

Portland, Oregon, January 10, 1922.

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

J. E. Yeon, Acting Chairman  
W. B. Barratt, Commissioner  
Herbert Munn, State Highway Engineer  
Roy A. Klein, Secretary

Mr. F. H. Reeves, representing the Cornell Road Improvement District, reported that at a meeting held in the district Saturday night, a motion was carried that it be the sense of the meeting that further plans for the formation of the district be discontinued and that the petition previously submitted to the Highway Commission be withdrawn. Those present were Frank Berger, R. Beamish, A. W. Stevens, Lewis Stark, Joseph Jackson, Thomas Donovan and Adolph Miller, all of whom stated that the formation of the district for this purpose at this time was not desirable. On motion of Mr. Barratt, which was carried, the Cornell Highway Improvement District matter was laid on the table and further consideration indefinitely postponed.

Messrs. C. F. Murphy, J. C. Farmer and J. C. Hauser from Bridge in Coos County, appeared in the interest of the location of the Roseburg-Coos Bay Highway in the vicinity of Bridge. They asked that the Commission route the highway through the settlement at Bridge rather than adopt the new location which had been made by the engineer and which left them off the main highway about one-quarter of a mile distant. It developed that the route recommended by the engineer saves about one-quarter of a mile in distance. The matter was taken under advisement until the Commission has a report from the engineer.

At 11:00 o'clock, bids were received on state highway bonds as advertised.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held December 15, 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 365, General Laws of Oregon of 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 10th day of January, A. D. 1922, and further directed that said bids should be opened by the Commission at

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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 10th day of January, A. D. 1922; 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 January 1, 1922, 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 January, 1922, 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, 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 10th day of January, A. D. 1922, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with Commissioners Yeon and Barratt 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 Schmeeloch Co.		
Stacy & Braun		
Kissel, Kinnicutt & Co.	103.39	\$1,033,900.00
Eldredge & Company		
Anglo & London Paris National Bank		
A. M. Wright	103.54	1,033,400.00
Harris Trust & Savings Bank		
Continental & Commercial Trust & Savings Bank	103.2737	1,032,737.00
National City Company		
Lumbermens Trust Company		

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Seattle National Bank		
H. L. Allen Company		
Rutter & Company		
R. W. Presspritch Company	102.53	\$1,025,300.00
Vermont Loan & Trust Company		
Smith & Strout		
Bond Goodwin & Tucker		

John E. Price & Company		
Bankers Trust Company		
Guaranty Company of New York	102.279	1,022,790.00
E. H. Rollins & Sons		

Blyth, Witter & Company	101.6897	1,016,897.00
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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 bid and proposal of Ralph Schneeloch Co., Stacy & Braun, Kissel, Kinnicutt & Co., Eldredge & Company, Anglo & London Paris National Bank is the highest and best bid received in accordance with said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,033,900.00 by Ralph Schneeloch Co., Stacy & Braun, Kissel, Kinnicutt & Co., Eldredge & Company, Anglo & London Paris National Bank for One Million Dollars (\$1,000,000) par value bonds of the State of Oregon authorized under Chapter 383 of the General Laws of Oregon of 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, of which twenty-five (25) 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 January 1st, 1922, and bear interest at the rate of five per cent 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 January 1st, 1922, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 1 to 1000, 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.

At 11:30 A. M. bids were opened from the following firms for auditing the state highway accounts:

W. R. Mackenzie & Son, Portland, Oregon  
 Crandall & Roberts, Portland, Oregon  
 G. Ed Ross, Salem, Oregon  
 Alexander Young & Company, Portland, Oregon  
 Alex. C. Rae & Company, Portland, Oregon  
 Marwick, Mitchell & Co., Portland, Oregon  
 John Y. Richardson & Co., Portland, Oregon  
 Whitfield, Whitcomb & Co., Portland, Oregon

Messrs. Cecil, Dater, Purcell and Elliott were present and a general discussion of federal cooperative projects followed, definite decisions on which were deferred.

The Commission discussed with Secretary of State Koser plans for cooperative work in handling the new traffic regulatory legislation, but deferred definite decision until the full membership of the Commission was present.

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In the matter of the location of the Pacific Highway through the city of Jefferson in Marion County, the Commission voted to accept the route recommended by the Engineer through Second Street and connecting with the Santiam River bridge tangent at the south end of Second Street



rather than the present route through Main Street.

The Engineer requested permission to purchase fifty Niterday warning signals and authority was granted.

The Commission voted to award D. F. Murphy & Company the contract for Unit No. 6 of the Madras-Wasco County Line Section, on recommendation of the Engineer. The location of a section of this unit was changed at the instance of the County Court subsequent to the opening of bids and the contractors had agreed to accept the contract on the same unit prices, with the exception of an additional 17¢ per cubic yard for gravel surfacing, on account of the necessary additional haul.

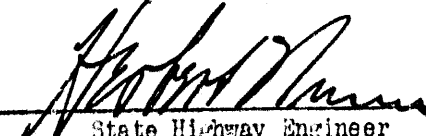
A modification of the original agreement with the city of Cottage Grove relative to deferring the widening of one block of pavement by the city until 1923 was executed by the Commission.

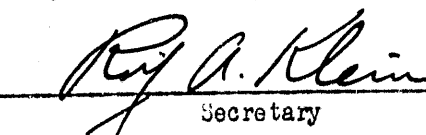
A communication was received from the President of the American Association of State Highway Officials requesting support from Oregon in maintaining a representative in Washington in the interest of Federal Aid legislation, the purpose being to present data to Congressional Committees and to keep the states advised as to progress being made. After consideration the Commission voted to appropriate \$200 for this purpose.

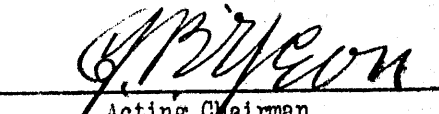
The Commission voted to accept the engineer's recommendation on the payment of claims of Oskar Huber as adjustment on contract No. 118, Green Springs Mt.-California Line Section, Pacific Highway, Jackson County, in amount \$1,821.05.

At the request of E. A. Palmer, the Commission approved the transfer of the E. A. Palmer contract No. 463, Sandy-Cherryville Section of the Mt. Hood Loop Highway to the Palmer Construction Co.

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

  
State Highway Engineer

  
Secretary

  
Acting Chairman

  
Commissioner

Portland, Oregon, January 13, 1922.

Meeting of the State Highway Commission was held at 2:30 P. M. in Room 1326 Yeon Building. Present were:

J. B. Yeon, Acting Chairman  
W. B. Barratt, Commissioner  
Roy A. Klein, Secretary

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A delegation from Albany, consisting of Dr. Robinette, C. H. Murphy and J. S. Van Winkle, County Assessor, appeared in the interest of the Santiam Highway project. They stated that their object now was to enlarge the project and extend it all the way through to the east county line. As to the part east of Cascadia in the National Forest, they stated that the Forest Service would agree to appropriate \$100,000 a year for a three year program. This was confirmed by Mr. Cecil who was present. The delegation asked for state aid on the project also and stated that it was their plan to form an improvement district to bond for the balance of the funds needed. The matter was deferred until the next day when all the members could be present.

Mr. Walter Meacham, Secretary of the Baker Chamber of Commerce, presented the matter of the Baker-Unity project, stating that the county was now ready to go ahead on this project and asked for some state aid. Further consideration of this matter was also deferred until the next day. The meeting was then adjourned.

Portland, Oregon, January 14, 1922.

The Commission met in Room 615 Imperial Hotel at 11:00 A. M.  
Present were:

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

A conference was held with Mr. C. H. Purcell, District Engineer, Bureau of Public Roads, and Mr. George H. Cecil, District Forester, relative to policies and program of post and forest roads for 1922. No definite agreements were made but it was decided that a more definite program would be worked out at a meeting next week.

Mr. J. M. Hawkins, President of the Albany Chamber of Commerce, J. S. Van Winkle, County Assessor, and C. H. Murphy of Albany brought up the Santiam Highway project for consideration. They stated that they wished to put through the entire project from Albany to Sisters at once. Mr. Booth suggested that, inasmuch as this was a very large project and would take several years to complete, they divide it into two parts, using the \$100,000 state money, \$38,000 county funds and \$38,000 forest funds, together with the amount to be raised by the improvement district, on the first unit between Albany and the forest boundary, and in the meantime, take up the matter of an extension through the forest reserve with the timber owners and find out their attitude. This idea seemed to find favor and the delegates said they would work it out along these lines. Mr. Booth stated that the matter of participation in the forest section would be carefully considered and an answer given at the next meeting.

Representing Gilliam County, G. W. Parman, former County Judge, and W. J. Edwards, Commissioner, offered the following plan relative to the county debts to the State Highway Commission. It was proposed that the

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Commission cancel \$25,000 of the total \$75,000 debt of the county to the state on the Mayville-Thirtymile Creek project and the \$10,000 balance which was still left on the Columbia River Highway in Gilliam County, with the agreement that the county will, on future work on the Arlington-Condon Section, match the state equally, and in addition, the county will contribute \$25,000 south and \$10,000 north of the base line, subject to deductions for minor claims which Gilliam County has against the state.

The delegates stated that it was the wish of the County Court to start at Shutler's Station and go as far as funds would construct. On motion, which was carried, the Engineer was instructed to advertise a section of the John Day Highway for grading and macadam, beginning at Shutler's Station and extending as far south as the funds available would construct, with the understanding that on the entire Condon-Arlington Section, including the first unit from Condon South, under construction, the county would pay \$35,000, to be divided \$10,000 north and \$25,000 south of the base line, and the balance of the cost of the improvement to be on a 50-50 basis by the state and county, the Commission agreeing that if this is done, the debt of \$25,000 against the county on the Mayville-Thirtymile Section and the \$10,000 on the Columbia River Highway will be cancelled. The Attorney was instructed to draw an agreement to cover.

The representatives of the county stated that the only bid received for the bonds was for less than par and an offer had been made by the Condon banks to pay par for the bonds if the funds were left on deposit until October 1, 1922, and the Commission was asked if this would be agreeable to the Commission. The matter was taken under advisement with a promise that an answer would be given later.

Mr. Walter Meacham, representing the Baker County Court, and Mr. Wm. Pollman of Baker appeared in the interest of the Baker-Unity road. They stated that Baker County had \$100,000 to put on this road and proposed to put market road funds to the extent of \$60,000 on it, and asked the state to add \$45,000 to this amount, making a total of \$205,000. This amount they stated will grade 24 feet wide from Baker to the junction with the Sumpter Valley market road (Stice's Gulch) and a narrower roadbed over the mountain to the foot of Mill Gulch on Burnt River, where a junction is made with the road between Hereford and Bridgeport. It will also gravel, according to the best estimates available, from Baker to the summit of the mountain, and on the south slope of the mountain graveling will not be necessary since the native material is good road surfacing. The matter was taken under consideration, with the idea of comparing the proposed county expenditures on this road with the necessary expenditures to complete the Old Oregon Trail in the county. Messrs. C. S. Rice and F. W. Peet of Prairie City were also present at the meeting and stated that Prairie City people earnestly desired that this connection be improved. Mr. Meacham further stated that the Commission could depend upon Baker County taking care of its part of the John Day River Highway in Baker County when the project came up, with market road funds or others.

The meeting was then adjourned in order to permit Commissioners

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Barratt and Yeon to look into the matter of telegraph pole line on the Lower Columbia River Highway in Clatsop and Columbia Counties, which is being constructed by the Postal Telegraph Company.

Roy A. Klein  
Secretary

W. B. Barratt  
Chairman

J. B. Yeon

W. B. Barratt

Portland, Oregon, January 17, 1922.

The Commission met in Room 1326 Yeon Building at 2:00 P. M.  
Present were:

J. B. Yeon, Acting Chairman  
W. B. Barratt, Commissioner  
Roy A. Klein, Secretary

The Commission accepted the proposal of Wm. R. Mackenzie & Son for auditing the records of the Oregon State Highway Commission and the Secretary was instructed to so advise them.

In the matter of the Gilliam County bonds, the sale of which had been referred to the Commission, the Secretary was instructed to advise the county authorities that the Commission would need the \$85,000 which had been advanced on projects within the county at once, and it is requested that the county make arrangements to pay this in cash at their early convenience or turn over county bonds to that amount as security. The balance could be left in the county depositories.

In the Polk County matter, the Attorney advised the Commission that Judge Pipes, representing the Independence people had asked that an answer be given to their proposition which asks a consideration of the location south of Monmouth. The Secretary was instructed to advise Judge Pipes that the Commission's previous position is final in this matter and it will not open the matter for a reconsideration.

In Tillamook County, the County Court advised the Commission that they are now ready to go ahead with the grading and macadamizing of the section south of and immediately adjacent to the Clatsop-Tillamook County Line in Tillamook County, and asked the Commission to advertise the same, which was agreed upon on a cooperative 50-50 basis at a meeting on May 27, 1921, the total cost to be \$60,000 and the project to be graded and macadamized as far as the money would carry. The Commission instructed the Engineer to advertise it at his convenience.

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The County Court also requested the state to pave a section 800 feet in length on the Coast Highway immediately adjacent to and south of the city limits of Tillamook, connecting with the county paving laid several years ago. The county agreed that if this was done, they would replace a bridge at the end of the county pavement and also build a permanent concrete structure at Simmons Creek which was washed out during the recent high water. The Commission accepted the proposal of the county and instructed the Engineer to advertise this section at his convenience.

The Secretary was instructed to advise the Tillamook County Court that it did not appear to the Commission desirable to expend the necessary funds at this time for the overhead structure at Juno in view of the infrequent trains on this railroad since that the Commission wished to expend its funds available for this purpose on the elimination of grade crossings on the main line heavy traffic railroads.

A conference was held with Mr. Purcell, relative to the Federal Aid map and also various proposed post road projects, which were discussed at considerable length and particularly the interstate connection with California and Washington.

Later, Mr. Cecil was called into conference and the forest projects were discussed in detail. The Commission asked Mr. Cecil to consider cooperation on a fifty-fifty basis on the Medford-Crater Lake Highway between Trail and Prospect, the proposal being for the state and the Government each to put up \$150,000 and spend the entire sum of \$300,000 in grading and bridges as far as the money would cover. Mr. Cecil said he would take the matter under advisement. It was also suggested to Mr. Cecil that a forest project be undertaken on a fifty-fifty cooperative basis, extending from Fort Klamath to Crescent on the Dalles-California Highway. Mr. Cecil stated that he would be pleased to consider this also.

Mr. Cecil said that he would also consider a project in Curry County.

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

Roy A. Klein Secretary  
J. B. Yeon Acting Chairman  
W. B. Barratt

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Portland, Oregon, January 27, 1922.

The Commission met in Room 1326 Yeon Building at 9:00 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 Commission approved the arrangements which had been made with Gilliam County to turn over \$85,000 in cash on their obligations on the John Day Highway and permit the county to hold the balance resulting from their bond sale; that is, \$40,000, in the county depositories until October 1, 1922.

The Commission endorsed a bill introduced in Congress by Representative Hayden of Arizona, appropriating Federal funds to be used as Federal Aid in constructing roads across the Indian Reservations. The Chairman was authorized to communicate with the Oregon Congressional representatives and the author of the bill and urge its passage.

In the Polk County matters, the Attorney was instructed to advise them that if the pavement through the county was not completed this year the responsibility was their own and that if they were determined to take the matter into court that it be done speedily so that it may be decided as early as possible as the Engineer has been instructed to prepare the project for advertising.

