispose of its bonds, and, therefore, the low bidder had agreed to take one half of the estimates which are payable by Lane County in county bonds at par. With this understanding, the award was made to the low bidder, the Iver J. Rosten Company, on their bid, dated June 28th.

In the matter of negotiations for the south extension of the Oakland-Wilbur paving contract in lieu of the newly graded section north of Wilbur, the engineer reported that he had examined this embankment and recommended that it be paved as in the original contract. This recommendation was adopted by the Commission.

The award by the engineer of the contract for the grading of the Sixes River-Denmark Section to Klockars, Padrick & Weber at \$78,399.00, which was the lowest bid, was confirmed by the Commission.

The award of the contract by the engineer for the graveling of the Sixes River-Denmark Section to John Hakanson at \$27,150.00, the low bid, was confirmed by the Commission.

JUL 27 1921

The bridge engineer reported that A. Guthrie & Co., contractors on the Oregon City bridge, had requested that the department send an engineer to Pittsburgh to check over the shop drawings for the steel. It was thought that the time thus saved would advance the steel deliveries about three weeks. Inasmuch as the contractor agreed to pay all traveling and living expenses, the Commission was agreeable to this plan and the engineer was instructed to send a suitable engineer to attend to the checking as proposed.

In the matter of the entrance of the Pacific Highway into Grants Pass from the north, Judge Pollock, under date of July 23d, stated that the City Council had passed an ordinance through three readings authorizing the grading and macadamizing of Sixth Street, and the Judge stated that it was his opinion that the citizens were strongly in favor of paving this section. With this understanding, the Commission approved the entrance into the city by way of Sixth Street.

The engineer reported that the Postal Telegraph Company is building a telegraph line on the north side of the Lower Columbia River Highway between Astoria and Goble, much to the detriment of the scenic beauty of the road and the use of it. The Commission's attorney had conferred with the company with a view to overcoming the difficulty, but was not successful, the company seeming to utterly disregard the rights of the state in the premises. It was moved, seconded and carried that the attorney be instructed to begin injunction or other legal proceedings to prevent the construction of this pole line.

The secretary reported that many county warrants were being received which were endorsed "Not paid for want of funds" and that under the new legislation the State Treasurer was unable to accept these warrants as investments for special funds and therefore it was necessary for the secretary to hold them. The Commission instructed the secretary to ask the counties when the warrants would be paid and to hold them if payment not too long delayed, and, if the date of maturity was too far ahead, to request that the counties take up the warrants and make further payments in cash.

In regard to Federal Aid legislation, the secretary was instructed to ask the representatives of the state in Congress if provision could not be made in Federal Aid laws now pending that the Government be required to help maintain the Federal Aid roads now being constructed or to be constructed within Forest Reserves.

Authority was given to the engineer by the Commission to arrange with the Bureau of Public Roads to have crushed rock left for maintenance on several forest projects which are now under construction.

It was moved, seconded and carried that the Oskar Huber claim for maintenance work on the Pacific Highway over the Siskiyou in the spring of 1920, amounting to \$804.94 be allowed.

The Commission adopted as standard on that section of the Roosevelt Highway extending north from Coos Bay a traveled width of 16 ft. exclusive of ditches, excepting light work where a wider section should be used, at the discretion of the engineer. South of Port Orford on the Roosevelt Highway, the Commission adopted a roadbed width of 16 ft. on new construction inclusive of ditches, excepting that in light work a greater width may be used at the discretion of the engineer.

The meeting then adjourned to meet the next day.

Portland, Oregon, July 28, 1921.

The Commission met at 9:30 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

Judge Quine and Attorney Neuner of Douglas County conferred with the Commission relative to the eastern terminus of the Roseburg-Coos Bay Highway. They expressed a preference for the revised Brockway location which passes about 1000 feet south of the Brockway store on a long tangent rather than the Dillard terminus previously proposed. To meet the requirements of the people desiring railroad facilities, the Douglas County representatives stated that in case the revised location near Brockway was adopted, the county would construct a market road from the highway to Dillard. On this understanding and agreement, the Commission adopted as the route of the Roseburg-Coos Bay Highway the revised location passing just south of Brockway and intersecting the Pacific Highway 1.9 miles north of Dillard.

In response to an inquiry from the Chairman, Judge Quine said that they would turn over the \$44,000 of bonds on the Roseburg-Coos Bay Highway, remaining from the first bond issue, to the Commission at their next regular meeting, and also as soon as their new bonds are sold, they would take care of their present accumulated indebtedness to the Commission.

Judge Sawyer of Bend reported that the Benham Falls Reservoir may be completed within three years and recommended that the south unit only of the Allen Ranch-Klamath County Line section be constructed at this time.

At 10 o'clock, bids for the paving, macadam, grading and bridge projects were opened and read by the secretary.

BRIDGES 786-787-788-789-790
OLD OREGON TRAIL - BAKER COUNTY

Porter & Conley	13,270.00
Oxman & Harrington	12,982.50
Jas. F. Clarkson & Co.	14,240.00
Copenhagen Bros. Co.	13,220.00

BRIDGE OVER PRAIRIE CREEK
LA GRANDE-JOSEPH HIGHWAY - WALLOWA COUNTY

Oscar Oberg	9,685.00
Morrison-Knudsen Co.	10,105.00
Porter & Conley	10,480.00
Sam Boudrye	10,820.00
E. D. Olds	11,441.50
Davis, Bigelow & Stratton	12,100.00

REPAIRING GALES CREEK BRIDGE
TUALATIN VALLEY HIGHWAY - WASHINGTON COUNTY

E. D. Olds	1,909.50
Beam Construction Co.	1,539.00
Geo. Masson	2,490.00
Davis, Bigelow & Stratton	1,975.00
Union Bridge Co.	2,462.00
Wm. D. Hoffman	2,069.00

BRIDGES OVER CATHERINE CREEK
OLD OREGON TRAIL - UNION COUNTY

C. A. Burnette	11,150.00
Hauser Construction Co.	15,799.00
Jas. F. Clarkson & Co.	12,870.00
Davis, Bigelow & Stratton	13,900.00
Union Bridge Co.	11,418.00
Tobin & Pierce	14,750.00
Beam Construction Co.	11,210.00
A. Guthrie & Co.	13,685.00

BRIDGES OVER JIMMY CREEK AND WOLF CREEK
OLD OREGON TRAIL - UNION COUNTY

Tobin & Pierce	7,210.00
Sam Boudrye	7,485.00
Kelly & Lilly	8,435.00
Rhodes & Young	8,080.00
Oscar Oberg	7,480.00
Davis, Bigelow & Stratton	9,900.00
Kenneth Oxman	7,145.00
Beam Construction Co.	6,765.00*
Jas. F. Clarkson & Co.	7,917.00

*No bid on Handrail

ROOSEVELT HIGHWAY
MILES CROSSING-SKIPANON SECTION - GRADING AND ROCKING

McClean & Williams	36,473.00
Warren Construction Co.	39,538.00
John Slotte & Co.	34,325.00
Soleim & Gustafson	35,990.00
Northwestern Construction Co.	45,202.50

ROOSEVELT HIGHWAY
WILSON RIVER-RIVERDALE SECTION - GRAVEL SURFACING

Tillamook County Court	13,842.00
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PACIFIC HIGHWAY
TRYON CREEK, SUCKER CREEK AND MOLALLA RIVER BRIDGES
PAVING

Warren Construction Co.	5,688.00
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PACIFIC HIGHWAY
SHEDD-HALSEY SECTION - PAVING

Type "A"

Broken Stone Base		Gravel Base	
Br.St.Shldrs.	Grav.Shldrs.	Grav.Shldrs.	Br.St.Shldrs.

Guy F. Pyle			255,720.00	
Ind.Asph.Pav.Co.	276,620.00	276,620.00	276,620.00	276,620.00
A. Guthrie & Co.	271,139.00	273,449.00	273,974.00	271,664.00
United Cont. Co.	258,205.00	258,205.00	258,205.00	258,205.00
Pacific Bridge Co.			273,080.00	

Type "D"

A. D. Kern	273,131.00			
J. E. Bonnell	278,770.00	279,945.00	279,945.00	278,770.00
Joplin & Eldon*	257,228.00	257,228.00	257,228.00	257,228.00
Warren Const. Co.	279,647.00			
United Cont. Co.	258,195.00	258,195.00	258,195.00	258,195.00
Blake-Compton Co.	285,862.00			

*Right reserved to use broken stone or gravel in base and shoulders and as mineral aggregate.

PACIFIC HIGHWAY
OAKLAND CITY SECTION - PAVING

S. S. Schell	14,591.20
United Contracting Co.	13,158.00

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CORVALLIS-NEWPORT HIGHWAY
CHITWOOD-TOLEDO SECTION - GRADING

	Concrete Pipe	Corr. I. Pipe
H. J. Hildeburn	107,045.00	
Thos. E. Young	108,574.00	108,046.00
Saar, Lang & Dunn	108,592.50	105,799.00
Joplin & Eldon		100,367.50
A. Giebisch	83,413.50	82,540.80
A. Guthrie & Co.	143,732.50	142,775.00
United Contracting Co.		93,935.00
Johnson Contract Co.	115,879.50	114,406.00
White, Brown & Leahy	107,822.50	106,892.50
Carlson-Norman Co.	85,796.60	84,496.50
Moon-Hill & Co.	124,005.22	120,665.92
Frank Morgan	103,957.00	102,813.90
Beam Construction Co.	89,229.00	89,220.00
Washburn & Hall	90,117.50	88,965.00
Grant Smith & Co.	94,312.50	94,312.50
Montague-O'Reilly Co.	106,443.50	105,476.00
Hauser Construction Co.		94,385.00
Albert Anderson	98,632.50	98,835.00
Frazier & Samuel	106,806.50	107,078.50
More & Anderson	131,451.00	
Pacific Bridge Co.	99,070.00	99,143.00

JOHN DAY RIVER HIGHWAY
CUMMINGS HILL-FOSSIL SECTION - GRADING AND SURFACING

	Broken Stone Surfacing		Talus Surfacing	
	Conc. Pipe	Corr. Pipe	Conc. Pipe	Corr. Pipe
Joplin & Eldon		37,603.50		36,851.50
D. F. Murphy & Co.	35,707.00	34,856.00	35,132.00	34,281.00
Warren Construction Co.		44,971.00		37,431.00
Blake-Compton Co.		44,199.80		42,599.80
A. D. Kern				35,730.00
McAuliffe & Healy		43,702.50		
Albert Anderson	42,575.00	41,530.00	41,950.00	40,905.00

LAPINE-LAKEVIEW HIGHWAY
CHANDLERS STATION-NARROWS & PAISLEY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Gus Carlson & Co.		61,389.00
Lake County		57,714.50
Warren Construction Co.		62,127.00
Jetley Bros.		64,831.00
Porter & Conley		63,873.70
Montague-O'Reilly Co.		63,908.20
Hauser Construction Co.	64,952.00	63,304.00
J. F. Reddy		59,083.90*

*Incomplete bid

THE DALLES-CALIFORNIA HIGHWAY
ALLEN RANCH-KLAMATH COUNTY LINE SECTION - GRADING

	Concrete Pipe	Corr. I. Pipe
	Units 1 and 2 Combined	
F. H. May	50,734.00	
Warren Construction Co.		62,593.00
Greenwood & Dann		56,529.50
Grieve & Seymour	45,224.00	44,694.00
H. J. Hildeburn	33,919.00	33,693.00
Montague-O'Reilly Co.	56,773.00	56,277.00
Hauser Construction Co.	34,029.50	32,699.50
Anton Aune	43,176.25	
Ward & Logan	48,029.00	47,711.00
Deschutes County Court	33,895.20	
	Unit No. 2 only	
F. H. May	19,017.00	
Greenwood & Dann		20,080.00
Grieve & Seymour	21,415.50	21,280.50
H. J. Hildeburn	14,335.50	14,260.50
Hauser Construction Co.	14,311.00	13,771.00
Anton Aune	17,314.25	
Ward & Logan	21,170.00	21,044.00
Deschutes County Court	11,948.60	

At 11 o'clock, bids for \$2,000,000 par value state highway bonds were opened and taken under consideration.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held June 28th, 1921, a resolution was regularly adopted directing that bids be invited for the purchase of Two Million Dollars, par value, of the bonds of the State of Oregon authorized under the provisions of Chapter VI of Title XXX, Oregon Laws, and as amended by Chapter 245 and Chapter 348, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of eleven o'clock A. M. of the 28th day of July, A. D. 1921, 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 the 28th day of July, A. D. 1921; and,

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

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the par value of the bonds; and further required that such bonds be dated August 1st, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid, with the accrued interest to be added thereto, from the 1st day of August, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite of such issuance; and further providing that the Commission reserve the right to reject any and all bids, and requiring further that 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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the Laws of Oregon for 1921, provided that bids should be received for the purchase of said bonds to mature October 1st, 1925, and likewise that bids should be received for the sale of said bonds to be serial bonds maturing \$50,000 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946, and that said bonds, if sold as the result of such invitation for bids, should be sold to the bidder bidding the lowest rate of interest therefor; and,

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

WHEREAS, the said State Highway Commission of the State of Oregon is now at this time, to-wit: at the hour of 11:00 o'clock A. M. of the 28th day of July, A. D. 1921, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with Chairman Booth and Commissioner Barratt present and participating; and

WHEREAS, pursuant to the said resolution and published notice the following bids for said bonds have been received by the State Highway Commission, and have now at this time been opened publicly, and filed in the presence of the Commission, to-wit:

Bidder	Maturity	Interest Rate	Percent of par	Total Premium
John E. Price & Co. Bankers Trust Company Guaranty Trust Co. of New York	Serial 1926-46	5½%	100.147	\$ 2,940.00
E. H. Rollins & Sons Ames, Emerich & Co.				
White, Weld and Company Security Savings and Trust Company	Serial 1926-46	5½%	100.11	2,200.00
Stacy & Braun Kissel, Kinnicutt & Co. Eldredge & Co.	Serial 1926-46 5-3/4% (Serial 1926-31 5-3/4%)		102.108	42,160.00
Anglo & London Paris National Bank Ralph Schneeloch Company	(" 1931-46 5½%)		100.098	1,960.00
A. M. Wright	Serial 1926-46 5-3/4% (Serial 1926-35 5-3/4%) (" 1936-46 5½%)		101.39 100.09	27,800.00 1,800.00
Chase Securities Corporation and Associates United States Nat'l Bank	Serial 1926-46 5-3/4% October 1, 1925 6½%		100.777 100.077	15,540.00 1,540.00
Carstens & Earles, Inc. Wm. R. Compton Company Hallgarten & Company First National Bank of Detroit Halsey-Stuart & Company	Serial 1926-46 5-3/4% (Serial 1926-36 6%) (" 1937-46 5½%) October 1, 1925 6½%		100.39 100.011 100.005	7,800.00 220.00 100.00
Blyth, Witter & Co. Hornblower & Weeks Kountze Bros. Curtis & Sanger Potter Bros. Hannahs, Ballin & Lee	Serial 1926-46 5-3/4%		100.33	6,600.00
Harris Trust & Savings Bank National City Company Continental & Commercial Trust & Savings Bank Lumbermans Trust Company	October 1, 1925 6½%		100.65	13,000.00

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds as required by said resolution and published notice; and,

WHEREAS, the Commission being fully advised and sitting in regular session, it is deemed and declared by the Commission that the bids for said bonds to mature October 1st, 1925 were not favorable to the best interest of the state highway fund and state highway construction, and therefore, not for the best interest of the State, but the bid and proposal of John E. Price & Co., Bankers Trust Company, Guaranty Trust Co. of New York, E. H. Rollins & Sons, and Ames, Emerich & Co., for serial bonds maturing \$50,000 October 1st, 1926 and the same amount each April 1st and October 1st thereafter to April 1st, 1946, was and is deemed to be the best bid, and to be and constitute the lowest interest rate bid for said block of bonds, and said bid, offer and proposal is deemed and declared by the Highway Commission to be the highest and best bid received in accordance with the said resolution and said notice; and,

WHEREAS, the State Highway Commission after carefully considering all of said bids and the general situation, and being fully convinced that it is, and will be, to the best interests of the State of Oregon to accept the bid of John E. Price & Co., Bankers Trust Company, Guaranty Trust Co. of New York, E. H. Rollins & Sons and Ames, Emerich & Co.,

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$2,002,940.00 by John E. Price & Co., Bankers Trust Company, Guaranty Trust Co. of New York, E. H. Rollins & Sons and Ames, Emerich & Co. for the \$2,000,000 bonds of the State of Oregon authorized under Chapter VI of Title XXX, Oregon Laws, and amendments thereof, be, and the same is, hereby accepted.

BE IT FURTHER RESOLVED that the Secretary of the Highway Commission be, and he is hereby, authorized, empowered and directed to cause to be lithographed and printed two thousand \$1000 bonds, of which amount \$50,000 shall mature October 1st, 1926, and a like amount each April 1st and October 1st thereafter to April 1st, 1946, and that such bonds shall be dated August 1st, 1921, and shall bear interest at the rate of five and one-half (5½%) per cent per annum, payable semi-annually each April 1st and October 1st, and that the purchaser of such bonds be required to pay, in addition to his bid, the interest accrued on all of said bonds from August 1st, 1921, until the purchase price thereof has been paid; said bonds to be designated as Series No. 2 and numbered 5561 to 7560, both numbers inclusive.

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys

of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

BE IT FURTHER RESOLVED that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

BE IT FURTHER RESOLVED that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

Representing the city of Gaston, Messrs. Fleischhauer and Krahmer appeared before the Commission, asking that a pipe line be constructed parallel to the roadway and covered instead of the open drainage ditch previously planned. They proposed that the city pay the additional cost for the pipe installation over the cost of the open ditch which was accepted by the Commission, and the attorney was instructed to draw an agreement to cover.

Judge Couch and Commissioners Hutchinson and Galloway of Union County asked that the Perry-La Grande Section be macadamized this year. The matter was referred to the engineer.

Judge Couch asked for the Commission's attitude on the Island City-Elgin Section. The Chairman replied that with the bond market low and with all the contractors busy, the Commission planned to defer all work on which the Commission is not obligated, but planned to let considerable work in the fall or early spring with the object of completing all the work possible during 1922. Judge Couch stated that if all the work could not be done, Commissioner Galloway would like to have about four miles graded from Elgin to Sand Ridge this year. The matter was taken under consideration.

M. S. Levy, representing the city of Union, requested that the paving be undertaken within the city as previously proposed on a one third basis by the city, one third by the county and one third by the

state for the 16 ft. width and also that included with this contract the state advertise for seven blocks of pavement in the city. The matter was taken under consideration.

In discussing matters pertaining to the loan to Union County based on their bonds as security, Judge Couch stated that their attorneys had advised them that they could not turn over their bonds to the Commission and permit the Commission to sell them for less than par. To clarify this point, it was agreed that a conference would be held between the County Court, the District Attorney, the Highway Commission's Attorney, and Teal, Minor & Winfree, attorneys for the County Court relative to this matter and report back to the Commission.

Geo. A. Sears, President of the Union Bridge Company, who were the low bidders on the Perry bridge on which the award was deferred at the last meeting, stated that if the contract was awarded to his company, that they will accept Union County bonds at par up to one half of the amount of the contract. After conferring with the County Court in this matter, the Commission agreed to this proposition and the engineer was instructed to draw the contract in harmony with this understanding.

The engineer reported on the maintenance of the McKenzie River project and recommended an appropriation of \$500.00 for maintaining that section which is not under contract, between the Sisters and Blue River Section, on condition that the County Court of Lane County and the Forest Service appropriate an equal amount. By vote, the recommendation was adopted.

Judge Dodson stated that Baker County has \$100,000 of county bonds available on the Baker-Bridgeport-Unity Section and asked that the survey be made as soon as possible with a view to advertising the section between Powder River and the top of the hill southwest, a distance of $7\frac{1}{2}$ miles, to be paid for by the county. The matter was referred to the engineer with instructions to make the survey and advertise for the county as soon as he reasonably can.

Judge Dodson stated that they had county bond money applicable to the construction of the Baker-Cornucopia Highway and asked that a contract be let to connect Richland with the Baker-Middle Bridge Section as surveyed along Powder River. They asked further, inasmuch as county funds were inadequate, that cooperation be given by the Highway Commission. This matter was taken under advisement to be discussed with Mr. Yeon on his return.

Judge Dodson spoke of the stock pass on the Ayers property on the Huntington-Nelson Section. The matter was referred to the engineer for investigation and report to the county authorities.

Mr. Booth asked if the county would undertake the grading on the Baker-Nelson and the Huntington-Malheur County Line Sections if the state would do the graveling, or would the county cooperate fifty-fifty

on both grading and macadam. Judge Dodson replied that their present bond issue was not large enough to do this but they had talked about a \$1,000,000 issue and if that carried, he would be favorable to such a proposition.

Judge Patterson of Grant County urged that Units 3 and 4 of the John Day Highway in his county be graveled and proposed as a co-operative proposition that the county gravel Unit No. 4 with their own forces and the state Unit No. 3, providing that the projects be equalized on the basis of volume and that the unit price for which the state contracts its section (the No. 3 unit) be used in making the adjustment between the two parties at the completion of the job. After consideration, the proposition offered by Grant County was accepted, the attorney advising that there were no legal objections to such a method. The engineer was instructed to advertise Unit No. 3 for bids to be received at the next meeting.

After consideration of the bids received, the tabulation of the bids was read by the secretary and the following action taken:

Old Oregon Trail, Union County, Bridges No. 558 and 779 between Hot Lake and Union. On motion, which was carried, these bids were referred to the engineer.

La Grande-Joseph Highway, Wallowa County, Bridge No. 725 over Prairie Creek. On motion, which was carried, the award was made to Oskar Huber at \$9,685.00.

Tualatin Valley Highway, Washington County, repairs to bridge over Gales Creek, No. 736. On motion, which was carried, the award was made to the Beam Construction Company.

Old Oregon Trail, Union County, bridges between North Powder and Telocaset, No. 649 and 770. On motion, which was carried, these contracts were referred to the engineer.

Old Oregon Trail, Baker County, bridges between Huntington and Nelson, No. 786, 787, 788, 789 and 790. On motion, which was carried, the bids on these bridges were referred to the engineer.

Lakeview-Bend Highway, Lake County, Chandlers Station-Chewaucan Narrows Section, grading. On motion, which was carried, the award was made to Lake County at \$57,714.50.

Pacific Highway, city of Oakland Section, paving. On motion, which was carried, the bid was rejected and ordered readvertised.

Coast Highway, Tillamook County, Wilson River-Riverdale Section, graveling. On motion, which was carried, award was made to Tillamook County at \$13,842.00.

The Dalles-California Highway, Allen Ranch-Klamath County Line Section, grading. On motion, which was carried, the award for the construction of Unit No. 2 was made to Deschutes County at \$11,948.60. Relative to the bids on the entire project, the Chairman made the statement that the indications are that the first unit of the road will be flooded with the proposed Benham Falls Dam and for that reason, Unit No. 1, which is located within the flooded area, will not be constructed at this time, as the road will probably have to be relocated.

Coast Highway, Clatsop County, Miles Crossing-Skipanon Section, grading and macadam. On motion, which was carried, the award was made to John Slotte & Co. at \$34,325.00.

Paving bridge floors at Tryon Creek, Sucker Creek and Molalla River bridges. On motion, which was carried, the award was made to the Warren Construction Co. at \$5,688.00.

Pacific Highway in Linn County, Shedd-Halsey Section, paving. On motion, which was carried, the bids were referred to the engineer.

Commissioner Dunn of Lincoln County stated that Lincoln County had not yet sold its bonds and requested the Commission to meet the first payments which will be due on the new contracts, agreeing to reimburse the state for its expenditures in behalf of the county as soon as the bonds can be sold. This matter received favorable consideration provided the county will advertise their bonds at once.

The date for the next meeting was set for August 30.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter VI of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon within five years from the enactment of said Chapter in a sum not exceeding \$10,000,000 for the purpose of procuring funds with which to carry out the provisions of said Chapter, which said bonds shall mature within twenty-five years from the date of sale thereof; and,

WHEREAS, under the provisions of Chapter 348 of the General Laws of Oregon for 1921, which said Chapter 348 was approved by the Governor February 26, 1921, and filed in the office of the Secretary of State February 28, 1921, and under the provisions of Chapter 245 of the General Laws of Oregon for 1921, which said Chapter 245 was approved by the Governor February 23, 1921, and filed in the office of the Secretary of State February 24, 1921, which said Chapters are acts amendatory of said Chapter VI of Title XXX, Oregon Laws, and were enacted by the legislative assembly of the State of Oregon for the year 1921 and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days

subsequent to the adjournment of said legislative assembly, and by the terms and provisions of said acts the Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter VI of Title XXX, which said bonds shall mature within five years from the date of sale thereof, and shall be sold at not less than par, and to the bidder bidding the lowest rate of interest therefor; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 of the General Laws of Oregon for 1921, and as amended by Chapter 348 of the General Laws of Oregon for 1921, bonds in the sum of Two Million Five Hundred Thousand (\$2,500,000) Dollars, and that said bonds be sold at not less than par to the person, firm or corporation bidding the lowest rate of interest therefor, and that the date upon which said bonds shall mature shall be fixed as of October 1st, 1925, and it is likewise deemed advisable and is hereby determined by the Highway Commission, that bids should likewise be received for the sale of the said Two Million Five Hundred Thousand (\$2,500,000) Dollars of bonds, to mature not later than twenty-five years from the date of sale thereof; said bonds to be serial bonds maturing \$62,500 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946; it being intended that bids shall be received on said Two Million Five Hundred Thousand (\$2,500,000) Dollars of bonds as short term bonds and as long term bonds; the Commission reserving the right to accept or reject either or both types of bids; and,

WHEREAS, there have been issued and sold under the provisions of said Chapter VI of Title XXX, Oregon Laws, bonds in the sum of \$7,500,000, and said Highway Commission is authorized and empowered to issue, at any time within five years from the date of the passage of said act, the full sum of \$10,000,000 authorized by said acts; and,

WHEREAS, the Attorney General of the State of Oregon, by said act, is required, under the direction of the Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and,

WHEREAS, said Attorney General has prepared such forms of coupon bonds in conformity with the requirements of such statutes, which forms of bond have been and are hereby ratified and adopted; and,

WHEREAS, said statutes, with the amendments thereof, authorize such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said acts; and it is further provided that bonds sold under the provisions of Section 4505 of Oregon Laws, as amended by Chapter 348 of the General Laws of Oregon for 1921, (providing said bonds are sold under the provisions of said amendment), may be paid

or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter VI of Title XXX, Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the present time the necessity of road construction requires the issue of Two Million Five Hundred Thousand (\$2,500,000) 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 VI of Title XXX, Oregon Laws, Two Million Five Hundred Thousand (\$2,500,000) Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(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 30th day of August, 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 30th day of August, 1921;

(c) That notice of such sale be given by the Secretary of this Commission by 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 Five Hundred Thousand (\$2,500,000) Dollars, par value, of the

gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor; said bonds to mature on October 1st, 1925, and that bids will likewise be received for said amount of bonds, the same to be serial bonds maturing \$62,500 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946 when the full amount is paid; that said short term bonds shall be in denomination of \$1000 each and designated as Series No. 2 and shall be numbered 7561 to 10060, both numbers inclusive, or in the event that serial long term bonds are issued, they shall be in denomination of \$1000 each except that each sixty-third bond shall be \$500 denomination, and they shall be designated as Series No. 2 and numbered 7561 to 10080, both numbers inclusive.

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

(f) That said bonds be dated September 1st, 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 September 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 reserve 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 Five Hundred Thousand (\$2,500,000) Dollars, par value, of said bonds.

The motion was duly seconded and carried unanimously.

In response to Coos County's request that the Bridge-Myrtle Point Section of the Roseburg-Coos Bay Highway be taken up in the near future, the secretary was instructed to advise them that the Commission is committed to the project, but does not think it advisable to advertise it now.

A. D. Kern requested an extension of time on Contract 320, which is the Seufert-Deschutes Section of the Columbia River Highway, to August 15, 1921 on account of delay due to high water. On recommendation of the engineer, the request was granted.

A. D. Kern requested an extension of time to August 1 for the completion of contract No. 298, which is for macadam surfacing the John Day River-Blalock Section of the Columbia River Highway. On recommendation of the engineer, the extension was granted.

A. D. Kern asked for an extension of time to August 15 for the completion of Contract No. 343, which is the macadam surfacing of the Prineville-Redmond Section of the Ochoco Highway. On account of the fact that the water from the irrigation ditches flooded the gravel pit, the engineer recommended that the extension be granted.

Joplin & Eldon, who have Contract No. 287 for surfacing the Grants Pass-Pleasant Valley Section of the Pacific Highway in Josephine County, requested an extension of time to August 31. On recommendation of the engineer, the extension was granted.

Blake-Compton Company requested an extension of time to September 30 on Contract No. 291, which is macadamizing the Butte Creek Section of the John Day Highway in Wheeler County. On recommendation of the engineer, the extension was granted.

The request of the Western Union Telegraph Company for permission to suspend their wires under the overcrossing at Telocaset was granted on recommendation of the engineer.

Portland, Oregon, July 29, 1921.

The Commission met at 9:30 A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The secretary read the tabulation of the following bids:

Chitwood-Toledo Section, Corvallis-Newport Highway. On motion, which was carried, award was made to A. Giebisch at \$83,413.50. The Chairman made the following statement: "This award is made accepting the alternate bid on concrete pipe which is in this instance about \$1,000 more than the corrugated iron pipe. As a rule, the Commission has meant to award and almost uniformly followed the practice of accepting the lower bid, but this practice has been varied where soil or climatic conditions warrant. This being a project where the engineer thinks it desirable to use concrete pipe, the award has been made at the higher price using concrete pipe."

Cummings Hill-Fossil Section, John Day River Highway in Wheeler County. On motion, which was carried, the award was made to D. F. Murphy & Co. using broken stone, at \$34,281.00.

In the matter of the bid on the paving in the city of Oakland, which was rejected and ordered readvertised, motion was made and carried that the action whereby this bid was rejected be reconsidered. The bid having been reduced by the United Contracting Company from \$1.50 per square yard to \$1.35, the award was made with the understanding that the contract will not be signed until an agreement is completed with the co-operating party, the city of Oakland.

In consideration of the bid of A. D. Kern for pavement between Halsey and Shedd, in which the bid for rock was \$2.50 per cubic yard in place, the Commission asked Mr. I. N. Day, representing the A. D. Kern Company, if this company would agree to bid the same rate for rock on the section immediately north and contiguous to the Shedd-Halsey Section, provided the Commission decided to advertise it for improvement. Mr. Day answered in the affirmative and was requested to write a letter confirming this statement, which he agreed to do.

It was moved and carried that the action by which the bids on the Shedd-Halsey Section were referred to the engineer be reconsidered. It was then moved and carried that the award for this section be made to A. D. Kern for bituminous pavement on his bid of \$237,131.00.

Mr. Ed Wright, District Attorney for Union County, stated that the Union County Court, Mr. Devers and himself had had a conference with Messrs. Teal, Minor and Winfree, the county bond attorneys, and they had approved the turnover of these bonds as security for a loan and in consequence they were ready to carry out the original proposal. The Chairman called to their attention the fact that the bonds authorized for the Old Oregon Trail would not equal their obligations on the grading and bridges on the Old Oregon Trail. They proposed that the deficiency be met from the general taxes or that a transfer be made from bonds voted for the La Grande-Enterprise Highway on which there appeared to be an excess, if they can do so legally. After discussion, it was voted that the contract should be drawn up covering the amount of bonds authorized for the Old Oregon Trail and the excess be covered by another agreement. The Chairman stated that the bridges now advertised in Union County would be awarded with the understanding that the manner and time in which the county could pay its proportion of cost should be adjusted.

In the matter of paving through the city of Union, Mr. Booth stated that the Commission was willing to put in its promised share, that is one third of the cost of the 16 ft. width, the additional width to be paved at the expense of the city, and the engineer was instructed to advertise the project when the city and county provide the funds for the other two-thirds and whatever additional the city desires paved at its own expense.

George O. Knowles, Mayor of Cottage Grove, asked relative to paving through their city as previously agreed upon. After consideration, the engineer was instructed to advertise for paving between the Coast Fork bridge north of Latham and the Coast Fork bridge north of Cottage Grove, when in his judgment the base is in a satisfactory condition and the city funds are made available for its proportion.

In the matter of the construction of the John Day River Highway through the city of Condon, the County Court of Gilliam County, by a letter dated July 28th, requested that that part of the highway within the city limits be graded and graveled on the route adopted by the Highway Commission with the same type of construction as that adjoining the city to the north. The County Court offered cooperation to the extent of 30% of the cost, with the understanding that one half of the 30% or 15% of the total be billed to the city of Condon and the other one half to the county of Gilliam, but in any event, the County Court would guarantee the payment of the city portion. The offer was accepted and the engineer instructed to proceed with the improvement. Mr. D. N. Mackay, a member of the City Council, was present at the discussion and affirmed the arrangement as satisfactory to the city.

Mr. George A. Sears of the Union Bridge Company stated that, if the contract for the two bridges over Catherine Creek, No. 558 and 779, in Union County was awarded to his company, they would accept Union County bonds at par in payment. However, the Union Bridge Company was \$268.00 above the low bidder, therefore, it was ordered that the engineer, with full authority to act, be instructed to negotiate with the low bidder, C. A. Burnette, and see if he would accept Union County bonds at par.

Mr. James Stewart, representing Wheeler County, asked that the work between the Forest Reserve and Mitchell, which was heretofore understood to be advertised during the fall of 1921, be advertised as soon as possible, with a view of completing two miles of the section immediately adjacent to the forest boundary for the purpose of connecting the present constructed forest road to the county highway. After consideration, the Commission agreed that if Wheeler County can provide funds to pay for 50% of this two miles, the engineer will be instructed to advertise this section as soon as the surveys can be completed.

Mr. George Detweiler of Summer Lake in Lake County, asked for the survey of the Bend-Lakeview Highway throughout the extent of the Summer Lake Irrigation District. He stated that the Irrigation District had been organized and the bonds sold and they desired that the highway be located before the ditches were constructed. The engineer was instructed to confer with Judge Smith of Lake County in this matter, with a view of acting in harmony with the request.

The three bridges in the city of Heppner and the bridge in Lexington were ordered advertised, conditional upon the type being decided by the city authorities, the matter being referred to Commissioner Barratt.

After further consideration of the proportion which should be paid by cities and towns of less than 2000 inhabitants, the following proportion was adopted subject to the approval of Mr. Yeon:

1	-	200	5%
201	-	400	10%
401	-	600	15%
601	-	800	20%
801	-	1000	25%
1001	-	1200	30%
1201	-	1400	35%
1401	-	1600	40%
1601	-	1800	45%
1801	-	2000	50%

This proportion, it was agreed, would cover both grading and macadam or grading and paving. In view of the fact that previous arrangements recently made with some of the smaller towns which have heretofore been assessed a greater amount than shown in this table, it was ordered that adjustments be made in harmony with the adopted schedule.

The engineer was instructed to advertise the Vale-Burrell Ranch and the Jamieson-Brogan Section in accordance with the previous agreement with Malheur County, on condition that the county make arrangements to complete their obligations on those projects now under construction.

Mr. N. H. Larson, of Port Orford, stated that the bridges on the Roosevelt Highway between Port Orford and Sixes River were in bad condition. The engineer was instructed to investigate.

The secretary reported that data on several park projects had been received and also a communication from Mr. C. H. Cheney, Consultant for the City Planning Commission of the city of Portland. In view of the absence of Mr. Yeon, it was decided to defer all matters pertaining to the parks until the next meeting, when Mr. Yeon could be present. The secretary was instructed to request Mr. Cheney to be present at that meeting also.

The engineer was instructed to advertise for the next meeting a section of the Ashland-Klamath Falls Highway beginning at the end of the Jenny Creek Section in Jackson County and extending east in Klamath County as far as the available county funds would cover. It is understood that both of these projects should be constructed in equal cooperation with the counties.

The engineer was authorized to advertise for gravel or crushed rock surfacing between the Multnomah County Line and the Salmon River on the Mt. Hood Loop project in Clackamas County. The matter was referred to Mr. Yeon for his approval on his return.

The engineer was instructed to advertise for grading the Booth Hill Section of the Mt. Hood Loop in Hood River County, this work to be done on a fifty-fifty basis with Hood River County.

The graveling of the Bend-Horse Ridge Section in Deschutes County and the Prineville-Bear Creek Section in Crook County were ordered advertised for the next meeting.

The engineer reported that it would be desirable to construct a new bridge over the Yamhill River between Willamina and Grand Ronde on a new cutoff. The design proposed is a 120 ft. wooden covered truss on concrete piers with timber trestle approach. The estimated cost is \$16,500.00. The Commission declined to order the construction of this bridge unless cooperation was given by Polk County.

The engineer was instructed to advertise for graveling such sections of the Amity-McMinnville Section of the West Side Highway as are necessary to maintain travel through the winter.

The engineer was instructed to advertise for the superstructure of a bridge across the Coast Fork of the Willamette River at Cottage Grove if requested to do so by Lane County.

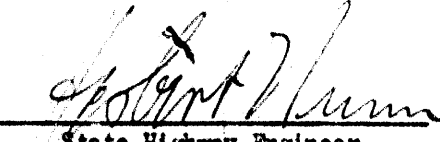
In response to a request from Wallowa County, the engineer was instructed to make a survey from Enterprise to the Flora Forest Project at his convenience.


A communication was received from the city of Creswell relative to cooperation through their city. The Commission agreed to follow its newly adopted schedule of cooperation which requires 10% cooperation from the city.

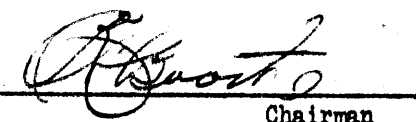
The secretary was instructed to advise them of this action of the Commission.

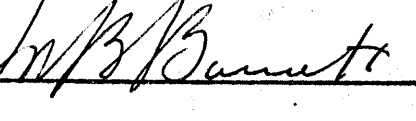
The engineer recommended that the sum of \$9,941.60 be paid Porter & Conley as an adjustment on their contract for grading the Sherman County Section of the Columbia River Highway. After consideration, the Commission adopted the recommendation of the engineer and ordered this amount paid to Porter & Conley.

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


State Highway Engineer


Secretary


Chairman



Portland, Oregon, August 30, 1921.

The meeting was held in Room 520 Multnomah County Court House at 9:30 A. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Messrs. Hardy and Wimberly, attorneys, appearing for the Drain Water Company and the city of Drain, respectively, stated that negotiations are pending between the Water Company and the city for the purpose of meeting the requirements of the State Highway Engineer in removing the water pipe from that part of the roadway to be paved, but that more time was needed for negotiations. Their request was granted and the engineer was instructed to defer paving that section until the pipe was removed.

Mr. W. B. Dermis of Carlton invited the Commission and the members of the Engineering Department to be present at the celebration to be held in McMinnville September 23 to celebrate the opening of the loop highway through Forest Grove, McMinnville and Newberg to Portland. It was moved and seconded that the invitation be accepted.

At 10 o'clock, the following bids were opened and read by the Secretary:

OLD OREGON TRAIL - NELSON HUNTINGTON SECTION
4 CULVERTS & 2 WOOD TRESTLE SPANS

Rajotte-Winters, Inc.	13,395.00
Copenhagen Bros. Co.	13,590.00
Lindstrom & Feigenson	13,905.00
Oxman & Harrington	14,512.50
Tobin & Pierce	14,555.00
A. Guthrie & Co.	15,776.00

PACIFIC HIGHWAY
WILLAMETTE RIVER BRIDGE SOUTH OF COTTAGE GROVE
Wood Design

Lane County Court	9,733.00
Lindstrom & Feigenson	11,644.00
E. D. Olds	13,332.11
Monson-Trierweiler Co.	13,442.00

Steel Design

Union Bridge Co.	12,180.00
Monson-Trierweiler Co.	12,460.00
Lindstrom & Feigenson	12,950.00
E. D. Olds	18,830.00

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CENTRAL OREGON HIGHWAY
BULLY CREEK BRIDGE

United States Bridge Co.	13,227.00
Union Bridge Co.	14,286.42
Lindstrom & Feigenson	14,536.00
Illinois Steel Bridge Co.	14,733.00

OREGON-WASHINGTON HIGHWAY
THREE BRIDGES IN CITY OF HEPPNER

Tobin & Pierce	16,630.00
Beam Construction Co.	16,675.00
Lindstrom & Feigenson	17,150.00
Oxman & Harrington	17,785.00
Parker & Banfield	18,315.00
A. Guthrie & Co.	19,507.00
Union Bridge Co.	19,665.00

OREGON-WASHINGTON HIGHWAY
BRIDGE IN TOWN OF LEXINGTON

Tobin & Pierce	5,355.00
Beam Construction Co.*	5,467.50
Oxman & Harrington	5,532.50
Rhoades & Young	5,968.75
Lindstrom & Feigenson*	6,107.50
Parker & Banfield	6,318.50
Union Bridge Co.	7,867.50

*Conditional on award of Heppner bridges also.

OLD OREGON TRAIL
BRIDGE OVER STAGE GULCH AT STANFIELD

Parker & Banfield	3,120.50
Rhoades & Young	3,339.50
A. E. Gullickson	4,135.00

TUALATIN VALLEY HIGHWAY
BRIDGE OVER SGOGGINS CREEK NEAR FOREST GROVE

Ward Mayer	5,922.70
W. D. Andrews Construction Co.	6,526.90
Barnard & Augustine	7,476.60
V. R. Dennis Construction Co.	7,498.10
Marshall & Barhan	7,957.50
Beam Construction Co.	8,325.50
E. D. Olds	8,377.50
Parker & Banfield	8,569.60
Union Bridge Co.	9,159.90
Lindstrom & Feigenson	9,282.50
O. H. Stratton	9,580.00
A. Guthrie & Co.	9,585.00
A. J. Dolan	9,937.50

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MT. HOOD LOOP HIGHWAY - MACADAM
UNIT NO. 1, MULTNOMAH COUNTY LINE-SANDY SECTION

A. D. Kern*	42,180.00
D. M. Stevenson	38,480.00
Johnson Contract Co.*	55,370.00
E. A. Palmer*	42,940.00
Joplin & Eldon*	46,555.00
Clackamas County	62,900.00
Dixon & Howitt	44,400.00
Pacific Bridge Co.	43,961.00

UNIT NO. 2, SANDY-CHERRYVILLE SECTION

A. D. Kern*	65,190.00
Washburn & Hall*	59,625.00
Johnson Contract Co.*	57,100.00
E. A. Palmer*	51,615.00
Joplin & Eldon*	57,825.00

UNIT NO. 3, CHERRYVILLE-SALMON RIVER SECTION

United Contracting Co.	48,490.00
A. D. Kern*	47,190.00
Washburn & Hall*	44,460.00
Johnson Contract Co.*	49,920.00
Joplin & Eldon*	49,205.00

*Conditions of reduction in bid.

ROOSEVELT HIGHWAY
YOUNGS BAY BRIDGE & NORTH APPROACHES - PAVING

Warren Construction Co.	10,431.50
J. H. Tillman Co.	9,650.00

CROOKED RIVER HIGHWAY
PRINEVILLE-BEAR CREEK SECTION
RESHAPING ROADBED AND PLACING GRAVEL SURFACING

S. C. Comerford	11,550.00
Crook County Court	10,395.00
A. Guthrie & Co. Inc.	12,320.00
Joplin & Eldon	15,400.00
Security Construction Co.	34,650.00

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CENTRAL OREGON HIGHWAY
BEND-HORSE RIDGE SECTION - GRAVELING

J. K. Shotwell	19,500.00
S. C. Comerford	35,000.00
D. M. Stevenson	22,500.00
Joplin & Eldon	22,800.00
McAuliffe & Healy	22,900.00
Anton Anne	29,500.00
A. D. Kern	26,400.00
Warren Construction Co.	26,700.00
Security Construction Co.	25,000.00

COOS BAY-ROSEBURG HIGHWAY
CAMAS HILL-WINSTON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Moon-Hill & Co.	92,066.20	91,161.60
Johnson Contract Co.	110,707.50	109,004.50
G. E. Colby	99,597.00	99,470.50
Grant Smith & Co.		103,232.00
C. F. Rhodes	99,861.00	99,385.00
John Hampshire	90,696.50	89,024.00
Montagne-O'Reilly Co.		97,982.50
Joplin & Eldon		83,596.00
H. J. Hildeburn	80,760.50	79,765.00
Washburn & Hall	92,822.00	91,002.00
Corvallis Construction Co.	110,341.50	108,602.00

JOHN DAY HIGHWAY
WHEELER-GRANT COUNTY LINE EAST SECTION - GRAVELING

Paulus & Retrum	31,520.00
S. C. Comerford	25,600.00
D. F. Murphy & Co.	35,200.00
D. M. Stevenson	31,200.00
Blake-Compton Co.	42,400.00
Porter & Conley	44,000.00
Joplin & Eldon	31,680.00
A. D. Kern	31,680.00
Warren Construction Co.	36,800.00
Security Construction Co.	28,000.00

MT. HOOD LOOP HIGHWAY
BOOTH HILL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Elliott & Scoggin	68,957.50	68,080.00
Frazier & Samuel	61,471.00	60,991.00
Lane & Pasanen		58,186.50

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Booth Hill Section - cont'd

Thos. Hanson	63,526.00	63,771.00
A. D. Kern	67,005.00	66,230.00
Joplin & Eldon	55,127.50	54,546.50
John Hampshire	76,877.50	76,000.00
United Contracting Co.		74,080.50
A. Guthrie & Co.	73,610.00	72,122.00
Greenwood & Dann		61,765.50
White, Brown & Leahy	70,360.00	70,360.00
Rajotte-Winters, Inc.	61,900.00	61,400.00
Grant, Smith & Co.		76,060.00
Hauser Construction Co.	57,522.00	55,614.80
Jas. F. Clarkson & Co.	64,572.50	62,532.50
Johnson Contract Co.	68,891.50	67,760.00

ASHLAND-KIAMA TH FALLS HIGHWAY
JENNY CREEK-HAYDEN CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
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Unit No. 1 (Contingent upon award of both units)

John Hampshire	33,243.50	32,608.50
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Unit No. 1 (Not contingent upon award of both units)

Wm. von der Hellen	46,577.50	46,150.00
Jackson County Court	Cost plus 10%, equipment free	
John Hampshire	38,497.50	37,862.50

Unit No. 2 (Contingent upon award of both units)

John Hampshire	72,098.50	70,523.50
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Unit No. 2 (Not contingent upon award of both units)

Natwick, O'Brien & Natwick	73,475.00	71,805.00
John Hampshire	71,805.00	81,746.50

PACIFIC HIGHWAY
ASHLAND-TALENT SECTION - ROADBED WIDENING

Albert Anderson	5,758.50
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PACIFIC HIGHWAY
WOLF CREEK-GRAVE CREEK SECTION - ROADBED WIDENING

Grieve & Seymour	15,285.00
Wolgemott & Williams	13,157.50
Albert Anderson	13,800.50
H. R. Lord	14,987.50
John Hampshire	17,142.50
Joplin & Eldon	14,222.50
J. L. Calvert	14,687.00
Washburn & Hall	12,815.00

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PACIFIC HIGHWAY
GOLD HILL-CENTRAL POINT SECTION - ROADBED WIDENING

J. L. Calvert	3,735.00
Albert Anderson	4,645.00
Grieve & Seymour	5,800.00

THE DALLES-CALIFORNIA HIGHWAY
BARCLAY SPRINGS-LAMM'S MILL SECTION - SURFACING

	Broken Stone	Crushed Cinders
W. D. Miller	34,275.00	33,120.00
Klamath County Court		29,580.00
Albert Anderson	29,785.00	
Warren Construction Co.	28,900.00	
Wm. von der Hellen	32,000.00	40,320.00

CENTRAL OREGON HIGHWAY
VALE-BURRELL SECTION - GRADING AND GRAVELING

	Concrete Pipe	Corr. Iron Pipe
Rajotte-Winters, Inc.		52,287.50
W. M. Devlin		45,433.20
S. C. Comerford		22,909.20*
W. C. Stone	45,900.90	45,862.10
Porter & Conley		46,204.00
D. F. Murphy & Co.	45,333.80	45,306.00
Hauser Construction Co.	44,738.60	43,690.08
Oxman & Harrington	48,500.00	48,485.00
Gus Carlson & Co.	48,613.40	48,613.40
A. D. Kern	51,474.50	50,449.02
Warren Construction Co.	54,957.00	55,097.00
Security Construction Co.	42,258.00	42,609.00
J. K. Shotwell	20,736.00	20,740.50**
Morrison-Knudsen Co.		41,128.50

* No bid on Clearing & Grubbing or surfacing

**No bid on Surfacing

JOHN DAY HIGHWAY
BROGAN-JAMIESON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.		18,726.50
Rajotte-Winters, Inc.		20,685.00
Porter & Conley		19,967.50
A. D. Kern	22,496.50	21,792.60
W. M. Devlin		19,537.00
S. C. Comerford		19,786.00*

*No bid on Clearing & Grubbing

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Brogan-Jamieson Section - cont'd

Hoskins Contracting Co.	22,062.50*	
D. F. Murphy & Co.	20,423.00	20,159.50
Oxman & Harrington	20,652.50	20,562.50
Hauser Construction Co.	20,373.00	19,410.00
W. C. Stone	20,585.00	20,571.50
Warren Construction Co.	25,692.50	25,812.50
Security Construction Co.	20,572.50	20,780.00
Jetley Bros.	23,654.00	24,140.00
Gus Carlson & Co.	24,275.00	24,275.00

*No bid on Clearing & Grubbing

UMATILLA COUNTY - STATE HIGHWAYS
GUARD FENCE

Fagaly, Hicks & Miller	31,917.90
A. Guthrie & Co.	36,628.50
Soleim & Gustafson	29,832.72
Sullivan Lumber Co.	49,675.00
Pat Lonergan	31,298.00
Jas. F. Clarkson & Co.	33,504.40
Oxman & Harrington	33,504.40
Tobin & Pierce	31,528.90
Frazier & Samuel	25,000.00
McClellan & Williams	30,642.95
Rajotte-Winters, Inc.	29,533.40
Robert Brooke	39,829.50
Beam Construction Co.	35,919.00

WEST SIDE HIGHWAY
McMINNVILLE-AMITY SECTION - SURFACING

	Broken Stone	Gravel
Fred Ruble		10,535.00
Independence Sand & Gravel Co.		12,250.00
Thos. Hanson		13,300.00
E. A. Palmer		13,805.00
McCarney & Tito	15,750.00	14,875.00
Blake-Compton Co.		11,130.00
V. R. Dennis Construction Co.		14,000.00
Motor Investment Co.		15,715.00

TUALATIN VALLEY HIGHWAY
YAMHILL CITY SECTION - PAVING

	Prop. No. 1	Prop. No. 2	Prop. No. 3
Warren Construction Co.	11,405.90		24,586.75
Cochran Bros.		13,001.30	

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At 11 o'clock, bids for \$2,500,000 of bonds were opened and read. The Commission asked the representative of White, Weld & Co. and associates, the high bidders, for further time to consider the bid which was agreeable to the bidders. On motion which was carried, the Secretary was instructed to return the checks of all other bidders.

At 3:30 P. M., on invitation of Mayor Baker, the Commission met in the Portland City Hall together with representatives from the Portland School Board, Dock Commission, Port Commission, City of Portland, Board of County Commissioners of Multnomah County, and other public bodies, to discuss ways and means of meeting the unemployment situation confronting the state at large and which was expected to become much more acute during the winter season. Mr. Booth outlined the position of the Commission as regards work already under contract and plans for the coming season.

Judge Bunnell and Commissioner Short of Klamath County asked that the state take over for maintenance that section of the Dalles-California Highway beginning at the east city limits of Klamath Falls and extending one mile east on the Klamath Falls-Merrill Section. This section is an oil bound macadam and needs repairs. After consideration, and due to the fact that it had been improved by the county at their sole expense, the Commission, upon motion of Commissioner Yeon, which was carried, unanimously adopted this section as a part of the state highway system and took over the maintenance.

The representatives from Klamath County stated that in order to take care of traffic on the Dalles-California Highway during construction operations on the Barclay Springs-Lamm's Mill Section, it had been necessary to operate a ferry on the lake, as the road was completely blocked and the total cost of this operation was \$4,820.00. They asked that the Commission go fifty-fifty on this expense. After consideration, the Commission decided to divide the cost with Klamath County on the basis suggested.

Judge Bunnell asked for a survey from Fort Klamath to the forest boundary on the Fort Klamath-Crater Lake Section, which was authorized at the convenience of the engineer.

Mr. Booth stated that there had been some complaint about the condition of the Sand Creek Section of the Dalles-California Highway just out of the National Forest. Judge Bunnell stated that they had this in mind for improvement and were thinking of a bond issue in the near future to complete state highways in their county.

Mr. Booth stated that the engineer had suggested that a section beginning at the Klamath-Deschutes County line to the forest boundary, about 18 miles in length, be cleared and graded this fall and asked if the county would cooperate. Judge Bunnell said they were in accord with this plan and would cooperate to the extent of fifty per cent of the cost. Mr. Booth asked Judge Bunnell to inquire from the Indian Agent if the Indian Department would consider cooperation through the reservation. Judge

Bunnell said that he would do this and advise the Commission.

Mr. George Cecil of the Forest Service was present and in answer to a question from the Chairman, stated that he would recommend to the Washington office that if the new forestry bill passes that the Dalles-California Highway through the National Forest be included in the new program.

Governor Olcott, Mr. J. H. Rankin, President of the State-Wide Scenic Preservation Association, Judge Sawyer of Deschutes County and District Forester Cecil appeared in the interests of preservation of a strip of a mile of standing timber about 10 miles south of Bend on the Dalles-California Highway. Mr. H. E. Allen represented the Brooks-Scanlon Lumber Company, the owners of the timber. All the representatives were impressed with the desirability of preserving this strip of timber bordering upon the highway and it was suggested that a strip of 300 feet on each side be reserved. Mr. Cecil spoke of the possibility of exchanging this stumpage for stumpage within the National Forest if the present Deschutes National Forest bill now before Congress is enacted into legislation. All agreed that if this could be done, it would afford the best solution of the problem. The Commission expressed themselves as heartily in sympathy with this movement and they, with Governor Olcott, Mr. Rankin and District Forester Cecil, pledged their support to this proposal and each stated that he would recommend this program to the proper authorities when the exchange legislation becomes effective. Mr. Allen stated for his company that they would no doubt be willing to defer cutting operations until Congress had had an opportunity to act. Mr. Booth offered the following resolution, which was adopted unanimously:

WHEREAS, it is desirable to preserve along the Oregon State Highways the natural beauties of the state, to the end that visitors to the state who may traverse its highways may be informed and edified by the unparalleled opportunity that is offered them to view the mountains, rivers, lakes, fields and forests of the West; and

WHEREAS, the preservation of sections of the forestry along the state highways and especially as represented by the fir and pine growth, gives easy and unexcelled opportunity for information in relation to said forests, its character and use; and

WHEREAS, the preservation of sections of pine forests along the Dalles-California Highway presents one of the best opportunities for travelers over the State Highways to gain direct knowledge of the forest by close contact therewith and to enjoy its beauty and comfort; and

WHEREAS, the Brooks-Scanlon Lumber Co., of Bend, Oregon, are the owners of a section of pine forest adjacent to

said Dalles-California Highway which timber the said company, with a view of preservation, offer to exchange with the Federal Government for other timber of equal area and value; and

WHEREAS there is now pending before the Senate of the United States a bill which has for its purpose the authorization of exchanging Government owned lands and timber in the Deschutes National Forest for privately owned lands and timber within or adjacent to said National Forest, the said bill having been introduced in the House of Representatives by Hon. N. J. Sinnott and passed said house;

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission in regular session assembled that it express to the said Brooks-Scanlon Lumber Co. its gratitude and sincere appreciation for its attitude toward exchanging the land and timber as herein set forth, and

BE IT FURTHER RESOLVED that the Chairman of the Highway Commission be and hereby is instructed to write the United States Senators from Oregon representing the desirability and emergency of affirmative action on the exchange bill now before the United States Senate.

RESOLVED further that copy of this resolution be spread on the minute book of the Highway Commission and copy furnished the Brooks-Scanlon Lumber Co.

Mr. Philip Hammond, attorney for the city of Canby, spoke of the matter of paving through the city. He stated that the city had \$1600.00, levied by a special tax for right of way, in the County Treasury and had attempted to have the county turn over this amount to apply on the paving. He stated that it was impossible for the city to meet its proportionate cost as assessed by the Commission on the entire section through the city, but suggested that they would be willing to pay a part from their general road fund at the rate of two mills per year. Mr. Hammond was requested to confer further with the city authorities of Canby and report back to the Commission.

Portland, Oregon, August 31, 1921.

The Commission met at 9:30 A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

Messrs. Tetu, Therkelson, Staehli and Shearer of the Oregon State Motor Association, discussed at some length the signing and detour problem. They were assured that the Commission was doing everything possible in the matter of detours and that the work on the signs would be carried out during the coming winter so that there would be no cause for complaint.

Mr. A. N. Slocum, Pacific Coast Manager of the American Gas Accumulator Company, presented the matter of highway lighthouses for warning purposes. Mr. Yeon reported that he had observed these in Denver and recommended the purchase of two for a trial. The representative of the company offered to furnish these without charge if advertising was permitted, or at a cost of \$250 each if the advertising was not permitted. After consideration, the Commission authorized the purchase of two of these lighthouses to be placed at a dangerous location on the Lower Columbia River Highway, it being understood that payment would not be made until the equipment had proven satisfactory.

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

Old Oregon Trail, Huntington-Nelson Section, Baker County, four culverts and two short trestle spans. It was moved and seconded that the award be referred to the engineer with power to act.

Pacific Highway near Cottage Grove in Lane County, bridge over the Willamette River near Latham. This is a county bridge advertised at the request of Lane County. It is moved and seconded that the award be referred to the engineer with a view of conferring with the county.