In response to a communication from the Klamath Falls Chamber of Commerce, the Secretary was instructed to advise them that in the event their bond issue passed the Commission would meet them on a fifty-fifty basis on The Dalles-California Highway so far as funds are available, using Federal funds where possible.

Messrs. Cecil, Dater and Elliott, representing the Forest Service were present and the following projects were tentatively discussed:

	Total Expenditure
Trail-Prospect	\$300,000
Park Boundary-Fort Klamath	80,000
Neskowin-Salmon River	192,000
Government Camp-Wapinitia	141,000
McKenzie	85,000
Prairie City-Unity	300,000
Tidewater-Waldport	150,000
Lindville Hill-Curry County	120,000
Gold Beach South-Curry County	250,000
Klamath-Deschutes Co. Line-Fort Klamath	242,000
Sweet Home-Cascadia	76,000
Eugene-Florence	
Pilot Rock-Prairie City	

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On the McKenzie Highway it is proposed to surface between Sisters and the lava beds 14.4 miles at an estimated cost of \$85,000.

On the Park Boundary-Fort Klamath Section via Anna Creek, it was proposed to grade and macadamize from Fort Klamath to the Forest Boundary and macadamize the Anna Creek Section which extends from the Forest Boundary to the Park Boundary which had been previously graded.

Mr. Cecil stated that the Prairie City-Unity Section would cost approximately \$600,000 for a 16 foot traveled way with gravel surfacing and it was expected it would take three years to complete it. The Forest Service would cooperate on a fifty-fifty basis with either the county or the state. This year it was proposed to make an expenditure of \$300,000.

On the Santiam Road in Linn County it was decided to make no further plans until the county was heard from.

On the Willamette Highway and the Eugene-Florence Highway in Lane County, it was decided to hold matters in abeyance until the Commissioners had an opportunity to look over the projects on the ground.

Mr. Cecil reported that there would be a balance in appropriated funds for the grading of the Mt. Hood Loop Highway in the Forest Reserve and asked if it would be agreeable to the Commission to use the same for surfacing, which was approved by the Commission.

The Alsea project between Tidewater and Waldport was discussed but not definitely agreed upon.

Mr. J. Moffatt of Oregon City, accompanied by County Commissioners Harris and Proctor, was present and spoke of flood conditions in the Willamette River at Oregon City in relation to the new bridge and suggested certain changes in the design and a change in the location of the west pier. After consideration, the engineer was instructed to submit promptly a complete report on the flood conditions as affecting the structure and authority was given to employ a consulting engineer if thought desirable.

A petition was submitted by the County Court of Lane County, setting out that they had \$200,000 available out of their bond issue for the Eugene-Florence Highway and asked for cooperation by the Government and the state in the construction of this project. Lane County also submitted a petition showing that they had available on the Willamette Highway extending from Goshen to the summit of the Cascade Mountains on the boundary line between Lane and Klamath Counties \$340,000, divided as follows: Goshen to Lowell, \$84,000; Lowell to the intersection of the north boundary of the Cascade National Forest with the Middle Fork of the Willamette River, \$105,000; from the intersection of the north boundary of the Cascade National Forest with the Middle Fork of the Willamette River to the Klamath County line, \$151,000. They asked for Federal Government and state cooperation on this project. Mr. Yeon and

Mr. Barratt wished to go over these projects before making a decision. It was agreed that this would be done in the near future and that an answer would be given to the Lane County Court at the February meeting.

The minutes of December 15, 19 and 22, and January 10, 13 and 17 were approved.

In the matter of surfacing on the Mt. Hood Loop Highway in Clackamas County, the Chairman was authorized to inquire from Multnomah County as to just what the Commission could expect from them on this project.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, the state highway commission has heretofore duly and regularly adopted as a state highway that certain road in Crook county beginning at Prineville and running thence in a southerly, thence in an easterly direction to Paulina; and,

WHEREAS, it now appears for the best interests of the state and said county that the location of said highway be in some respects changed or modified so that the same instead of running easterly from a point approximately fifteen miles south of Prineville shall run southerly to an intersection with the Central Oregon Highway, which is state highway No. 7, at a point at or near Millican; and,

WHEREAS, the county court of Crook County has requested the said relocation or modification of said location, believing that the same will be for the best interests of the people of Crook County; and,

WHEREAS, the county of Crook has available of its authorized bond issue \$90,000 to be expended on the Crooked River Highway from Prineville to Paulina, which sum or amount the county proposes and agrees to expend on said highway, which said Crooked River Highway was the route originally designated as state highway No. 37; and,

WHEREAS, said county has available, and in consideration of the herein proposed relocation of said state highway No. 37, offers and agrees to expend under the direction and supervision of the state highway commission, the sum of \$30,000 in cooperation with the state in the improvement of said state highway No. 37, as relocated; and,

WHEREAS, in the judgment and discretion of the state highway commission it is now deemed for the best interests of the state and said county that the location of said highway be changed or modified as herein indicated and as hereinafter more specifically declared.



NOW, THEREFORE, be it resolved by the state highway commission meeting in regular session and all members being present and participating, that the location of state highway No. 37, heretofore located as beginning at Prineville and running thence southerly, thence easterly to a point designated as Paulina, be modified, altered and changed so that the said state highway No. 37 shall follow a route beginning at Prineville and running thence southerly to a point approximately fifteen miles south of Prineville, following to that point the former location, and from thence southerly to an intersection with the Central Oregon Highway, which is state highway No. 7, at or near Millican.

Be it further resolved that this change or modification in said route is conditioned upon and is to be effective upon the county of Crook making available to the state highway commission the said sum of \$30,000 to be expended upon state highway No. 37 as relocated, and upon the county of Crook expending upon said Crooked River Highway between Prineville and Paulina the said sum of \$90,000 as herein indicated.

The motion was duly seconded and unanimously adopted.

After consideration the Engineer was instructed to prepare a Federal Aid map as required by the Federal Law as follows and forward to the U. S. Bureau of Public Roads:

#### PRIMARY HIGHWAYS

(1) Pacific (Washington State Line to California State Line)	324.8 miles
(2) Columbia River (Astoria to Pendleton)	316.4 "
(3) Old Oregon Trail (Pendleton to Idaho State Line)	183.8 "
(4) The Dalles-California (The Dalles to California State Line)	315.0 "
(5) Oregon-Washington (Pendleton to Washington State Line)	36.6 "
Total	1,175.6 "

#### SECONDARY HIGHWAYS

(1) West Side	107.1 miles
(2) John Day	300.5 "
(3) Roosevelt	422.5 "
(4) Medford-Crater Lake	77.2 "
(5) Crater Lake-Klamath	20.0 "
(6) Grants Pass-Crescent City	46.0 "
(7) Coos Bay-Roseburg	61.6 "
(8) Ashland-Klamath Falls	56.1 "
(9) Ochoco	95.0 "
(10) McKenzie	112.0 "

(11) La Grande-Enterprise	74.5 miles
(12) Willamette Valley-Florence	62.0 "
(13) Oregon-Washington (Heppner Junction to Pendleton)	98.6 "
(14) Klamath Falls-Lakeview	94.0 "
(15) Lakeview to California State Line	14.7 "
Total	1,641.8 "

It was agreed that the Wallula Cutoff matter should be held in abeyance until the weather was better and the Commission had an opportunity to go over the project on the ground.

The Secretary was instructed to notify all the delinquent counties to pay their share of the maintenance costs on the state highways prior to April 1, 1921.

The Commission adopted as Federal Aid projects, Sexton Mountain, Canyonville-Galesville and the Albany-Tangent Sections of the Pacific Highway for paving; also the Amity-McMinnville Section, Holmes Gap-Rickreall and Monmouth South Sections of the West Side Highway for paving; Dead Man's Pass-Kamela Section for grading and surfacing, Baker-Nelson Section for grading and surfacing, Huntington-Malheur County Line Section, grading and surfacing, and Malheur County Line-Weiser Section for surfacing, all on Old Oregon Trail; Sarvice Creek-Valades Ranch Section on the John Day River Highway in Wheeler County for grading and surfacing.

On the Federal Aid paving projects on Primary Highways, the Engineer was authorized to submit an alternate design as a substitute using  $2\frac{1}{2}$  feet of concrete on each side with bituminous pavement between, and earth shoulders.

The Myrtle Point-Remote and the Skipanon-Miles Crossing projects were tentatively agreed upon as Federal Aid projects.

The Engineer was instructed not to advertise for the macadamizing of the Clackamas County end of the Mt. Hood Loop Highway until arrangements were made for the payment of Multnomah County's share of the cost.

In the matter of the grading through the city of Rainier, the Engineer reported that the item for the county's share had been left out of the budget and was therefore not available. Instructions were given to advise the Rainier Chamber of Commerce that if the matter could be handled right away and the cooperation secured, the project would be advertised early.

The Engineer was instructed to advertise the paving in the city of Union at the next meeting, it being understood that this is to be done on the same cooperative basis as heretofore agreed for the 16 foot strip, one-third by the county, one-third by the state, one-third by the city and the additional width beyond 16 feet by the city.



The Engineer was authorized to add to the contract for the grading of the Island City-Elgin Section a small bridge over Indian Creek at the same unit prices, which is agreeable to the contractor.

The Secretary was instructed to request the Deschutes County Court to be present at the February meeting to confer on the projects in Deschutes County.

The Engineer reported that property owners in Jefferson had refused to permit a survey party to enter their premises and the city has indicated their unwillingness to secure the necessary right of way. The Engineer was instructed to take up the matter with Marion County and see if arrangements could be made whereby the county would secure the right of way. If nothing is done the matter must be postponed, as the Commission is unwilling to proceed under these conditions.

The Engineer reported that arrangements had been made to secure about two acres for park purposes from Dr. Ditto near Rainier. This would permit the removal of a barn which offers a serious obstruction to the sight distance at the present time. The expenditure for this purpose was authorized.

In the matter of the park at Clatsop Crest, the Engineer was instructed to look up the possibility of securing an adequate water supply and to investigate the cost of improvement.

The Engineer reported that an agreement had been reached relative to the location of the Postal Telegraph poles on the Lower Columbia River Highway between Goble and Astoria.

The meeting then adjourned to meet the next day.

Portland, Oregon, January 28, 1922.

Meeting of the State Highway Commission was held in Room 1326 Yeon Building at 9:00 A. M. Present were:

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

The Secretary was instructed to write to the California Highway Commission and advise them that the Oregon Commission is willing and ready to connect with them at the state line on the Grants Pass-Crescent City project whenever their connection in California had been completed.

On the McKenzie Highway in Lane County between Blue River and Walterville, it was decided to limit the cooperative work with the county to the worst sections and the engineer was instructed to make a survey

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and prepare estimates to cover the portions to be improved.

A request from Judge Huguet of Harney County was received asking that the balance from the appropriation on the Burns-Sage Hen Summit project in amount approximately \$22,500 be made available for connecting the west end of the Lawen project and the east end of the Sage Hen project and that if there was any balance it be used in graveling the Sage Hen project as far as the funds would cover.

The Commission agreed to this proposal that the total expenditure would be \$22,500 and the basis of cooperation would be the same as on the Sage Hen project; i. e., 25% by county, 75% by state with the provision that on the work in the city of Burns the cooperation would be 30% by the city or city and county together in accordance with the rule adopted by the Commission.

Commissioner Barratt was authorized to take up with Gilliam County the connection of the Oregon-Washington Highway from the Gilliam-Morrow County line to the junction with the Columbia River Highway, stating that the Commission was ready to cooperate on a 50-50 basis on the improvement of this section.

The Engineer was authorized to make a survey at his convenience of the Bear Creek Section of the Crooked River Highway in Crook County, extending from the mouth of Bear Creek South to a connection with the Central Oregon Highway near Millican.

In response to the petition of J. E. Marks for state aid on a connecting road from the John Day Highway at Mt. Vernon to the John Day-Pilot Rock Road via Beech Creek, the Secretary was instructed to advise him that the Commission could not make the expenditure since it was not located on the state highway system, but it was suggested that the Forest Service could assist with federal aid provided for national forest development.

Mr. C. L. McKesson of the Bureau of Public Roads was present and post road matters were discussed in a tentative way.

County Judge McKee of Sherman County was present and asked that the Biggs-Wasco project be advertised, promising 50-50 cooperation by the county. The Engineer was instructed to advertise this section as soon as plans and specifications are ready.

Mr. Yeon introduced the following resolution and moved its adoption:

WHEREAS, by virtue of an amendment of Section 4432, Oregon Laws, effective December 27, 1921, the State Highway Commission is vested with authority to enforce the motor vehicle laws of Oregon, Chapter 371, Laws of 1921, and

WHEREAS, under Section 53, Chapter 371, Laws of 1921,

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the Secretary of State is also vested with authority to enforce the provisions of said Chapter 371, Laws of 1921, but is limited to a total force of seven inspectors, one of whom is designated as chief inspector, and

WHEREAS, it is deemed for the best interests of the State, and for the more effective enforcement of the motor vehicle laws, that the activities of the inspection force of the State Highway Commission and the Secretary of State be coordinated in order to secure economy and efficiency.

THEREFORE BE IT RESOLVED, by the State Highway Commission of Oregon that it is the sense of such body that such powers as are vested in it in the enforcement of the motor vehicle laws of Oregon, shall be exercised and carried into force and effect by and through the chief inspector heretofore appointed under the provisions of Section 53, Chapter 371, Laws of 1921, under such policies and regulations as may be jointly determined and promulgated by the State Highway Commission and the Secretary of State, and to that end the said chief inspector, with the approval of the State Highway Commission, is hereby authorized to employ not to exceed eight inspectors, who shall be appointed and commissioned by the State Highway Commission as by law provided, and who shall receive not to exceed \$150.00 per month and necessary traveling expenses in the performance of their duties. The salaries and expenses of such inspectors to be paid in the same manner as other expenses of the Commission after approval by the chief inspector herein referred to, and

BE IT FURTHER RESOLVED, that all policies and regulations promulgated by the State Highway Commission and the Secretary of State shall be by mutual agreement between such commission and officer, and that all expenses, other than the salaries and expenses of the inspectors authorized under said Section 4432, Oregon Laws, be borne equally by the State Highway Commission and the Secretary of State, and paid in the same manner other claims are paid out of any moneys available therefor, and

BE IT FURTHER RESOLVED, that in addition to the number of inspectors herein authorized, there shall be appointed and commissioned by the State Highway Commission, from its field force, such inspectors as in its judgment may be considered necessary, without additional compensation, to aid and assist the full time inspectors, in the enforcement of the motor vehicle laws of the State, and

BE IT FURTHER RESOLVED that the effective date of this agreement be made February 1, 1922.

The motion was duly seconded and carried unanimously.

Mr. Yeon introduced the following resolution and moved its adoption:

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WHEREAS, the Legislative Assembly of the State of Oregon in special session December 1921, enacted Chapter IX of the General Laws of Oregon of 1921, which said act is an amendment of Section 4432, Oregon Laws, and by which act the State Highway Commission is authorized and empowered to enforce all laws now in effect or which may hereafter be enacted and which relate to highways and the operation of vehicles thereon within the State of Oregon, and to arrest the violators of any of the provisions of the Laws of the State of Oregon which are applicable to highways or to the improvement of vehicles thereon; and said act further authorizes the Highway Commission, in the exercise of such powers, to appoint and employ such deputies and other assistants as in its discretion it may deem necessary to properly enforce such laws, and to pay all necessary expenses out of the highway fund; and,

WHEREAS, it is deemed for the best interests of the people of the State of Oregon, and in the discretion and judgment of the State Highway Commission it is deemed advisable, to appoint certain members of the Highway Department as deputies and assistants under the authority and provisions of said act, which said deputies and assistants, shall, in addition to their other offices, duties and responsibilities, be charged with the duty of enforcing the Laws of the State of Oregon applicable to public highways and the use thereof.