Central Oregon Highway, Vale-Burrell Ranch Section, Malheur County, one 90 ft. steel truss span over Bully Creek near Vale. On motion, which was carried, the award was made to the United States Bridge Company at \$13,227.00.

Oregon-Washington Highway, city of Heppner, 3 reinforced concrete bridges. On motion, which was carried, the award was made to Tobin & Pierce of Portland at \$16,630.00.

Oregon-Washington Highway, city of Lexington, Morrow County, one 30 ft. reinforced concrete span. On motion, which was carried, the award was made to Tobin & Pierce of Portland at \$5,355.00.

Columbia River Highway, Stage Gulch at Stanfield, Umatilla County, one reinforced concrete bridge over drainage ditch. On motion, which was carried, the award was made to Parker & Banfield of Portland at \$3,120.00.

Tualatin Valley Highway, Scoggins Creek bridge near Forest Grove, Washington County. On motion, which was carried, the engineer was instructed to confer with the County Court with power to act since this

is a bridge which was advertised for the county.

Jenny Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway in Jackson and Klamath Counties, grading. On motion, which was carried, the award was referred to the engineer with power to act with instructions to confer with both counties since this is a cooperative project.

Roseburg-Coos Bay Highway, Camas Hill-Winston Section, Douglas County, grading. This is a cooperative project with Douglas County and the award has been approved by Judge Quine. On a motion, which was carried, the contract was awarded to H. J. Hildeburn at \$79,765.00.

Ashland-Talent Section of the Pacific Highway in Jackson County, widening. On motion, which was carried, the award was made to Albert Anderson of Grants Pass at \$5,758.50.

Gold Hill-Central Point Section, Pacific Highway in Jackson County, widening. On motion, which was carried, the award was made to J. L. Calvert of Grants Pass at \$3,735.00.

Wolf Creek-Grave Creek Section of the Pacific Highway in Josephine County, widening. On motion, which was carried, the award was made to Washburn & Hall of Portland at \$12,315.00.

Multnomah County Line-Salmon River Section of the Mt. Hood Loop Highway in Clackamas County, macadam. This project consists of three units, Multnomah County Line-Sandy, Sandy-Cherryville and Cherryville-Salmon River, macadam. On motion, which was carried, the award of this contract was referred to Mr. Yeon and the engineer with power to act.

Barclay Springs-Lamm's Mill Section, Dalles-California Highway, Klamath County, macadam. On motion, which was carried, the award of this contract was referred to the engineer with instructions to confer with the County Court of Klamath County who are cooperators on this project.

Brogan-Jamieson Section of the John Day River Highway in Malheur County, grading. On motion, which was carried, this was referred to the engineer with power to act, with instructions to confer with the county, who are cooperators on this project.

Vale-Burrell Ranch Section of the Central Oregon Highway, Malheur County, grading and macadam. On motion, which was carried, this award was referred to the engineer with power to act and with instructions to confer with the county, who are cooperators on this project.

Prineville-Bear Creek Section of the Crooked River Highway in Crook County, graveling. On motion, the award was made to Crook County, the low bidder, at \$10,395.00.

Unit No. 3, East from the Wheeler-Grant County Line approximately 11 miles, John Day River Highway in Grant County, graveling. On motion, which was carried, the award was made to S. C. Comerford at \$25,600.00.

Youngs Bay Bridge and North approach, Roosevelt Highway, Clatsop County, paving. On motion, which was carried, the award of this contract was referred to the engineer, with instructions to confer with the County Court of Clatsop County who are cooperating on this project.

Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, graveling. On motion, which was carried, the award was made to J. K. Shotwell at \$19,500.00.

Guard fence in Umatilla County. On motion, which was carried, the award of this contract was referred to the engineer with power to act.

Booth Hill Section of the Mt. Hood Loop Highway in Hood River County, grading. On motion, which was carried, the award was referred to the engineer with power to act and instructions to confer with the county, who are cooperators on this project.

McMinnville-Amity Section of the West Side Highway, macadam. On motion, which was carried, the award was made to the low bidder, Fred Ruble of Amity, at \$10,535.00.

Paving within the city limits of Yamhill, West Side Highway, Yamhill County. Mayor Magoon was present and stated that the bids received were acceptable to the city and that the citizens had offered to guarantee the funds for the city's share of the paving. On motion, which was carried, this was referred to the engineer with instructions to award the contract when the citizens had filed their guarantee of the costs of the city's share.

Mr. J. C. Ainsworth, Mr. Doyle and Mr. Chas. H. Cheney conferred with the Commission relative to the preservation of the forests along the highways and the securing of camp sites and other scenic spots. The matter was taken under advisement.

Judge Sawyer of Deschutes County requested that the survey for the Dalles-California Highway to the east of the Banham Falls reservoir be made now so that the timber might be preserved along the highway location. On motion, which was carried, the engineer was instructed to make this location at his convenience.

Judge Sawyer asked that provision be made for placing gravel on the McKenzie Highway and it was suggested that this matter be taken up with the Forest Service, asking what their plans were for surfacing.

On the Bend-Horse Ridge project, Judge Sawyer asked the Commission that the difference between the amount of the bid for graveling and

the cost of the grading previously expended by the county be expended in grading and graveling on the cutoff south of Horse Ridge, to connect with the highway from Lakeview as far as the funds would go. On motion of Mr. Yeon, which was carried, this was agreed to.

Judge Sawyer asked the Commission to replace an old wooden bridge in Sisters with a concrete structure as part of the cooperation on the Sisters-Redmond project, to equal county expenditures on the grading of the project. The Commission asked the engineer for a report and agreed to advise the county officials later of their decision.

Phil Easterday, manufacturer of concrete culvert pipe, asked that the specifications be modified to permit the use of unreinforced concrete culvert pipe in the 18" and 24" sizes in order to compete with metal pipe. He was advised that samples should be submitted to the Testing Engineer for a test and after a report was received from the engineer the Commission would consider the matter further.

Judge Daniels, Commissioner Guming and R. L. Conner, District Attorney of Yamhill County, appeared before the Commission asking for a cash loan to the county to enable them to meet their obligations on contract work, expenses of operating county construction crews and rights of way, all incurred on state highways, the same to be secured by county bonds deposited in the office of the State Treasurer to the credit of the State Highway Commission.

After consideration, Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, the County Court of Yamhill County has been unable to dispose of Yamhill County 5½% road bonds at par as required by law, and

WHEREAS, Yamhill County, under authority of Chapter 382 of the Laws of 1921, has deposited with the Highway Commission bonds to the sum of \$290,000 par value, to cover expenditures already made by the State in behalf of Yamhill County, obligations incurred by the State by reason of contracts awarded, in the name of the State for Yamhill County which have not yet been completed, and some projects proposed for 1921 construction but which have now been deferred until 1922, all under an agreement dated June 15, 1921 between the State Highway Commission and the County Court of Yamhill County, and

WHEREAS, the County Court of Yamhill County has requested from the Highway Commission a cash loan of \$50,000 in accordance with said Chapter 382 of the Laws of 1921, and

WHEREAS, the saleable value of the county bonds on deposit is estimated at 90% of the par value, which exceeds the estimated total obligations of the State in behalf of Yamhill County plus the \$50,000 loan requested,

THEREFORE, BE IT RESOLVED, that the State Highway Commission of Oregon loan to Yamhill County the sum of \$50,000 in cash as requested, under authority of Chapter 382, Laws of 1921, to be expended on state highways in Yamhill County, and

BE IT FURTHER RESOLVED, that the Secretary of this Commission be instructed to prepare a proper voucher and present the same to the Secretary of State for payment from the state highway fund in the same manner as other payments from the state highway fund are made.

The motion was duly seconded and carried unanimously.

The Yamhill County representatives asked that they be permitted to defer the repayment of funds to be raised by a tax levy, from January 1, 1922, as provided in the agreement, to June 1, 1922. After consideration, the Commission agreed to accede to this request.

Messrs. L. M. Graham, R. J. Nelson, H. W. Scott and L. Wilcox, interested in the Scoggins Valley Improvement District, asked for a decision in the matter. Mr. Booth stated that he and Mr. Barratt had looked it over on the ground but did not wish to vote until Mr. Yeon had had an opportunity to make an inspection of the proposed district. Mr. Yeon stated that he would visit the district within the next ten days and be ready to vote. This was agreeable to the representatives of the district.

Judge Gardner, Commissioners Owens and Bursell of Jackson County, and Ben S. Sheldon, President of the Medford Chamber of Commerce, stated that they wished to use the balance of Jackson County bond money available for the Crater Lake Highway, remaining after the completion of the grading and macadamizing of the Agate-Trail Section on paving between Medford and Agate, the county agreeing to pay 25% of the cost, also the county agreed to grade the same project without expense to the state, and in addition, pay 25% of the cost of macadamizing plus \$500.00 per mile. They were advised that it appeared more desirable to the Commission to improve the section between Trail and Prospect by grading and macadam rather than paving between Medford and Agate, but that the matter would be taken under consideration.

Mr. L. L. Porter, Recorder of West Linn, asked that the paving be continued through the city of West Linn. It was pointed out that the Commission did not think that the present contract could be legally extended to include this portion, that laying the pavement now would delay the opening and use of the pavement which had now been laid, and that due to the closing of the bridge there would be no through traffic over this section after January 1st until the new bridge was completed; also, that the Commission wished to give plenty of time to the railroad to develop their plans at this location. Mr. Porter stated that it was proposed to install ferry service between Oregon City and West Linn during the period that the bridge was under construction. In view of this, the Commission

authorized the engineer to advertise this section for paving as soon as the county provides a ferry at this location.

George A. Quayle, Secretary of the Oregon Chamber of Commerce speaking in the interests of the city of Lapine, asked that the location of The Dalles-California Highway be made on the west side of the proposed Oregon Trunk Railroad and through the city of Lapine rather than to the east of the proposed Oregon Trunk location. The engineer was instructed to prepare a report to the Commission on this matter.

Commissioner Galloway of Union County reported that they had sold their bonds and would soon be ready to make a payment of \$50,000 to the Commission. In the matter of paving through the city of Union he stated that it had been agreed to defer paving until next year. He proposed, however, that at the present time the county grade 1900 feet adjoining the city limits and build a small bridge if the state would macadamize it. This was agreed to by the Commission. Commissioner Galloway asked that the work be advertised between Elgin and Island City. He was advised that an overhead railroad crossing was involved which would necessitate a hearing before the Public Service Commission so that it would be necessary to defer construction. The engineer was instructed to advise the Commission as soon as the work could be done to advantage.

Mayor Northey of Huntington wished to cooperate with the state on grading and macadamizing the Old Oregon Trail through the city, stating that they will bond for their share. This offer was accepted and the engineer was instructed to furnish the city authorities with an estimate of the cost so that they might arrange their finances.

Mr. Patterson of Morrow County reported that no rock had been placed on the contract for surfacing between Morgan and Lexington, which is under contract to the Warren Construction Company. The engineer was instructed to investigate.

Mr. James Stewart stated that Wheeler County had sold their bonds and asked that the two mile section between Mitchell and the Forest Reserve be advertised. The Commission instructed the engineer to advertise the project as soon as the plans and estimates are ready.

The matter of paving through the city of Rainier was discussed at some length and it was agreed that Commissioner Yeon should see the city authorities before the next meeting and the engineer was instructed to prepare plans for completing the grading so that it could be advertised when called for by the Commission.

Portland, Oregon, September 1, 1921.

The Commission met at 9:00 o'clock A. M. in Room 1300 Yeon Building. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

Mr. Charles H. Cheney, Consultant for the City Planning Commission, outlined a plan for acquiring parking places and camp sites and furnished a letter offering his professional services. After consideration, Mr. Yeon made a motion, which was carried, that the matter be held in abeyance until it was learned what the other organizations were going to do, so there will be no conflict.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held July 28th, 1921, a resolution was regularly adopted directing that bids be invited for the purchase of Two Million Five Hundred Thousand Dollars, par value, of the bonds of the State of Oregon authorized under the provisions of Chapter VI of Title KXX, Oregon Laws, and as amended by Chapter 245 and Chapter 348, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of eleven o'clock A. M. of the 30th day of August, A. D. 1921, 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 the 30th day of August, A. D. 1921; and,

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

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the par value of the bonds; and further required that such bonds be dated September 1st, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid, with the accrued interest to be added thereto, from the 1st day of September, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite of such issuance; and further providing that the Commission reserve the right to reject any and all bids, and requiring further that

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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the Laws of Oregon for 1921, provided that bids should be received for the purchase of said bonds to mature October 1st, 1925, and likewise that bids should be received for the sale of said bonds to be serial bonds maturing \$62,500 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946, and that said bonds, if sold as the result of such invitation for bids, should be sold to the bidder bidding the lowest rate of interest therefor; and,

WHEREAS, notice of such sale was duly given by the Secretary of the Highway Commission as required by such resolution, by publication thereof for two or more successive issues in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered; and,

WHEREAS, the said State Highway Commission of the State of Oregon met in regular session at the hour of eleven o'clock A. M. on the 30th day of August, 1921 in Room 520 Multnomah County Court House in Portland, Oregon, with all members present and participating; and,

WHEREAS, pursuant to the said resolution and published notice the following bids for said bonds were received by the State Highway Commission and were opened publicly and filed in the presence of the Commission, to-wit:

Bidder	Maturity	Interest Percent	Total Premium
		Rate Bid of par	
White, Weld & Co. Blodget & Co. Lee, Higginson & Co. Merchants Loan & Trust Co. of Chicago Security Savings & Trust Co., Portland	Serial 1926-1946	5 1/2%	100.07 \$ 1,750.00
Stacy & Braun Kissel, Kimicutt & Co. Eldredge & Co. Anglo & London Paris National Bank Ralph Schneeloch Co.	Serial 1926-1946 Serial Oct. 1926-Apr. 1930 " Oct. 1920-Apr. 1946	5-3/4% 5-3/4% 5 1/2%	102.128 \$53,200.00 100.00 0.00

Harris Trust & Savings Bank, Chicago

National City Company
Continental & Commercial Serial 1926-1946 5-3/4% 101.32 \$33,000.00
Trust & Savings Bank
Lumbermens Trust Co., Portland

A. M. Wright, Portland Serial 1926-1946 5-3/4% 101.19 \$29,750.00

Carstens & Earles
Wm. R. Compton & Co.
Halsey, Stuart & Co. Serial 1926-1946 5-3/4% 101.033 \$25,825.00
Hallgarten & Co. Oct. 1, 1925 6 1/2% 100.663 16,575.00
First National Company of Detroit
A. G. Becker & Co.
West & Company

John E. Price & Co.
Bankers Trust Co.
Guaranty Trust Co.
E. H. Rollins & Sons Serial 1926-1946 5-3/4% 100.617 \$15,425.00
Ames, Emerich & Co.
Marshall Field, Gloré, Ward & Co.

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds as required by said resolution and published notice; and,

WHEREAS, the Highway Commission not being fully advised in the premises took the matter of acceptance or rejection of said bids under advisement and now at this time, to-wit: the 1st day of September, 1921, the Commission being fully advised and sitting in regular session, it is deemed and declared by the Commission that the bid for said bonds to mature October 1st, 1925 was not favorable to the best interest of the state highway fund and state highway construction, and therefore, not for the best interest of the State; and,

WHEREAS, the bid and proposal of White, Weld & Co. and associates for serial bonds maturing \$62,500 October 1, 1926 and the same amount each April 1st and October 1st thereafter to April 1, 1946 was and is deemed to be the best bid, and to be and constitute the lowest interest rate bid for said block of bonds, and said bid, offer and proposal is deemed and declared by the Highway Commission to be the highest and best bid received in accordance with the said resolution and said notice; and,

WHEREAS, the Highway Commission after considering all of the said bids, and the general situation, and the possible improvement in the money market, is fully convinced that it will not be for the best interests

of the state to sell, at the price bid, all of said Two Million Five Hundred Thousand Dollars (\$2,500,000.00) of state highway bonds, but that it is for the best interests of the State to sell and dispose of at the price bid One Million Five Hundred Thousand Dollars (\$1,500,000) of said state highway bonds; and

WHEREAS, the highest bidders, White, Weld & Company, Blodget and Company, Lee, Higginson and Company, Merchants Loan and Trust Company of Chicago and Security Savings and Trust Company of Portland, have expressed their willingness to accept One Million Five Hundred Thousand Dollars par value, state highway bonds at the same interest rate bid and the same proportional amount of premium as was bid on Two Million Five Hundred Thousand Dollars par value state highway bonds;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that said bid of \$1000.70 for each One Thousand Dollar bond and a proportional amount for each Five Hundred Dollar bond shall be and is hereby accepted for One Million Five Hundred Thousand Dollars (\$1,500,000) par value, state highway bonds, authorized under Chapter VI of Title XXX, Oregon Laws, and amendments thereof.

BE IT FURTHER RESOLVED, that the Secretary of the Highway Commission be and he is hereby, authorized, empowered and directed to cause to be lithographed and printed one thousand four hundred eighty \$1000 bonds and forty \$500 bonds, of which amount \$37,500 shall mature October 1, 1926, and a like amount each April 1st and October 1st thereafter to April 1st, 1946 and that said bonds shall be dated September 1, 1921 and shall bear interest at the rate of five and one-half per cent per annum, payable semi-annually each April 1st and October 1st, and that the purchaser of such bonds be required to pay, in addition to his bid, the interest accrued on all of said bonds from September 1st, 1921 until the purchase price thereof has been paid; said bonds to be designated as Series No. 2 and numbered 7561 to 9080, both numbers inclusive.

BE IT FURTHER RESOLVED that the said successful bidders be permitted to withdraw their certified check submitted with said bid in the sum of One Hundred and Twenty-five Thousand Dollars (\$125,000.00) and file with the Commission in lieu thereof, a certified check in the sum of Seventy-five Thousand Dollars (\$75,000).

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon

receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

BE IT FURTHER RESOLVED that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

BE IT FURTHER RESOLVED that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

The Commission decided to hold the next meeting on September 20th, 1921.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter VI of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon within five years from the enactment of said Chapter in a sum not exceeding \$10,000,000 for the purpose of procuring funds with which to carry out the provisions of said Chapter, which said bonds shall mature within twenty-five years from the date of sale thereof; and,

WHEREAS, under the provisions of Chapter 348 of the General Laws of Oregon for 1921, which said Chapter 348 was approved by the Governor February 26, 1921, and filed in the office of the Secretary of State February 28, 1921, and under the provisions of Chapter 245 of the General Laws of Oregon for 1921, which said Chapter 245 was approved by the Governor February 23, 1921, and filed in the office of the Secretary of State February 24, 1921, which said Chapters are acts amendatory of said Chapter VI of Title XXX, Oregon Laws, and were enacted by the legislative assembly of the State of Oregon for the year 1921 and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days subsequent to the adjournment of said legislative assembly, and by the terms and provisions of said acts the Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter VI of Title XXX, which said bonds shall mature within five years from the date of sale thereof, and shall be sold at not less than par, and to the bidder bidding the lowest rate of interest therefor; and said Commission is authorized to sell said bonds in such

denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 of the General Laws of Oregon for 1921, and as amended by Chapter 348 of the General Laws of Oregon for 1921, bonds in the sum of One Million Dollars (\$1,000,000), and that said bonds be sold at not less than par to the person, firm or corporation bidding the lowest rate of interest therefor, and that the date upon which said bonds shall mature shall be fixed as of October 1st, 1925, and it is likewise deemed advisable and is hereby determined by the Highway Commission, that bids should likewise be received for the sale of the said One Million Dollars (\$1,000,000) of bonds, to mature not later than twenty-five years from the date of sale thereof; said bonds to be serial bonds maturing \$25,000 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946; it being intended that bids shall be received on said One Million Dollars (\$1,000,000) of bonds as short term bonds and as long term bonds; the Commission reserving the right to accept or reject either or both types of bids; and,

WHEREAS, there have been issued and sold under the provisions of said Chapter VI of Title XXX, Oregon Laws, bonds in the sum of \$9,000,000, and said Highway Commission is authorized and empowered to issue, at any time within five years from the date of the passage of said act, the full sum of \$10,000,000 authorized by said acts; and,

WHEREAS, the Attorney General of the State of Oregon, by said act, is required, under the direction of the Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and,

WHEREAS, said Attorney General has prepared such forms of coupon bonds in conformity with the requirements of such statutes, which forms of bond have been and are hereby ratified and adopted; and,

WHEREAS, said statutes, with the amendments thereof, authorize such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said acts; and it is further provided that bonds sold under the provisions of Section 4505 of Oregon Laws, as amended by Chapter 348 of the General Laws of Oregon for 1921, (providing said bonds are sold under the provisions of said amendment), may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter VI of Title XXX, Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the present time the necessity of road construction requires the issue of One Million Dollars (\$1,000,000), 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 VI of Title XXX, Oregon Laws, One Million Dollars (\$1,000,000) par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest;

(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 20th day of September, 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 20th day of September, 1921;

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

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Dollars (\$1,000,000) par value, of the gold bonds of the State of Oregon, bearing interest at the lowest rate of interest bid therefor; said bonds to mature on October 1st, 1925, and that bids will likewise be received for said amount of bonds, the same to be serial bonds maturing \$25,000 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946 when the full amount is paid; that said bonds shall be in denomination of \$1000 each and designated as Series No. 2 and shall be numbered 9081 to 10080, both numbers inclusive.

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

(f) That said bonds be dated October 1st, 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 October 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 reserve the right to reject any and all bids, which fact shall be set forth in such advertisement.

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

BE IT FURTHER RESOLVED, that said bids be received for One Million Dollars (\$1,000,000) Dollars, par value, of said bonds.

The motion was duly seconded and carried unanimously.

Colonel Percy Willis appeared before the Commission urging that the Portland office of the Commission be kept open and that he be retained in charge. The Commission replied that it seemed advisable to close the office and that it would not be possible to use his services in that connection.

Mr. Theodore Arenz of the Oregon Contracting Company appeared before the Commission and stated that the Internal Revenue Collector had advised them that they must pay the war tax on freight shipments of materials used in state highway construction. The matter was referred to the attorney.

The engineer reported on the E. A. Palmer contract for the Tum Tum Section of the Corvallis-Newport Highway that the rock which it had been proposed to use for the macadamizing of this section had not been found in sufficient quantities to justify the installation of equipment necessary, and that, therefore, he recommended that the project be cancelled and that Palmer be reimbursed for his expenditures on this account. Mr. Palmer stated that in the event he was awarded the contract for the grading of Unit No. 2 of the Mt. Hood Loop Highway in Clackamas County, that he could use the equipment which had been purchased for the Tum Tum project. After consideration the Commission adopted the recommendation of the engineer and authorized the payment of \$3,023.95 to E. A. Palmer on this account.

A communication was read from the Mayor of Burns relative to the improvement of the Central Oregon Highway through Burns. The secretary was instructed to advise them of the division of costs adopted by the Commission and state that the Commission was ready to make this improvement if the city was prepared to make their contribution.

On the report of the engineer that Hood River County approved the award to the low bidder on the Booth Hill Section of the Mt. Hood Loop Highway, in Hood River County, the award was made to Joplin & Eldon at \$54,546.50.

The engineer reported that Klamath County approved the award to the low bidder for broken stone surfacing on the Barclay Springs-Lamm's Mill Section of The Dalles-California Highway, and upon motion which was carried, the award was made to the Warren Construction Company at \$28,900.00.

The cooperating counties, Jackson and Klamath, having advised that the low bid on the Jenny Creek-Hayden Creek Section of the Ashland-Klamath Falls Highway was acceptable to them, award was made to John Hampshire, the low bidder, at \$103,132.00.

The County Court of Malheur County having advised that the low bid on the Jamieson-Brogan Section and the Vale-Burrell Ranch Section was acceptable, the Commission made the award on the Jamieson-Brogan project to the Morrison-Knudsen Company at \$18,726.50, and also made the award to the same company of the Vale-Burrell Ranch Section at \$41,128.50.

A letter was received from the County Court of Yamhill County, asking that the grading work which had been done by the county through Lafayette be considered in determining the proportion which would be assessed against the city when the paving came up. The Commission, by vote, accepted the proposal made by the County.

In the matter of completing the paving in the city of Junction, it was agreed that Mr. Booth would arrange a meeting with the city officials in the near future and endeavor to make some kind of a working agreement with them.

In the matter of paving through Mosier, Mr. Barratt agreed to take it up with the officials of Wasco County.

In the matter of paving through Myrtle Creek, the engineer was instructed to see them and arrange finances.

In the matter of right of way across the railroad property in Oakland, Mr. Booth stated that he would take it up with the Oakland city officials.

The engineer was instructed to advertise at the next meeting the clearing and grading of a section of the Dalles-California Highway from the Klamath-Deschutes County line extending south to the Forest

Boundary, a distance of approximately 18 miles.

The engineer was authorized to extend the talus surfacing now being placed on the Humber Mountain Section of the Coast Highway in Curry County south to cover Unit No. 1 of the Brush Creek-Mussel Creek Section now under contract for grading, as emergency work, in order to make the new grade available for winter travel, using state trucks.

Rhodes & Price requested an extension of time to August 31, 1921, on contract No. 313, Unit No. 2, Trail-Agate Section, Crater Lake Highway. On recommendation of the engineer, who reported that the work was complete except the guard fence, the extension was granted.

Cummins & La Pointe requested an extension of time on contract No. 392, Canby-Aurora Section, to October 30, 1921. On recommendation of the engineer, the request was granted, subject to provision of the contract requiring payment by the contractor of the engineering costs after the date of original expiration of the contract, except that deduction of seventeen days be made account delay from May 27 to June 13 in making the award of the contract.

Tobin & Pierce requested an extension of fifteen days on Contract No. 413, bridges on Unit No. 1 Mt. Hood Loop Highway in Clackamas County. On recommendation of the engineer, the request was granted.

The Scandia Shipbuilding Company requested an extension of time to October 31 on Contract No. 299, paving Multnomah County Line to Oregon City. On recommendation of the engineer, the request was granted.

Monson-Trierweiler Company requested an extension of time to September 30, 1921 on Contract No. 415, which is the superstructure for the Nestucca River Bridge in Tillamook County. On recommendation of the engineer, the request was granted.

Porter and Conley requested an extension of time to October 31, 1921, on contract No. 304, Crane-Lawen Section, Harney County. The engineer recommended that the extension be granted provided the contractor waive all claims for anticipated profits due to decreased grading quantities. The extension was then granted subject to this condition.

The Johnson Contract Company requested an extension of time to October 31, 1921, on a section of contract No. 390 located between Sta. 262 and Cherryville which was required to be completed August 31, 1921. On recommendation of the engineer the request was granted.

Commissioner Yeon expressed his approval of the schedule of proportion of costs which should be assessed against the cities and towns of less than 2000 inhabitants adopted at the July 29th meeting of the Commission.

In the matter of the contract for the construction of the

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bridge at Youngs Bay, it was brought to the attention of the Commission that while the contract provided for payment of the cost of operation by the contractor until thirty days after final acceptance of the work, that it was the intent of the specifications to require the contractor to operate this structure only for a thirty day trial period. This having been done and conditions, not the fault of the contractor, rendering it impossible to make final acceptance of the work at this time, it was agreed that the contractor, the Gilpin Construction Company, be relieved from bearing any further expense of operation of this structure after August 1st, 1921.

The Commission agreed to consider the Clackamas County contribution on the Mt. Hood Loop as sufficient to cover the improvement through Sandy without requiring cooperation from the city.

The Commission thought it advisable to defer until later in the season Hood River County's request for grading between Booth Hill and the Forest Reserve.

The engineer was instructed to prepare plans for an overcrossing on the Pacific Highway north of Salem and the attorney was instructed to petition the Public Service Commission for a hearing on this improvement.

The Commission declined to cooperate with Coos County as a matter of precedent, in the improvement of the Coos Bay Wagon Road, in temporary use, while the Roseburg-Coos Bay Highway is under construction.

Josephine County requested that the State take over the necessary repairs on the Jump-Off-Joe Creek and Louse Creek bridges on the Pacific Highway, in view of the fact that the County had made the repairs on the School House Creek and Harris Creek bridges necessary to bring them up to a standard required for paving. The engineer reported that the Jump-Off-Joe Creek bridge was a light steel truss and that the concrete abutments were badly cracked and that the bridge would be overloaded if paved, therefore, he recommended that no pavement be laid over it and only temporary repairs be made until the bridge could be replaced. After consideration the Commission decided to take over the necessary repairs on the Louse Creek bridge and the repairs on the Jump-Off-Joe Creek bridge in consideration of the county having constructed within the past year the Louse Creek, School House Creek and Harris Creek bridges.

The Commission rejected the proposal by the Union Pacific Railroad that a deposit be made by the Commission with the railroad company to create a sinking fund for the purpose of constructing a concrete abutment and concrete pier at the proposed Perry Undercrossing, when it becomes necessary to replace the present pile structure.

Mr. Booth stated that he would interview the city officials of Drain relative to securing the right of way desired and completing the pavement through their city.

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

Robert Nunn
State Highway Engineer

J. B. Yeon
Chairman

Roy A. Klein
Secretary

Portland, Oregon, September 20, 1921.

The meeting of the State Highway Commission was called to order at 10 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

J. B. Yeon, Acting Chairman
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

At 10 o'clock bids were received on the grading and macadam projects as advertised.

THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY LINE-FOREST BOUNDARY SECTION

	Corr. Pipe	Conc. Pipe
C. Frank Rhodes	43,947.00	44,617.00
Montague-O'Reilly Co.	48,998.00	
Johnson Contract Co.	63,873.50	64,139.00
Grieve & Seymour	69,976.00	70,766.00
Hauser Construction Co.*	23,873.00	

*No bid on clearing

OCHOCO HIGHWAY
PRINEVILLE-OCHOCO SECTION

Greenwood & Dann	21,000.00
Newport Construction Co.	21,900.00
Retrum & Paulus	22,050.00
McAuliffe & Healy	22,350.00
P. McD. Fuller	22,350.00
D. F. Murphy & Co.	23,550.00
J. K. Shotwell	24,300.00
D. M. Stevenson	28,500.00
Wm. von der Hellen	30,000.00*
Wm. von der Hellen	21,750.00**
Johnson Contract Co.	31,500.00

*Oversize crushed

**Run-of-Bank 3" maximum size

At 11 o'clock bids were received on State Highway bonds as advertised.

A quorum not being present the meeting was declared adjourned until 1:30 P. M. September 20, 1921.

The State Highway Commission met in Room 520 Multnomah County Court House at 1:30 P. M. pursuant to adjournment. Present were:

J. B. Yeon, Acting Chairman
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Mr. Barratt offered the following resolution, and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held September 1, A. D. 1921, a resolution was regularly adopted directing that bids be invited for the purchase of One Million Dollars par value of the bonds authorized under the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of 11:00 o'clock A. M. of the 20th day of September, A. D. 1921, 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 11:00 o'clock A. M. of the 20th day of September A. D. 1921; and,

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof for two issues in the following publications, to-wit: The Bond Buyer, published in New York City, and the 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 par value of the bonds, and further required that such bonds be dated October 1st, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of October, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston Massachusetts, showing the validity of such bonds as a prerequisite to such issuance, and further providing that the Commission reserve the right to reject any and all bids, and requiring further that 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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter VI, of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the Laws of Oregon for 1921, provided that said bonds should mature October 1st, 1925, and likewise that bids should be received for the sale of said bonds to be serial bonds maturing \$25,000 October 1st, 1926, and the same amount each April 1st and October 1st thereafter to April 1st, 1946, and that said bonds, if sold as the result of such invitation for bids, should be sold to the bidder bidding the lowest rate of interest therefor; and,

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

WHEREAS, the regular meeting of the Commission was called to order by J. B. Yeon, Acting Chairman, and thereafter the bids on State Highway bonds and the bids on highway construction were received pursuant to notice and call, but there being no quorum of said Commission present, said meeting was declared adjourned until 1:30 P. M. of said 20th day of September, 1921; and,

WHEREAS, the said State Highway Commission of the State of Oregon pursuant to said adjournment is now at this time, to-wit: at the hour of 1:30 o'clock P. M. of the 20th day of September, A. D. 1921, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with two members of said Commission present and participating; and,

WHEREAS, pursuant to said resolution and published notice the following bids for said bonds have been received by the State Highway Commission, and have now at this time been opened publicly and filed, and in the presence of the Commission, to-wit:

Ralph Schneeloch Company
Stacy & Braun
Kissel, Kinnicutt & Co.
Eldredge & Company
Anglo & London Paris
National Bank

Oct. 1, 1925	6%	100.51	\$5,100.00
Serial 1926-1946	5½%	100.641	6,410.00

Freeman, Smith Camp Co.
William R. Compton Co.
Halsey Stuart & Co.
Hallgarten & Co.
First National Co.

Oct. 1, 1925	6%	100.07	\$ 700.00
Serial 1926-1946	5½%	100.279	2,790.00

A. M. Wright	Oct. 1, 1925	6%	100.05	\$ 500.00
	Serial 1926-1946	5-3/4%	100.87	8,700.00

Lumbermens Trust Co. Portland
Harris Trust & Savings Bank
National City Company
Continental & Commercial
Trust & Savings Bank

Security Savings & Trust Co., Portland White, Weld & Co. Blodgett & Company Lee, Higginson & Co. Merchants Loan & Trust Co. Chicago	Oct. 1, 1925	6%	100.0347	\$ 347.00
	Serial 1926-1946	5½%	100.1435	1,435.00
	Serial 1926-1946	5½%	100.52	\$5,200.00

John E. Price & Co. Bankers Trust Co. Guaranty Co. of New York E. H. Rollins & Sons Ames, Emerich & Co.	Serial 1926-1946	5½%	100.147	\$1,470.00
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each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and,

WHEREAS, the said State Highway Commission sitting in regular session after carefully considering all of the bids received, and the general situation, and being fully advised, it is deemed and declared by the Commission that the highest bid for said bonds of the Serial long term type to mature in the amount of \$25,000 October 1st, 1926 and the same amount each April 1st and October 1st thereafter to April 1st, 1946, was not favorable to the best interest of the State Highway Fund and state highway construction and therefore not for the best interest of the State; and,

WHEREAS, the bid and proposal of Ralph Schneeloch Company, Stacy & Braun, Kissel, Kinnicutt & Company, Eldredge & Company and Anglo & London Paris National Bank, for the short term type of bonds maturing October 1st, 1925, was and is deemed to be the best bid and to be and constitute the lowest interest rate bid for said block of bonds, and said bid, offer and proposal is deemed and declared by the Highway Commission to be the highest and best bid received in accordance with the said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,005,100.00 by Ralph Schneeloch Company, Stacy & Braun, Kissel, Kinnicutt & Company, Eldredge & Company and Anglo & London Paris National Bank, for One Million Dollars par value bonds of the State of Oregon authorized under Chapter VI of Title XXX, Oregon Laws, as

amended by Chapter 245 and Chapter 348 of the General Laws of Oregon for 1921, be and the same is hereby accepted.

Be It Further Resolved that the Secretary of the Highway Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed one thousand One Thousand Dollar (\$1,000) bonds, which shall become due and payable October 1st, 1925, and that such bonds be dated October 1st, 1921, and bear interest at the rate of 6% per annum, payable semi-annually from such date, and that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from October 1st, 1921 until the purchase price therefor has been paid; said bonds to be designated as Series No. 2 and numbered 9081 to 10080, both numbers inclusive.

Be It Further Resolved that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

Be It Further Resolved that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

Be It Further Resolved that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

Be It Further Resolved that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

Judge Wilson and Commissioner von Lehe of Benton County asked for state aid in the construction of the Flynn Bridge over Mary's River on the Alsea Highway. The matter was taken under advisement.

W. W. Lunger of Lafayette invited the Commission to investigate conditions and construction operations in Yamhill County. The Commission arranged to go the next day.

C. H. Purcell, District Engineer of the Bureau of Public Roads, stated that, under the new regulations of the Department of Agriculture, plans, specifications and project statements must be approved by the Secretary of Agriculture before bids are opened, which would require more time than the present procedure.

Dr. W. F. Fiebig, President of the Progressive Business Men's Club, stated that the Club wished to name the large mountain immediately above the Mitchell Point Tunnel "General McAlexander Mountain." The Commission were of the opinion that this matter was beyond their jurisdiction and authority and suggested that the matter be referred to the Oregon Geographic Board.

Mr. P. H. Dater conferred with the Commission relative to the advisability of awarding contracts for clearing on the McKenzie Project this winter to be paid for out of funds pledged for next year. In view of the saving in time which might be effected through this procedure, the Commission agreed, provided the bids were satisfactory.

Judge Adkisson of Wasco County asked that the Threemile Creek-Dufur Section of the Dalles-California Highway be advertised for grading now and rocking later, the county to cooperate to the extent of fifty per cent of the cost. He also asked that the Cow Canyon Section of the Dalles-California Highway in Wasco County be advertised for grading. In view of previous promises, both requests were granted and the engineer was instructed to prepare both projects for advertisement.

Judge Adkisson asked that the survey of the Dalles-California Highway between Maupin and Tygh Valley be made in the very near future. Requests were also received from representative citizens of Maupin and The Dalles Wasco Chamber of Commerce, stating that the business portion of the town had recently been almost entirely destroyed by fire and urging that the location of the highway be made through the town so that the business portion could be located on the alignment as adopted. In view of the circumstances, the request was granted and the engineer instructed to make as much of the survey as seems advisable and necessary at this time.

In the matter of paving through Mosier, Judge Adkisson agreed that the county would assume the city's portion of the cost of the paving through the city, which, according to the schedule adopted by the Commission, would be ten per cent.

The engineer was instructed to advertise a section of the Dalles-California Highway in Jefferson County between Madras and the Wasco-Jefferson County Line on which Jefferson County has offered \$50,000 co-operation.

Mr. Walter Meacham, Secretary of the Baker Chamber of Commerce, representing the Baker County Court, asked that the River Section of the Baker-Cornucopia Highway lying between the Baker-Middle Bridge and Canyon Section below Richland be advertised on the revised plans, which contemplated narrowing the roadbed to 14 feet in width. Since there was some doubt as to whether the county funds would be sufficient to cover the cost, it was agreed that the project should be advertised and the matter of finances settled before the contract was awarded.

The Secretary read the tabulation of the bids which had been received.

On motion, which was carried, Greenwood & Dann were awarded the contract for graveling the Prineville-Ochoco Forest Boundary Section of the Ochoco Highway on their bid of \$21,000.00.

On motion, which was carried, all bids on the Klamath-Deschutes County Line-Forest Boundary Section of the Dalles-California Highway in Klamath County were rejected and the project ordered readvertised.

Mr. G. K. Aiken of Ontario urged that the Weiser to Malheur-Baker County Line Section of the Old Oregon Trail in Malheur County be placed under construction during the coming winter. The Commission instructed the engineer to advertise this project for grading.

Mr. Alfred A. Hampson and Mr. J. J. Lynch, representing the Postal Telegraph-Cable Company, appeared before the Commission and asked to be heard concerning the construction of the company's pole line along the Lower Columbia River Highway and after discussing the purpose of their appearance before the Commission, Mr. Hampson inquired as to whether or not the stenographer had taken down the statements he had made, and upon being advised that she had not, he asked permission to again state the position of the company to the stenographer, which permission was granted and the following statement was then made by Mr. Hampson:

"Alfred A. Hampson, attorney for the Postal Telegraph-Cable Company, and J. J. Lynch, superintendent of construction for the Company, appeared before the State Highway Commission on September 20th in deference to the suggestion contained in the order of the Public Service Commission in case U F 363, that case being application by the State Highway Commission to the Public Service Commission for an order requiring joint user between the Postal Company and the Pacific Telephone and Telegraph Company of the existing pole line on the Columbia River Highway between Goble and Astoria.

"The attorney for the Postal Company expressed himself as understanding that the Public Service Commission decline to take jurisdiction over the controversy and affirmatively held that the joint user should not be compelled but ordered the Postal Company to desist from the construction work they had theretofore been carrying on until a conference had been had

with the State Highway Commission looking toward a possible agreement as to the manner of construction. He further stated that he was before the State Highway Commission as a result of this suggestion without conceding that the State Highway Commission has the right or power to either permit or forbid construction by the Postal Company. He asked that the Commission indicate the points upon the highway, if any, on which it would permit construction and the manner of construction that it would require to be adopted if construction was permitted at all.

"The Commission indicated their attitude to be that they would prevent the construction of a pole line by the Postal Company, or any other company, at any point on the Columbia River Highway between Goble and Astoria in so far as they were in a position to prevent it and that they would not discuss outside of court, conditions under which such construction work be carried on but would allow construction work to be done only if they were compelled so to do by the action of the courts.

"The Commission indicates that it refuses to discuss this matter because discussion is useless since the Commission is committed to the policy of keeping these pole lines off highways of this character and therefore there is nothing to discuss in the view of the Commission."

After listening to the statement as made by counsel to the stenographer, the Commissioners concurred in its being a substantial re-statement of the previous discussion.

The Commission adopted the engineer's report on the location of the Dalles-California Highway in the vicinity of Lapine, with particular reference to the location of the east side of the proposed railroad as recommended by the engineer. The Commission stated that there was no objection to the county grading a connection into Lapine, but that it must be done at the county's expense and the grading on the main Dalles-California Highway must be completed on the alignment adopted by the Commission.

Mr. Barratt made the following motion, which was carried subject to Mr. Booth's approval: That the engineer be instructed to advertise at the next meeting for macadam surfacing on the Oregon-Washington Highway beginning two miles north of Lexington through Lexington to two miles west of Heppner, where the macadam ends which the county constructed, commencing again at Cone's Warehouse extending approximately three-tenths miles to where the macadam ends on Main Street, commencing again at the east city limits of Heppner, extending to Station 80 on the Jones Hill project, also that the state accept the $2\frac{1}{2}$ miles that the county built, so that it can be scarified and shaped up so as to make a uniform roadbed from Heppner to the Gilliam County line.

The matter of the indebtedness of Gilliam County to the State was discussed and the attorney instructed to take up the matter of collection with the county authorities.

The engineer reported that it appeared desirable to line the balance of the most easterly of the twin tunnels between Hood River and Mosier. Authority was given for this work. Also the engineer reported that the disintegration of the columns made it appear desirable to do some work on the Mitchell Point tunnel. He recommended "gunite" treatment. Authority was given for such work as may be necessary.

Mr. C. H. Cheney, Consultant for the City Planning Commission of Portland appeared relative to his employment by the Commission in charge of the acquisition of parks. The matter was deferred until Mr. Booth could be present.

The engineer reported on the south approach to the Coquille River Bridge at Coquille now under construction by Coos County. It was stated that the approach would be constructed to state highway standards provided the Commission would give assurance that this route would be designated as the state highway. This the Commission was not able to do at this time, as the situation requires considerable thought and study. The Secretary was instructed to advise Coos County, however, that the Commission hoped that the approaches would be so constructed as not to be inconsistent with state highway standards in the event the state adopted this crossing of the Coquille River as the route of the state highway.

Seeley & Company, insurance agents, presented a claim for breakage of glass windows in Pilot Rock by a department automobile used by an engineering party working in the vicinity. An investigation had disclosed that it was an accident. In view of the statutory prohibition against the payment of damage claims excepting by legislative act, the claim was rejected by the Commission.

The engineer reported that it had been deemed necessary to cover the freshly graded roadbed with gravel for winter travel on the Monmouth South Section, the Benton-Polk County Line-Suver Section, the Rickreall North Section and certain portions of the West Dayton-St. Joe Section, all on the West Side Highway, with state equipment and state forces. Also it has been deemed advisable to do some grade widening on the West Dayton-St. Joe Section to better drainage conditions in the same manner. In view of the necessity, these emergency work orders were approved by the Commission.

The engineer reported that the claims of the Pacific Bridge Company for adjustments on the Burns-Lawen Section of the Central Oregon Highway had been investigated and that he recommended the rejection of all claims except a claim for \$2,299.95. After consideration, the Commission adopted the recommendation of the engineer and instructed that the amount of \$2,299.95 be allowed.

The Commission authorized the advertising of paving between West Dayton and St. Joseph, Roseburg-Wilbur, Drain-Yoncalla and paving within the city limits of Cottage Grove. The engineer was authorized also to advertise grading in Sherman County between Wasco and Moro and

between Moro and Grass Valley. The advertisement of the Myrtle Point-Bridge Section of the Roseburg-Coos Bay Highway was also authorized.

The engineer reported that the construction of a bridge across the Government feed canal approximately one mile east of Echo on the Columbia River Highway in Umatilla County was necessary in order to complete this section to state highway standards. The secretary was instructed to ask Umatilla County what cooperation they would give on this structure.

A request for an extension of time was received from Dixon & Howitt, who have the contract for Unit No. 1 of the Mt. Hood Loop. The extension requested applied on the section from Sandy east to Station 262, the completion of which was required on August 31. On recommendation of the engineer, an extension of time was granted on this section to October 15.

A request for an extension of time was received from the National Surety Company, bondsmen on the contract for the bridges on the Goldson Section of the Willamette Valley-Florence Highway, contract No. 384, to November 1, 1921. On recommendation of the engineer, the extension requested was granted.

The secretary reported that Mr. Philip Hammond, attorney for the city of Canby, had advised by letter as follows:

"The council of Canby will undertake to have the Charter amended, so as to exclude the Pacific Highway from the City, that is, the boundary lines of the City will be changed so that the Pacific Highway will not be within the corporate limits from the Molalla bridge to the west line of E Street, that is where the most southerly paved crossing of the railroad right of way was made.

"The City could then undertake to pay its proportionate cost of the balance. About \$1600.00 could be paid in cash, if the County Court will agree to the expenditures of this amount of money which was raised by the City of Canby for the highway, and the balance paid by the General Road Fund at the rate of two mills per year from the road money; this would be about \$600.00 each year."

With this understanding, the Commission instructed the Engineer to proceed with the paving within the city limits of Canby.

The date of the next meeting was set for October 25th.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter IV of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon within five years from the enactment of said Chapter in a sum not exceeding \$6,000,000 for the purpose

of procuring funds with which to carry out the provisions of said Chapter, which said bonds shall mature within twenty-five years from the date of sale thereof; and,

WHEREAS, under the provisions of Chapter 384 of the General Laws of Oregon for 1921, which said Chapter 384 was approved by the Governor February 26, 1921, and filed in the office of the Secretary of State February 28, 1921, which said Chapter is an act amendatory of said Chapter IV of Title XXX, Oregon Laws, and was enacted by the legislative assembly of the State of Oregon for the year 1921 and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days subsequent to the adjournment of said legislative assembly, and by the terms and provisions of said act the Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter IV of Title XXX, which said bonds shall mature within five years from the date of sale thereof; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter IV of Title XXX, Oregon Laws, as amended by Chapter 384 of the General Laws of Oregon for 1921, bonds in the sum of One Million Five Hundred Thousand Dollars (\$1,500,000), and that the date upon which said bonds shall mature shall be fixed as of April 1st, 1926, and it is likewise deemed advisable and is hereby determined by the Highway Commission, that bids should likewise be received for the sale of the said One Million Five Hundred Thousand Dollars (\$1,500,000) of bonds, to mature not later than twenty-five years from the date of sale thereof; said bonds to be serial bonds maturing \$37,500 April 1st, 1927, and the same amount each April 1st and October 1st thereafter to October 1st, 1946; it being intended that bids shall be received on said One Million Five Hundred Thousand Dollars (\$1,500,000) of bonds as short term bonds and as long term bonds; the Commission reserving the right to accept or reject either or both types of bids; and,

WHEREAS, there have been issued and sold under the provisions of said Chapter IV of Title XXX, Oregon Laws, bonds in the sum of \$3,940,000, and said Highway Commission is authorized and empowered to issue, at any time within five years from the date of the passage of said act, the full sum of \$6,000,000 authorized by said act; and,

WHEREAS, the Attorney General of the State of Oregon, by act, is required, under the direction of the Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and,

WHEREAS, said Attorney General has prepared such forms of coupon bonds in conformity with the requirements of such statutes, which forms of bond have been and are hereby ratified and adopted; and,

WHEREAS, said statutes, with the amendments thereof, authorize

such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said act; and it is further provided that bonds sold under the provisions of Chapter IV, Title XXX, Oregon Laws, as amended by Chapter 384 of the General Laws of Oregon for 1921, (providing said bonds are sold under the provisions of said amendment), may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter IV of Title XXX, Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the present time the necessity of road construction requires the issue of One Million Five Hundred Thousand Dollars (\$1,500,000), 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 IV of Title XXX, Oregon Laws, One Million Five Hundred Thousand Dollars (\$1,500,000) par value thereof shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes;

(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 25th day of October, 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 25th day of October, 1921;

(c) That notice of such sale be given by the Secretary of this Commission by 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 (\$1,500,000), par value, of the gold bonds of the State of Oregon, bearing six per cent interest; said bonds to mature on April 1, 1926, and that bids will likewise be received for said amount of bonds, the same to be serial bonds maturing \$37,500 April 1st, 1927, and the same amount each April 1st and October 1st thereafter to October 1st, 1946, when the full amount is paid, bearing five and one-half per cent interest; that said short term bonds maturing April 1, 1926 shall be in denomination of \$1000 each and shall be designated as Series No. 3, numbered 4201 to 5700, both numbers inclusive, or in the event that serial long term bonds are issued, they shall be in denomination of \$1000 each except that each thirty-eighth bond shall be \$500 denomination, and they shall be designated as Series No. 3, numbered 4201 to 5720, both numbers inclusive.

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

(f) That said bonds be dated November 1st, 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 November 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 reserve 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 (\$1,500,000), par value, of said bonds.

The motion was duly seconded and carried unanimously.

The Engineer reported that after an inspection with Mr. Yeon, he had rejected the bids on Units 1 and 3 for the macadamizing of the Mt. Hood Loop Highway in Clackamas County. This action was confirmed by the Commission.

The Engineer reported that an arrangement had been effected whereby the City of Drain had agreed to put in a new water main, thus eliminating the leaky main under the proposed pavement. The arrangement, as made, was between the City and the Warren Construction Company, the work to be done without expense to the state. The city also had agreed to secure a full 40 foot right of way and an easement for additional width on each of the two right angle corners.

The Engineer reported that Chairman Booth, Attorney Devers and himself had met with the City Council and representative citizens of Junction City in Eugene on September 9th to discuss the matter of city co-operation on the paving within the city limits west of the railroad tracks and also the grading done in 1919 and 1920 east of the railroad tracks. Details were discussed but no action taken. On the following day, the Engineer and Attorney met the City Council in Junction City. These facts were presented to the Council: The grading, paving and bridge within the city limits from the railroad crossing to the east city boundary line cost \$8,276.72 over a distance of 2,256 lineal feet. The grading and paving on the west side would cost \$8,483.26 over a distance of 1556 lineal feet, total cost \$16,760.00, of which the city's share on a 20 per cent basis is \$3,352.00.

In consideration of grading and macadam placed, the engineer recommended an allowance to be deducted from the city's portion of \$1,000.00. The Council thereupon accepted the offer and by appropriate resolution agreed to pay the Commission \$352.00 in cash and give the Commission an assignment of tax funds due the city by the County Court of Lane County for \$1,000.00 due in 1922 and the same amount for 1923, both payments to be without interest.

On motion, which was carried, the Commission adopted the report of the Engineer and approved the arrangements made with the city.


Commissioner Yeon reported that he had visited Judge White of Columbia County in regard to county cooperation through the city of Rainier and had met with no success. The Engineer was instructed to prepare a report of the cost of completing the grade and macadamizing through the city and bring up the matter again for consideration.

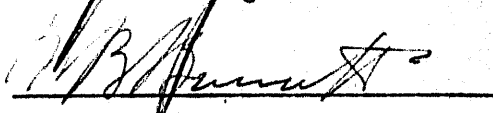
The matter of the Scoggins Valley Improvement District came up for consideration and the Commissioners present expressed themselves as favorable to the formation of the district provided that the boundary line proposed be the summit line surrounding the watershed of the valley, but that if any of the area claimed by the Scoggins Valley District overlapped into the Gales Creek watershed that such area be eliminated from the district. The Engineer was instructed to check up the proposed boundary between the Gales Creek and Scoggins Creek Districts with this in mind and report back to the Commission.

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


State Highway Engineer


Secretary


Acting Chairman



Memorandum adopted as part of the record of meeting of October 25, 1921.

Thursday, October 13, 1921.

The Commission made an inspection trip south over the Pacific Highway, Albany to Medford. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
Herbert Munn, State Highway Engineer
Roy A. Klein, Secretary.

A meeting was held in Albany at the Albany Hotel at 12:30 P. M., at which delegations of representative citizens from Albany and Lebanon were present. Among those present were Senator Garland of Lebanon, A. C. Schmitt and E. D. Cusick of Albany, Mayor Millsap and Mr. Swafford of Lebanon. Judge Bilyeu and Commissioners Pierce and Butler of the County Court were also present. Division Engineer McLeod and Assistant Attorney General Devers also were present. These citizens urged that the state join the county in paving that part of the Albany-Sisters Road between Albany and Lebanon, stating that it was the general wish of the people of the county that the section mentioned be paved before extending the work eastward from Lebanon, and asked that all of the funds that the state should appropriate for the improvement of this road for the season 1921 and 1922 be used in paving the section referred to. They stated further that the people living along this section were disposed to form an improvement district and contribute liberally to paving, but were not disposed to help if macadam only were used. The Commission indicated that they were willing that all the funds contributed by the state within the time mentioned should be used in paving as desired by the Court and citizens, provided the remainder of the cost was borne by the county and road district. An immediate reconnaissance survey and estimate of cost was asked for, which the engineer was instructed to furnish. It was agreed that the matter should be brought before the Commission at their next meeting in Portland.

The members of the Linn County Court accompanied the Commission to Harrisburg, where they and the Commission met the members of the Lane County Court.

The matter of the improvement of the road between Harrisburg and Junction City was discussed, with special mention as to the hazardous undertaking in constructing or maintaining the road between these points, and also a relocation of the line from a point in Linn County to a junction with the Pacific Highway, by way of Coburg, in Eugene, but no decision was reached. Both county courts stated that they would not be willing for several years to undertake the construction of an inter-county bridge at Harrisburg, and the Lane County Court stated it would be impossible for them to build a permanent road between the river bank and Lancaster, where there was great danger of high water. It was decided to take the matters under advisement to be discussed further at some future time.

The Commission met the Benton County Court at Corvallis at 6 P. M. Judge Wilson and Commissioners von Lehe and Scott were present. The Benton County Court stated that they have it in their plans to complete the grading on that section of the Corvallis-Newport Highway from a point one-half mile east of Blodgett to the Benton-Lincoln County Line, and hope to complete construction as early next season as the weather will permit. The Commission advised that the state would follow up with rock surfacing as soon as the grading was completed, as per former agreement.

The matter of the overcrossing of the railroad near Blodgett was left in abeyance pending the completion of the survey and the cost estimate.

In the matter of the former petition for a state road between Corvallis and Albany, the County Court stated that they were not ready for action and asked that the matter be held for further consideration.

The County Court requested that the survey for the Alsea road within their county, which was previously ordered by the Commission, be expedited as much as possible. The engineer stated that he would soon have a crew on that work. County stated that they were now graveling out of road district funds and stated further that they have \$100,000 bond money to apply on this road and stated that they would spend this amount when the survey was completed and the estimates prepared, it being understood that the state will grant some cooperation when funds are available. The Court asked the Commission to cooperate in the cost of construction of the Flynn bridge over Mary's River, and the Commission requested them to bring this up at the next meeting of the Commission.

The Commission continued on over the West Side Pacific Highway to Eugene where the night was spent.

On Friday, October 16th, the inspection trip was continued. A short stop was made to view the Turner premises at Divide where damages are claimed on account of a slide. No decision was reached in the premises.

The Commission met the Douglas County Court at 2 P. M. in the Court House and discussed the matter of paving the Canyonville-Myrtle Creek Section and the improvement through the towns of Canyonville and Myrtle Creek.

The Court stated that the cost of the improvement through Canyonville had not been furnished them and they did not wish to commit themselves until the amount of their obligation was known. The engineer agreed to furnish the cost data at once.

As to Myrtle Creek, they agreed to pay from county funds one-half of the ten per cent assessed against the town for grading and macadam, which is estimated to be \$750.00. The Court, however, declined to assume any part of the remaining cost for grading, macadam or paving and referred the Commission to the officials of Myrtle Creek.

The Commission immediately proceeded to Myrtle Creek and met Mayor Rice and stated to him that the city would be required to pay ten per cent of the improvement within the city limits. He was informed that the cost of grading and rockwork assessed against the city would be ten per cent of the total cost or \$1,500.00, of which the county would pay \$750.00. Mayor Rice asked to know what ten per cent of the total improvement, including pavement, would cost. The engineer was instructed to furnish him this data at his earliest convenience and against this to allow a reasonable credit for the macadam now in place which could be used, to be deducted from the city's share. Mayor Rice stated that they would be willing to pay their share but at the present time no funds were available. He stated that as soon as the estimate of the city's portion was known, he would call a meeting of the Council and citizens and would ask a number of the reliable citizens to sign a guaranty. He further requested that the guaranty be prepared by the attorney and sent to them for execution, which the attorney was instructed to do at once so that the matter could be brought up at the next meeting.

On Saturday, October 15th, the Commission made an inspection trip of the Medford-Crater Lake Highway, leaving Medford at 7:30 A. M., arriving at Crater Lake at about noon and returning to Medford at 5:30 P. M., the party consisting of Messrs. Walther, Vawter, Gardner and Sheldon of Medford, Chairman Booth and Commissioner Yeon, Herbert Nunn, R. A. Klein and K. E. Hodgman.

After the return, a meeting was held with Judge Gardner, Commissioner Bursell of the County Court and Mr. Ben Sheldon, representing the Medford Chamber of Commerce. In conference with the County Court in the matter of adjustment of accounts, the County Court desired to enter into a contract, under the terms of which the county bonds were to be deposited as collateral against the obligation of the county, and the Court stated for the balance for which they have no bonds, they will pay part in cash and the balance during the calendar year 1922.