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission, all members being present, that the following named persons, to-wit:

Herbert Munn	R. H. Baldock
C. C. Kelley	J. H. Scott
C. H. Whitmore	K. E. Hodgman
N. J. Drew	W. D. Clarke
C. L. Grutze	J. C. McLeod
W. S. Jayes	W. E. Chandler
J. J. Lynott	J. R. Nickelsen

be, and they are hereby designated and appointed deputies and assistants to serve under the Highway Commission as provided in said act and during the pleasure of the said Commission.

BE IT FURTHER RESOLVED, that the said named persons and each of them shall do, perform and discharge the duties hereby imposed upon them by this appointment in addition to their other duties and responsibilities as members of the Highway Department, and for such services receive no additional pay or compensation.

BE IT FURTHER RESOLVED that a certificate of such appointment be prepared and issued to each of said persons.

The motion was duly seconded and carried unanimously.

A request received from the Portland Railway, Light & Power Company, requesting that permission be given to permit dragging of poles

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short distances on the highways in the construction of pole lines was refused.

In the matter of the location in the vicinity of Bridge on the Coos Bay-Roseburg Highway, the Commission denied the petition of the citizens to locate the route through the settlement and adopted instead the more direct location recommended by the engineer.

The Engineer recommended the payment of \$21,593.59 to A. Guthrie & Co. on the contract for grading the Prineville-Shorty Davis Ranch Section of the Crooked River Highway, contract No. 234, on account of changes in construction features not included in the original plan. The Commission adopted the recommendation of the Engineer and authorized the payment of \$21,593.59 to A. Guthrie & Co. on this contract.

It was decided on account of the adverse weather conditions to postpone the selection of The Dalles-Dufur location for the present.

A request from Hood River County that the macadam on the Mt. Hood Loop project between Hood River and Booth Hill be constructed 20 feet was declined.

The Engineer was instructed to permit no loading platforms for cord wood or logs adjacent to the traveled way on any highway coming under the jurisdiction of the Commission.

On motion of Commissioner Yeon which was carried, an appropriation of \$5,000 was made for a cooperative survey with the United States Forest Service from Government Camp on the Mt. Hood Loop to Wapinitia, it being understood and agreed that the Forest Service will appropriate an equal amount and the cost of the survey will be divided equally.

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 Chapter 347, Laws of 1921, 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 \$5,200,000; 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 \$4,700,000 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 \$4,700,000, the sum of \$500,000; and

WHEREAS, the State of Oregon and the State Highway Commission are without funds with which to meet said obligations, and the funds therefor must be derived from the sale of bonds as provided in said Chapter 7 of Title XXX Laws of Oregon, and Chapter 347, General Laws of Oregon for 1921;

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 \$500,000 for the term hereinbefore mentioned, the funds derived therefrom to be used as herein stated.

Requests for extensions of time were received and acted upon as follows:

Klockars, Padrick & Weber, Contract No. 400, grading Sixes River-Denmark Section, requested an extension of ninety days to February 28, 1922. The Engineer reported that the quantities had been increased by embankment instead of timber trestle construction and recommended that the time be extended without penalty. Recommendation adopted.

The County Court of Lake County requested an extension of time to June 30, 1922 on both the Crooked Creek-Chandler's Station and Chandler's Station-Narrows Sections, Contracts Nos. 374 and 428, respectively. The Engineer reported that construction work is impractical in the winter months and recommended that the extension be granted without penalty. Recommendation adopted.

A. D. Kern asked for an extension of time to July 1, 1922 on Contract No. 394, which is the rocking of the Toledo-Newport Section of the Corvallis-Newport Highway. The Engineer reported that if the contractor had commenced work promptly the project would have been completed before the winter rains set in and recommended that engineering costs subsequent to November 30, 1921, the date set for completion, be

deducted from the contractor's estimates. Recommendation adopted.

A. D. Kern, Contract No. 379, Condon-North Section, John Day Highway in Gilliam County, grading and rocking, requested an extension to April 1, 1922. The Engineer reported that the rocking had not been prosecuted vigorously and recommended that the extension be granted with the provision that engineering costs after January 1, 1922 be charged against the contractor. Recommendation adopted.

Frazier & Samuel, Contract No. 444, guard fence in Umatilla County, asked for an extension of time of twenty days to December 20, 1921. The Engineer recommended the extension to the date asked with the provision that the engineering costs be charged to the contractor subsequent to that date. Recommendation adopted.

Curtis Gardner, Contract No. 480, grading section of Ochoco Highway adjacent to National Forest, Wheeler County, requested an extension of sixty days to April 30, 1922. The Engineer recommended an extension without penalty provided that engineering costs be charged to the contractor subsequent to that date. Recommendation adopted.

Union Bridge Company, Contract No. 449, Latham Bridge No. 613, Pacific Highway, Lane County, requested an extension of time to January 31, 1922. The engineer recommended that the extension be granted provided the engineering costs be charged against the contractor subsequent to December 31, 1921. Recommendation adopted.

Union Bridge Company, Contract No. 439, Perry Overcrossing, Old Oregon Trail, Union County, requested an extension of time sufficient to complete structure. The engineer recommended that the extension be granted provided the engineering costs be charged against the contractor subsequent to December 31, 1921. Recommendation adopted.

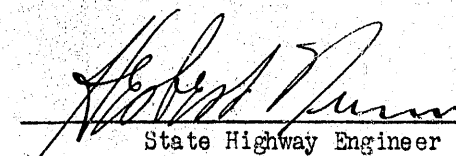
United States Bridge Company, Contract No. 450, bridge over Bully Creek, Central Oregon Highway, Malheur County, requested an extension of time sufficient to complete the structure. The Engineer recommended that the extension be granted provided that the engineering costs subsequent to December 31, 1921 be charged to the contractor. Recommendation adopted.

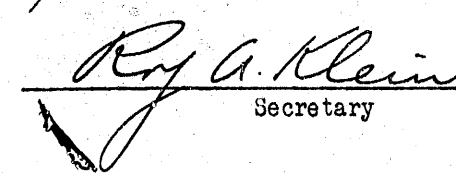
Joplin & Eldon, Contract No. 440, grading Booth Hill Section in Hood River County, requested an extension of time to October 31, 1922. The Engineer recommended an extension of time of thirty days to July 1, 1922 without penalty. Recommendation adopted.

Johnson Contract Company, Contract No. 390, which is Unit No. 2 of the Mt. Hood Loop, requested an indefinite extension of time. The Engineer recommended an extension of time to April 30, 1922 without penalty. Recommendation adopted.

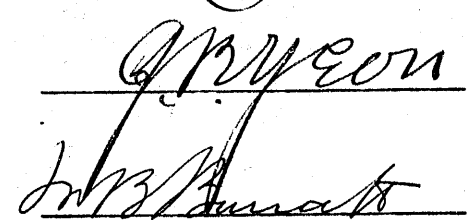
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No further business coming before the Commission the meeting was adjourned.

  
State Highway Engineer

  
Secretary

  
Chairman

  
Commissioner

Portland, Oregon, February 20, 1922.

The Commission met in the office of George H. Cecil, District Forester, in the new Postoffice Building at 10:30 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,  
L. K. Sherman, Associate Forester,  
Mr. Norcross, Chief Engineer, Forest Service,  
George H. Cecil, District Forester,  
P. H. Dater, Engineer for Forest Service,  
C. H. Purcell, District Engineer, Bureau of Public Roads,  
J. A. Elliott, Senior Highway Engineer, Bureau of Public Roads.

Judge Schanney and Commissioner Bean of Umatilla County requested forest aid on the Pilot Rock-Prairie City road, stating that the county has \$65,000 available from their bond issue on the project. The particular section they wished improved was from the Grant County line north to Ukiah and they would be satisfied with a road graded for a 12 foot traveled way with 9 foot gravel surface, which the Forest Service officials indicated was satisfactory to them also. Mr. Cecil stated that he would favor \$50,000 out of the Government major forest fund this year. Mr. Booth stated that he did not favor putting the project on for this year to be paid for from the present federal appropriation, but would be willing to put it on for a survey this year and construction next year from the next federal appropriation, as he thought there were other roads of more benefit to the state, and the Commission was trying to close the gaps this year. Mr. Yeon stated that he would like to have the matter of his final decision left open until he could study into the matter further.

Judge Sennell of Klamath County appeared, asking for Forest Aid on the road between Klamath Falls and Fort Klamath on the west side of Klamath Lake. Mr. Cecil stated that the road could not be considered

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because it was not on the state highway system.

Mr. Booth stated that because of the limitation of funds that the Commission has and for no other reason, the Commission desired all of the major forest funds to go on the state highway system so that the remaining gaps may be completed. As the Commission had outlined it, contingent upon Klamath County passing its bond issue, the importance of the roads in Klamath County was as follows:

First, the grading of The Dalles-California Highway from the Deschutes County line to Fort Klamath; and second, the Fort Klamath-Park Boundary Section of the Klamath Falls-Crater Lake Highway, which involves grading and rocking from the junction with The Dalles-California Highway near Fort Klamath to the Forest Boundary and rocking the Anna Creek Section between the Forest Boundary and the Park Boundary. Also the Commission desired the improvement of the Sand Creek connection from Crater Lake Park Boundary to The Dalles-California Highway.

Mr. Sherman said that he would be inclined to recommend both the Fort Klamath-Deschutes County Line project and the Fort Klamath-Park Boundary Section, despite the fact that there are other roads in the state which he would rather see built.

Mr. Booth mentioned the Ashland-Klamath Falls Road as eligible for forest aid. It had been put on the tentative Federal Aid system with a view of making it an important cross-state connection. Mr. Sherman replied that even if it classified as a road adjacent to the forest, it would be a good many years before the Government would put any money on it, "Because," he stated, "It is of little importance to the Forest Service."

The Trail-Prospect Section of the Medford-Crater Lake Highway was the next to be considered, which the Commission stated to be the most important forest road, without exception, in the state. The state could not obligate itself to complete the project on account of the uncertainty as to future funds. Mr. Cecil stated that he did not think the Government should contribute over \$150,000. Mr. Sherman stated that 50-50 Government cooperation on the project this year must not be considered an obligation on the part of the Government to continue on that basis. It was agreed that the project should be put up for 50-50 cooperation, \$150,000 by each party this year, with no commitments by either party for next year.

Mr. Booth asked if it would be the policy of the Forest Service to follow the initiation of the state. Mr. Sherman replied that he was not in a position to discuss policies because the Secretary had not made his regulations, but that he felt he was in a position to go as far as to say that no matter whether the Forest Service or the Bureau of Public Roads has the administration, there will be no difficulty in cooperating with the state.

Judge Wilson, Commissioner von Lehe and Ex-Judge Malone were present, representing Benton County, and asked for forest aid on the Alsea Highway in their county. The forest Service representatives declined to consider it, Mr. Sherman stating that inasmuch as there were no national forests in Benton County, they considered it to be their first duty to assist Lincoln County.

Relative to the Alsea Project in Lincoln County, tentative approval was given to the plans which had been previously proposed for continuing the project from Tidewater to Waldport.

The Commission stated that the next in importance was the Forestry Department's attitude on the Coast road, since all the part which is not constructed is in or adjacent to the forest and the Commission would like to learn as early as possible the Forestry Department's policy on this highway as the Commission must in some way endeavor to finance the part which they will not take, since it is a road which must be built eventually. Mr. Sherman responded that the forest reserves on the west side of the Coast Range were comparatively small in area and value when compared with the total area and value of all the national forests in the state and since the proposed road serves only one side of the forest, he stated that the proportional part of the whole appropriation for the Coast Highway would be small. However, Mr. Sherman said that he would be inclined to recommend cooperation to a reasonable extent on the Coast Highway, but that naturally he preferred to see the forest money expended in the forest. Mr. Booth replied that the Commission had no thought of rushing that road but that it was necessary in making up the state highway program to know what consideration would be given to it. Mr. Sherman said that the part which runs through the forest should be constructed as a forest highway as fast as funds are provided.

In Curry County, Mr. Cecil said that he would recommend the proposed Lindville Hill Section which is located between Port Orford and Gold Beach as a Forest Road. Mr. Sherman also agreed to this, but rejected the section south of Gold Beach, stating that they could not commit themselves any further at this time.

The Eugene-Florence project came up for discussion and Mr. Booth stated that it appeared advisable to hold in abeyance the section from Rainrock west but to complete the section east from Rainrock to Blachly this year, which would permit through travel to Florence by making use of some county road already built and now building, although not on the permanent alignment. Mr. Sherman approved the plan, saying that this would result in securing a through road at once and the forest service does not wish to force the county to put up its money on permanent construction west of Rainrock at the present time nor force the Commission to determine the route before it is ready. He thought the proposal to complete between Blachly and Rainrock was the logical one to take and said he would favor building from Rainrock east to the Forest boundary at



Government expense, estimated at \$150,000 and then it would be up to the contributing parties next to decide the route west of Rainrock. Mr. Cecil said he favored putting in \$150,000 of Government money from Rainrock to the east boundary of the Forest Reserve. Mr. Booth suggested that the entire section from Blachly to Rainrock be made a cooperative project, the Government to put in \$150,000. Mr. Yeon endorsed this idea.

Mr. Sherman stated that he would recommend that the Government put up \$150,000 either to cooperate in the construction of the road between Rainrock and Blachly or else that sufficient Government funds be taken to build the section from Rainrock to the east Forest Boundary no matter what it costs. The standard agreed upon was 16 feet traveled way with 12 feet of gravel.

In the matter of the Willamette Highway in Lane County, Mr. Booth stated that it is agreeable for the Commission to join in a survey this year with the understanding that the construction of it will probably extend over a period of five years with no construction this year but to begin next. Mr. Cecil said the plan was agreeable to him. Mr. Sherman said, "It looks fine to me; that is just the kind of a road I like to see built," but added that they could not obligate the Forest Service for five years not knowing whether there would be appropriations, which was understood by all. As to standards, it was agreed that the Willamette Highway should be constructed on the same standards as the McKenzie. The termini were determined to be Lowell and Crescent.

After discussion, the forestry officials stated that they would cooperate with the state on the rock surfacing of the Dalles-California Highway between Fort Klamath and the Deschutes County Line if it was found necessary to surface.

The Prairie City-Unity project was discussed and Mr. Cecil stated that they will build a project as soon as it is physically possible to do so and that a contract would be let this year for \$300,000 worth of work on a 50-50 cooperative basis, figuring that it would take two years to build the project and the entire cost would be \$600,000, the work after 1922 being contingent on available funds of the contributing parties.

On the Neskewin-Salmon River project, Mr. Cecil stated that the Forest Service will cooperate, which was approved by Mr. Sherman.

On the McKenzie Highway, it was agreeable to all parties to complete the rock surfacing between Sisters and the Lava.

On the Mt. Hood-Loop-Lapinitia project, a cooperative agreement for the survey was agreed upon but nothing definite as to funds for construction.

On the Santiam River project in Linn County, proposed from Albany through Lebanon and Foster to the Ranger Station, Mr. Cecil stated that

the Forest Service was willing to cooperate 50-50 beginning at the foot of Shea Hill on the west and going as far east as they wish to go, with the limit at the Ranger Station.

Mr. Barratt stated that if, after the other projects have been taken care of, there is any money left, he would favor the expenditure of \$50,000 forest funds on the Pilot Rock-Prairie City Project this year instead of waiting until next year.

The meeting was then adjourned.

Portland, Oregon, February 21, 1922.

The Commission met at 10 o'clock 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.

Chairman Booth announced that in keeping with the policy of the Commission, no contracts would be awarded in counties which are delinquent in meeting their obligations to the state.

Bids were opened on the following grading, macadam and paving projects:

COOS BAY-ROSEBURG HIGHWAY  
CAMAS VALLEY SECTION - GRADING

	Concrete Pipe	Corr. l. Pipe
H. J. Hildeburn	126,290.00	
Washburn & Hall	106,139.50	105,113.00
Johnson Contract Co.		99,895.50
Rhodes & Brown	100,347.00	98,122.00
John Hampshire & Co.	104,124.00	102,682.50
Warren Construction Co.	124,748.00	123,974.50
W. C. Stone	88,197.00	88,035.00

PACIFIC HIGHWAY  
MYRTLE CREEK-CANYONVILLE SECTION - GRADING AND PAVING

	Bituminous
Pacific Bridge Co.	250,868.00
S. S. Schell	234,314.00

## Myrtle Creek-Canyonville Section - cont'd

Bonnell, Savage & Fenn	240,403.00
A. D. Kern	231,429.00
Joplin & Eldon	226,187.00
Independent Asphalt Paving Co.	287,398.00
J. C. Compton	217,797.00
V. R. Dennis Construction Co.	238,328.00
Warren Construction Co.	256,269.20

## Concrete

Cochran Bros.	280,732.00
Pacific Bridge Co.	298,652.00
Kibler & Bartlett	269,452.50
S. A. Mocer	283,774.00
Scandia Shipbuilding Co.	279,867.20
Bonnell, Savage & Fenn	289,101.00
Joplin & Eldon	276,091.00
Independent Asphalt Paving Co.	291,920.00
T. M. Morgan	283,267.00

JOHN DAY HIGHWAY  
BROGAN-JAMIESON SECTION - SURFACING

Porter & Conley	18,531.25
J. K. Shotwell	14,012.50
Morrison-Knudsen Co.	18,243.75
Security Construction Co.	20,812.50
Bauers & Bauers	17,768.75
D. F. Murphy & Co.	16,343.75
Oxman & Harrington	15,650.00

OLD OREGON TRAIL  
CITY OF UNION SECTION - PAVING  
Bituminous

Security Construction Co.	84,318.00
United Contracting Co.	66,897.50
Warren Construction Co.	76,962.20

## Concrete

Waele-Shattuck Construction Co.	88,390.00
Gilmore & Ritchie	96,749.15
Dunn & Baker	75,656.50*
United Contracting Co.	69,947.50
Sloane Construction Co.	69,446.50

\*Based on Island City sand. Sand from Umatilla extra.

JOHN DAY HIGHWAY  
ROCK CREEK-SHUTLER SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. I. Pipe
Hetrick & Cline	116,341.00	116,341.00
Elliott & Scoggin	98,725.00	97,945.00
Warren Construction Company		95,636.00
Porter & Conley		81,095.00
D. F. Murphy & Co.		86,591.00
Johnson Contract Co.		82,480.50
More & Anderson	81,255.50	
Morrison-Knudsen Co.		100,045.00
Bauers & Bauers	82,908.00	81,453.00
Security Construction Co.		76,750.00
Sloane Construction Co.	82,885.00	82,768.00
Treasure State Construction Co.		80,438.00
Oxman & Harrington	86,154.00	85,974.00
A. D. Kern		79,598.00
March & Bowers		86,655.00
Joplin & Eldon		87,900.00
Campbell-Wilson Co.	92,318.00	92,039.00

MT. HOOD LOOP HIGHWAY  
BOOTH HILL-FOREST BOUNDARY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe.
E. A. Webster & Co.	80,055.00	78,517.50
Johnson Contract Co.		74,121.00
Siems & Carlson	101,297.50	96,817.50
White, Brown & Leahy	89,565.00	87,245.00
Grant Smith & Co.	81,450.00	78,600.00
Joplin & Eldon		98,725.00
Campbell-Wilson Co.	94,239.00	92,730.50
Elliott & Scoggin	93,605.00	92,602.00

MT. HOOD LOOP HIGHWAY  
BOOTH HILL-HOOD RIVER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
E. A. Webster & Co.	115,440.00	114,392.50
Cochran Bros.	161,860.00	161,790.00
Pacific Bridge Co.		139,791.00
White, Brown & Leahy	139,797.50	139,095.00
A. Guthrie & Co.	125,944.50	125,243.20
Johnson Contract Co.		131,709.50
Siems & Carlson	158,260.00	156,886.50
A. D. Kern	147,580.00	146,191.00

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D. F. Murphy & Co.		122,944.00
Grant Smith & Co.	121,543.50	120,916.50
Joplin & Eldon		131,103.00
Greenwood & Dann		147,287.50
Montague-O'Reilly Co.	136,117.30	135,697.00
Jas. F. Clarkson & Co.	118,895.00*	116,112.00*
John Hampshire & Co.	117,494.00	116,486.50
Elliott & Scoggin	132,350.00	131,004.00
Morrison-Knudsen Co.		129,826.50
Rajotte-Winters, Inc.	123,610.00	123,320.00

\*No bid on Hand Placed Rock Slopes.

Dr. Donnelly, representing Gilliam County, stated that the county did not expect that the Shutler-Rock Creek Section of the John Day Highway would include the section from the base line to Rock Creek and that the County Court desired that the section immediately adjacent and south of Arlington be improved in preference. The Commission advised that the terms of the county bond issue would preclude the expenditure of county bond money voted for work south of the base line for work near Arlington, but the Commission would defer the letting of the contract until it could be taken up with the County Court. The whole matter was referred to Commissioner Barratt with power to act.

Mr. W. M. Davis of Portland appeared in the interest of the Mt. Hood Loop. He stated that the District Attorney of Multnomah County had given an opinion to the County Commissioners that they can appropriate any part of the county road fund for the Mt. Hood Loop in Clackamas County.

Judge Wilson, Commissioner von Lehe of Benton County and A. J. Johnson of Corvallis appeared in the interest of the Albany-Corvallis road. They asked that it be placed on the state highway map and agreed to grade three or four miles this year and expected to be able to finish it next year. It will be satisfactory if the state gravels the section graded and wait a year for the paving. The Commission suggested that the county make an estimate of the funds which they have available for this purpose and submit the same to the Commission. In the meantime, it was agreed that the matter be held in abeyance.

Mr. F. J. Miller, representing the County Court of Linn County, stated that in the matter of the replacing of the present bridges across Oak Creek and Lake Creek on the Albany-Tangent Section with permanent structures that the county not having included funds for this purpose in their budget could not build the structures this year but that they would agree to build them before December 31, 1924. As an alternate to this proposition, Mr. Miller stated that if the county can borrow the funds from the Commission that they would be willing to build the bridges this year. The matter was taken under advisement by the Commission.

On the bridges between Tangent and Harrisburg the Commission were advised that the County Court was advertising for materials on March 2 and the County Court had given assurance that the bridges would be completed during the present year.

Judge Sawyer, representing Deschutes County, spoke of the Redmond-Sisters and the Tumalo-Sisters projects and asked that these be graveled during the present season. Mr. Booth asked if the county had completed the grading and the reply was made that the unusual cold weather had closed down the grading operations but that the county's part on the Broad Canyon-Sisters Section and the Sisters-Tumalo Section would be completed as soon as the contract is let for graveling. Judge Sawyer stated that a delegation from Redmond, appearing before the County Court had asked that the funds available for grading the Dalles-California Highway south of Bend through or around the Senham Falls Reservoir site, which are now being held pending the further development of the irrigation project, be expended between Cline Falls and Redmond. The County Court had agreed with the delegation that the matter would be left to the Highway Commission to decide. Mr. Booth replied for the Commission that they think that The Dalles-California Highway is the most important project but are also anxious to close the gap between Cline Falls and Redmond. The Deschutes County matters were taken under consideration until it is determined just what funds will be available.

Judge Sawyer suggested that a member of the Deschutes County Court and a member of the Commission confer with Mr. Cecil relative to the exchange of timber adjacent to the Dalles-California Highway for the Brooks-Scanlon Company under the terms of the Deschutes National Forest Exchange Bill which has just passed Congress. The Commission approved the suggestion.

Judge Sawyer stated that in places on The Dalles-California Highway where the timber had been cut and which were exposed to the wind that there had been deep snow drifts this year and asked that snow fences be provided. The Commission agreed to look up the matter the next time they were in the vicinity.

The Secretary reported that Deschutes County records indicated that they had expended \$25,888.89 on the grading of the Bend-Horse Ridge Section and that the state had expended on grave ing \$20,028.48 and for culverts \$5,678.70, a total of \$25,707.18. It was agreed with Judge Sawyer that this would be considered an equal expenditure and the terms of the agreement for equal cooperation on this project met.

Commissioners Frye and Johnson of Clatsop County brought up the matter of Bradley Park and asked that the state take care of the improvement and maintenance of the grounds. Matter taken under advisement.

Relative to cooperation on the Young's Bay Bridge-Skipanon Section, the Clatsop County Commissioners stated that they would make available the \$65,000 previously agreed upon for cooperation between Astoria

and Seaside, also they stated that they had in their budget a sum sufficient to meet their share of the maintenance costs on the Columbia River Highway.

In the matter of the balance of approximately \$24,000 due the state from the county on the Young's Bay Bridge, the county representatives stated that they will make an answer by the March meeting.

Judge Couch of Union County, A. W. Nelson, Manager of the Union County Ad Club, Ray Duncan, Chairman Cove Farm Bureau and S. H. Weiner, Secretary of the Cove Commercial Club, appeared and asked that a part of the funds which will be due the state from the county in September be loaned to the county until January 1, 1923, when more county bonds will be sold, the purpose being to apply these funds on the Island City-Cove road, which is a road designated for improvement under their bond issue but not on the state highway system. The matter was taken under advisement.

Commissioner Johnson of Wallowa County stated that the county had available funds from the sale of their bonds to meet the greater part of their cooperative obligation on the La Grande-Joseph Highway construction in their county and proposed to meet the balance from current tax funds. However, due to the depressed financial conditions in their county the money had been deposited in the banks to assist in financing their citizens and he asked that the money be left there until after the harvest or that the withdrawal be made gradually. The Commission explained that it would be necessary to have funds for construction purposes as the season progressed and on motion of Mr. Yeon, which was carried, the Secretary was instructed to ask the county to arrange to remit \$25,000 March 1, \$30,000 April 1 and one-half of the balance May 1 and the second one-half June 1, 1922.

Commissioner Johnson asked that the Lostine-Enterprise Section be graded and rocked and the county pay its share from year to year from budgeted funds. The Commission declined to take up this project until payments on other cooperative projects in the county have been completed.

Judge Quine and Commissioners Weaver and Long of Douglas County were present and Chairman Booth advised them of the situation at Drain as affected by the proposed new location in the south part of the city. They stated that they would look into this on their return.

Mr. Booth called to the attention of the Douglas County representatives the matter of the city of Drain's share of the cost of paving and the arrangement made with the District Attorney for the county to assume the city's share of the cost. They stated that they would investigate the matter and advise the Commission later. The matter of the bridges and overhead structures on the Pacific Highway was discussed and the Douglas County Court expressed themselves as favorable to construction whenever the Commission were ready. The Engineer was ordered to prepare designs for bridges at Winchester, Winston and Drain and directed that alternate designs for concrete and steel be submitted for the Drain structure.

Mr. Geo. Scoggin, contractor on the Kamela-Hilgard Section Contract No. 351, presented a claim for reimbursement for payments made to the Western Union Telegraph Company for wire protection during the progress of construction on this contract. The Engineer was instructed to make a report to the Commission on the matter.

The summary of the bids received was read by the Secretary.

Chairman Booth stated that hereafter when bids were asked on both concrete and metal culverts that if a bid was made on only one type the bid would not be considered.

Booth Hill-forest boundary Section of the Mt. Hood Loop Highway in Hood River County. Mr. Booth announced that since this is a cooperative project with Hood River County it would be necessary to secure the approval of the Hood River County Court to the award and, therefore, the matter was referred to the Engineer with power to act.

Booth Hill-Hood River Section of the Mt. Hood Loop Highway. Same action taken.

City of Union paving, Mr. Booth announced that this is a cooperative project with the County of Union, the City of Union and the state. It was, therefore, moved and seconded that it be referred to the Engineer with power to act after consulting with the city and county authorities.

Camas valley Section of the Roseburg-Coos Bay Highway in Douglas County. The Chairman announced that this is a cooperative project with Douglas County and that it was therefore ordered referred to the Engineer with instructions to confer with the county.

Jamieson-Progan Section of the John Day River Highway in Malheur County. The Chairman announced that this project is cooperative with Malheur county and therefore is referred to the engineer with instructions to confer with the county authorities.

Myrtle Creek-Canyonville Section. Moved and seconded that this award be referred to the Engineer with power to act.

Rock Creek-Shutler Section of the John Day Highway in Gilliam County. The Chairman announced that this was cooperative work with Gilliam County and the matter was referred to the Engineer with power to act after conferring with the county.

The Chairman made a further statement that the bids as a whole are satisfactory but the majority of them being cooperative projects, it was necessary to refer them to the parties interested.

Mr. E. E. Bailey presented a petition from the citizens of Cheshire, Smithfield, Goldson and Blachly that the Willamette Valley-Florence Highway between Bear Creek Falls and the Pacific Highway be



improved not later than the end of 1922. Mr. Booth replied for the Commission that the matter would be considered and advised him of the expenditures which were being made by the state between Blachly and Goldson and the further proposed expenditures between Goldson and Rainrock.

Mr. Barratt offered the following resolution relative to the final apportionment of the 1922 Market Road Appropriation and moved its adoption, which was duly seconded and carried:

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 October 25th, 1921, as to their proportionate share of 1922 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 October 25th, 1921, 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 specified purpose of market road construction sufficient to produce an amount equal to the apportionment that would probably be made by the State Highway Commission, 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 1922, 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 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, and said resolutions further show that most counties made a levy sufficient to produce an amount in excess of their proportionate share of funds from the State Market Road Appropriation; and

WHEREAS, the State Highway Commission has available for apportionment for 1922, the funds raised by the State levy of 1 mill upon all the taxable property of the state, based upon the State valuation of the several counties, as shown by the statement prepared by the State Tax Commission, under date of December 8th, 1921, amounting to \$1,020,804.20, together with the balance of \$15,669.56 of the 1921 State Market Road appropriation unapportioned, making available for apportionment for 1922, a total of \$1,036,473.76; and

WHEREAS, the levies made by the various counties will produce County funds in excess of the available State Market Road Appropriation funds;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1922 State Market Road Appropriation Funds in such a manner, that each County, which made a county levy in excess of their proportionate share, shall receive an amount equal to its contribution to the State Market Road Appropriation Funds, plus its proportionate share of Multnomah County Surplus and its proportionate share of the balance of the 1921 State Market Road funds carried over; and that each county that failed to provide a levy that would produce an amount equal to its proportionate share of the 1922 State Market Road Appropriation, shall receive an amount equal to the amount produced by its 1922 County levy, with the exception of Multnomah County, which shall receive an amount equal to ten per cent of the total State Market Road Appropriation fund available for 1922, as provided by the terms of the State Market Road Act, all of which is shown on the following statement.