In the matter of further construction on the Medford-Crater Lake Road, the County representatives stated that they have approximately \$100,000 which they can spend on this project but which must be spent between Trail and Medford, and since the section between Cingcade Corners and Trail is finished, it means practically that the county money must be spent between Cingcade Corners and Medford. The Court proposes to

complete the last named section between Cingcade Corners and Medford with grading and macadamizing or turn the money over to the state if the state will agree to complete in the same manner, and in consideration of the proposed \$100,000 and other contribution which the county has heretofore made, they asked the state to finish the section between Trail and Prospect with grading, bridging and gravel surfacing. The Commission replied that they would make an appropriation between Trail and Prospect at least equal to the amount offered by the county and as much more as the Commission can furnish.

The Commission suggested that the county officials meet District Forester Cecil, to see if a forest appropriation could not be secured. It was agreed that the matter should be taken under further consideration and brought up at the next meeting when Mr. Barratt could be present, and a definite answer given as soon thereafter as may be possible. The County Court agreed, in case the state undertakes to improve the section east of Trail, that the county will take care of the maintenance between Cascade Gorge and Prospect on the same cooperative arrangement with the state as heretofore.

On October 16th, the party returned to Grants Pass and spent the day on an inspection trip of the Grants Pass-Crescent City Road, going as far south as Waldo. The Commission went as far as the Caves Camp on the road to Josephine Caves and inspected the west end of the forest project to the Caves under construction. Accompanying the Commission were Judge Pollock, Messrs. Sabin, Blanchard, Sam Baker of Grants Pass and Division Engineer Hodgman, the State Highway Engineer and the Secretary.

The party returned to Grants Pass about 7:30 P. M. and disbanded.

Portland, Oregon, October 25, 1921.

The meeting of the State Highway Commission was called to order at 9:00 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

A committee from Wasco County, consisting of County Judge Adkisson, Commissioners Hix and Kelly, A. L. Barnum, F. A. Seufert, W. A. Johnson, E. C. Pease, J. L. Kelly and Ed French, appeared in the interest of the proposed route for the Dalles-California Highway up Eightmile Creek. This route would leave the Columbia River Highway just west of Seufert and follow the county highway south which had been graded and graveled to state highway department standards in 1917 for two miles to the crossing of Eightmile Creek at its junction with Fifteemile Creek thence up Eightmile Creek to a junction with the present main road and

the new Dalles-California Highway survey. The purpose of urging this route was to avoid the adverse six per cent grade on the surveyed route between Dufur and The Dalles and provide a three per cent water grade down Eightmile Creek, even at added distance. It was further argued that this connection with the Columbia River Highway would afford a more direct connection with the State of Washington if the proposed bridge across the Columbia River was built on the site proposed above Big Eddy. Judge Adkisson, E. C. Pease and F. A. Seufert spoke in favor of the project and asked that the survey be made by the Commission at the expense of the county. After consideration, the Engineer was instructed to make the survey as requested, the expense to be paid by Wasco County.

The minutes of the Commission meetings of August 30 and September 20 were approved, and the Secretary was instructed to include in the minutes of this meeting the memorandum of the inspection trip through Southern Oregon on October 13th, 14th, 15th and 16th.

The Secretary was instructed to close contracts for the furnishing of cement and asphalt on the paving contracts which are awarded at this session.

The matter of the petitions for and against the adoption of the name "Memorial Loop Highway", as applied to the Tualatin Valley Highway from Portland through Beaverton, Hillsboro, Forest Grove, Gaston, Yamhill and Carlton to McMinnville, thence over the West Side Highway through Newberg and Tigard to Portland, was considered and the matter taken under advisement.

The Engineer reported the result of his examination of the boundaries of the proposed Scoggins Valley Improvement District and recommended slight modifications on the northern and eastern boundaries which were adopted by the Commission.

The Commission having under consideration the matter of the form of petition submitted for the proposed organization of the Scoggin Valley Highway Improvement District, and the Commission having, heretofore, and now, fully considered and investigated said matter, and now being fully advised, Commissioner J. B. Yeon offered and moved the adoption of the following resolution:

WHEREAS, there was heretofore, to-wit: on the 15th day of March, 1921, filed with and submitted to the Highway Commission by L. M. Graham, an attorney of Forest Grove, Oregon, under the provisions of Chapter 399, Laws of 1921, a proposed form of petition for use in the organization of the Scoggin Valley Highway Improvement District in Washington County, State of Oregon; and,

WHEREAS, the Commission thereafter fixed Wednesday the 6th day of April 1921, at the hour of 10:00 A. M. of said day in Room 520 of the Multnomah County Court House at Portland, Oregon, as the time and the place for hearing and passing upon said matter; notice of which said hearing was given by publication thereof in

the Washington County News-Times, a newspaper of general circulation published at Forest Grove, Washington County, Oregon, and in the Hillsboro Independent, a newspaper of general circulation published at Hillsboro in Washington County, Oregon, copies of which said publications containing said notice are on file in the office of the State Highway Commission; and,

WHEREAS, there appeared at said time and place L. M. Graham, Henry W. Scott and others, representing those who favored the organization of said Improvement District, and there likewise appeared at said time and place Thomas Tongue, Jr. and Miss Manche Langley, and others, representing those who opposed the organization of said Improvement District, and it likewise appears that there was filed with the Commission a remonstrance signed by numerous persons opposing the organization of said Improvement District; and

WHEREAS, after hearing the arguments of those favoring the organization of said Improvement District and of those appearing and opposing the organization of said Improvement District the Commission made a personal examination and investigation of the territory proposed to be included within said proposed Highway Improvement District and ordered the highway engineer to make a survey of the territory proposed to be included in said Highway Improvement District and in such survey eliminate from such territory all of the land which did not naturally fall within the drainage system or district of the Scoggin Valley; and,

WHEREAS, as a result of said survey the boundaries of said District were modified and revised and are described as follows, to-wit:

Beginning on the Base Line at the northwest corner of Section four in Township one South of Range six West of the Willamette Meridian, in Washington County, Oregon, and running thence East one mile; thence North one mile; thence East one mile; thence North one mile; thence East two miles; thence North two miles to the northwest corner of Section eighteen in Township one North of Range five West of the Willamette Meridian in said county and state; thence East three miles; thence South one mile; thence East one mile; thence South one mile; thence East one mile; thence South one-half mile; thence East one-half mile; thence South one-half mile; thence East one and one-half miles; thence South one-fourth mile; thence East one mile; thence South two and three-fourths miles; thence East one mile; thence South one and three-quarter miles to the north line of T. B. Speaks Donation Land Claim No. 51; thence East one mile to the east line of Section twenty-two in Township one South of Range four West of the Willamette Meridian; thence North to the North line of the Joshua Dickson's Donation Land Claim No. 45; thence East to a re-entrant corner thereof; thence Northeasterly on said line to the center of a creek running easterly through the Cummings property; thence following down the center of said creek in a southeasterly direction to where the same intersects the center of the Southern Pacific Railroad right-of-way; thence

Southwesterly in the center of said right-of-way to the line on the west side of Section twenty-four in Township one South of Range four West of the Willamette Meridian; thence South on section line to the north line of the George Beal property; thence following East and South on said property line to the southeast corner of said Beal property; thence West to the east line of the Joseph Davis Donation Land Claim; thence South to the Southeast corner of the Augustus Roth land; thence West on the south line thereof to the center of the right-of-way of the Southern Pacific Railroad Company; thence northeasterly in the center of said right-of-way to the center of Scoggin Creek; thence up the center of said creek to a point at which the center of said creek, flowing easterly, intersects the south line of the T. B. Speak's Donation Land Claim No. 51 at or near the southwest corner of the John Dethlefs 159½ acre tract; thence West to the west line of Section twenty-seven in Township one South of Range four West of the Willamette Meridian; thence South to the quarter corner on the west side of said section; thence West three-fourths miles; thence North to the southwest line of the Norman Martin Donation Land Claim No. 52; thence Northwest on said line to the north line of section twenty-eight in Township one South of Range four West of the Willamette Meridian; thence West to the quarter corner on the north line of Section twenty-nine in said Township and Range; thence South twenty chains; thence West three-fourths miles; thence North to the north-east corner of the John J. Gerrish Donation Land Claim No. 56; thence West to the line between the east and west halves of Section thirty in Township one South of Range four West of the Willamette Meridian; thence North to a point twenty chains north of the quarter corner on the north line of said Section thirty; thence West three-fourths miles; thence North twenty chains; thence West one and one-fourth miles; thence North one-half mile; thence West nine and one-half miles to the southwest corner of Section seventeen in Township one South of Range six West of the Willamette Meridian; thence North one mile; thence East one mile; thence North two miles to the place of beginning, all being and situate in the County of Washington and State of Oregon.

and,

WHEREAS, the Commission ordered, and there was prepared, a revised map disclosing the boundaries of said proposed district as revised, modified and approved by the Highway Commission, which map is on file in the office of the State Highway Commission, copies of which, it appears, have been furnished to L. M. Graham, attorney for said proposed Highway Improvement District; and,

WHEREAS, after due consideration of all of the matters relative to said proposed Highway Improvement District it appears to the Highway Commission that the organization of a Highway Improvement District to be known as the Scoggin Valley Highway Improvement District, the boundaries of which shall be as indicated above and as disclosed by said revised map,

will be for the best interests of the people and residents of said District; and it appearing to the Commission that the boundaries of said proposed Highway Improvement District, as modified by said Highway Commission to include the lands above specified, are feasible, practicable, and are in harmony with the spirit and letter of said Chapter 399 of the Laws of 1921; and,

WHEREAS, it appearing to the Commission that said proposed form of petition as modified by the Commission as to boundaries of said District should be approved.

THEREFORE, BE IT RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION, all members being present, that the said proposed form of petition for the organization of the Scoggin Valley Highway Improvement District be and the same is hereby approved as to form and content as changed and modified by the Commission; and be it further resolved that the boundaries of said proposed Highway Improvement District as disclosed by the above specified lands and by said revised map, and as disclosed by said modified or amended petition, be, and the same are, hereby declared to be the boundaries of the Scoggin Valley Highway Improvement District should said District be organized as provided by the provisions of Chapter 399, Laws of Oregon for 1921.

The motion was duly seconded and carried unanimously.

At 10 o'clock, bids were opened and read on the following grading, macadam and paving projects:

FIVE BRIDGES WINSTON-CAMAS HILL SECTION
DOUGLAS COUNTY

	Wood	Steel
J. W. & J. R. Hillstrom	29,826.00	
E. D. Olds	29,928.45	
Lindstrom & Feigenson	30,671.50	38,085.50
Albert Anderson	32,875.00	40,910.00
Curtis Gardner	44,777.00	
Ostrom Construction Co.	67,600.01	
Union Bridge Company		40,081.10

YAMHILL RIVER BRIDGE NEAR WHITESON
McMINNVILLE-AMITY SECTION

Monson-Trierweiler Co.	23,000.50
Lindstrom & Feigenson	25,091.25
Marshall & Barham	26,850.75
Davis, Bigelow & Stratton	28,500.00
A. Guthrie & Co.	28,662.50
V. R. Dennis Construction Co.	29,940.00
Union Bridge Co.	30,215.00
Gilpin Construction Co.	32,032.00
Ward & Ward, Inc.	32,900.00

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THE DALLES-CALIFORNIA HIGHWAY
COW CANYON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
E. A. Webster & Co.		76,595.00
Jas. F. Clarkson & Co.	85,786.00	84,220.00
Carlson & Nyberg		82,351.70
Copenhagen Bros. Co.	102,122.50	99,986.00
Joplin & Eldon		83,127.00
Grant Smith & Co.	87,694.00	85,830.00
John Hampshire	88,570.00	86,727.50
Rajotte-Winters, Inc.	87,795.00	85,126.00
Iver J. Resten	93,448.10	91,897.60
McAuliffe & Healy	77,834.50	76,392.50
Security Construction Co.	101,090.00	99,882.00
Warren Construction Co.		98,741.30
Elliott & Scoggin		91,804.00
White, Brown & Leahy	104,228.00	104,228.00
A. Guthrie & Co.	90,475.00	89,310.00
Johnson Contract Co.		105,074.00
A. D. Kern	90,214.90	89,412.40

SHERMAN HIGHWAY
WASCO-MORO SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
Sherman County Court		69,124.00
W. C. Stone & Co.	67,225.00	67,048.00
Oxman & Harrington	72,551.00	72,230.00
Gilpin Construction Co.	66,822.50	66,743.00
Bauers & Bauers	65,905.00	65,497.00
D. F. Murphy & Co.		75,019.00
Dixon & Howitt		73,640.00
United Contracting Co.		73,109.50
March & Bowers	76,750.50	76,504.50
Hauser Construction Co.	68,240.80	67,625.80
Elliott & Scoggin		88,500.00
D. M. Stevenson	90,421.50	90,361.50
A. D. Kern	79,719.50	79,344.50
Joplin & Eldon		85,205.00
Triangle Construction Co.	69,622.00	69,550.00
More & Anderson		68,497.00
Security Construction Co.	68,065.50	67,554.00
Porter & Conley		72,440.00

SHERMAN HIGHWAY
MORO-GRASS VALLEY SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.		86,001.50
W. C. Stone	66,490.50	66,346.00
Sloane Construction Co.		64,678.50
March & Bowers	70,319.50	70,076.50
A. D. Kern	78,500.00	78,190.00
Cummins & Trent	95,934.00	
Joplin & Eldon		83,556.00
Hauser Construction Co.	68,078.90	67,523.90
United Contracting Co.		79,669.00
Security Construction Co.	66,902.50	66,387.00
Dixon & Howitt		71,589.50
D. M. Stevenson	92,066.00	91,987.00
Elliott & Scoggin		90,501.00*
Miller-Grier Co.		83,823.00
Bauers & Bauers	61,590.50	61,218.50
Washburn & Hall	83,377.50	83,023.50
Oxman & Harrington	71,012.00	70,671.50
More & Anderson		67,587.50
Triangle Construction Co.	67,957.00	67,856.00**
Porter & Conley		68,004.50
D. F. Murphy & Co.		73,271.00

* No bid on overhaul

**No bid on clearing and grubbing

OREGON-WASHINGTON HIGHWAY
LEXINGTON-HEPPNER SECTION - SURFACING

	Broken Stone	Crushed Gravel
Root & Joslin	66,302.00	
Porter & Conley	67,715.00	
Pacific Bridge Co.		89,775.00
More & Anderson	59,495.00	
Tobin & Pierce	74,795.00	
Morrison-Knudsen Co.	93,280.00	
Morrow County Court	65,735.00	
Sloane Construction Co.	61,506.00	
Oxman & Harrington	70,100.00	
A. L. Smith	69,950.00	
Warren Construction Co.	71,064.00	
D. M. Stevenson	88,825.00	
Bauers & Bauers	66,500.00	
Joplin & Eldon	78,265.00	
Oregon Hassam Paving Co.	76,855.00	
A. D. Kern	73,995.00	
Security Construction Co.	76,290.00	
Triangle Construction Co.	78,350.00	
J. C. Compton	89,370.00	
Carlson & Nyberg	67,845.00	
March & Bowers	71,885.00	
D. F. Murphy & Co.	78,310.00	

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OLD OREGON TRAIL
BAKER COUNTY LINE-WEISER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Frank Morgan	170,873.50	167,180.50
S. C. Comerford		128,694.40
Johnson Contract Co.		149,898.00
Osman & Harrington	154,922.50	154,262.50
Grant Smith Co.	161,258.50	159,573.50
Morrison-Knudsen Co.		165,283.50
Heiselt Construction Co.	124,470.00	125,135.00
Rhodes & Price	166,555.00	163,321.00
Copenhagen Bros.	178,162.50	174,212.50
A. Guthrie & Co.	227,438.00	224,000.00
Rajotte-Winters, Inc.	170,165.00	165,378.00
D. P. Murphy & Co.		145,092.50
Hauser Construction Co.	106,424.50	105,762.50
W. C. Stone	164,179.50	164,032.00*
Warren Construction Co.		149,015.00

*No bid on Drain Tile

PACIFIC HIGHWAY
MURDER CREEK SECTION - GRADE SEPARATION

	Concrete Pipe	Corr. Iron Pipe
G. E. Colby	11,980.00	11,977.40
V. R. Dennis Construction Co.		12,068.80
A. D. Kern	11,875.00	11,862.00
Washburn & Hall	12,167.00	12,141.00
Albert Anderson	11,689.50	11,689.50
L. O. Herrold	11,298.00	11,303.20

PACIFIC HIGHWAY
COTTAGE GROVE SECTION - PAVING

Concrete Alternate	
McClean & Williams	58,834.40
Guy F. Pyle	57,416.00

Bituminous Alternate	
United Contracting Co.	56,290.40
S. S. Schell	57,504.75
J. C. Compton	56,884.95

PACIFIC HIGHWAY
ROSEBURG-WILBUR SECTION - PAVING

Concrete Alternate	
Independent Asphalt Paving Co.	166,232.50
S. A. Mocerl	144,395.00
Kibler & Bartlett	157,514.50
Jas. F. Clarkson	154,170.00
Scandia Shipbuilding Co.	183,663.75
United Contracting Co.	162,195.00
Interstate Construction Co.	155,657.50
Oregon Contract Co.	156,394.50
McClean & Williams	150,347.40

Bituminous Alternate	
J. C. Compton	137,410.50
Independent Asphalt Paving Co.	169,006.00
Pacific Bridge Co.	144,380.00
Clark & Henery Construction Co.	137,837.50
Warren Construction Co.	156,743.50
United Contracting Co.	144,596.00
Interstate Construction Co.	148,457.00
Oregon Hassam Paving Co.	137,684.50
Oskar Huber	137,509.50
S. S. Schell	125,201.50

At 11 o'clock, bids were received on state highway bonds as advertised.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held September 20, A. D. 1921, 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 the provisions of Chapter IV of Title XXX, Oregon Laws, as amended by Chapter 384, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of 11:00 o'clock A. M. of the 25th day of October, A. D. 1921, 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 11:00 o'clock A. M. of the 25th day of October, A. D. 1921; and,

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof for two issues in the following publications, to-wit: The

Bond Buyer, published in New York City, and the 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 par value of the bonds, and further required that such bonds be dated November 1, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of November, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite to such issuance, and further providing that the Commission reserve the right to reject any and all bids, and requiring further that 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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter IV, of Title XXX, Oregon Laws, as amended by Chapter 384 of the Laws of Oregon for 1921, provided that said bonds should mature April 1, 1926, and likewise that bids should be received for the sale of said bonds to be serial bonds maturing \$37,500 April 1, 1927, and the same amount each April 1st and October 1st thereafter to October 1, 1946; and

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

WHEREAS, the said State Highway Commission of the State of Oregon is now at this time, to-wit: at the hour of eleven o'clock A. M. of the 25th day of October, A. D. 1921, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with all members of said Commission present and participating; and,

WHEREAS, pursuant to said resolution and published notice the following bids for said bonds have been received by the State Highway Commission, and have now at this time been opened publicly, and filed, and in the presence of the Commission, to-wit:

Ralph Schneeloch Co.

Stacy & Braun

Kissel, Kimicutt Company	Serial 1927-46	5½%	103.31	\$49,650.00
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Eldredge & Company	April 1, 1926	6%	101.51	22,650.00
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Anglo & London Paris National Bank

Seattle National Bank

Blair & Company

Illinois Trust & Savings Bank	Serial 1927-46	5½%	103.277	49,155.00
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Bonbright & Company

Equitable Trust Co. of New York

Chase Securities Corporation
and Associates
United States National Bank
Portland

Serial 1927-46	5½%	102.7989	\$41,983.50
April 1, 1926	6%	102.0789	31,183.50

Security Savings and Trust Co.,
Portland

White, Weld & Co.

Blodget & Co.

Lee Higginson & Co.

Merchants Loan & Trust Co.,
Chicago

Serial 1927-46	5½%	102.73	40,950.00
April 1, 1926	6%	101.51	22,650.00

Security Savings and Trust Co.,
Portland

White, Weld & Co.

Blodget & Co.

Lee Higginson & Co.

Merchants Loan & Trust Co.

Serial 1927-46	5½%	100.19	2,850.00
April 1, 1926	5-3/4%	100.51	7,650.00

Freeman, Smith & Camp Co.

William R. Compton Co.

Halsey Stuart & Co.

Hallgarten & Co.

Carstens & Earles, Inc.

First National Co., Detroit

Serial 1927-46	5½%	102.58	38,700.00
April 1, 1926	6%	101.27	19,050.00

John E. Price & Co.

Bankers Trust Co.

Guaranty Company of New York

E. H. Rollins & Sons

Ames, Emerich & Co.

Serial 1927-46	5½%	102.147	32,205.00
April 1, 1926	6%	101.147	17,205.00

Lamport, Barker & Jennings, Inc.

United States National Bank,

Portland, Oregon, Agents

Serial 1927-46	5½%	101.8771-1/3	28,157.00
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A. M. Wright

Serial 1927-46	5½%	101.84	27,600.00
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Ladd & Tilton Bank, Portland

R. W. Pressprich & Co.

H. L. Allen & Co.

Redmond & Co.

Rutter & Co.

Serial 1927-46	5½%	101.443	21,645.00
April 1, 1926	6%	101.472	22,080.00

Blyth, Witter & Co.

Hornblower & Weeks

Kountze Bros.

Curtis & Sanger

Potter Bros.

Hannahs, Ballin & Lee

April 1, 1926	6%	101.186	17,790.00
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each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and,

WHEREAS, the said State Highway Commission sitting in regular session after carefully considering all of the bids received, and the general situation, and being fully advised, it is deemed and declared by the Commission that the highest bid for said bonds of the short term type to mature April 1, 1926 was not favorable to the best interest of the State Highway Fund and state highway construction and therefore not for the best interest of the State; and,

WHEREAS, the bid and proposal of Ralph Schneeloch Company, Stacy & Braun, Kissel, Kinnicutt & Company, Eldredge & Company and Anglo & London Paris National Bank, for the serial long term type of bonds maturing in the amount of \$37,500 April 1, 1927 and the same amount each April 1 and October 1 thereafter to October 1, 1946, was and is deemed to be the best bid, and said bid, offer and proposal is deemed and declared by the Highway Commission to be the highest and best bid received in accordance with the said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,549,650.00 by Ralph Schneeloch Company, Stacy & Braun, Kissel, Kinnicutt & Company, Eldredge & Company and Anglo & London Paris National Bank, for One Million Five Hundred Thousand Dollars par value bonds of the State of Oregon authorized under Chapter IV of Title XXX, Oregon Laws, as amended by Chapter 384 of the General Laws of Oregon for 1921, be and the same is hereby accepted.

BE IT FURTHER RESOLVED that the Secretary of the Highway Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed one thousand four hundred and eighty One Thousand Dollar (\$1,000) bonds, and forty Five Hundred Dollar (\$500) bonds, of which thirty-seven (37) One Thousand Dollar bonds and one (1) Five Hundred Dollar bond shall be due and payable April 1, 1927 and a like number and amount on October 1 and April 1 of each year following until the full amount has become due and payable, and that such bonds be dated November 1st, 1921, and bear interest at the rate of 5½% per annum, payable semi-annually from such date, and that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from November 1st, 1921 until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 4201 to 5720, both numbers inclusive.

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

BE IT FURTHER RESOLVED that the Secretary of this Commission be

instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this state.

BE IT FURTHER RESOLVED that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

BE IT FURTHER RESOLVED that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

F. H. Reeves of Portland advocated the formation of an improvement district in Washington County just west of Portland in the section traversed by the Cornell Road under the provisions of the laws enacted at the 1921 session. The matter was referred to the engineer for a report on the boundaries of the district proposed.

W. B. Dennis and Judge Fogarty, representing Lincoln County, asked that the former agreement between Lincoln County and the State Highway Commission which covered cooperation on grading only be revised so as to include macadam also on the same basis of cooperation. They stated that the county bond issue of \$172,000 would be sufficient to do this.

The Lincoln County representatives asked also for state aid on the Alsea Highway between Tidewater and Waldport. They stated that Lincoln County had \$50,000 in bonds for use west of the Forest Reserve, and that they had interviewed Mr. Cecil of the Forest Service and that he stated the Government had \$25,000 now and would possibly go to \$50,000 if more forest money was made available by pending legislation.

The Lincoln County representatives also stated that due to an error in computing their budget requirements, they had a shortage this year in their tax money and were unable to meet their obligation to the Government on the Alsea Project within the forest, and asked that the state advance the funds for them. They stated that this would be returned next spring when the tax money came in. All these matters were taken under consideration.

Mr. W. B. Dennis, Chairman of the Oregon Bureau of Mines and

Geology, offered the services of the Bureau of Mines to develop the quarries on the Corvallis-Newport project.

Petitions were received from citizens of Harrisburg relative to the location of the highway through their city. The Secretary was instructed to acknowledge receipt of the petitions and advise them that the matter will be considered when plans are made for the river crossing.

Judge Wilson and Commissioners von Lehe and Scott asked for state cooperation on the Flynn Bridge on the Alsea Highway, the estimated cost of which totals \$8,000. After consideration, the Commission agreed to cooperate to the extent of fifty per cent of the cost.

On the Corvallis South Section, the representatives of the county asked that wider shoulders be built. After consideration, it was agreed that during the next season, the Commission will place the additional rock required for wider shoulders if the county will do the additional grading in connection with the shoulder work.

Judge Couch and Commissioner Galloway of Union County presented their proposed program for work in the county for next year, which was considered and ordered filed for future reference.

The county representatives expressed the desire that the grading between the La Grande city limits and Oro Dell crossing on the Old Oregon Trail and also between Island City and Elgin on the La Grande-Enterprise Highway be the first projects taken up. Due to the fact that both of these projects involve overhead railroad crossings it is thought advisable to defer asking for bids until the matter has been presented to the Public Service Commission for approval and adjudication of costs.

They also asked for rock surfacing between La Grande and the Umatilla County line on the Old Oregon Trail and also on the Wallowa Hill Section of the La Grande-Enterprise Highway, and were advised by the Commission that it was their intention to place these jobs on the 1922 program.

Judge Couch and Commissioner Galloway asked that a strip approximately 1300 feet in length within the city of Union at the east city limits be added to the present Security Construction Company Union-Telocaset contract for macadam, in order to make this section passable. The section has already been graded by the county. After consideration, the Commission instructed the Engineer to extend the contract as requested.

The representatives of Union County stated that they would pay \$50,000 on account of their obligation to the state next week and after the first of the year would arrange to sell another \$400,000 of their bonds, and if they were not sold the bonds would be turned over as collateral for the loan, the same as the other counties are doing.

Judge Wallace of Crook County asked for graveling on the ten

miles between Bear Creek and Shorty Davis Ranch. He stated that the county had no funds available except such as might be derived from the sale of bonds, \$90,000 of which had been voted for an extension east from the Shorty Davis Ranch to Paulina. He stated that if the state would designate a connection between the Crooked River Highway and the Central Oregon Highway on the Bear Creek route that the county would expend their bond money on the graveling between Bear Creek and Shorty Davis Ranch and extend the grading to Paulina and in addition would offer the \$30,000 which they had voted as cooperation on the Bear Creek route. After consideration, the Engineer was instructed to make a reconnaissance of the Bear Creek route.

Judge Wallace also asked that the gravel contract on the Crooked River Highway from Prineville south be extended to Bear Creek and offered to reduce their bid to \$1.25 per cubic yard if this was done. The Commission replied that if the Bear Creek Route was adopted they would consider further graveling as requested.

Crook County's request for a survey between Shorty Davis Ranch and Paulina was taken under consideration.

At 5 P. M. the tabulation of the bids received on the various projects was read.

Winston-Camas Hill Section of the Roseburg-Coos Bay Highway, five bridges. On motion which was carried, it was agreed to refer the bids to the engineer for the purpose of consultation with the county, who are cooperating to the amount of one-half the cost on these projects.

Whiteson Bridge, West Side Pacific Highway, Yamhill County. On motion, which was carried, the award was made to the Monson-Trierweiler Company at \$23,000.00. The secretary was also instructed to hold the check of the second low bidder until the low bidder had qualified.

Lexington-Heppner Section, Oregon-Washington Highway, Morrow County, macadam. On motion, which was carried, the award of this contract was made to More & Anderson of Tacoma at \$59,495.00.

Murder Creek grade separation on the Pacific Highway in Linn County. On motion, which was carried, the award was made to L. O. Herrold at \$11,298.00.

Roseburg-Wilbur Section, Pacific Highway. On motion, which was carried, the award of this contract was made to S. A. Moceri of Tacoma for Portland concrete pavement at \$144,395.00.

Baker County Line-Weiser Section, Old Oregon Trail, Malheur County. On motion which was carried, the award was made to the Hauser Construction Company at \$106,424.50 using concrete pipe.

Cottage Grove Section, Pacific Highway in Lane County. On motion, which was carried, award of this contract was made to Guy F. Pyle for

concrete pavement at \$57,416.00.

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

Portland, Oregon, October 26, 1921.

The State Highway Commission met at 9:00 A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The following awards were made on the projects for which bids had been received the day before.

Wasco-Moro Section, Sherman Highway. On motion, which was carried, the award was made to Bauers & Bauers, on their bid of \$65,497.00.

Moro-Grass Valley Section, Sherman Highway in Sherman County. On motion, which was carried, the award was made to Bauers & Bauers at their bid of \$61,218.50.