Name of County	Valuation for County Levy	County Levy Reported in Mills	County Funds Produced	Funds Produced by 1 Mill Levy on State Valuation	Mult. Co. Surp & Bal. of 1921 Funds Apportion to the Counties	Proportionate Share of 1922 Funds	1922 Apportionment
Baker	\$ 25,909,638.85	1.3	\$ 33,682.53	\$ 22,303.21	\$ 8,620.29	\$ 30,923.50	\$ 30,923.50
Benton	12,450,530.44	1.46	18,177.77	14,809.65	5,723.99	20,533.64	18,177.77
Clackamas	29,594,960.65	1.67	49,423.58	38,722.85	14,966.55	53,689.40	49,423.58
Clatsop	40,596,377.95	1.06	43,032.15	30,882.21	11,936.11	42,818.32	42,818.32
Columbia	17,490,596.45	2.0	34,981.19	15,674.77	6,058.37	21,733.14	21,733.14
Coos	24,487,296.21	1.4	34,262.21	23,217.28	8,973.58	32,190.86	32,190.86
Crook	5,230,687.89	2.8	14,645.92	6,003.49	2,320.37	8,323.86	8,323.86
Curry	5,052,050.05	1.1	5,557.26	3,888.38	1,502.87	5,391.25	5,391.25
Deschutes	9,175,904.13	1.69	15,507.28	11,116.67	4,296.64	15,413.31	15,413.31
Douglas	33,582,326.29	1.5	50,373.49	28,532.49	11,027.93	39,560.42	39,560.42
Gilliam	15,269,564.15	1.0	15,269.56	11,099.51	4,290.01	15,389.52	15,269.56
Grant	8,549,274.40	2.0	17,098.55	8,225.08	3,179.03	11,404.11	11,404.11
Harney	11,767,799.56	1.5	17,651.70	11,664.63	4,508.45	16,173.06	16,173.06
Hood River	10,154,728.23	1.715	17,415.36	10,220.56	3,950.33	14,170.89	14,170.89
Jackson	27,661,810.44	1.6	44,258.90	27,841.13	10,760.72	38,601.85	38,601.85
Jefferson	5,783,245.07	1.4	8,096.54	5,820.73	2,249.74	8,070.47	8,070.47
Josephine	8,227,475.61	1.5	12,341.21	7,915.48	3,059.37	10,974.85	10,974.85
Klamath	21,965,189.52	1.4	30,751.26	18,422.98	7,120.56	25,543.54	25,543.54
Lake	12,037,089.94	1.3	15,648.22	11,249.75	4,348.08	15,597.83	15,597.83
Lane	34,784,886.53	1.65	57,395.06	40,637.04	15,706.39	56,343.43	56,343.43
Lincoln	11,022,448.82	1.0	11,022.45	7,924.21	3,062.74	10,986.95	10,986.95
Linn	29,816,304.48	1.47	43,829.97	32,510.39	12,565.41	45,075.80	43,829.97
Malheur	15,313,260.23	1.6	24,501.21	17,272.66	6,675.96	23,948.62	23,948.62
Marion	42,091,056.64	1.5	63,136.58	43,708.80	16,893.64	60,602.44	60,602.44
Morrow	13,356,629.19	1.2	16,027.95	11,650.78	4,503.08	16,153.86	16,027.95
Multnomah	324,494,365.21	0.3/-	103,647.38	348,014.13	0.00	103,647.38	103,647.38
Polk	13,413,413.80	2.5	33,533.53	19,076.60	7,373.19	26,449.79	26,449.79
Sherman	17,181,226.63	1.5	25,771.84	12,217.60	4,722.15	16,939.75	16,939.75
Tillamook	23,644,705.47	--	30,000.00	17,578.05	6,793.99	24,372.04	24,372.04
Umatilla	58,240,707.97	1.8/60	66,006.14	48,848.54	18,880.17	67,728.71	66,006.14
Union	26,416,451.85	1.19	31,435.58	21,602.50	8,349.46	29,951.96	29,951.96
Wallowa	14,295,353.15	1.25	17,869.19	14,388.02	5,561.03	19,949.05	17,869.19
Wasco	20,676,008.74	1.45	29,980.21	17,798.06	6,879.03	24,677.09	24,677.09

Washington	\$ 23,174,158.05	2.0	\$ 46,348.32	\$ 30,940.51	\$ 11,958.64	\$ 42,899.15	\$ 42,899.15
Wheeler	6,063,393.80	1.5	9,095.09	5,219.41	2,017.32	7,236.73	7,236.73
Yamhill	21,833,280.71	2.0	43,666.56	23,806.05	9,201.14	33,007.19	33,007.19
Total	\$1,020,804,197.10		\$1,131,461.75	\$1,020,804.20	\$260,036.31	\$1,036,473.76	\$1,024,557.94

Total amount produced by 1 mill State levy  
Balance of 1921 State Funds carried over  
Total funds available for 1922  
" Apportionment of State Funds 1922  
Unapportioned State Market Road Funds

\$1,020,804.20  
15,669.56  
\$1,036,473.76  
1,024,557.94  
\$ 11,915.82

The Commission met in Room 341 of the Imperial Hotel at 8 P. M.

Judge Dodson and Commissioner Marker of Baker County were present and the cooperation to be required of Baker County on the Old Oregon Trail was considered at some length and finally agreed upon \$300,000 as the amount to be paid, \$200,000 to be in cash from the sale of bonds, the excess contribution by Baker County on the Baker-Unity and Baker-Cornucopia projects over fifty per cent of the total to be considered as cooperation on the Old Oregon Trail. In addition, Baker County is to pay the costs assessed to them by the Public Service Commission on the over and undercrossings on the Old Oregon Trail when built.

On the Baker-Unity project, the Commission agreed to contribute \$45,000 against \$165,000 by the county and also agreed to place it on the 1922 program.

Judge Couch of Union County and A. W. Nelson, Manager of the Union County Ad Club, met with the Commission relative to Union County matters. Mr. Booth pointed out that the county obligations to grade and bridge the Old Oregon Trail in their county as well as share in the railroad overcrossings and the paving in the city of Union exceeded their bonds voted on the Old Oregon Trail. Judge Couch stated that the proceeds from \$25,000 in bonds which had been deposited in the banks as a condition of their bond sale would be paid to the Highway Commission on September 1, 1922. Inasmuch as it would be necessary for the state to enter into contracts prior to this date for several projects on the La Grande-Enterprise Highway and as all funds would be needed before the end of the year, the Commission felt it unwise to loan from this fund for the benefit of the Cove Road as requested by the Union County representatives.

Portland, Oregon, February 22, 1922.

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

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

Judge Mason and Commissioners Alley and Farmer were present in the interests of the Neskowin-Salmon River Section of the Coast Highway. They stated that they had no bond money to apply on this section, but they did propose to work this year between Hebo and Neskowin. Chairman Booth stated that at a conference with the Forest Department officials it was indicated that the Government would be willing to cooperate outside of the Forest Reserve and the Commission suggested that the project extend from Hebo in Tillamook County through to Taft in Lincoln County with cooperation by the Forestry Department, the state and both counties and make it a continuing project. Commissioner Alley stated that they have

between \$20,000 and \$30,000 to expend on the road between Hebo and Neskowin and offered it in cooperation for the improvement of that section with the understanding that the program for 1922 be to eliminate the worst sections of the road and stated further that as county funds may become available hereafter they are willing to continue cooperation until the road is completed. On motion of Mr. Barratt which was carried, it was agreed that the state will cooperate and submit the same to the Forestry Department, making it a cooperative proposition, the Forestry Department to contribute fifty per cent of the cost and the state and the county each twenty-five per cent. It was also agreed that the Commission will ask the Forestry Department for a cooperative agreement for the work in Lincoln County.

Representing Wasco County, Judge Adkisson, Commissioner Hix and N. G. Hedin of Wapinitia asked that the survey of the Dalles-California Highway be completed in Wasco County. After consideration the Commission ordered the Engineer to complete the survey at his convenience from Cow Canyon to Maupin and from Maupin to Dufur.

The Wasco County representatives asked for \$50,000 state cooperation from the Commission on the section between Tygh Valley and Dufur. The Commission stated that this matter would be settled when they visited Wasco County.

In the matter of the petition for the city of Union pavement, Judge Couch of Union County, Mayor Marion Davis and Nick Levy of the city of Union recommended the acceptance of the bid of the United Contracting Company for \$66,897.50, for the bituminous type. The State Highway Engineer also recommended the acceptance of this bid on the bituminous type. The Commission accepted these recommendations but instructed the Secretary that the contracts should not be executed until the city of Union had made its contribution of the estimated cost or a provision inserted in the contract that the contractor would look to the city for payment of its share of the cost direct.

G. L. Hardy, contractor on the Chewaucan River bridge near Paisley, contract No. 385, made a claim for additional compensation on his contract on account of the fact that it was necessary for him to crush rock for his concrete aggregate, the gravel at the bridge site having been rejected by the Engineer. He also stated that the necessity of securing equipment to crush the rock required a greater time and therefore he asked that the penalty for overrunning the time limit be waived. Both matters were referred to the Engineer for a report.

J. C. Thompson, Assistant Treasurer of the California-Oregon Power Company stated that his company was building a high tension line through from their power plant at Prospect to Springfield and asked for permission to occupy the Pacific Highway with a high tension line from a point eight-tenths of a mile south of Goshen to a point north of Creswell about 500 feet north of the present end of the concrete pavement, where they proposed to swing to the east returning to the Pacific Highway about one and two-tenths miles south of Creswell, thence following the highway

to a point one-half mile north of Walker where their proposed location leaves the highway and crosses the Coast Fork of the Willamette River. The Engineer suggested that between the point eight-tenths of a mile south of Goshen and one and eight-tenths miles south of Goshen that the Power Company occupy the old Pacific Highway. Mr. Thompson in behalf of his company objected to this change on the grounds of greater length of line and expense. The matter was referred to Chairman Booth with power to act.

J. M. Morris and Mr. Stryker, representing the Pacific Bridge Company, who had contract No. 174, Burns-Lawen Section of the Central Oregon Highway in Harney County were present and presented a claim for dragging the gravel surfacing on this job which they held to be in excess of the usual requirement. The Commission asked the Engineer for a report on this matter.

The Commission met in Room 1301 Yeon Building at 2 P. M.

Mr. C. K. Peck, representing the National Surety Company, who furnished the bond on Contract No. 99, Perham, Brown, Dean & Hague, contractors, was present in the matter of the state's claim against the surety company and the contractor. Mr. Peck denied any obligation on the part of the surety company on the item of interest charged and the auditing costs. He also asked for a reduction in the equipment rental charges. Mr. Peck's proposal was that a compromise be effected offering to settle for \$28,000 and the state retain the equipment or to offer \$20,000 and release the contractors entirely. Mr. Booth replied that where there was a matter of difference it would be considered by the Commission when the whole matter came before them but the Commission was not disposed to compromise what they think is right and the matter presented would be considered and an answer given. Mr. J. W. Mounturff appeared in the interest of the contractors stating the circumstances surrounding this contract and urged that the Commission have consideration for his clients.

The Attorney was instructed to commence suit against Henry Cowell Lime & Cement Company for the recovery of funds due the Commission for the return of empty cement sacks.

In the matter of the claims of the Independent Asphalt Paving Company on contracts No. 348 and 350 and the Heiselt Construction Company, contracts No. 422 and 423 for premium paid a private insurance company on accident insurance on force account work, the Commission after consideration, ordered these claims paid.

Portland, Oregon, February 23, 1922.

The Commission met in Room 1301 Yeon Building. Present were:

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

Judge Sunnell and Commissioners Short and Fordyce were present and reported that their \$800,000 bond issue had carried and that they wished to plan for cooperative work with the Commission. On the Ashland-Klamath Falls road, they asked for grading between Klamath Falls and Hayden Creek and macadam between Hayden Creek and the Jackson County Line. On the Dalles-California Highway they asked for the grading and rocking of the Lamm's Mill-Fort Klamath Section. The Commission, however, stated that arrangements had been made for cooperation with the Forest Service for the grading of the section between the Deschutes County Line and Fort Klamath and the Commission preferred this to the Lamm's Mill-Fort Klamath project for the present year. The county officials stated that while they preferred the other, it was agreeable to cooperate on this project.

On the Fort Klamath-Park Boundary Section of the Klamath Falls-Crater Lake Highway which has been proposed as a forest project, the county authorities have agreed to cooperate. The Klamath County representatives asked that a reconnaissance survey be made between Klamath Falls and Lakeview which was agreeable to the Commission and a reconnaissance survey was ordered by the Engineer at his convenience.

The Klamath County Court expressed the idea that a route could be found to the south which would save some distance over the present road and inasmuch as a part of this route lies within the Fremont National Forest and cooperation will be asked from the Forest Service, it was decided to request that the Forestry Department send a representative with the department when a reconnaissance is made.

The Klamath County representatives asked that the short, unimproved section of The Dalles-California Highway beginning at Merrill and extending northwest approximately 2.2 miles be placed upon the program and the county agreed to cooperate 50-50. The Commission asked the Engineer to make a survey and an early report on the cost of this section for grading, macadam and bridges.

A request which had been received from Lake County, asking for cooperative construction from Lakeview to Drew's Valley on the Lakeview-Klamath Falls Highway, was favorably considered by the Commission inasmuch as the Commission was committed to the project by previous agreement with Lake County under the terms of which \$250,000 was agreed upon as the total expenditure for the biennium for work in that county, and the co-operation forty per cent county and sixty per cent state. Inasmuch as approximately \$150,000 has already been spent, on motion of Mr. Yeon, which was carried, the Engineer was instructed to make a survey from Lakeview to Drew's valley and a project of approximately \$100,000 ordered advertised.

J. J. Crossley of the Veterans of Foreign Wars Association, H. S. Hudson of the Artisans and J. L. Wilson of the Woodmen of the World stated that they were appointed as a committee from various fraternal orders and that their purpose in appearing before the Commission was to ask that American citizens and residents of Oregon be employed on state highway work in preference to aliens. The Chairman replied for the Commission that a

clause was carried in all state highway contracts by which all contractors so far as practicable were required to give preference to honorably discharged soldiers, sailors and marines and to citizens of the United States residing in Oregon, with the exception that on Federal Aid projects no preference was to be given to citizens residing in Oregon over citizens of the United States residing elsewhere. This last provision is on account of Federal regulation. The Committee expressed themselves that the matter was being fairly handled.

Mr. R. A. Ford of Dayville asked that the section of the John Day River Highway between Belshaw or Geyser Ranch and Dayville in Grant County be improved next. He was advised that the Commission planned some work in Grant County west of John Day during the present year and that the project he mentioned would be given consideration.

In the matter of graveling the Pilot Rock-Vinson Section, requested by Umatilla County, motion was made and seconded that in consideration of the work which the county had done between Pendleton and Pilot Rock the Commission would gravel at its expense from Pilot Rock to the head of Vinson Canyon, or if after checking up finances it is found that funds were available, the entire project would be surfaced with rock at the expense of the state. As to the bridges, it was agreed that these should be built on a 50-50 basis of cooperation.

The Engineer was instructed to make a resurvey with a view to relocation of the Willow Creek Section of the Oregon-Washington Highway between Heppner Junction on the Columbia River Highway and the Morrow-Gilliam County Line.

The Engineer reported on the Oregon City bridge matter relative to flood water conditions, and the Commission after hearing the report, voted to continue on the original plans with no changes inasmuch as the clearance had been approved by the War Department and the original plans approved by the city and county authorities.

On motion of Mr. Barratt, which was carried, the minutes of January 27 and 28, 1922, were approved.

The Secretary was instructed to prepare contracts with the Standard Oil Company for the furnishing of asphalt required for the Myrtle Creek-Canyonville Section and the Union City Section paving contracts.