Cow Canyon Section, The Dalles-California Highway in Wasco County. Award was made to McAuliffe & Healy, the low bidders, at \$76,392.50.

Bids were then opened on the following grading, graveling and paving projects:

THE DALLES-CALIFORNIA HIGHWAY
MADRAS-WASCO COUNTY LINE UNITS 2 & 4 - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.		40,380.60
A. B. Smith		29,706.00
More & Anderson		42,702.00
Earl L. McNutt		33,456.00
McAuliffe & Healy	28,051.50	27,708.00
C. Frank Rhodes	37,851.00	37,026.00
A. F. Saar	31,494.50	31,148.00
Jetley Bros.		35,870.00
Security Construction Co.		35,341.00
Warren Construction Co.		40,418.50

THE DALLES-CALIFORNIA HIGHWAY
MADRAS-WASCO COUNTY LINE UNIT 6 - GRADING & GRAVELING

	Concrete Pipe	Corr. Iron Pipe
More & Anderson		65,678.50
J. K. Shotwell	43,260.00	41,860.50
C. Frank Rhodes	57,934.00	57,014.00
D. F. Murphy & Co.		38,218.00
A. D. Kern		52,027.40
Sloane Construction Co.		53,330.50
Joplin & Eldon		47,939.50
Hoskins Contracting Co.		50,343.50
Security Construction Co.		55,719.50
Warren Construction Co.		57,774.00
S. C. Comerford		45,447.00
E. A. Webster & Co.		47,619.50

OCHOCO HIGHWAY
OCHOCO FOREST BOUNDARY-MITCHELL SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
	Conc.Boxes Timber Culverts	Conc.Boxes Timber Culverts
Greenwood & Dann		22,745.90
Copenhagen Bros.	23,867.00 20,603.00	23,027.00 19,763.00
Curtis Gardner		21,033.08 17,723.08

CENTRAL OREGON HIGHWAY
SUMMIT SPRINGS SECTION - GRADING

Morrison-Knudsen Co.	27,539.95
G. M. Carlson & Co.	25,489.00
Jetley Bros.	18,441.00
E. E. Larsen	22,098.30
Hoskins Contracting Co.	32,369.40
Harney County Court	23,835.15

BAKER-CORNUCOPIA HIGHWAY
LOVE BRIDGE-BLACK BRIDGE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Copenhagen Bros. Co.	106,044.60	105,641.00
Morrison-Knudsen Co.		134,301.00
Johnson Contract Co.		121,881.20
Hauser Construction Co.		116,313.20
Warren Construction Co.		140,445.40
Security Construction Co.		118,935.00
D. F. Murphy & Co.		112,370.00
Heiselt Construction Co.	114,852.00	113,637.50
Grant Smith & Co.	132,410.00	
Oxman & Harrington	114,556.00	112,774.50
A. D. Kern	179,043.10	177,845.60

WEST SIDE HIGHWAY
WEST DAYTON-ST. JOSEPH SECTION - PAVING

Concrete Alternate

Pacific Bridge Company	116,009.00
Parker-Schram Co.	110,336.00
Cummins & La Pointe	114,386.00
Interstate Construction Co.	117,373.00
United Contracting Co.	123,149.00
A. Guthrie & Co.	121,499.00
Scandia Shipbuilding Co.	117,885.00
Kibler & Bartlett	124,274.00
Cochran Bros.	118,786.00
V. R. Dennis Construction Co.	123,203.00
Warren Construction Co.	136,395.00
Northwestern Construction Co.	144,942.00
Oregon Contract Co.	107,893.00

Bituminous Alternate

United Contracting Co.	109,441.00
Oskar Huber	123,193.00
V. R. Dennis Construction Co.	107,598.50
Warren Construction Co.	130,566.00

PACIFIC HIGHWAY
DRAIN-YONCALLA SECTION - PAVING

Bituminous Alternate

Oregon Hassam Paving Co.	204,310.00
Joplin & Eldon	247,040.50
A. D. Kern	218,644.80
S. S. Schell	219,120.00
Clark & Henery Construction Co.	221,372.00
Interstate Construction Co.	214,852.00
Hauser Construction Co.	228,440.80
Oskar Huber	250,929.50
Warren Construction Co.	222,308.00
J. C. Compton	213,207.00

Concrete Alternate

S. Simonsen	265,379.00
Kibler & Bartlett	257,862.00
Interstate Construction Co.	264,024.00
S. A. Mocerl	254,080.00

Commissioners Johnson and McCully of Wallowa County stated that the county wished to complete the Wade Ranch-Enterprise Section of the La Grande-Enterprise Highway, about 7.3 miles in length, and asked

for 50-50 cooperation by the state. They stated that they have no available funds and must pay their portion from budget funds to be covered by a tax levy, and asked the Commission to advance funds, reimbursing one-half of it or \$25,000 in 1922 and the balance in 1923. The Commission took the matter under advisement and agreed to answer them when it was known what funds were available.

Judge Sawyer of Deschutes County asked that the state match the county funds expended in grading between Sisters and Tumalo and also asked that the balance necessary to match the county funds in grading between Sisters and Redmond be made available at this time. He stated that there are two bridges and two culverts near Sisters which require replacing with permanent structures and requested that these bridges be constructed and graveling be done on each of the projects preferably beginning at Sisters to an amount sufficient to equal the county expenditures in grading. This was agreed to by the Commission in view of previous promises, and the engineer was instructed to advertise both the bridges and graveling.

Mr. W. A. Langille, right of way agent of Hood River County, appeared representing the county court, who desired that the contracts be let for the remaining sections on the Mt. Hood Loop, particularly referring to the section between Booth Hill and Parkdale. After consideration, on motion which was carried, the engineer was instructed to prepare one or more of these projects as he thinks best, for bids at the next regular meeting.

Judge Patterson of Grant County stated that they had an excess in their market road fund above the amount matched by the state and desired to use the excess in paying for rights of way and fencing on the market roads. The Secretary was instructed to request an opinion from the Attorney General as to the uses to which the county may put the market road funds, and so advise the county officials of Grant County.

Mr. Frank J. Miller of Albany asked for the completion of the hard surfacing on the Pacific Highway through Linn County. He was advised that this paving was on the program for 1922 and it was expected that the work would be completed during the 1922 working season unless the grading work was delayed by the county. The engineer was instructed to advise the Commission as soon as the graded portion is ready for pavement.

Mr. Miller in behalf of Mrs. Viola Franklin of Albany presented the matter of having distinct signs or markers for the highways in different parts of the state. On motion, which was carried, the secretary was instructed to advise Mrs. Franklin that the Commission recognized the interest in these matters taken by Mrs. Franklin and thank her for her suggestions.

Senator S. M. Garland, D. H. Pierce, County Commissioner, M. D. Morgan, R. G. Burton and F. J. Miller appeared in the interests of the Albany-Lebanon paving project. They stated that their people wanted pavement rather than macadam, and it had been proposed to form an improvement

district under the 1921 legislation and vote district bonds. They asked cooperation from the Commission for a part of the cost, stating that no county bonds were available on this section, but that \$40,000 of county bonds would be available between Lebanon and Cascadia. The Commission expressed a willingness that the amount of money which is contributed to this road by the Commission in 1921 and 1922 should apply on the paving between Albany and Lebanon, provided the county or the district would provide the balance of funds required and provided further that the county court will finish the road between Lebanon and Cascadia, and ask for no further funds from the Commission until further funds are provided by the legislature.

Mr. Booth stated for the Commission that similar requests for cooperation on the paving of the lateral roads to the extent of the cost of macadam, have come to the Commission on various occasions and it has been uniformly declined, because it has been the policy on the lateral roads to open up as much of them as could be completed to standard roadbed, both grading and macadam, rather than paving. This matter, however, comes in a different way, inasmuch as the entire section of road for which the improvement is contemplated, so far as any funds are available from the Forest Reserve west, is to be taken care of by the county so the road for the entire distance will be opened as a standard roadbed and the state will have all the benefit of the pavement and the community is to bear the additional burden. In instances of that kind, the Commission could not object because the state receives the benefit of a better roadbed and the same mileage. The attorney was instructed to furnish a copy of the record to the county court and Senator Garland.

Mr. George Neuner, representing the Douglas County Court, concurred in the award of the contract for the bridges on the Roseburg-Coos Bay Highway to J. W. and J. R. Hillstrom of Marshfield at \$29,826.00.

Mr. Neuner stated that Douglas County was ready to proceed with further cooperative construction on the Roseburg-Coos Bay Highway in order to complete that section of the highway within Douglas County. He further stated that the county would secure the right of way at once. After consideration, the engineer was instructed to advertise this project as soon as the plans and estimates could be prepared.

Mr. Neuner stated that Douglas County was anxious for the completion of the Tiller-Trail connection with the Medford-Crater Lake Highway. Mr. E. M. Renfro of Tiller also spoke on the same subject, referring particularly to the portion between the Forest Reserve Boundary and Trail in Jackson County. Mr. Booth stated for the Commission that the part of the road outside of the Forest was not a state highway and as such the state could not spend money on it without making it a state highway. Further, he stated the Commission had agreed not to put any more state highways on the map until further funds were made available, also that Jackson County required all of its funds for the completion of the Medford-Crater Lake Highway and, therefore, no county funds would be available to apply on the project.

Chairman Booth advised Mr. Neuner of the cooperative arrangement for the work within the city limits of Myrtle Creek and Drain.

Mr. Ben Sheldon, President of the Medford Chamber of Commerce, asked for state aid on the Medford-Crater Lake Highway. He presented a resolution from Jackson County in which they proposed to turn over to the state the unobligated balance of their bond issue voted for the Medford-Crater Lake Highway, and asked the state to complete the section between Medford and Cingcade Corners (Agate) and as far east of Trail as could be constructed to state highway standards, asking that the state at least match the county funds expended between Medford and Agate, and they further agreed to make the full amount of \$200,000 bonds voted available to the Commission between Medford and Trail, agreeing to a greater proportion of the cost than they had previously assumed between Agate and Trail, so that the additional state funds might be expended between Trail and Prospect. After consideration, the Commission instructed the engineer to prepare for advertising at the next meeting the section between Medford and Agate, and it was agreed that the section between Trail and Prospect should be taken up with the Government looking toward the securing of some Forest money but if no forest money would be available the Commission would grade and macadamize between Trail and Cascade Gorge, or at least equal the county expenditure between Medford and Agate.

Mr. Dater was present and stated that Mr. Cecil would recommend the expenditure of not less than \$100,000 of forest funds on the Trail-Prospect Section if additional funds are made available by pending legislation.

Mr. Jay Bowerman, representing Oskar Huber, appeared before the Commission and asked that the releases be removed from the final estimates on the following jobs:

Klamath Falls-Merrill;
Bend-Jefferson County Line;
Mill Race Bridge at Prineville;
Heppner-Gilliam County Line, Unit No. 1 and Unit No. 2.

Mr. Bowerman stated that the purpose of this request was to permit the contractor to receive the final payments on these projects which total \$17,000 pending the adjustment of minor claims which the contractor wished to present for consideration. Upon recommendation from the engineer and a statement from the attorney that there was no legal objection, it was ordered that the final payments be made to the contractor without prejudice.

Mr. Walter Meacham, Secretary of the Baker Commercial Club, and representing the County Court of Baker County, urged that the survey for the Baker-Unity project which had been previously ordered, be undertaken. The engineer advised that he would put in a survey party at once.

Relative to the Baker-Cornucopia project, Mr. Yeon stated, while Mr. Meacham was present, that he desired it to be understood that no

promises for state aid on the Baker-Cornucopia Highway had been made to the Baker County people when he and Mr. Barratt visited the county.

Judge Pollock of Josephine County offered in behalf of the county \$10,000 as cooperation on that part of the Caves Road between the Forest Boundary and Kelley Creek 5.6 miles, and in consideration of the state furnishing sufficient funds to complete the project, the county will maintain the road from Grants Pass to Waldo until further state funds are available, with the exception of the bridges, and with the understanding that if the Government will cooperate on further graveling the Hayes Hill project, the cooperation will be on the same basis as heretofore. Under these conditions, the motion was made and carried that the engineer be instructed to make the survey.

Mr. Dater of the Forest Service stated in response to a question, that the local Forestry office would recommend to their principals that Federal Aid be extended on the west end of the Caves project and that tentatively they would accept 3 miles additional or sufficient to bring their project to the junction of the road to Holland. Mr. Dater stated that it would not be necessary to use county cooperation on the forest part of the project and the county funds could be reserved to be used on the balance.

The tabulation of the bids received was read.

Ochoco Forest Boundary-Mitchell, Unit No. 1. On motion, which was carried, the award was made to Curtis Gardner, using timber culverts at \$17,723.08, subject to the approval of Wheeler County, who is a co-operator on the project.

Summit Springs Market Road, Harney County. This project being a county road to be paid for by the county, which has been advertised by the Commission, motion was made and carried that the award be referred to the engineer with instructions to follow out the wishes of Harney County.

Love Bridge-Black Bridge Section, Baker-Cornucopia Highway, Baker County. Inasmuch as this project is to be paid for by the county, a motion was made and carried that the award be referred to the engineer with instructions to confer with the county.

Madras-Wasco County Line Section, The Dalles-California Highway, Units 2 and 4. The Commission expressed themselves as satisfied with the bids, but pending matters of adjustment over right of way matters, motion was made and carried, that the award be referred to the engineer with power to act.

Madras-Wasco County Line Section, The Dalles-California Highway in Jefferson County, Unit No. 6. On account of the same conditions obtaining on this project as on Units 2 and 4, motion was made and carried that the bid be referred to the engineer with power to act.

Drain-Yoncalla Section, Pacific Highway, Douglas County. On motion, which was carried, award was made to the Oregon Hassam Paving Company for bituminous pavement at \$204,310.00.

West Dayton-St. Joseph Section, West Side Highway. Motion was made and carried that award be made to the Oregon Contract Company on concrete at \$107,893.00.

It was moved and seconded that the checks of the unsuccessful bidders be returned.

Portland, Oregon, October 27, 1921.

The meeting of the State Highway Commission was called to order at 9 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The attorney asked for instructions in the matter of continuing condemnation proceedings for right of way on the connecting road between the Columbia River Highway and the county highway at the Deschutes River. In view of the fact that this connection would be necessary in the event of slides or washouts on the main Columbia River Highway between The Dalles and the Deschutes River, and also since the county wished to keep open the connection, the attorney was instructed to continue with the condemnation proceedings.

A letter was received from the County Judge of Columbia County in which he stated that, if the city of Rainier would vacate the present traveled road as a county highway, the county court would put \$5,000 in the budget as county cooperation for completing the grading and macadamizing through Rainier on the new alignment, or, if not, the county would be limited to \$3,000 cooperation. The secretary was instructed to advise them that the Commission would accept the \$5,000 and complete the work as soon as they will make it positive. The engineer was instructed to arrange for this work as soon as the cooperation was satisfactorily completed.

The Secretary was instructed to thank E. M. Strauss, Mayor of Mosier, for the generous offer of the people of Mosier to secure a park site at the crossing of Mosier Creek.

A request was received from Hood River County Court asking that the state join them in purchasing a part or all of the Victor Beauregard property just east of Hood River City. The County finds it necessary to purchase a strip of right of way for the Mt. Hood Loop connection with the Columbia River Highway and it would be desirable also to acquire

additional right of way on the Loops, which are on the same property, to prevent more unsightly borrow pits. The matter was referred to Mr. Yeon.

Judge Wade of Coos County referred to the Coquille-Myrtle Point Section. He stated that although their bond issue provided only for macadam, they wanted pavement and proposed to budget for two or three years to raise the county's share of the necessary amount. Mr. Booth replied for the Commission that the Commission's understanding of the agreement was the same as theirs, that the improvement was to be a macadam road and that it would be impossible for the Commission to make any further contributions on it or to pave any lateral road. Due to the necessity of using all funds available to complete the highway program, the Commission could not advance the county's share in anticipation of the budgeted funds and it was impossible to make any further contribution to Coos County out of the present funds. The next appropriation which will go to Coos County unless the policy is changed, will be upon the section between Coquille and Bandon. However, if Coos County wishes to pave between Coquille and Myrtle Point, the Commission will be willing to cooperate to the extent of their agreed share of the macadam. Mr. Booth further stated that as a matter of policy, the Commission had agreed that no lateral roads should be paved until all the main laterals are graded and rocked to permit all the year travel.

The Commission advised Judge Wade of their intention to advertise the Bridge-Myrtle Point Section at the next meeting, which he stated would be agreeable to the Coos County Court.

Mr. B. B. Coles, attorney for the First National Bank of Portland, appeared in the matter of the final settlement on the Pacific Foundation Company contracts, Nestucca River Bridge, and the Kilchis River Bridge in Tillamook County and the Blue Mountain Bridge on the Oregon-Washington Highway in Umatilla County. Mr. Coles stated that his bank had a reassignment from the Overmire Steel Company who furnished the steel on the Nestucca and Kilchis River bridges, but that they would withdraw their assignment and let the payments issue to the surety company. Mr. Eckles stated that this was his company's request also and he further stated that matters were now so arranged that there would be no loss to any one except to the surety company. The Commission instructed the secretary to make the final payments on these contracts.

Mr. Dater of the Forest Service spoke of the desirability of making preparation for forest projects on the 1922 program, anticipating the passage of the Federal Act now before Congress. He asked if the state would cooperate on a 50-50 basis on a survey between Government Camp and Wapinitia, estimated to cost \$4,600, to which the Commission agreed.

The following projects were mentioned in a tentative way for the 1922 program:

Neskowin-Salmon River Section, Coast Highway in Tillamook and Lincoln Counties;

The Dalles-California Highway through the Deschutes and Crater National Forests;

Bend-Lakeview. It was agreed that this project should be held in abeyance until the State Highway Engineer had investigated the connection between the Crooked River Highway and the Central Oregon Highway by the Bear Creek Route.

After consideration, it was voted that the Commission cooperate on a 50-50 basis on the survey of the Dalles-California Highway through the Deschutes and Crater National Forest, also cooperation on the survey for the connection from Wapinitia through Summit Prairie to Government Camp on the same basis of cooperation.

The Commission asked if the Forest Service would cooperate further in placing more crushed rock on the Hayes Hill project. Mr. Dater said that they would prefer to wait until spring.

Mr. Dater asked if the Commission would consider cooperation on the east side of Tiller-Trail project sufficient to open it up. This was taken under advisement.

A request was received from the secretary of the County Judges and Commissioners Association that the next meeting of the Commission be held immediately before or immediately after their annual convention which is to be held on December 12, 13 and 14. After consideration, the Commission set the date for the next meeting as December 15 and 16.

Messrs. Carpenter and Muirhead of the Beaver Portland Cement Company asked what disposition was made of their bid for cement on the various paving projects. On motion, which was carried, the bid of this company for cement on the Cottage Grove and Roseburg-Wilbur jobs was accepted with the understanding that if there is a decrease in railroad rates the state should have the benefit and also that the state should be protected in the event of a drop in the cement market. The attorney was instructed to prepare a contract covering the purchase of this cement.

Messrs. Strong and Vogler, a committee of the Portland Chamber of Commerce, appeared in the interests of the proposed connecting highway between Wallula and Umatilla, the point being made that the distance to Walla Walla would be shortened and also that there would be a saving in distance between Yakima Valley points and Portland. Chairman Booth stated that the Commission had uniformly declined to put any more state highways on the map until further funds are made available. Commissioner Yeon expressed himself as favorable to the project when funds were available.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter IV of Title XXX, Oregon Laws, the State Highway Commission is authorized to issue bonds of the State of Oregon within five years from the enactment of said Chapter in a sum not exceeding \$6,000,000 for the purpose of procuring funds with which to carry out the provisions of said Chapter, which said bonds shall mature within twenty-five years from the date of sale thereof; and,

WHEREAS, under the provisions of Chapter 384 of the General Laws of Oregon for 1921, which said Chapter 384 was approved by the Governor February 26, 1921, and filed in the office of the Secretary of State February 28, 1921, which said Chapter is an act amendatory of said Chapter IV of Title XXX, Oregon Laws, and was enacted by the legislative assembly of the State of Oregon for the year 1921 and became effective on the 25th day of May, A. D. 1921; said date being more than ninety days subsequent to the adjournment of said legislative assembly, and by the terms and provisions of said act the Highway Commission is authorized, whenever in its judgment it will be for the best interests of the State, to sell bonds authorized by said Chapter IV of Title XXX, which said bonds shall mature within five years from the date of sale thereof; and said Commission is authorized to sell said bonds in such denominations as in the judgment of the Commission will be most marketable; and,

WHEREAS, it is deemed and declared to be the judgment of the Commission that there should at this time be offered for sale, and if a satisfactory bid is received therefor, that there should be sold under the provisions of Chapter IV of Title XXX, Oregon Laws, as amended by Chapter 384 of the General Laws of Oregon for 1921, bonds in the sum of Five Hundred Sixty Thousand Dollars (\$560,000), and that the date upon which said bonds shall mature shall be fixed as of April 1st, 1926, and it is likewise deemed advisable and is hereby determined by the Highway Commission, that bids should likewise be received for the sale of the said Five Hundred Sixty Thousand Dollars (\$560,000) of bonds, to mature not later than twenty-five years from the date of sale thereof; said bonds to be serial bonds maturing \$14,000 April 1st, 1927, and the same amount each April 1st and October 1st thereafter to October 1st, 1946; it being intended that bids shall be received on said Five Hundred Sixty Thousand Dollars (\$560,000) of bonds as short term bonds and as long term bonds; the Commission reserving the right to accept or reject either or both types of bids; and,

WHEREAS, there have been issued and sold under the provisions of said Chapter IV of Title XXX, Oregon Laws, bonds in the sum of \$5,440,000, and said Highway Commission is authorized and empowered to issue, at any time within five years from the date of the passage of said act, the full sum of \$6,000,000 authorized by said act; and,

WHEREAS, the Attorney General of the State of Oregon, by said act, is required, under the direction of the Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and,

WHEREAS, said Attorney General has prepared such forms of coupon bonds in conformity with the requirements of such statutes, which forms of bond have been and are hereby ratified and adopted; and,

WHEREAS, said statutes, with the amendments thereof, authorize such bonds to be issued by the State Highway Commission for the purpose of carrying out the provisions of said act; and it is further provided that bonds sold under the provisions of Chapter IV, Title XXX, Oregon Laws, as amended by Chapter 384 of the General Laws of Oregon for 1921, (providing said bonds are sold under the provisions of said amendment), may be paid or refunded as the same shall mature with funds procured from and by the sale of other bonds provided for and authorized by the provisions of said Chapter IV of Title XXX, Oregon Laws; the interest on said bonds to be paid semi-annually on the 1st day of April and the 1st day of October of each year; and,

WHEREAS, said statutes authorize 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 purchase and registration, and a portion, or all thereof, to be payable to bearer and not subject to registration; and,

WHEREAS, such statutes authorize 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 its judgment at the present time the necessity of road construction requires the issue of Five Hundred Sixty Thousand Dollars (\$560,000), 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 IV of Title XXX, Oregon Laws, Five Hundred Sixty Thousand Dollars (\$560,000) par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statutes;

(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 15th day of December, 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 15th day of December, 1921;

(c) That notice of such sale be given by the Secretary of this Commission by 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 Five Hundred Sixty Thousand Dollars (\$560,000), par value, of the gold bonds of the State of Oregon, bearing six per cent interest; said bonds to mature on April 1, 1926, and that bids will likewise be received for said amount of bonds, the same to be serial bonds maturing \$14,000 April 1st, 1927, and the same amount each April 1st and October 1st thereafter to October 1st, 1946 when the full amount is paid, bearing five and one-half per cent interest; that of said short term bonds maturing April 1st, 1926, the first two hundred shall be of \$1000 denomination and the following seven hundred twenty of \$500 denomination, and shall be designated as Series No. 3, numbered 5721 to 6640, both numbers inclusive, or in the event that serial long term bonds are issued, the first five of each maturity shall be of \$1000 denomination and the following eighteen shall be of \$500 denomination, and they shall be designated as Series No. 3, numbered 5721 to 6640, both numbers inclusive.

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

(f) That said bonds be dated December 1st, 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 December 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 reserve the right to reject any and all bids, which fact shall be set forth in such advertisement.

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

BE IT FURTHER RESOLVED, that said bids be received for Five Hundred Sixty Thousand Dollars (\$560,000), par value, of said bonds.

The motion was duly seconded and carried unanimously.

Mr. Barratt offered the following resolution relating to the apportionment of the 1922 State Market Road Appropriation, and moved its adoption, which after being considered, was adopted unanimously:

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 1922; 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 December 6th, 1920; and,

WHEREAS, all of the Counties of the State have heretofore signified their intention to comply with the provisions of said market road law for the year 1921, and to accept 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 1922; and therefore, and for this reason, the said Highway Commission cannot at this time fix the exact proportionable 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 1922, based on the records in the office of the State Tax Commission as of December 6th, 1920, 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 State Market Road Appropriation.

The respective and specific apportionments are as shown in column headed "Approximate Amount State Funds for 1922" of the attached table.

County	State Valuation	State Levy at 1 mill	County Surplus	State Funds for 1922	Upon which Co. levy made	to equal State Funds	said County levy
Baker	\$ 24,099,232.10	\$ 24,099.23	\$ 9,364.30	\$ 33,463.53	\$ 26,562,013.94	\$.001,260	\$ 33,468.14
Benton	13,063,702.00	13,063.70	5,076.18	18,139.88	11,480,065.12	.001,581	18,149.98
Clackamas	35,596,398.82	35,596.39	13,831.78	49,428.17	29,690,673.11	.001,665	49,434.97
Clatsop	31,700,781.30	31,700.78	12,318.05	44,018.83	41,550,735.26	.001,060	44,043.78
Columbia	15,338,680.80	15,338.68	5,960.19	21,298.87	13,936,185.61	.001,529	21,308.43
Coos	23,799,664.50	23,799.66	9,247.89	33,047.55	24,459,411.38	.001,352	33,069.12
Crook	6,200,148.40	6,200.15	2,409.21	8,609.36	4,986,799.63	.001,727	8,612.20
Curry	3,937,476.80	3,937.48	1,530.00	5,467.48	4,926,328.47	.001,112	5,478.08
Deschutes	10,885,497.50	10,885.50	4,229.81	15,115.31	8,755,241.27	.001,727	15,120.30
Douglas	28,679,525.00	28,679.53	11,144.07	39,823.60	34,173,386.28	.001,166	39,846.17
Gilliam	11,798,798.40	11,798.80	4,584.69	16,383.49	16,167,828.05	.001,014	16,394.17
Grant	8,616,691.40	8,616.69	3,348.21	11,964.90	8,983,894.70	.001,332	11,966.55
Harney	11,686,669.00	11,686.67	4,541.12	16,227.79	12,880,969.06	.001,260	16,230.02
Hood River	10,283,478.00	10,283.48	3,995.88	14,279.36	9,955,875.50	.001,435	14,286.68
Jackson	29,613,835.80	29,613.84	11,507.12	41,120.96	27,347,172.47	.001,504	41,130.15
Jefferson	5,749,270.40	5,749.27	2,234.00	7,983.27	5,566,114.87	.001,435	7,987.37
Josephine	8,201,176.40	8,201.18	3,186.75	11,387.93	8,184,215.04	.001,392	11,392.43
Klamath	17,880,073.90	17,880.07	6,947.70	24,827.77	21,038,873.25	.001,181	24,846.91
Lake	11,535,718.40	11,535.72	4,482.46	16,018.18	12,027,317.04	.001,332	16,020.39
Lane	41,076,343.60	41,076.34	15,961.14	57,037.48	34,873,272.97	.001,636	57,052.67
Lincoln	8,206,027.40	8,206.03	3,188.64	11,394.67	11,000,224.47	.001,036	11,396.23
Linn	31,604,570.70	31,604.57	12,280.67	43,885.24	31,068,472.86	.001,413	43,899.75
Malheur	17,850,936.10	17,850.94	6,936.38	24,787.32	16,218,732.32	.001,529	24,798.44
Marion	43,157,480.60	43,157.48	16,769.81	59,927.29	41,782,605.24	.001,435	59,958.04
Morrow	11,491,992.70	11,491.99	4,465.47	15,957.46	13,864,571.03	.001,152	15,971.99
Multnomah	366,221,641.30	366,221.64	- - -	104,083.90	338,190,784.62	.000,308	104,162.76
Polk	18,228,224.60	18,228.22	7,082.99	25,311.21	13,303,518.76	.001,903	25,316.59
Sherman	13,579,289.80	13,579.29	5,276.54	18,855.83	19,618,909.67	.000,962	18,873.39
Tillamook	17,206,098.90	17,206.10	6,685.82	23,891.92	22,808,593.05	.001,048	23,903.41
Umatilla	47,484,104.80	47,484.10	18,451.01	65,935.11	57,994,683.39	.001,137	65,939.95
Union	22,396,208.50	22,396.21	8,702.55	31,098.76	28,030,756.93	.001,110	31,103.04
Wallowa	14,896,886.40	14,896.89	5,788.52	20,685.41	17,528,658.14	.001,181	20,701.35
Wasco	17,576,322.00	17,576.32	6,829.67	24,405.99	20,157,877.44	.001,211	24,411.19
Washington	31,282,588.00	31,282.59	12,155.55	43,438.14	32,296,933.20	.001,865	43,448.78
Wheeler	5,449,521.50	5,449.52	2,117.53	7,567.05	6,574,601.92	.001,151	7,567.37
Yamhill	24,464,003.30	24,464.00	9,506.04	33,970.04	21,862,753.06	.001,554	33,974.72
Totals	\$1,040,839,049.12	\$1,040,839.05	\$262,137.74	\$1,040,839.05	\$1,040,839,049.12	- - -	\$1,041,265.51

NOTE:- The County Court may have available a county valuation, which differs from that used above - therefore the levy necessary to produce funds equal to their apportionment, may vary slightly from that shown.