The Secretary reported that the city of Myrtle Creek and Douglas County had signed the cooperative agreement to pay for their proportionate share of the cost of grading, macadam and bridges through Myrtle Creek.

The Engineer presented the claim of A. Giebisch, who has contract No. 152, grading the Pacific Highway-Green Springs Mountain Section of the Ashland-Klamath Falls Highway, in amount \$1236.75, and recommended payment. This claim consists of the award of a board of arbitrators to property owners having land located below this highway on steep side hill slopes which were covered with rock resulting from blasting operations, it having been found

more economical by the engineer to permit encroachment upon the land of these property owners than to haul the material the necessary distance to a location where the slopes would hold. After consideration, the recommendation of the engineer was adopted and the claim ordered paid.

A request was received for the establishment of a farmers telephone line between Blalock and Arlington. The petition requested that the applicants be allowed to fasten 2x4's to the fence posts on the south side of the highway. In view of the policies of the Commission relative to duplication of pole lines on the highways, the secretary was directed to advise the petitioners that the request could not be granted, and suggest that they endeavor to make arrangements with the Pacific Telephone & Telegraph Company to carry their line on the company's poles.

Mr. Dater of the Forest Service was present and discussed the forest projects which had been proposed on the Fort Klamath-Park Boundary Section (Anna Creek) of the Klamath Falls-Crater Lake Highway. It was agreed that the cooperation would be one-third county, one-third state and one-third government; and on the Dalles-California Highway from Deschutes County line to Fort Klamath, the cooperation should be 50 per cent county and 50 per cent government, with perhaps a nominal contribution by the state.

Mr. Dater reported that the Forest Service had agreed with the California Highway Department to construct a portion of the Grants Pass-Crescent City road immediately south of the California-Oregon State Line, as a cooperative forest project. In order to handle this work from the north it was desirable that the connection from the present road near Waldo be constructed south to the state line, and Mr. Dater asked if Oregon was ready to build this section now. The Commission replied that there is a definite understanding with the state of California that Oregon will build the line whenever California is ready. Mr. Dater asked if the Commission would be agreeable to permit the Forest Service to include this section in their project. It was agreed by the Commission, after consideration, that if any forest funds are left after the present forest projects heretofore agreed upon are provided for that they be used on this project and if not, the program would be adjusted so as to take \$10,000 as a forest fund, the purpose being that the construction of this section might be coupled with the California section, making it a more desirable and less expensive project.

After discussion, Mr. Barratt offered the following motion, which was seconded by Mr. Leon and declared carried:

In the matter of the Lane-Coos road, after conferring with the forestry officials represented by Sherman, Norcross and Cecil, it was agreed that the section of road between Blachly and Florence, or at such other point as it may intersect the Roosevelt Highway, should be considered a forest road and a contract for its improvement entered into as a continuing project, the federal authorities agreeing to contribute \$150,000 for the improvement of the section between Rainrock and Blachly, the road to be



graded 16 feet traveled way, surfacing 12 feet wide. The federal authorities decline to make any contribution on this section of the road beyond \$150,000, but agree that if the state or county will agree to complete said section without further request from forest funds, that they will turn the \$150,000 over to the highway commission and permit them to do the construction. The commission, if the contract is entered into, agrees that no further requests for federal funds for the construction of the section as stated will be made, having in mind that Lane County shall contribute such sum as is necessary above the \$150,000 offered by the Government for the completion of said section of the road.

The meeting was adjourned.

Albany, Oregon, February 24, 1922.

The Commission met with the County Court of Linn County in the County Court Room at 1:30 P. M. Present were:

R. A. Booth, Chairman  
W. B. Barratt, Commissioner  
Herbert Nunn, State Highway Engineer  
Roy A. Klein, Secretary  
Judge Bilyeu  
Commissioner Pierce  
Commissioner Thoms

The matter of constructing the permanent bridges on the Albany-Tangent Section was discussed, the county stating that they had no funds to apply on the structures this year, but would agree to build them in 1923 and 1924. The Commission stated that in order to submit this project for federal aid it would be necessary to assure the Government that the present bridges would be replaced immediately. The county stated that they would consider the matter further and give the Commission an answer.

The matter of an overhead crossing of the Southern Pacific and the Oregon Electric tracks at the north city limits of Albany was discussed and it was agreed that the matter be held in abeyance.

On the bridges between Tangent and Harrisburg the court says that they are advertising for material now and if they decide not to build the structures themselves, they will ask for bids so that all may be completed this summer.

At 2 P. M. the Commission met in the Circuit Court room in the Court House, to hold a hearing on the proposed Albany-Lebanon-Foster Road Improvement District.

Mr. C. H. Murphy, Chairman of the Good Roads Committee of the Albany Chamber of Commerce, opened the meeting.

Mr. Frank J. Miller made a statement of the purpose of the meeting and the plans for the formation of an improvement district.

Chairman Booth stated that inasmuch as this was a state highway project and the state was interested in its construction, that the Commission had offered \$100,000 of either state or federal funds towards the project.

Mr. Barratt advised those present that the Forestry funds were considered as assets of the Commission to be applied where it would best fit in with the Commission's program and that the forestry cooperation promised should not be considered in addition to the state fund but as a part of it.

Mr. Booth stated that the Commission was present in a friendly attitude and that the purpose of the hearing was to hear the arguments either for or against the boundaries which had been submitted by the committee and if there were any revisions proposed the Commission would be glad to listen. There were several speakers on both sides, for and against the boundaries as proposed. At the conclusion of the meeting Senator Garland suggested that inasmuch as there appears to be differences among those present as to the boundaries that the Commission take the matter under advisement for a period of thirty days, during which time they would receive suggestions from those interested as to changes in the boundaries as proposed. This suggestion found favor with the Commission and all were invited to submit changes which they proposed, in writing.

The meeting was then adjourned.

February 24, 1922.

The Commission met in Jefferson with the Council and citizens to look over the route for the Pacific Highway through the city. Present were:

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

Representing the city were:

Mayor Allen	E. B. Knight
A. B. Hinz	C. C. Lieby
Ed D. Smith	T. F. Shelton
W. E. Smith	L. W. Howell
J. R. McKee	Dr. J. O. Van Winkle
W. L. Jones	

The Engineer recommended the route south from the north city limits on Second Street swinging to the right with an easy curve and connecting with the bridge tangent produced to intersect Second St. This required new right of way between Second Street and the bridge. This route was opposed by the Council and citizens who were in favor of a



route crossing from Second Street to Main on Church Street, proposing to move back the Methodist Church and passing behind the Odd Fellows Hall, thence south on Main Street through the business section, swinging to the right on an easy curve on new right of way to the bridge. Another route proposed was to cross from Second Street to Main on Hazel Street, flattening the corners by purchasing the property on each corner.

The citizens declined to cooperate on the route recommended by the engineer and the Commission took the matter under advisement.

Salem, Oregon, February 25, 1922.

The Commission met in Room 323 Capitol Building. Present were:

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

The matter of cooperation on the Brogan-Jamieson Section of the John Day River Highway in Malheur County was discussed. It developed that the correspondence from the county court indicated that they wished to divide the cost of grading and macadam 50-50, whereas the original agreement provided for the county paying for the grading and the state the macadam. The secretary was instructed to ask them if they did not wish to continue on the basis of the original agreement.

An offer of cooperation of \$3,000 within the city limits of Rainier, by Columbia County, having been received, the Commission ordered the Rainier City Section advertised for grading and macadam.

The Commission ordered the advertising for pavement of the Young's Bay-Skipanon Section of the Columbia River Highway in Clatsop County, with a provision that a definite arrangement be made by Clatsop County for the payment of their indebtedness, before the contract is let.

In the matter of the Coast Highway between Taft and Neskowin, Mr. Booth suggested that the arrangement with the Forest Service be in the form of a separate agreement on the Tillamook and Lincoln County sections instead of having the agreement with the Forest Service include both counties. It was left with Mr. Booth to take up with Mr. Cecil the project in Lincoln County.

In the matter of the choice of routes for the Coast Highway in Tillamook County north of Tillamook, Mr. Yeon expressed a desire to visit the section before making a decision.

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

WHEREAS, it has been proposed in Congress to impose a

federal tax on gasoline and motor vehicles to finance the soldiers' bonus, and

WHEREAS, this Commission is not in any manner opposed to a soldiers' bonus but is opposed to federal encroachment on recognized and established sources of state revenue for highway purposes, and

WHEREAS, it is becoming more and more generally recognized that those who use the highways should bear a large proportion of the cost of construction and maintenance, and

WHEREAS, gasoline and motor vehicle tax is the most productive source of revenue for the State of Oregon,

THEREFORE, BE IT RESOLVED, that the State Highway Commission of Oregon go on record as opposed to a Federal Tax on Gasoline and Motor Vehicles.

In the matter of pipe lines under the pavement, the Commission adopted as a policy that where pipe lines are laid within the right of way, written application must be made and assurance given that the plans of the Commission will be followed, before permission is given, and before the work is done there must be a bond or other security given sufficient to protect the state.

The engineer reported that the present bridge across Myrtle Creek in the city of Myrtle Creek is on a sharp curve and it is desirable to move the present bridge to fit the new alignment. The engineer was accordingly authorized to construct new abutments and move the present steel span to the new location with state forces.

In the matter of the indebtedness of the city of Monroe for grading done by the state and charged to them, Mr. Booth was authorized to see the city officials and see if a settlement could not be effected.

In the matter of the Rock Creek-Shutlers contract in Gilliam County, this matter and also the matter of cooperation on the Willow Creek section of the Oregon-Washington Highway was referred to Mr. Barratt.

The Secretary reported that Jackson County had not yet delivered the bonds which were due on the agreement, and on motion of Mr. Yeon, which was carried, the Secretary was instructed to write Judge Gardner requesting him to deliver the bonds to the State Treasurer.

The Secretary was instructed to write a letter to the Attorney General saying that the Commission has a great deal of work including litigation in Polk County and requires the full time of a competent attorney and that inasmuch as Mr. Devers is acquainted with the work, the Commission express a preference for him, but if he is to be assigned to the royalty case, it is requested that he assign someone else to the Commission's work.

The Secretary was instructed to request from the Attorney General an opinion as to the amount of funds available to the Highway Commission from bond sales under present authorizations.

S. C. Comerford who has contract No. 447, graveling the Wheeler County Line East Section of the John Day River Highway, asked for an extension of time of sixty days or to May 31st, on account of the extremely severe winter weather. An extension of sixty days was granted to May 31 on recommendation of the engineer.

Judge Robinson and Commissioner Hart of Polk County were present and the Commission asked them if they would construct permanent bridges on the Monmouth-South and Wickreall-North Sections of the West Side Highway which had been proposed for paving with federal cooperation, and on which projects the present wooden structures are not acceptable to the government. The Polk County representatives stated that no funds had been provided for that purpose but they would take the matter under consideration and report.

In the matter of the south approach to Oregon City, the Secretary was instructed to write Clackamas County advising them that the Commission insisted on early action in the matter of right of way and construction, and to say that the Commission has delayed quite a long time waiting for the matter to be adjusted among the people there and if they are not able now to reach some conclusion as to the new line, the Commission will insist on the improvement of the present location.

The Secretary was instructed to ask the Attorney General if the Commission had the right to condemn right of way through municipalities for state highways in cities of less and greater than 2000 inhabitants.

The Secretary was instructed to ask the Attorney General for an opinion as to whether counties could contribute to roads lying outside of the county boundaries.

The County of Lamhill having requested it, the Commission ordered advertised for the next meeting a bridge across Deer Creek on the McMinnville-Willamook Highway, and a bridge across Ash Swale near Amity.

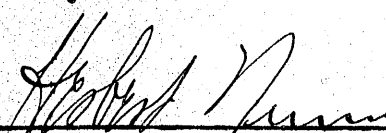
The Secretary was instructed to write Judge Cross saying that the public interests seemed to demand that Pudding River bridge be built this year and that Marion County had proposed to do its part and the Commission would appreciate it if Clackamas County would cooperate also.

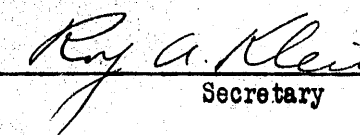
Chief Inspector Rafferty of the Motor Vehicle Traffic Division submitted the names of the following men for field traffic deputies, which were approved by the Commission and commissions executed:


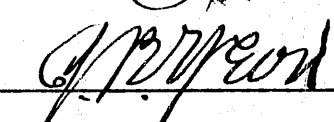

Earl B. Houston, Bond  
C. L. Lieuallen, Heppner  
Floyd D. Browne, Jennings Lodge

Arthur E. Gibbs, Portland  
E. W. Perkins, Portland  
Ernest K. Thurber, Portland

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

  
State Highway Engineer

  
Secretary

  
Chairman  
  


Portland, Oregon, March 23, 1922.

The Commission met 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 on the following grading, macadam, paving, and bridge projects:

OLD OREGON TRAIL  
NELSON-MALHEUR COUNTY LINE SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
More & Anderson	132,543.20	131,708.00
Security Construction Co.	139,238.50	139,108.50
Warren Construction Co.	154,293.00	155,808.20
D. F. Murphy & Co.	106,956.20*	
A. Guthrie & Co.	140,305.30	140,066.60
March & Bowers	123,121.00	122,829.00
Sloane Construction Co.	133,946.80	133,565.00
Gus Carlson & Co.	116,717.34	116,717.34
Oxman & Harrington	120,011.60	119,959.60
General Construction Co.	135,465.30	134,819.70
Porter & Conley	108,892.10	108,551.20
A. D. Kern	144,120.00	143,083.50

\*Irregular bid. No bid on corrugated pipe.

**COAST HIGHWAY  
YOUNGS BAY-SKIPANON SECTION - PAVING  
Unit No. 1**

**Bituminous Type**

Bonnell, Savage & Penn	11,861.00*
V. R. Dennis Construction Co.	13,303.00*
Warren Construction Co.	12,433.40*
J. H. Tillman & Co.	11,869.00

\*Contingent upon award of both units.

**Concrete Type**

Soleim & Gustafson	9,788.00
W. H. Makela	11,023.50
John Mattson	11,217.50
McClean & Williams	11,023.00
E. A. Gerding	10,575.00
Edison, Hackett & Grotting	10,816.00
John Slotte & Co.	11,839.00

**Unit No. 2  
Bituminous Type**

Bonnell, Savage & Penn	103,789.50
J. H. Tillman & Co.	100,775.00
V. R. Dennis Construction Co.	121,290.00
Warren Construction Co.	102,542.50

**COLUMBIA RIVER HIGHWAY  
RAINIER CITY SECTION - REGRADING & SURFACING**

	Broken Stone	Crushed Gravel	Br. Stone or Gravel
Johnson Contract Co.	28,590.00		
John Slotte & Co.	20,725.00		
Soleim & Gustafson	18,006.00		
Edison, Hackett & Grotting		18,015.00	
Frazier & Samuel			20,206.00*
O. D. Wolfe	20,374.00		
John Mattson	19,900.00		
W. H. Makela	29,550.00		
Hetrick & Cline	21,410.00		

\*No bid on Excavation for Structures.

**OLD OREGON TRAIL  
BAKER COUNTY LINE-WEISER SECTION - SURFACING**

A. D. Kern	73,639.00*
Oxman & Harrington	74,177.50
March & Bowers	68,100.00
Security Construction Co.	106,450.00
General Construction Co.	97,424.00
Warren Construction Co.	103,766.00
Porter & Conley	73,280.00

\*\$9,500 deduction if awarded Nelson-Malheur Co. Line also.

**OLD OREGON TRAIL  
KAMELA-ORO DELL SECTION - SURFACING**

More & Anderson	91,011.50
Hetrick, Cline & Gardner	109,100.00
Porter & Conley	79,685.00
A. D. Kern	94,368.00
Elliott, Scoggin & Paquet	95,190.00
Oxman & Harrington	85,562.50
Security Construction Co.	99,225.00
General Construction Co.	92,197.00
A. Guthrie & Co.	94,125.00
D. F. Murphy & Co.	83,970.00
Warren Construction Co.	89,162.50
March & Bowers	86,162.50
Carl Nyberg	86,141.00

**JOHN DAY HIGHWAY  
SARVICE CREEK SECTION - GRADING & SURFACING**

	Concrete Pipe	Corr. Iron Pipe
Hetrick, Cline & Gardner	177,528.26	174,246.00
Greenwood & Dann	164,646.50	160,931.20
Jas. F. Clarkson & Co.	202,529.80	198,385.70
Elliott, Scoggin & Paquet	160,405.00	158,278.00
March & Bowers	180,266.75	176,979.50
Montague-O'Reilly Co.	159,615.00	156,330.10
Gilpin Construction Co.	190,505.50	184,591.25
Porter & Conley	167,655.70	164,886.00

COOS BAY-ROSEBURG HIGHWAY  
TWO BRIDGES CAMAS VALLEY SECTION

E. D. Olds	11,134.00
Marshall & Barhan	11,252.45
J. W. & J. R. Hillstrom	11,529.75
Albert Anderson	13,490.00
Curtis Gardner	13,894.00
Hagquist & Bjorkquist	15,797.50
John Hampshire	16,752.50
L. N. Roney	21,816.00

MT. HOOD LOOP HIGHWAY  
ONE BRIDGE AND ONE CULVERT - BOOTH HILL-HOOD RIVER SECTION

Union Bridge Co.	18,585.00
Tobin & Pierce	19,655.00
Lindstrom & Feigenson	20,439.50
Johnson Contract Co.	20,785.00
Jas. F. Clarkson & Co.	21,540.00
LeDoux, LeDoux & Greenwood	22,615.00
Colonial Building Co.	23,570.00

THE DALLES-CALIFORNIA HIGHWAY  
THREE BRIDGES MADRAS-WASCO COUNTY LINE SECTION

Lindstrom & Feigenson	18,299.00
Tobin & Pierce	18,870.00
Ostrom Construction Co.	19,727.10
F. H. May & Co.	20,152.50
Porter & Conley	21,540.00
Colonial Building Co.	23,910.00
Jas. F. Clarkson & Co.	25,630.00

CORVALLIS-NEWPORT HIGHWAY  
13 TRETTLES BETWEEN BENTON COUNTY LINE AND TOLEDO

A. Giebisch	12,600.00
Washburn & Hall	15,790.00
Curtis Gardner	18,230.00
Pepin & Pepin	23,600.00

LA GRANDE-ENTERPRISE HIGHWAY  
GRANDE RONDE RIVER AND DRY CREEK BRIDGES

Union Bridge Company	30,747.00
Illinois Steel Bridge Co.	32,790.00
Parker & Banfield	33,755.00
J. J. Burke & Co.	33,871.00
Beason Construction Co.	34,225.58
Jas. F. Clarkson & Co.	34,502.50

cont'd

Grande Ronde River and Dry Creek Bridges - cont'd

Lindstrom & Feigenson	34,578.00
Albert L. Smith	36,733.00
Tobin & Pierce	37,400.00
Porter & Conley	37,575.00
United States Bridge Co.	37,920.00
Kelly & Lilly	39,994.00

TUALATIN VALLEY HIGHWAY  
TUALATIN RIVER BRIDGE AT GASTON

Wm. D. Hoffman	8,802.00
Barnard & Augustine	9,115.00
Parker & Banfield	9,327.00
Lindstrom & Feigenson	9,939.50
Le Doux, Le Doux & Greenwood	11,036.50
Washburn & Hall	11,842.50
Porter & Conley	12,027.50
Jas. F. Clarkson & Co.	12,772.50

Present from Benton County and Corvallis were Judge Wilson, Commissioner von Lehe, representing the County Court, and E. A. Miller, Sam Dolan and C. E. Ingalls in the interest of the Albany-Corvallis Road. The county officials stated that they had \$10,000 to contribute this year for grading and bridging and would provide the balance required to complete the grading next year provided the state would adopt it as a part of the state highway system. The matter was taken under consideration.

A delegation from the Corvallis Commercial Club was present, consisting of Clarence Whiteside, G. B. Coon, Fred Hooks and John Wagoner, and appeared in the interest of the routing of the West Side Highway through the city. On motion, which was carried, the route of the West Side Pacific Highway through the city was definitely located as follows: Entering from the north on Ninth Street to Monroe, thence east on Monroe Street to Third Street and thence south on Third Street through the city.

Judge Daniels, Commissioners Gunning and Zimmerman of Yamhill County asked if the Commission was ready to go ahead on the St. Joe overhead crossing. They were advised that there had been no decision and that the whole matter was left pending developments. The Yamhill County representatives asked that the Commission advertise for them, in addition to the Deer Creek bridge between Willamina and Sheridan and the bridge over Ash Swale near Amity previously requested, the culvert required over Brown Creek west of Sheridan. The Commission authorized the engineer to advertise these three projects as soon as plans and specifications have been prepared.

Representing Grant County, Judge Patterson, Commissioners Caverhill and Rounds, R. R. McHaley, S. Green and Ira G. Boyce were present. They asked that the section of the John Day Highway between Valades Ranch



and Geyser Ranch be advertised on a 50-50 cooperative basis. The Commission advised them that an answer to their request would be given before adjournment. They also asked that the Prairie City-Unity project be taken up. The answer was given that this was a forest project and the matter would be taken up at a conference with the forestry officials during the present session at which they were invited to be present.

Mitchell Tillotson and J. C. Seymour of Paisley and J. H. Goudy of Silver Lake presented a petition from the people of Paisley and vicinity asking that work be continued on the Lakeview north projects in preference to the section west of Lakeview. Mr. Booth explained the position of the Commission in that no cooperative work had been done on the Lakeview west project and inasmuch as the county had funds available for that project it was expected to cooperate with the county during the present season on the section between Lakeview and Drew's Valley, having in mind a total expenditure of \$100,000 of which the county would contribute \$40,000 and the state the balance.

Mr. W. B. Dennis, Judge James and Commissioners Dunn and Warren of Lincoln County were present in the interest of the Coast Highway in the northern part of their county. It was explained to them that the Commission had proposed to extend the Neskowin-Salmon River project at least as far south as the Siletz River on a three party cooperative forest project with the county, state and Government cooperating, on the basis of Lincoln County contributing their bond fund, \$120,000, the state \$100,000 and the Government \$100,000. The Commission asked the county representatives to be present at the conference with the forestry officials during the present session, to which they agreed.

Representing Lane County, Judge Barnard and Commissioners Harlow and Sharp were present. The matter of improvement of the Junction City-Harrisburg Section was considered. Judge Barnard stated that the county would secure the right of way and grade between Junction City and Lancaster if the state would gravel it. The Commission stated that was agreeable to them but urged that the grading and bridging be completed as far as the west side of the river. The county representatives took the matter under consideration.

A delegation was present from Oregon City consisting of W. A. Hedges, W. A. Rakel, R. Petzold, H. C. Rakel, W. R. Wentworth, Charles E. Grathe, I. C. Bridges, L. E. Jones, L. A. Henderson, Dr. H. S. Mount, Clarence Fields, Resident Manager P. R. L. & P. Co., O. D. Eby, City Attorney, Franklin Griffith, President P. R. L. & P. Co., F. I. Fuller, Vice-President P. R. L. & P. Co. The matter of the south approach to Oregon City was discussed. Mr. Booth stated for the Commission that this matter could not be delayed any longer and that if the people of Oregon City and the industrial interests and the railroad could not agree on the proposed hill or bluff route that the Commission must take steps to improve the present route into the city at once and would request a hearing before the Public Service Commission for the construction of an overhead crossing on the present location. Mr. Eby stated that Oregon City could not contribute on account of its financial condition. Mr. Griffith spoke

in favor of the bluff route, stating that the industries require railroad service and the congestion is bad. He said their company had tried to get cooperation from the industries and think they will cooperate. He stated that he thought the location along the river would be a mistake, also that, in his opinion, the Southern Pacific Company would contribute if the route over the bluff with the undercrossing at Third Street were taken. A resident of Canemah stated that the majority of the Canemah people would prefer the lower or river road. Mr. Griffith replied that, of course, it would be necessary to close the present Southern Pacific crossing to vehicular traffic, but the Electric Railway Company would be willing to maintain pedestrian traffic along the present road and restore electric train service. Mr. Griffith asked that the matter be deferred until the next day so that a further study could be made of the situation, which was agreed to by the Commission.

A tabulation of the bids received was read by the Secretary and the following disposition made:

Bridges on the Camas Valley Section, Roseburg-Coos Bay Highway. The Chairman made the announcement that the low bid received was satisfactory to the Commission, but inasmuch as it is a cooperative project with Douglas County, motion is made and carried that the Secretary be instructed to refer it to the county and if satisfactory to them to award it to E. D. Olds at \$11,134.00.

Hood River County, Mt. Hood Loop bridges. The Chairman made the announcement that the low bid received was satisfactory to the Commission, but inasmuch as it is a cooperative project with Hood River County, the motion is made and carried that the Engineer be instructed to refer it to the county and if satisfactory to the county to award it to the Union Bridge Company at \$18,299.00.

Three bridges in Jefferson County on the Dalles-California Highway between Madras and the Wasco County line. The Chairman announced that at the request of the county this bid is held for further consideration.

Thirteen wooden trestle bridges between Blodgett and Newport on the Corvallis-Newport Highway in Lincoln County. The Chairman announced that the low bid received is satisfactory to the Commission, but being a cooperative project with Lincoln County, the Engineer is instructed to refer it to the county and if satisfactory to them to make the award to the low bidder, A. Giebisch, at \$12,600.00.

Two bridges on the Island City-Elgin Section of the La Grande-Enterprise Highway in Union County. On motion, which was carried, the award was made to the Union Bridge Company at \$30,747.

Tualatin River Bridge on the Tualatin Valley Highway near Gaston. The Chairman announced that this is a bridge which is to be paid for by Washington County and was advertised for them. Motion was made and carried that the engineer refer the bids to the county and follow their wishes as

to the award.

Sarvice Creek Section, John Day River Highway, Wheeler County. On motion, which was carried, all the bids received were rejected and the engineer instructed to readvertise the project.

Nelson-Malheur County Line Section of the Old Oregon Trail in Baker County. The Chairman made the announcement that the low bidder on this project was D. F. Murphy & Co. who bid on concrete culvert pipe only, but inasmuch as it was announced at the last meeting and the bidders were instructed in the proposals to bid on both types of pipe, this bid can not be considered, even though it is the low bid. On motion which was seconded and carried, the award was made to Porter & Conley, using concrete pipe, at \$108,892.10.

Kamela-Oro Dell Section, Old Oregon Trail in Union County. On motion which was carried, award was made to the low bidder, Porter & Conley, at \$79,685.00.

Baker County Line-Weiser Section, Old Oregon Trail in Malheur County. On motion, which was carried, the award was made to the low bidder, March & Bowers, at \$68,100.00.

Rainier City Section of the Columbia River Highway in Columbia County. On motion, which was carried, the award was made to Soleim & Gustafson at \$18,006.00.

Youngs Bay-Skipanon Section of the Coast Highway, Clatsop County. On Unit 1, 0.33 miles, on motion which was carried, the award was made for concrete to Soleim & Gustafson at \$9,788.00. On Unit 2, motion was made and carried that the award be made to J. H. Tillman at \$100,775.00 for bituminous pavement, Type "D", provided the Engineer and Mr. Tillman adjust the location of his plant so that he will not haul over the pavement between Skipanon and Seaside. Pending the negotiations and satisfactory adjustment of that matter, moved and seconded that the Secretary be instructed to hold the check of the second bidder.

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

The meeting was adjourned to meet the next day.

Portland, Oregon, March 24, 1922.

The Commission met at 10 o'clock 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

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Judge Adkisson and Commissioners Hix and Kelly asked for a decision as to the location between The Dalles and Dufur which the County Court and the people of The Dalles had referred to the Commission. Mr. Booth replied for the Commission that the matter had been considered a long time and each one had gone over it and had decided in favor of the Eightmile Route, but the Commission wished to make this statement: That if that is done, there will be a section of pavement from The Dalles to Threemile Creek on the other route which was built in a cooperative way which will not be on this route. The new location, or Eightmile Creek, will cost more than the old route, and assuming that the final costs will approximate the present estimates, the Commission desires to reserve the right at some future time to equalize that money. Acceptance of this condition was indicated by the county representatives.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, The Dalles-California Highway between The Dalles and Dufur in Wasco County, as originally constructed by Wasco County between said points, commenced at The Dalles and extended easterly approximately three miles, thence in a general southerly direction to Dufur, and

WHEREAS, pursuant to said location and in harmony therewith there was improved of said highway, by the Highway Commission, a certain section commencing at The Dalles and running thence easterly approximately two miles, and

WHEREAS, after the above construction work was done thereon as herein related, the County Court of Wasco County, in its official capacity, petitioned the Highway Commission to change or relocate a portion of The Dalles-California Highway beginning at the Columbia River Highway near the west line of the Seufert property and thence easterly along the route of the present graded county highway to the junction of Fifteenmile Creek, thence on a new location southerly following the general course of Eightmile Creek to an intersection with the present road in Section 32, Township 1 North, Range 14 East, thence following the general course of the present road to Dufur, and

WHEREAS, the location proposed by the County reduces the length of the adverse grade against north bound traffic and reduces the length of maximum gradient against south bound traffic, as well as affording a lower summit, and

WHEREAS, Wasco County is paying of the cost of the improvement of The Dalles-California Highway within said County, 50% or one-half said cost;

THEREFORE, BE IT RESOLVED, by the State Highway Commission, all members being present and participating, that the

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location of The Dalles-California Highway in Wasco County, between Dufur and The Dalles, be and the same is hereby changed, altered and relocated as follows, to-wit: Beginning at the Columbia River Highway near the west line of the Seufert property thence along the route of the present graded county highway to the junction of Fifteenmile Creek and Eightmile Creek, thence on a new location southerly following the general course of Eightmile Creek to an intersection with the existing road in S. 32 T. 1 N. R. 14 E., thence following the general course of the present road to Dufur; and

BE IT FURTHER RESOLVED, that the said above described relocation of said highway be and the same is hereby declared to be the official route and location of The Dalles-California Highway between Dufur and The Dalles, and

BE IT FURTHER RESOLVED that the portion of The Dalles-California Highway as formerly located between The Dalles and said point of intersection in Section 32 of Township 1 North, Range 14 East, be and the same is hereby relieved of its characteristics as a state highway and any authority or jurisdiction which the State, through the State Highway Commission may have possessed or acquired over said route between said points as a state highway is hereby relinquished and any designation that the said route may have been given or had as a state highway is hereby withdrawn, and the same is abandoned as a state highway.

The motion was duly seconded and carried.