The Commission met at 1:30 P. M. in the Imperial Hotel, Commissioner Yeon being absent.

The Engineer was instructed to advertise another project on the John Day River Highway in Gilliam County between Condon and Arlington when negotiations are concluded for the payment of the obligations of the county.

The Engineer was instructed to make an estimate of the bridges required on the Pacific Highway in Douglas County, including Elk Creek, Winchester and possibly a new bridge at Myrtle Creek, also the Oakland, Wilbur, Sutherlin and Shady overhead structures.

The Engineer reported that it would be necessary that further funds be made available if the graveling of the Flora-Enterprise Forest project was completed. The secretary was instructed to take the matter up with the Forest Service and see what their plans are and then ask the county if they will cooperate further.

The Commission discussed the advisability of requesting the Public Service Commission to make their recent order on the reduction of freight rates on sand, gravel and crushed rock retroactive to the date of the application. The secretary reported that no decision had been handed down yet on the application for reduction in freight rates on cement. The Commission expressed themselves that if the cement rate was made retroactive to the date of the sand and gravel order, they would be inclined to drop the request for a rehearing in relation to this effective date of the sand and gravel order. In reference to these matters, the attorney was asked to make a recommendation as to the desirability of further negotiations with the Public Service Commission on these matters.

Mr. James T. Logan presented a claim for the reconstruction of a culvert on the Myrtle Creek-Dillard Section. The matter was referred to the engineer for investigation and report.

The engineer was authorized to provide the conduits and wiring on the bridge across the Umpqua River at Myrtle Creek provided the city of Myrtle Creek would enter into an agreement to pay for the lighting.

The Highway Commission considered the claim of Joplin & Eldon for blacksmith work on tools used on Force Account Work on Contract No. 287, more definitely described as grading and macadamizing the Grants Pass-Pleasant Valley Section of the Pacific Highway in Josephine County. Under this contract it was provided that certain parts of the project which had been rough graded by the county would be fine graded, sloped and ditched by the contractor on a force account basis; i. e., actual cost plus ten per cent, it being difficult to measure the yardage handled. This work was in decomposed granite and there was more than the usual amount of wear and tear on tools and equipment. The engineer therefore recommended, on account of the advantages to the work, that the contractor be paid \$686.42 as reimbursement for expenditures for sharpening tools and replacing parts worn out or broken on the work in lieu of rental on these tools and equipment. In view of the recommendation of the engineer,

the Commission ordered the payment of \$686.42 as an adjustment on this contract.

The Commission considered the claim of Oskar Huber on account of the cancellation of the Salem-Dallas contract under the terms of the agreement dated February 14, 1921, and on recommendation of the engineer and the attorney, his claim to the amount of \$7,043.00 was approved for payment.

The petition of the Molalla Electric Company for permission to construct a pole line from Pulp to Canby was referred to the Engineer.

The following requests for extensions of time were made:

Heiselt Construction Company on the Glover and Telocaset overcrossings, contracts 422 and 423. On recommendation of the engineer, the time was extended to February 28, 1922.

Oxman & Harrington on the Lexington-Heppner and Heppner-Jones Hill projects. On recommendation of the engineer, an extension of time to November 15th was granted.

The Commission was advised indirectly that Morrow County had had an offer of par for the \$40,000 of county bonds which they had deposited with the Commission. The secretary was instructed to correspond with them on this matter.

An offer was received from the Douglas County National Bank to purchase the \$44,000 block of Douglas County bonds which the Commission holds as cooperation given by Douglas County on the Roseburg-Coos Bay Highway. Mr. Booth declined to vote on this matter. After consideration, the Secretary was instructed to get a quotation from the bond dealers for these bonds and the matter was referred to Commissioners Yeon and Barratt with power to act.

The Commission considered the request of Lake County that four miles of the Chewaucan-Paisley-Narrows Section be graveled. They stated that this is over adobe soil and it would be necessary that this work be done or it would be impassable for travel during the winter. In view of the emergency, the engineer was given authority to handle this work as appears best, either by state forces, county forces or by contract. The secretary was instructed to notify Judge Smith of the Commission's decision and to advise him that the work would be done on the same basis of cooperation as the grading of the same project, which is 40% by the county and 60% by the state.

The engineer reported on the claim of A. Guthrie in connection with his contract for grading the Prineville-Shorty Davis Ranch Section of the Crooked River Highway. The Commission deferred action until they had further opportunity to study the report.

A protest was received from the Contractors' Association against

awarding the Roseburg-Wilbur paving contract to S. A. Mocerl of Tacoma. The secretary was instructed to advise the Contractors' Association that after consideration of the matter, the Commission did not think it advisable to rescind this contract, for if discrimination was practiced against contractors from outside of the state, it would be decidedly injurious to the state's best interest.

The Secretary was instructed to write the Mayor of Myrtle Creek and advise him of the city's cost of grading and paving on a basis of a schedule adopted by the Commission.

The Secretary was instructed to close a contract with the Oregon Portland Cement Company for furnishing the cement required on the West Dayton-McMinnville project on the basis of their proposal.

The Secretary was instructed to close a contract for the asphalt for the Drain-Yoncalla job with one of the companies and to favor the others the next time.

The matter of the reimbursement of industrial accident insurance on force account work on the Independent Asphalt Paving Company contracts between Walker and Goshen, and between Wolf Creek and Galesville, was considered and the Commission instructed the secretary to advise them that they could not be reimbursed on this item because they had not complied with the terms of the contract requiring them to take out insurance with the State Industrial Accident Commission.

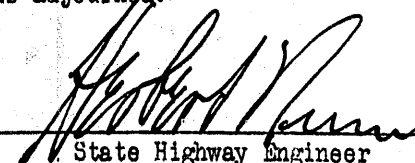
The engineer was instructed to advise Benton County relative to the crossing of the railroad at Blodgett, that if a grade crossing is used it means a very steep approach and the use of a bridge which will soon have to be replaced and because that is true, the Commission thinks that it would be advisable to take up the matter of building an overcrossing at the new location, and the next time that Benton County representatives are present, the Commission desires to talk over the matter further.

The Commission considered types of pavement on the balance of the Pacific Highway and the Engineer recommended concrete on the Sexton Mountain Section and from Galesville to Canyonville, stating that in his opinion a 6 inch concrete would be sufficient, or if it was decided to use bituminous pavement, he recommended a 4 inch thickness. The engineer recommended a 7 inch concrete pavement through Linn County south of Halsey as satisfactory without rock sub-base.

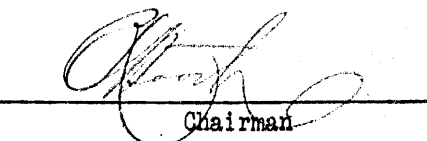
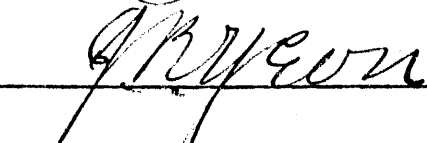

The request of Clackamas County that the Commission assume part of the operating expenses of the ferry during bridge construction at Oregon City was declined.

The Commission approved the standard signs adopted for the various highways of the state.

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


State Highway Engineer


Secretary


Chairman



Salem, Oregon, November 3, 1921.

The Commission met in Room 323 Capitol Building at 3:00 P. M. after making an inspection trip over the West Side Highway from Portland to McMinnville and then from Dayton to West Salem over the River Road, accompanied by representatives from Salem and Polk County. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary.

Routine matters were discussed, claims approved and contracts signed.

The Secretary was instructed to secure an opinion from the Attorney as to whether Lane County can pay what they owe the Commission out of the market road fund; also, can they lend to the market road fund to be repaid at a later date.

The Commission agreed to accept the grading work done by the county within the city limits of Lafayette as full cooperation required of the city in considering their share of the cost of the paving.

The Commission approved payment to the Pacific Bridge Company of the amount of their final estimate on the Burns-Lawen project, excepting 3% to be withheld until Mr. Swigert has an opportunity to appear before the Commission as he requested.

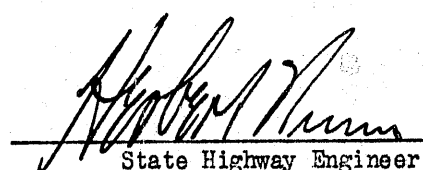
The Attorney was instructed to advise Judge Pipes that the Commission would be pleased to give him a hearing on December 15th relative to the Polk County litigation.

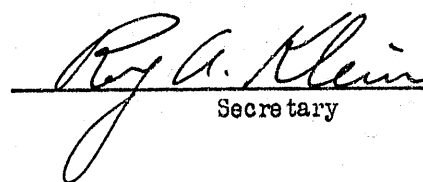
Mr. Booth stated that the tentative date of November 12th had been set for a conference with Mr. Cecil and Mr. Purcell relative to plans for the 1922 Federal Aid program for both post and forest roads. The

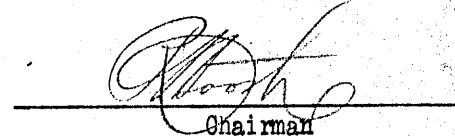
Engineer was instructed to prepare a complete financial statement showing expenditures made during the year, balances available and the estimated cost of completing the main highways so that the Commission may have complete information when they meet the Federal officials in conference.

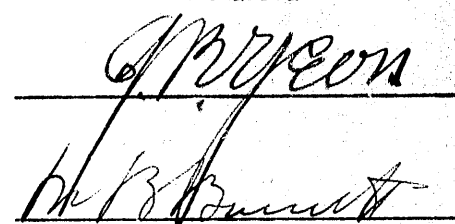
After consideration, the offer of the Douglas National Bank of Roseburg for the \$44,000 block of Douglas County bonds was declined and the Secretary was instructed to advise the bank that the Commission considered it advisable not to sell these bonds at this time and at a later date the Commission would receive sealed bids on several blocks of county bonds which the Commission is now holding.

The Commission met with the Attorney General and then adjourned.


State Highway Engineer


Secretary


Chairman


Commissioner

Portland, Oregon, November 11, 1921.

The Commission met at 7:30 P. M. in the Imperial Hotel. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
R. A. Klein, Secretary
S. H. Probert, Office Engineer.

The Secretary made a report on the condition of the finances and the Engineer submitted a report on the cost of completing the state highway system, both of which were discussed and considered.

The new Federal Aid legislation was discussed and studied, particularly that part referring to the development of the state highway map along the lines of the "seven per cent system" required in the act.

Portland, Oregon, November 12, 1921.

The Commission met at 9:30 A. M. in the office of District Forester Cecil in the Postoffice Building. Present were:

R. A. Booth, Chairman
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
R. A. Klein, Secretary
S. H. Probert, Office Engineer
C. H. Purcell, District Engineer
Geo. H. Cecil, District Forester
P. H. Dater, Engineer for Forest Service

The Commission discussed at some length the features of the new Federal Aid Bill with Mr. Purcell. The Commission asked that the Secretary of Agriculture be requested to modify the requirement for 18 foot width of surfacing, inasmuch as the topographic conditions in some parts of the state would not permit of this width except at a large expense, and in others the travel would not justify a greater width than 16 feet; also on portions of pavement yet to be completed on the main highways it would appear inconsistent to build 18 feet in width when the more heavily traveled portions have been constructed to the state highway standard of 16 feet. Mr. Purcell promised to give the matter consideration.

The matter of the "seven per cent system" was discussed and a tentative map submitted, showing the proposed primary and secondary highways. Also, in a tentative way, several Federal Aid projects were proposed on the Pacific and West Side Highways and the Old Oregon Trail. It was agreed that a list of the projects on which it was proposed to ask Federal Aid would be prepared and project statements submitted, also a map covering the Federal Aid system would be submitted.

The Commission discussed with Mr. Cecil and Mr. Dater the forest road program for 1922, considering the additional funds made available by the new legislation. Mr. Cecil stated that he would recommend Government cooperation on the following projects in the following tentative amounts:

Trail-Prospect Section of the Medford-Crater Lake Highway,
\$100,000 on grading, \$50,000 on macadam.

Oregon Caves Project, 50% of the cost of improving three miles from the forest boundary to the junction of the road to Holland at the Robinson Ranch.

The Dalles-California Highway 15 miles through the Deschutes and 5 miles through the Crater National Forest, estimated total cost \$115,000, Government cooperation 50%.

McKenzie Highway from Lava to Sisters, surfacing, total cost \$85,000, Government cooperation 50%. Mr. Booth asked if county funds could be used if state funds were not sufficient, and Mr. Cecil replied affirmatively.

Summit to Belknap Springs going west, \$112,000, Government cooperation 50%.

Mt. Hood Loop to Wapinitia, estimated cost \$85,000, Government

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cooperation 50%.

Prairie City-Unity discussed but no mention of funds.

Neskowin-Salmon River. Secretary was instructed to take up further with Mr. Cecil at a later date after Forest Service has investigated the project and determined the amount of cooperation which will be offered. Secretary instructed to take up with Tillamook and Lincoln Counties to find out if they will match the Government appropriation.

Bend-Lakeview Highway, Millican-Fort Rock Section. No definite amounts mentioned.

Willamette Valley-Florence Highway. Mr. Booth proposed that county funds should be matched, as he does not think state funds should be expended. Mr. Yeon and Mr. Barratt are to look over this road. Mr. Cecil suggested \$100,000 as a tentative amount to be expended this year by the county and Government.

Pilot Rock-Prairie City proposed, \$50,000 each from Government and County. State can not cooperate. Matter referred to Mr. Barratt to inquire from Umatilla County what they have available to cooperate with the Government.

Alsea project. Mr. Booth suggests that this be worked out between the County and the Government, as the State can not cooperate.

Connection between the Dalles-California Highway and the Crater Lake Park Rim Road near Sand Creek. Mr. Cecil said he will investigate this project.

Heppner to Spray. Mr. Cecil said that he would think it over and give it favorable consideration.

Mr. Booth asked Mr. Cecil what would be his attitude on the Roosevelt Highway. He replied, "The same as on other forest roads."

The Baker-Unity Project was spoken of also.

Mr. Cecil stated that based on the bids they had received for clearing and grading the last unit of the Mt. Hood Loop, it appeared there would be a surplus of approximately \$90,000 on the project and asked if it would be agreeable to the state to apply these funds for rock surfacing. The Commission assured him that it would be satisfactory to them to make such an application of the funds.

The meeting was then adjourned.

State Highway Engineer

Secretary

NOV 11 1921

Portland, Oregon, December 15, 1921.

The meeting of the State Highway Commission was called to order at 9:30 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

Judge Fogarty of Lincoln County asked for state help in replacing the bridges on the Siletz River, which were washed out in the recent floods. Mr. Booth replied that no assistance could be given on roads other than state highways.

Judge Fogarty stated that Lincoln County had sufficient funds from their bond money voted on the Corvallis-Newport Highway after deducting their obligations on the grading contract already let to cooperate with the state on the same 40% county-60% state basis on the macadamizing of this project. After consideration, it was moved, seconded and carried that the 40% county and 60% state cooperative agreement now in force on the balance of the grading of the Corvallis-Newport Highway in Lincoln County be extended to cover the balance of the macadamizing as well, it being understood, however, that the previous arrangement will still govern, whereby certain sections will be macadamized by the state which had been graded at the sole expense of the county.

Mr. George H. Cecil, District Forester, and J. A. Elliott of the Bureau of Public Roads, conferred with the Commission relative to the Alsea project. Mr. Cecil stated that it seemed desirable to extend the Alsea project with the new forest funds from the forest boundary to Waldport, and from the old bridge site near Tidewater the roadbed should have a travel width of 16 feet. The county had agreed to cooperate to the extent of its \$50,000 in bonds previously voted for the project, but in view of the heavy losses sustained in the recent floods, it was suggested that the county be excused from its cooperation previously pledged of the balance due in 1921, \$5,000, and the amount of \$12,000 pledged for 1922, under the original agreement. Mr. Cecil stated that he would recommend forestry funds to the amount of \$50,000 in addition to the previous agreement and asked if the Commission approved the project and what cooperation might be expected. Mr. Booth replied for the Commission that they were in sympathy with the project and would approve the extension of the existing agreement to cover the entire road in Lincoln County, but that funds were limited and that further consideration would be given by the Commission as to further cooperation this year with state funds.

The following proposals on grading jobs were opened by the Secretary at 10 o'clock:

DEC 15 1921

COOS BAY-ROSEBURG HIGHWAY
MYRTLE POINT-BRIDGE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.		139,189.00
Hauser Construction Co.	166,338.00	159,651.50
A. Guthrie & Co.	171,293.50	169,062.50
John Hampshire	157,462.50	154,180.00
Johnson Contract Co.	167,332.50	162,845.00
Klockars, Padrick & Weber	175,711.50	
Scandia Shipbuilding Co.		164,071.50

MEDFORD-CRATER LAKE HIGHWAY
MEDFORD-AGATE SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	78,278.50	77,470.40
Jackson County Court		90,875.50
Tobin & Pierce	71,322.50	70,945.50
Wm. von der Hellen	82,163.50	82,011.75
Hetrick & Cline	111,691.75	111,580.00
Warren Construction Co.		95,942.75
Joplin & Eldon		77,496.50
Porter & Conley		78,455.75
Johnson Contract Co.		98,839.45
W. C. Stone	62,957.25	63,003.25
Washburn & Hall	80,478.00	79,692.75
Schell & Rhodes	88,135.50	87,317.25

PACIFIC HIGHWAY
MYRTLE CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.		11,289.50
A. B. Smith		9,938.00
H. J. Hildeburn*	8,582.00	8,482.00
E. V. Killfeather, Jr.**		
H. W. Hopkins		10,485.00
Joplin & Eldon		10,108.50
John Hampshire	13,942.50	13,817.50

*Conditional

**Irregular bid

LA GRANDE-JOSEPH HIGHWAY
ISLAND CITY-ELGIN SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	78,487.10	77,929.90
Frazier & Samuel	80,966.00	80,602.90
W. C. Stone	74,020.50	
Oxman & Harrington	71,554.00	71,554.00
Morrison-Knudsen Co.		71,983.00
Warren Construction Co.	91,362.26	91,773.86
Security Construction Co.	67,787.00	67,731.50
Johnson Contract Co.	105,686.70	
D. F. Murphy & Co.		70,413.90
Union County Court	67,609.80	67,609.80

Prior to the opening of the bids on bonds, some of the bond buyers asked if bids would be accepted on which a lower interest rate was bid than specified in the advertisement. Mr. Booth replied for the Commission that on the advice of the Commission's attorney, they were disposed only to receive bids conforming to the advertisement.

At 11:00 o'clock, bids were received on state highway bonds as advertised.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held October 27, A. D. 1921, a resolution was regularly adopted directing that bids be invited for the purchase of Five Hundred Sixty Thousand Dollars par value of the bonds authorized under the provisions of Chapter IV of Title XXX, Oregon Laws, as amended by Chapter 384, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Court House, Portland, Oregon, up to and including the hour of 11:00 o'clock A. M. of the 15th day of December, A.D. 1921, 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 11:00 o'clock A. M. of the 15th day of December, A. D. 1921; and,

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof for two issues in the following publications, to-wit: The Bond Buyer, published in New York City, and the 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 par value of the bonds, and further required that such bonds be dated December 1, 1921, bearing interest from such date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of December, 1921, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite to such issuance, and further providing that the Commission reserve the right to reject any and all bids, and requiring further that 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; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter IV, of Title XXX, Oregon Laws, as amended by Chapter 384 of the Laws of Oregon for 1921, provided that said bonds should mature April 1, 1926, and likewise that bids should be received for the sale of said bonds to be serial bonds maturing \$14,000 April 1, 1927 and the same amount each April 1st and October 1st thereafter to October 1, 1946; and

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

WHEREAS, the said State Highway Commission of the State of Oregon is now at this time, to-wit; at the hour of eleven o'clock A. M. of the 15th day of December, A. D. 1921, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with all members of said Commission present and participating; and,

WHEREAS, pursuant to said resolution and published notice the following bids for said bonds have been received by the State Highway Commission, and have now at this time been opened publicly, and filed, and in the presence of the Commission, to-wit:

First and Old Detroit National Bank, Detroit, Mich.	Serial 1927-1946	5½%	109.91	\$55,496.00
	April 1, 1926	6%	104.51	25,256.00
A. M. Wright, Portland	Serial 1927-1946	5½%	109.39	52,584.00
	April 1, 1926	6%	103.81	21,336.00
Blodget & Co., New York	Serial 1927-1946	5½%	109.135	51,156.00
Smith, Moore & Co., St. Louis	April 1, 1926	6%	103.76	21,056.00
Security Savings & Trust Co., Portland				

John E. Price & Co., Seattle	Serial 1927-1946	5½%	108.699	\$48,714.40
Bankers Trust Co., New York	April 1, 1926	6%	104.177	23,391.20
Guaranty Company, New York				
E. H. Rollins & Sons, Boston				
Ralph Schneeloch Co., Portland	Serial 1927-1946	5½%	108.579	48,042.40
	April 1, 1926	6%	103.629	20,322.40
Ladd & Tilton Bank, Portland	Serial 1927-1946	5½%	108.68	48,608.00
Rutter & Company	April 1, 1926	6%	103.09	17,304.00
H. L. Allen & Company				
Ferris & Hardgrove, Spokane	Serial 1927-1946	5½%	108.52	47,712.00
National City Co., Portland	Serial 1927-1946	5½%	108.209	45,970.40
	April 1, 1926	6%	102.209	12,370.40
Seattle National Bank	Serial 1927-1946	5½%	108.026	44,945.60
Equitable Trust Co.				
Lumbermens Trust Co., Portland	Serial 1927-1946	5½%	107.91	44,296.00
Harris Trust & Savings Bank				
Baillargeon, Winslow & Co.	Serial 1927-1946	5½%	107.77	43,512.00
Freeman, Smith Camp Co.				
Wm. R. Compton Company	Serial 1927-1946	5½%	107.87	44,072.00
Halsey Stuart & Company	April 1, 1926	6%	102.92	16,352.00
Hallgarten & Co.				
Carstens & Earles				
Citizens Bank, Portland	Serial 1927-1946	5½%	100.11*	
	April 1, 1926	6%	100.51**	

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and,

WHEREAS, the said State Highway Commission sitting in regular session after carefully considering all of the bids received, and the general situation, and being fully advised, it is deemed and declared by the Commission that the highest bid for said bonds of the short term type to mature April 1, 1926 was not favorable to the best interest of the State Highway Fund and state highway construction and therefore not for the best interest of the State; and,

WHEREAS, the bid and proposal of the First and Old Detroit National Bank for the serial long term type of bonds maturing in the amount of \$14,000 April 1, 1927 and the same amount each April 1 and October 1 thereafter to October 1, 1946, was and is deemed to be the best bid, and said bid, offer and proposal is deemed and declared by

* Bid on \$42,000 only 1940 to 1946 maturities

**Bid on \$100,000 only

the Highway Commission to be the highest and best bid received in accordance with the said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$615,496.00 by the First and Old Detroit National Bank for Five Hundred Sixty Thousand Dollars par value bonds of the State of Oregon authorized under Chapter IV of Title XXX, Oregon Laws, as amended by Chapter 364 of the General Laws of Oregon for 1921, be and the same is hereby accepted.

BE IT FURTHER RESOLVED that the Secretary of the Highway Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed two hundred One Thousand Dollar (\$1000) bonds and seven hundred twenty Five Hundred Dollar (\$500) bonds, of which five (5) One Thousand Dollar (\$1000) bonds and eighteen (18) Five Hundred Dollar (\$500) bonds shall be due and payable April 1, 1927 and a like number and amount on October 1 and April 1 of each year following until the full amount has become due and payable, and that such bonds be dated December 1st, 1921, and bear interest at the rate of 5½% per annum, payable semi-annually each April 1 and October 1, and that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from December 1st, 1921, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 5721 to 6640, both numbers inclusive.

BE IT FURTHER RESOLVED that the Governor, Secretary of State and State Treasurer are hereby requested to sign said bonds as required by 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.

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this state.

BE IT FURTHER RESOLVED that the principal and interest 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 said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

BE IT FURTHER RESOLVED that the premium bid and received for

said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

Senator Garland, E. M. Newport and A. M. Reeves of Lebanon, E. D. Cusick, C. H. Murphy and J. M. Hawkins of Albany appeared in the interests of the Santiam Highway. They stated that they had decided to abandon the proposed paving project between Albany and Lebanon and now proposed to improve the whole section between Albany and Cascadia (or the Santiam Ranger Station.) They stated that Linn County had \$38,000 in bonds between Sweet Home and the Ranger Station, which were available.

Mr. Cecil was present at the conference and stated that he would recommend that the Forest Service match the county's \$38,000, which would give \$76,000 on that section. It was proposed also that the project be extended east through the Forest Reserve, but there was no agreement for forestry funds for that section. The delegates asked that the \$100,000 of state funds which had been previously asked for the Albany-Lebanon pavement, be now released for the improvement between Albany and Sweet Home in the grading and macadamizing of a standard roadbed. They stated that they proposed to raise the balance by the formation of an improvement district and bonding under the provisions of the 1921 law. Mr. Booth replied for the Commission that the Commission was willing to spend the money wherever the people desire and would consider the matter and give an answer at the next meeting.

Judge King of Jefferson County asked that the state repair the present bridge over Crooked River on the Dalles-California Highway and Jefferson County will agree to meet the cost out of 1923 taxes. The matter was taken under advisement.

Mr. F. H. Reeves, representing the people interested in the organization of the proposed Highway Improvement District to be known as the Cornell Highway Improvement District, again presented the petition and maps calling for an election on said matter, and it appearing that the boundaries of the District have been modified to comply with the suggestions and recommendations heretofore made by the Commission, and that the petition should, therefore, be received and filed and a time fixed for hearing and passing upon the same.

WHEREUPON, Commissioner Yeon moved and Commissioner Barratt seconded, that said petition be filed, and that the 10th day of January, 1922, at the hour of 10 o'clock A. M. of said day at Room 520 in the Multnomah County Court House, Portland, Oregon, be fixed as the time and the place for hearing and passing upon said petition, and that the Secretary be instructed to give notice of such hearing by publication thereof in a newspaper of general circulation published at Hillsboro and Portland.

The foregoing motion having received a unanimous vote, was, by Chairman Booth, declared carried.

Judge Patterson, R. R. McHaley and J. E. Marks of Grant County stated that the county is prepared to match the state to the extent of the county bond funds voted on the Prairie City-Unity Section and asked to what extent would funds be provided by the state. Mr. Booth replied for the Commission that when they had visited Grant County they tried to conform to the county plan in that they would make the division of funds in about the proportion that the county requested and agreed to put in a total of about \$150,000. The Commission understood that it was considered best to spend \$100,000 west of Prairie City and \$50,000 east of Prairie City. The Commission will carry out its promise along these lines. It was thought advisable to complete the survey between John Day and Dayville before the section to be improved was decided upon. In reference to the section east of Prairie City, inasmuch as this is in part in the forest, the Commission stated that this will be taken up with Mr. Cecil when the 1922 program is worked out.

Mr. J. E. Marks of John Day asked for a state appropriation of \$5,000 to be used on a direct connection north of John Day about 8 miles in length, to connect with the Long Creek market road. The total estimated cost of the connecting road is \$20,000. Petition ordered filed.

Judge Adkisson and Commissioner Hix asked that the Commission designate the route of The Dalles-California Highway between The Dalles and Dufur now that the surveys have been completed. The Commission stated that they would examine the engineer's report and endeavor to make a decision as early as possible.

The Wasco County delegation stated that a new bridge was needed at White River. The Engineer was instructed to investigate and report.

A. J. Johnson, W. K. Taylor, E. A. Miller of Corvallis, and A. C. Schmitt of Albany asked that the Albany-Corvallis road be designated as a state highway, stating that they proposed to bond for the cost of bridges and grading. Mr. Booth stated that the last word of the county was that they were unable to take care of the grading and bridges and consequently the Commission had done nothing further. In response to an inquiry relative to the Willamette River bridge at Albany, Mr. Schmitt stated that the Linn County Court had gone on record that they will maintain the old bridge during its life and would build a new bridge when necessary. Matter taken under advisement.

A delegation from Lane County, consisting of Judge Barnard, Commissioners Harlow and Sharp, C. N. Johnston, District Attorney, P. M. Morse, County Surveyor, and J. F. McKy, County Roadmaster, was present. Commissioner Harlow stated that Lane County was unable to finance its share of a bridge at Harrisburg at this time and that Commissioner Pierce of Linn County had stated that Linn County was also unable to finance its share. Commissioner Harlow said that the people living south and east of Eugene and in the vicinity of Coburg favored the east side or Coburg route, while the people of Junction City wanted the Harrisburg route. The Commission expressed the idea that it was not advisable to make a permanent location in the Willamette River bottom between Harrisburg and

Lancaster. The matter was discussed at some length and it was agreed that Lane County will maintain the section between Harrisburg and Junction City while the definite location is being considered.

The Willamette Valley-Florence Highway was brought up by the Lane County delegation, who asked that a definite location be adopted so they could spend their bond money on it. They particularly wanted the location near Minerva because a new bridge was required and they wanted to build it on the new location, also there is a bridge involved on the location at Portage. Mr. Harlow stated that Lane County had in its bond issue about \$5,000 a mile for this road, which was estimated to be 25% of the cost. They suggested a cooperative arrangement on the basis of 25% county, 25% state and 50% forestry money, and that the county would cooperate 50% this year if the Commission would arrange cooperative work later so the total county contribution would be only 25%. Mr. Booth stated that the Forest Service had expressed a willingness to put up \$100,000 this year. However, the Commissioners wished to look over the project on the ground and confer with Mr. Cecil before any promises were made.

The Lane County delegation was heard further in relation to certain unpaid claims which the Commission held against the county. On the Eugene-Junction City and Eugene-Goshen projects, the county objected to paying for the work of grading the shoulders. On the Divide crossing structure, the county objected to paying for their share of the cost of the repair work necessary. On the Turner Cut (Pacific Highway south of Divide crossing), the county objected to the total cost. On about 60,000 pounds of T.N.T. furnished, the county objected to paying the price of ten cents per pound plus the freight, claiming an understanding that it was to be furnished free. No decision was reached on any of these matters, except that the Engineer was directed to furnish them with a detail of the cost of the Turner Cut.

After consideration, Mr. Yeon made the following motion, which was seconded and carried: That hereafter, in all matters between the state and counties, no verbal understanding be permitted, that all matters shall be covered in writing with a response by both parties with an assent by both parties or written into an agreement.

Mr. Yeon offered the following motion, which was duly seconded and carried:

WHEREAS, the State Highway Commission has, on several occasions, advanced to some of the Counties funds in order to aid the Counties in meeting their obligations imposed upon them by law with relation to highway construction through the respective Counties; and

WHEREAS, it now appears that some of the Counties so aided, are delinquent in the repayment of such funds to the State, which said delinquency is interfering with the plans and purposes of the Commission in its program of highway construction, and in its effort to aid other Counties; and,

WHEREAS, it is the judgment and mind of the Highway Commission, that, in the interests of state highway construction and in fairness to Counties not favored by the advancement of funds, no contract shall be awarded and no additional highway construction done or commenced in any of the Counties to which advances have been made by the Commission or financial aid given, and which Counties are delinquent in the repayment of said advances and in the meeting of their resulting obligations until such delinquencies have been removed.

THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION all members being present, that, until the Counties heretofore aided by the Commission by the advancement of funds, have reimbursed the State for such funds or moneys loaned or advanced and have met their several obligations to the State as provided and agreed, or until an arrangement satisfactory to the Commission has been made with reference to said loans, no further or additional highway construction be done in such delinquent County or Counties other than such work as is now covered by contract, and that no additional or other contracts be awarded for work in such County or Counties during the said delinquencies.

The Secretary read the tabulation of the bids and the following action was taken:

Myrtle Creek Section of the Pacific Highway. Mr. Booth stated that this is a piece of work in which the city of Myrtle Creek and the county cooperate to a certain extent. The low bid of H. J. Hildeburn is satisfactory to the Commission, but until the cooperative funds are in hand, it is moved and seconded that it be referred to the engineer with power to act.

The Medford-Agate Section, grading and macadamizing, Medford-Crater Lake Highway in Jackson County. Mr. Booth made the statement that the bid of W. C. Stone was a satisfactory bid, but pending a definite cooperative agreement with the county, it was moved, seconded and carried that this be referred to the engineer with power to act.

Island City-Elgin Section of the La Grande-Enterprise Highway in Union County. Moved, seconded and carried that the bid of Union County, which is the lowest bid received, be accepted on the basis of using concrete culvert pipe. The Secretary was instructed to hold the check of the second low bidder until the contract with the low bidder is signed.

Myrtle Point-Bridge Section of the Roseburg-Coos Bay Highway in Coos County. Moved, seconded and carried that the award be referred to the engineer with power to act.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, under the provisions of Chapter 383 of the General Laws of Oregon of 1921, which law was enacted by the Legislative Assembly of Oregon of 1921, and which was approved by the Governor February 26, 1921, filed in the office of the Secretary of State February 28, 1921 and became effective on the 25th day of May, 1921, said date being more than ninety days subsequent to the adjournment of said legislative assembly, the State Highway Commission is authorized to issue bonds of the State of Oregon during the next five years in the amount of Seven Million Dollars, and in addition, such an amount as may be permitted and authorized by, and not in conflict with, the provisions of the constitution of the State of Oregon, 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 Seven 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 purchase 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 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 383, General Laws of Oregon of 1921, One Million Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 520 Multnomah County Court House, Portland, Oregon, at eleven o'clock A. M. of the 10th day of January, 1922, 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 10th day of January, 1922;

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

(d) That such notice shall in effect be that the State Highway Commission of the State of Oregon will receive bids for the sale of One Million Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of five 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, 1927. That said bonds shall be in denominations of One Thousand Dollars (\$1000) each and known and designated as Series No. 3 and shall be numbered 1 to 1000, both numbers inclusive;

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

(f) That said bonds be dated January 1, 1922, 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, 1922 until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

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(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 Dollars, par value, of said bonds.

UNITED STATES OF AMERICA

Number	STATE OF OREGON	Number
\$1000	OREGON STATE HIGHWAY	\$1000

Five Per Cent Gold Bond

Series No. 3.

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 five 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 383, General Laws of 1921.

DEC 15 1921

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 1922.

(Signed) Ben W. Olcott, Governor
 " Sam A. Koser, 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. 3 (Facsimile signature) Ben W. Olcott
 Governor
 O. P. Hoff (Facsimile signature) " " Sam A. Koser
 State Treasurer Secretary of State

The motion was duly seconded and carried unanimously.

Commissioner Barratt offered the following resolution relative to the distribution of the second half of the 1921 State Market Road Appropriation, which was duly seconded and carried:

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 15th day of March, 1921, apportion among the Counties, from the fund known as "State Market Road Appropriation"; which fund is 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; such amounts that each County, except Multnomah County, was apportioned an amount equal to the amount it levied upon the taxable property in said County for County Market Road funds, 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 May 28th, 1921, by resolution distribute to all Counties, except Multnomah County, one-half of their apportionment of the State Market Road Appropriation fund allotted to the several counties for 1921, 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 the apportionment allotted to the several Counties of the 1921 State Market Road Appropriation and to Multnomah County, the unpaid one-half of their apportionment of said fund as provided by the terms of the act, provided that there shall be deducted from each County's share of said funds, a sum sufficient 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	Total Appor- tionment of State Market Road Funds 1921.	Less Payment of June Allot- ment.	Less Ex- penditures made by State High- way Com- mission.	Balance Due Counties.
Baker	33,202.52	16,601.26	75.87	16,525.38
Benton	16,990.50	8,495.25	- - -	8,495.25
Clackamas	35,628.81	17,814.40	209.75	17,604.66
Clatsop	44,986.98	22,493.49	- - -	22,493.49
Columbia	41,808.56	20,904.28	2.97	20,901.31
Coos	24,459.41	12,229.71	- - -	12,229.70
Crook	9,993.55	4,996.77	293.99	4,702.80
Curry	5,418.96	2,709.48	556.97	2,152.51
Deschutes	10,856.50	5,428.25	995.77	4,432.48
Douglas	34,173.39	17,086.69	- - -	17,086.70
Gilliam	17,784.61	8,892.31	1,583.96	7,308.34
Grant	13,475.84	6,737.92	- - -	6,737.92
Harney	19,320.55	9,660.28	326.58	9,333.69
Hood River	15,929.40	7,964.70	22.31	7,942.39
Jackson	41,020.76	20,510.36	4,808.19	15,702.19
Jefferson	7,792.56	3,896.28	160.55	3,735.73
Josephine	12,276.32	6,138.16	661.66	5,476.50
Klamath	21,038.87	10,519.43	2,232.01	8,287.43
Lake	12,027.32	6,013.66	2,233.41	3,780.25
Lane	56,145.97	28,072.98	- - -	28,072.99
Lincoln	11,000.22	5,500.11	- - -	5,500.11
Linn	45,359.97	22,679.99	- - -	22,679.98
Malheur	24,328.09	12,164.04	4,031.56	8,132.49
Marion	62,673.91	31,336.96	- - -	31,336.95
Morrow	15,251.03	7,625.51	447.97	7,177.55
Multnomah	104,083.90	52,041.95	- - -	52,041.95
Polk	25,500.00	12,750.00	604.52	12,145.48
Sherman	19,618.91	9,809.46	280.00	9,529.45
Tillamook	27,372.71	13,686.35	11.77	13,674.59
Umatilla	66,113.94	33,056.97	- - -	33,056.97
Union	30,822.83	15,411.42	1,729.31	13,682.10
Wallowa	17,528.65	8,764.32	- - -	8,764.33
Wasco	26,205.24	13,102.62	- - -	13,102.62
Washington	41,934.48	20,967.24	976.61	19,990.63
Wheeler	6,574.60	3,287.30	1,912.03	1,375.27
Yamhill	21,862.75	10,931.38	2,065.85	8,865.52
T o t a l s	\$1,020,562.61	\$510,281.30	\$26,223.61	\$484,057.70

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.

Portland, Oregon, December 16, 1921.

The Commission met at 10:00 o'clock A. M. in Room 520 Multnomah County Court House. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Munn, State Highway Engineer
Roy A. Klein, Secretary.

Commissioners Burrell Short and Asa Fordyce of Klamath County were present and stated that Klamath County is contemplating a new bond issue. They stated that on the Ashland-Klamath Falls and Crater Lake Highways they would give 50% county cooperation, but thought that county cooperation on the Dalles-California Highway should be placed at 25%. The Commission stated that 50% cooperation would be required of the county on all projects, which was accepted by the Klamath County representatives. Mr. Booth asked on what road or roads would the county prefer improvement. Commissioner Fordyce stated that it would depend on the bond issue, but from present funds, they favored improving the Dalles-California Highway and particularly the part between Lamm's Mill and Fort Klamath. The county representatives agreed to present this matter in writing and the Commission stated that they would advise them as soon as they knew the amount of money available.

Mr. H. J. Ottenheimer, appearing in the interest of the Portland Chamber of Commerce, spoke of the work of the Chamber relative to a proper connection for the Old Oregon Trail with the Lincoln Highway in Idaho and Wyoming, also their interest in the completion of the Lolo Pass project through Lewiston, Idaho and its connection with Yellowstone Park. He stated that the Chamber was also endeavoring to secure the improvement of the Pacific Highway in California between Dunsmuir and the California-Oregon state line.

Mr. Ottenheimer then asked that the Commission designate the proposed extension of the Columbia River Highway from Umatilla to Wallula as part of the primary road system, stating that this would give more direct connection to Eastern Washington points and would divert to Oregon some of the Yellowstone Trail travel. Commissioner Barratt took exception to some of the speaker's remarks and stated that he was opposed to constructing this proposed cutoff until other state highways previously designated had been completed. D. C. Brownell of Umatilla spoke in favor of the Cutoff, referring particularly to the character of the country traversed by the proposed road.

Mr. N. G. Hedin, representing the Wapinitia Commercial Club, urged the claims of Wapinitia and Maupin that the next unit of the Dalles-California Highway to be constructed be the section beginning at Maupin and extending west about 3 miles to the connection with the Wapinitia-Maupin market road which has just been constructed. He stated that this would give a good road for the Wapinitia Plains country to the grain

elevators on the railroad at Maupin, which was very much desired by this community. The Commission promised to consider the request when further work in Wasco County is taken up.

Commissioners Knickerbocker and Conlon of Deschutes County asked that the section of the Central Oregon Highway beginning at the east city limits of Bend and extending eastward approximately $1\frac{1}{2}$ miles to the beginning of the graveling contract which has just been completed, be graded and graveled out of the balance of the state cooperative funds apportioned for matching the county expenditures in grading the Horse Ridge Section. The Commission expressed their approval of the plan and asked the engineer for a report on the cost of this proposed improvement.

The Deschutes County representatives asked that the bridges and graveling on the Redmond-Sisters and Sisters-Bend Sections be advertised. They were advised that in compliance with the former understanding, this would be done as soon as the weather would permit construction operations to proceed. On the Dalles-California Highway, they asked that the section south of Allen Ranch be undertaken early in the coming season. The Commission asked if there were any further developments relative to the North Unit Irrigation Project, which would determine the location through or around the reservoir site. Judge Wallace, representing the Irrigation District, was present and asked that the Commission defer action for the present as plans were shaping up rapidly for the building of this project. The Commission decided that, in this event, the location of this section should be held in abeyance for the present.

Judge Wallace of Crook County stated that if the location of the Crooked River Highway east of Bear Creek was abandoned in favor of the Bear Creek extension to the Central Oregon Highway, the county would proceed with the improvement of the Crooked River Highway for which they had bond funds available. Judge Wallace was advised that the Commission had the matter under consideration but had not reached a decision.

Judge Wallace asked that the Commission make a survey of the Crooked River Highway east from the Davis Ranch toward Paulina at the county's expense. The request was granted and the engineer was instructed to make the survey.

Mr. Ben Sheldon, President of the Medford Chamber of Commerce, Judge Gardner and Commissioners Owens and Bursell of Jackson County urged the construction of the Trail-Prospect Section of the Medford-Crater Lake Highway during the coming summer. Mr. Booth replied that the Commission had under consideration a section from Trail to Cascade Gorge for the present season and that, further, in conference with the Forest Service representatives, Mr. Cecil had stated that he would recommend the entire project as a forest project. Mr. Booth advised that in the event forest cooperation was secured under the law, the construction would come under the Forest Service.

In conference, the Jackson County representatives indicated their willingness to turn over their county bonds on their obligations

to the state or to sell the bonds and turn over the proceeds. It was decided that the county should ask for bids on these bonds as soon as possible.

Commissioner Duke of Wheeler County asked for the early advertising of the Sarvice Creek Section of the John Day River Highway. The Commission advised that it had been proposed to ask for Federal Aid on this project and it would be advertised as soon as approved by the Bureau of Public Roads.

Mayor Knowles of Cottage Grove stated that the City Council had not sufficient funds in its budget for the coming year to cover their share of the cost of the paving in the city which is now under contract. He stated that the Council is ready to take care of the additional cost by passing a resolution agreeing to put the balance in the next budget or by giving an order on Lane County for the amount which the county returns to the city, also it had been suggested that the thickness be lessened on the bituminous pavement section, which would make up the difference. The Engineer was instructed to look over the project to see if it could be modified to keep within the money available and report back to the Commission. The Commission suggested to the Mayor that arrangements might be made with the contractor to accept the order on the County Court or to take deferred payments for the difference.

Judge Pollock and Commissioners McCabe and McFadden of Josephine County appeared in the interests of the Josephine Caves road. Mr. Booth stated that it had been tentatively agreed to cooperate with the Forest Service on a 50-50 basis in the section from the forest boundary to the junction of the road to Holland at the Robinson Ranch, about three miles, and it appeared desirable to use the county cooperation elsewhere than on this project. The county representatives then stated that they would be willing that the Commission use the \$10,000 which they had offered anywhere between the end of the new forest project and Grants Pass.

R. M. Walker, G. C. Skinner, H. Hirschberg, Arthur Horton, C. W. Irvine, Martin L. Pipes and D. E. Fletcher, representing the interests of the city of Independence, were present. Judge Pipes reviewed the Polk County situation and asked that the Commission consider again the merits of the route south of Independence in preference to the Monmouth South route. The delegation was advised that the Monmouth route had been adopted and a considerable sum of money expended upon it and that no new facts have been developed which would make a reconsideration advisable.

W. L. Jones, A. C. Libby and H. L. Knight representing the city of Jefferson, Marion County, appeared relative to routing the Pacific Highway through their city. They desired to have the Commission use Main Street and proposed to avoid the right angle corners by constructing diagonally across the block, moving back the Methodist Church to give clearance and passing behind the Masonic Hall. They stated that the city will put up $7\frac{1}{2}\%$ of the cost of the total improvement and the county $7\frac{1}{2}\%$. The Commission stated that they will look over the location on the ground before making a decision.

In the interests of the Roosevelt Highway, the following representatives appeared before the Commission: A. W. Norblad of Clatsop County, Fred Baker of Tillamook County, George H. Dickinson of Lincoln County, J. W. Bergman of Lane County, Fred Assenheimer of Douglas County, J. C. Kendall of Coos County, B. K. Lawson of Curry County, A. K. Peck of Marshfield, N. H. Larson of Port Orford, C. W. Parker of Marshfield and B. F. Jones of Newport. After an introduction by Mr. B. F. Jones, Mr. Kendall asked that the Roosevelt Highway be designated as a primary highway on the Federal Aid map. Mr. Booth stated that the Federal Aid map had not yet been submitted, but when the matter came up, due consideration would be given to their claims. It was suggested that a conference with the Washington and California representatives be held, looking toward the connections of the Coast Highway in all three states. Colonel Lawson expressed appreciation for what had been done and outlined the needs for further road improvement in Curry County.

When asked relative to further appropriations for the Roosevelt Highway, Mr. Booth stated that the plans for the 1922 program had not yet been worked out. In the past, Mr. Booth said that the Commission had appropriated funds for the Roosevelt Highway in the various counties and also expended large sums in connecting the coast with the Pacific Highway in the same manner as other sections of the state were cared for and that in the Commission's opinion the \$2,500,000 of bonds voted for the Roosevelt Highway should be released by the legislature and turned into the state highway fund, since the chances of securing a Federal appropriation for this specific purpose seemed very remote. Mr. Barratt and Mr. Yeon voiced the desire that this money be released and put back in the state highway fund for the general advancement of the state highway program.

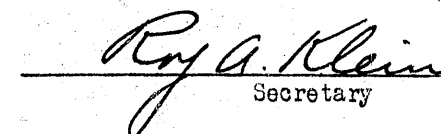
Mr. Kendall pressed the Commission for an answer as to the amount of money which would be applied on the Coast Highway if the Roosevelt Highway fund was returned to the state highway fund. Mr. Booth stated that they were unable to say what amount would be expended, but that the policy of the Commission was to open up the road from Astoria as far south as possible and from Marshfield north into Douglas and Lane Counties for the present, as well as further work in Curry County and the completion of the Roseburg-Coos Bay Highway. Also, it was planned to do some work in Tillamook and Lincoln Counties in cooperation with the Forest Service. Mr. Norblad asked if the Commission was willing to have a bill introduced at the special session to extend the effective date of the Roosevelt Highway appropriation for another year. Mr. Booth stated that in his opinion it would not be fair to the rest of the state to tie up this money any longer since the constitutional limit of indebtedness for state highway purposes had been very nearly reached.

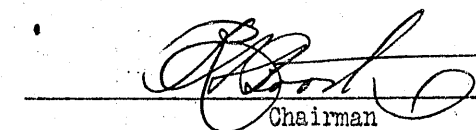
Mr. L. N. Degginger, representing the Seattle National Bank and C. W. McNear & Co. of Chicago, stated that the firms which he represented were the best bidders on the entire issue of the Baker County bonds. Under the terms of their bid, they had the option of taking deferred delivery. They asked if the State Highway Department would be agreeable to accept an offer of 96 for immediate delivery on the

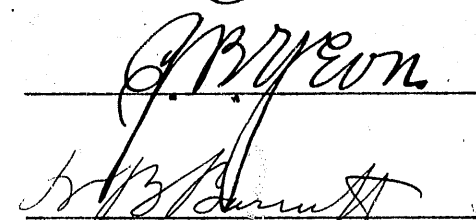

bonds which Baker County was obligated to turn over to the Commission. A negative reply was given.

Meeting adjourned.


State Highway Engineer


Secretary


Chairman

Salem, Oregon, December 19, 1921.

The Commission met in Room 323 Capitol Building at 10 o'clock A. M. Present were:

R. A. Booth, Chairman
J. B. Yeon, Commissioner
W. B. Barratt, Commissioner
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

The completion of the Old Oregon Trail was discussed and it developed that there remained two sections in Baker and one section in Umatilla County unprovided for. The Secretary was instructed to advise the County Court of Baker County that the Commission has passed a resolution providing that no new construction be entered into in any of the counties which are delinquent in their payments until a satisfactory arrangement is made, therefore, it is requested that they reimburse the state for advances made or deposit bonds as security. The Commission is willing to enter into a contract with them to complete the Old Oregon Trail provided the balance of their bonds voted on the Old Oregon Trail is made available to the Commission, and further provided that when further work is undertaken on the Baker-Unity and Baker-Cornucopia Highways that the county will not ask the state for cooperation unless their expenditures on these projects are greater than the county's share of the cost to complete the Old Oregon Trail.

Relative to the Deadman's Pass-Kamela Section, the Secretary was instructed to advise Umatilla County that the Commission is ready to advertise and ask them if they are ready to cooperate for their share of the cost.

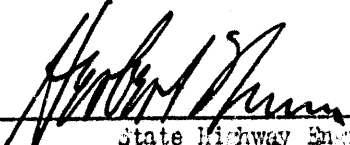
Mr. F. M. Warren discussed with the Commission the new legislation relative to motor vehicle traffic regulation and control.


Mr. Booth had a telephone conversation with Judge Gardner of Jackson County, relative to the renewal of the Foote Creek Bridge in their county, and Judge Gardner stated that when it became necessary to renew the structure, they would cooperate fifty-fifty.

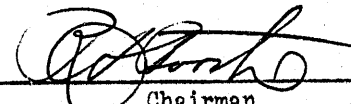
The Engineer proposed that on the Canyonville-Galesville Section, a pavement be designed with concrete curbs and gutter with bituminous pavement between, which would make unnecessary any further widening of the roadbed. The Commission approved the plan.

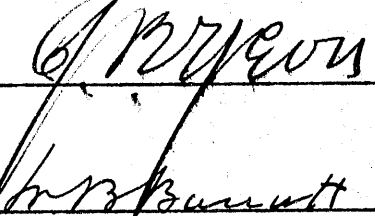
It was agreed by the Commission to defer action on the St. Joseph overhead structure for the present.

Meeting adjourned.


State Highway Engineer


Secretary


Chairman



Salem, Oregon, December 22, 1921.

The Commission met in Room 323 Capitol Building at 10:00 A. M.
Present were:

R. A. Booth, Chairman
W. B. Barratt, Commissioner
Herbert Munn, State Highway Engineer
Roy A. Klein, Secretary

In the matter of the indebtedness of Lane County to the Commission it seemed impossible to give them an answer at the present time, and it was agreed that all matters should be settled at once and no answer should be given as to further work until their account is settled.

The minutes of October 25, 26 and 27 and of November 3, 11 and 12 were approved.

The Engineer reported that contract No. 350, held by the Independent Asphalt Paving Company, which covered the paving of the Goshen-Walker Section, had been completed except approximately 1.4 miles, which it had been decided to postpone until the 1922 season in order to give more time for settlement of subgrade. The Engineer recommended that all except 3% of the retained percentage be paid at this time. After consideration, the Commission approved the recommendation of the Engineer

and instructed that a warrant covering all except 3% on this contract be drawn.

The Engineer reported that the Divide-Drain Section of the Pacific Highway in Douglas County, contract No. 349, Warren Construction Company, contractors, had been completed except for a small section which it had been decided to postpone in order to give more time for settlement of subgrade. The Engineer recommended that all but 3% of the retained percentage be paid at this time. After consideration, the Commission approved the recommendation of the Engineer and instructed that a warrant covering all except 3% on this contract be drawn.

The Engineer reported that the Corvallis-South Section of the West Side Highway in Benton County, Kibler & Bartlett, contractors, contract No. 311, had been completed except some shoulder work which it was not practicable to do at the present season. The Engineer recommended that all except 3% of the retained percentage be paid at this time. After consideration, the Commission approved the recommendation of the Engineer and instructed that a warrant covering all but 3% of the retained percentage on this contract be drawn.

The Engineer reported that the grading of the Nelson-Huntington Section of the Old Oregon Trail in Baker County, Copenhagen Brothers, contractors, contract No. 319, had been completed except for the filling in at the ends of several bridges, which were under construction by a different contractor, and recommended that all except 3% of the retained percentage be paid at this time. After consideration, the Commission approved the recommendation of the Engineer and instructed that a warrant be drawn covering all except 3% on this contract.

The Hauser Construction Company asked for payment of all the retained percentage except 3% on the completed part of the Dalles-Rowena Section paving contract, No. 365. The Commission approved the Engineer's recommendation that this be allowed and instructed that a warrant be drawn paying all except 3% on the completed part of this project.

The maintenance of market roads was discussed and it developed that the Commission is not favorable to using market road funds for the maintenance of the market roads, believing that these funds should be used for construction only.

In the matter of the indebtedness of Crook County to the State, the Secretary was instructed to ask Crook County to make payment on account and arrange for the payment of the balance.

In the matter of the indebtedness of the counties to the State for equipment, the Secretary was instructed to request them that these accounts be settled.

In the matter of Harney County's cooperation on the Burns-Sage Hen Hill Section, the Commission agreed to accept 25% cooperation since that was the basis of the agreement on the original project.

The Commission approved the extension of the Burrell Ranch-Vale project through the city of Vale with the understanding that the county would cooperate to the extent of 50% of the cost, as on the balance of the project.

In the matter of the county's request for a survey from Burrell to Harper, the Secretary was instructed to advise the county that it was probable that all of the state fund allotted to the county would be expended on the Old Oregon Trail, and therefore, there would be no state funds to use on the Central Oregon Highway. The Commission, however, would be willing to make the survey without expense to the county, provided there were county funds appropriated for the construction this season. They did not wish to make the survey unless construction was assured.

The Commission authorized the extension of the Fossil-Cummins Hill project through the city of Fossil to the south city limits, it being agreed that the cooperation should be on the same basis as that heretofore adopted for cities of that population; i.e., 15% by city to be guaranteed by county.

The request of the Amity Light & Power Co. to construct a power transmission line between Amity and Whiteson on the West Side Highway was granted subject to the approval of the construction features by the State Highway Engineer.

The city of Monmouth presented a plan of cooperation, which was approved by the Commission, for paving that part of the Monmouth-Suver Section of the West Side Highway between Main Street and the south city limits, which provided for the paving of one block at the expense of the city which would cost approximately fifteen per cent of the cost of the paving of the section of the project within the city limits, which is the same amount as would be assessed on basis of population. The cooperation offered was accepted by the Commission.

A request was presented for the Woodburn-Newberg-Chehalem Valley-Yamhill Road. The Secretary was instructed to advise the sponsors of this project that no additional roads will be placed on the state map at the present time.

On the request for state aid on the Flora-Enterprise project the Secretary was instructed to advise the County Court that the State declines to cooperate on this project during the 1922 season as it appears more desirable to expend such funds as may be available in completing the unfinished sections of the La Grande-Enterprise Highway.

Requests for extensions of time were received as follows:

John Slotte & Co., Contract No. 431, Skipanon-Miles Crossing in Clatsop County asked for an extension of time of sixty days from November 30, 1921. The Engineer recommended that an extension of ninety days be granted with the provision that the engineering expenses subsequent to

November 30, 1921 be charged to the contractor. Extension granted under these terms.

Parker & Banfield, Contract No. 454, which is for the construction of bridge No. 754 near Stanfield, asked for an extension of forty-five days from November 15, 1921, the date set for completion. The Engineer recommended that the extension be granted subject to a deduction for engineering costs subsequent to completion date unless it becomes necessary to close the work down on account of freezing weather, the time during which the work was suspended would not be included in computing the cost of engineering chargeable to the contractor. Extension ordered under these conditions.

Tobin & Pierce, Contracts No. 451 and No. 452, three bridges at Heppner and Lexington, time limits November 15 and November 30, 1921, respectively, asked for an extension of time without specifying dates. The Engineer recommended that an extension be granted with the provision that engineering costs subsequent to the completion date be charged to the contractor unless it was necessary to close down the work on account of freezing weather which time would not be included in computing the cost. Extension granted under these conditions.

G. J. Hardy, Contract No. 572, bridge across Chewaucan River near Paisley, time limit October 31, 1921, asked for an extension of thirty days. The Engineer recommended the extension on condition that the engineering costs subsequent to the completion date be charged to the contractor. Extension granted under these conditions.

Rajotte-Winters, Inc., Contract No. 352, Hilgard-La Grande Section, asked for an extension of time from November 30, 1921 to December 31, 1921. The engineer reported that the delay in completion had been due to delays in securing permission from the railroad company to enter upon their property and therefore recommended the extension without penalty. Extension granted under these terms.

Warren Construction Co., Contract No. 419, Grand Ronde-Alder Creek Section, asked for an extension of time from December 31, 1921 for ninety days after work is resumed in the spring. On account of delay in awarding the contract and also because the work had been closed down at the instance of the department, the Engineer recommended the extension without penalty.

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

State Highway Engineer

Secretary

Chairman