Judge Fowler and Commissioner Wade, representing Gilliam County, were present and made the statement that Gilliam County had no funds which were applicable to the purchase of the right of way and construction on the Willow Creek Section of the Oregon-Washington Highway, which is between the Gilliam-Morrow County line and Heppner Junction, and therefore petition that this road be located from Rhea Siding to an intersection with the John Day Highway at a point approximately one mile south of Arlington, stating that if this is done they will declare the new section of it a market road and cooperate from the market road fund in its construction on a 50-50 basis, the county to furnish the right of way and the state the engineering in addition, and they are prepared to furnish from the market road fund this year \$15,000 and will make further appropriations from that fund until the project is completed, the time being left indefinite until the cost is known. With this statement from the county, the Commission has instructed the Engineer who is now on the premises to make a reconnaissance location of the new line with a request that he make an early report of his findings to the Commission.

In the matter of the John Day Highway, Mr. Booth made the statement for the Commission that after some months' consideration of the entire matter in Gilliam County, the Commission feel that in addition to the work that is under contract from Condon north and the advertised project which is held in abeyance; namely, from Shutler to the base line, for the general good of the state and the county and to make the proper

application of the bond money which the county has, that there should be an additional amount of work done from Shutler to Arlington, assuming that the amount stated will be approximately \$45,000. The Commission are willing to say to Gilliam County that they are willing to do this, assuming that amount will be approximately the ultimate cost, and for tentative purposes that shall be known as the cost, with the understanding that the county will make contribution to it at this time of \$85,000 in addition to the \$50,000 which the county has already paid and which the Commission has applied on that part of the road south of Condon which has been completed, and the state will pay for the remaining part with this understanding and the statement on the record that this will finish the work as far as the state's commitments are concerned on the John Day Highway in Gilliam County until the county is ready for further cooperation and with the understanding that before the state is asked for any further aid that the amount which the state has paid in excess of the county will be equalized by a contribution from the county. Also, there is this further statement that the Commission recognizes that there is something due the county on that part of the work south of Mayville which was done without cooperation by the state and also that there is due the county for cooperative maintenance north of Mayville a certain sum which has not yet been determined. This whole matter will be set out in a letter to the County Court of Gilliam County with the definite amounts given and the county will be asked to reply so that it may be made a part of the record and if accepted by the Commission, the Arlington-Shutler project will be advertised at the next meeting. The representatives from Gilliam County indicated acceptance of this arrangement.

Judge Gardner and Commissioner Bursell of Jackson County stated that the county had three offers for the purchase of their bonds under different conditions. After consideration of the matter, the Commission recommended to the County Court of Jackson County that the proposal of C. W. McNear & Co. for the bonds at par and accrued interest be accepted, provided payment for the same would be made within thirty days. The Secretary was instructed to turn the county bonds on deposit over to the county if the sale was consummated.

Mr. H. H. Mack, representing the city of Huntington, requested a change in the location of the Old Oregon Trail as made through their city. It was moved and seconded that the petition of the city of Huntington be referred to Mr. Barratt and the Engineer for a report.

The matter of the improvement of the Pacific Highway through the city of Jefferson was discussed and Mr. Yeon made a motion which was carried, that the Secretary be instructed to request Marion County to secure the right of way through the city on the line recommended by the Engineer and adopted by the Highway Commission, but if the County Court refused, that the Attorney be instructed to commence condemnation proceedings in behalf of the state.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, in the improvement of the Pacific Highway through the County of Marion it is necessary to effect a grade separation of the tracks of the Southern Pacific Railway Company and the Pacific Highway at the point where the Pacific Highway enters the City of Salem from the north, and

WHEREAS, preliminary to making application to the Public Service Commission for an order authorizing such grade separations and determining the manner and method of effecting the same, it is deemed necessary and advisable that the Pacific Highway be definitely located and the route for the same with reference to the point of entrance into the City of Salem from the south, the course of the highway through the city and the point of exit from the city on the north be definitely fixed,

THEREFORE, BE IT RESOLVED by the Highway Commission, all members being present and voting, that the route of the Pacific Highway, as the same is related to an entrance into the City of Salem and the course through said city, be and the same is hereby located, designated, fixed and adopted to be as follows:

Said Highway shall enter said city from the south on Commercial Street, thence following Commercial Street to the intersection of Court and Commercial Streets, thence east along Court Street to the intersection of Court and Capitol Streets, thence north along Capitol Street to the intersection of Capitol and Madison Streets, thence north on Capitol Street extended in a direct line to an intersection of Capitol Street and the Fairground Road, thence following the Fairground Road to the south approach of the proposed viaduct for the grade separation, thence over the tracks of the Southern Pacific Company and thence northeasterly to an intersection or connection with the Pacific Highway as now located and permanently improved.

The motion was duly seconded and adopted.

Moved, seconded and carried that the Attorney be instructed to file an application with the Public Service Commission for a hearing on the grade separation of the Pacific Highway and the Southern Pacific tracks in the vicinity of the Fair Grounds at North Salem.

Motion was made and seconded that the city of Salem be requested to secure the right of way and construct the extension of Capitol Street through to an intersection with the Fair Ground Road.

In the matter of the south approach to Oregon City, there were present Messrs. Fuller, Vice President P. R. L. & P. Co., Dey, Attorney for Southern Pacific Co., Hampton and Mayo, Engineering Department, Southern Pacific Co., and Fields, Superintendent P. R. L. & P. Co. Mr. F. I. Fuller stated that his company favored the route east of the railroad track over the bluff and crossing under the railroad tracks at Third Street at the present undergrade crossing. Mr. Booth replied that

the Third Street undercrossing was not acceptable to the Highway Commission in that it would probably be as dangerous as the present grade crossing. Mr. Ben Dey, representing the Southern Pacific Company, was present and stated that if the grade crossing at the north end of Canemah could be eliminated by constructing on the east side of the track that his company would be willing to put the same amount of money as their share of an overhead crossing at Canemah would be into the construction of the new road east of the railroad. Mr. Fuller asked for more time in order to study over the plans and see what cooperation could be secured from the industries. After consideration, it was moved and carried that the matter be deferred for ten days for the matter of hearing such reports as Mr. Fuller desires to make.

The Secretary reported that an opinion had been received from the Attorney General relative to the sale of bonds up to the constitutional limit. On motion, which was carried, the Secretary was instructed to include in the minutes a copy of his letter to the Attorney General and the Attorney General's reply, which is included herewith.

"Hon. I. H. Van Winkle,  
Attorney General,  
Supreme Court Building.

Dear Sir:

The highway commission has instructed me to request of you an opinion disclosing the limit of indebtedness which the state is authorized to incur in the sale of highway bonds.

The matter upon which the commission desires advice may be more clearly understood if I call to your attention the various acts of the legislature by which bonds of the state of Oregon have been authorized and the amounts of the same. These several bond issues or authorizations are as follows:

Chapter 423, Laws of 1917, commonly referred to as the Six Million Dollar Bonding Act, authorizes the sale of bonds in the sum of \$6,000,000.

Chapter 173, Laws of 1919, commonly known as the first Ten Million Dollar Bonding Act, authorizes the sale of bonds in the sum of \$10,000,000.

Chapter 43, Laws of 1920, commonly known as the second Ten Million Dollar Bonding Act, authorizes the sale of bonds in the sum of \$10,000,000.

Chapter 383, Laws of 1921, commonly known as the Seven Million Dollar Bonding Act, authorizes the sale of bonds in the sum of \$7,000,000.

All of these acts authorize the sale of bonds by the Highway Commission.



In addition to these authorizations there are the following bond acts:

Chapter 175, Laws of 1917, commonly known as the Bean-Barrett Act, authorizes the sale of bonds in the sum of approximately \$1,900,000; and

Chapter 31, Laws of 1920, sometimes referred to as a re-enactment of the Bean-Barrett Bill, which authorizes the sale of bonds in an amount sufficient to match funds offered by the federal government.

Then in addition to all of the above authorizations there is Chapter 345, Laws of 1919, commonly known as the Roosevelt Highway Bill which authorizes the sale of bonds in the sum of \$2,500,000.

It will be noted, however, that with reference to the Roosevelt Bill the sale of bonds thereunder is contingent upon action by the federal government and the law is not operative until the United States has appropriated or provided from any fund a like sum or amount. It is further to be noted that thus far the federal government has refused to cooperate under the provisions of that act.

It is further to be noted that in all of the acts wherein the state highway commission or the board of control are authorized to sell bonds, that the good faith of the state of Oregon is pledged to meet federal aid, and by the provisions of Chapter 31 of the Laws of 1920 no specific amount of bonds is named or fixed, but the board of control is authorized to sell sufficient bonds to meet the funds offered by the federal government to the state of Oregon.

It is also to be noted that in Chapter 383 of the Laws of 1921, the highway commission is not only authorized to sell the \$7,000,000 specifically specified in the act, but the commission is authorized to sell in addition thereto such an additional amount of bonds as may be permitted and authorized by, but not in conflict with, the provisions of the constitution of the state of Oregon.

The question now confronting the commission, and upon which it desires advice from you, is this: are the board of control and the highway commission authorized to sell sufficient bonds to meet the funds offered by the federal government, provided that the limit fixed by the constitution of the state of Oregon is not exceeded, or must the board of control and the state highway commission keep in the sale of bonds to meet federal aid enough below the constitutional limit to permit of the sale of \$2,500,000 by the Governor under the provisions of the Roosevelt Bill in the event that the federal government should comply with the provisions of the Roosevelt Bill and match the bonds therein authorized? And must the highway commission and the board of control protect the bonds authorized by the Roosevelt Bill notwithstanding the fact that by so doing the state of Oregon will be unable to make good its pledge to meet the aid offered by the federal government and thereby the state of Oregon lose federal aid by reason of

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the failure of the state to match the same?

In other words since the Roosevelt Highway act is not at this time operative by reason of the refusal of the government to meet the conditions of the same, may the bonds of the state of Oregon, under the several acts, be sold by the board of control or the state highway commission in sufficient amount to meet the funds offered by the federal government, limited, however, by the limits fixed by the constitution of the state of Oregon?

This is a very important matter to the state, and is, therefore, one upon which the highway commission respectfully asks your opinion and advice.

Very truly yours,

(sgd) ROY A. KLEIN,  
Secretary."

"Oregon State Highway Commission,  
Capitol Building.

Attention Mr. Roy A. Klein, Secy.

Gentlemen:

I have your letter of the 10th instant enumerating the various acts of the legislature and people of the State of Oregon, authorizing the issuance and sale of bonds by the State Highway Commission, the Board of Control and the Governor, for the construction and improvement of highways in the State of Oregon, and submitting the following questions:

'Are the Board of Control and the Highway Commission authorized to sell sufficient bonds to meet the funds offered by the federal government, provided that the limit fixed by the constitution of the state of Oregon is not exceeded, or must the Board of Control and the State Highway Commission keep in the sale of bonds to meet federal aid enough below the constitutional limit to permit of the sale of \$2,500,000 by the Governor under the provisions of the Roosevelt Bill in the event that the federal government should comply with the provisions of the Roosevelt Bill and match the bonds therein authorized? And must the Highway Commission and the Board of Control protect the bonds authorized by the Roosevelt Bill notwithstanding the fact that by so doing the State of Oregon will be unable to make good its pledge to meet the aid offered by the federal government and thereby the State of Oregon lose federal aid by reason of the failure of the state to match the same?

In other words, since the Roosevelt Highway act is not at this time operative by reason of the refusal of the government to meet the conditions of the same, may the bonds of the State of Oregon, under the several acts, be sold by the Board of Control or the State Highway Commission in sufficient

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amount to meet the funds offered by the federal government, limited, however, by the limits fixed by the constitution of the State of Oregon?

Chapters 423, Laws of 1917, 173, Laws of 1919, and 43 Laws of 1920, authorize the sale of bonds by the Highway Commission in the sums therein specified, which bonds as I understand, have already been issued and sold.

Chapter 383, Laws of 1921, authorizes the sale of bonds for such purpose 'in an amount not to exceed the sum of seven million dollars (\$7,000,000) par value;' (sec. 2).

In Section 9, however, this language is found:

'No bonds shall be issued pursuant to this act, nor indebtedness incurred hereunder which, singly or in the aggregate, with previous debts or liabilities incurred for building and maintaining permanent roads, shall exceed any limitation provided in the constitution of the state of Oregon at the date of the issuance and sale of such bonds; but said commission is authorized and empowered to sell, in addition to said bonds, in the amount of seven million dollars (\$7,000,000), such an additional amount of bonds as may be permitted and authorized by, and not in conflict with, the provisions of the constitution of the state of Oregon.'

Chapter 175, Laws of 1917, commonly known as the Bean-Barrett Act, and Chapter 31, Laws of 1920, which, for the purpose of this discussion, may be considered as a reenactment of the first Bean-Barrett Act, authorized the sale of bonds by the Board of Control in an amount necessary to meet federal moneys made available for road construction in Oregon, contingent upon a like appropriation by the State of Oregon.

It is therefore noticed that under the provisions of these various acts bonds have been issued and are authorized to be issued to the full amount permitted by the limitation fixed in the Constitution of the State of Oregon.

Chapter 345, Laws of 1919, commonly known as the Roosevelt Highway Bill, authorized the sale of bonds by the Governor in the sum of \$2,500,000 for the purpose of building a highway from Astoria to the California line along the coast, contingent upon the appropriation of a like sum by the federal government, or at least an equal amount for the same purpose, and Chapter 23, Laws of 1920, amends Section 9 of said act, extending the time during which such authority is vested until February 1st, 1923, and provides that if the United States shall fail to make such appropriation on or before said date then this act shall be null and void.

The condition, therefore, upon which your question is based is that the State Highway Commission, the Board of Control and the

Governor, under the provisions of the several highway acts above mentioned, are authorized to issue bonds not to exceed the amount limited by the Constitution, and all of said acts must be considered in pari materia in order to arrive at the legislative intent, and that all may be given effect according thereto.

It is noticed that Chapter 345, Laws of 1919, does not provide that the bonds therein authorized, shall have precedence over any other bonds, and even if it did, the act of 1921, Chapter 383, above cited, authorizes the Highway Commission to issue bonds up to the amount limited by the Constitution. This amount would of course depend upon the amount of bonds already issued at the time of any given issue under said provision.

The situation therefore, as I understand it, is that any or all of these bonds may be issued when the conditions are met, provided the limitation placed by the Constitution has not already been reached and the bonds already issued at any time to the amount of the constitutional limitation would bar the issuance of any further sum under any of the acts.

It is noticed that the Roosevelt Highway Bill is not a direct or complete authorization for the issuance of bonds, but makes such authority contingent upon the appropriation of a like sum or at least an equal amount by the federal government, and you have informed me that the federal government has refused to make such appropriation; in other words, said act, so far as it relates to the federal government, constitutes an offer to the United States to provide said amount of funds upon the acceptance of such offer by the United States, but such offer has not been accepted, and thus far has been refused.

It is therefore my opinion that the Highway Commission, under Chapter 383, Laws of 1921, and the Board of Control under the conditions provided in the Bean-Barrett bills, above cited, are authorized to issue bonds up to the constitutional limit, notwithstanding the provisions of the Roosevelt Highway bill, and the Highway Commission is authorized to improve any part of said Roosevelt Highway from any moneys belonging to the State Highway fund.

Very respectfully yours,

(sgd) I. H. VAN WINKLE,  
Attorney General."

After consideration of the Attorney General's opinion, a motion was made and carried that in planning the work to be done in 1922, the Commission assume they have the right to issue these bonds up to the constitutional limit as advised by the Attorney General and that the funds from this source be considered in making up the 1922 program.

Relative to the location of the Roseburg-Coos Bay Highway across the Porter property in Camas Valley, motion was made and carried that the direct line proposed by the engineer across the property be adopted as the

definite location.

In the matter of the indebtedness of Douglas County to the state, motion was made and carried that a copy of the Chairman's letter of March 9 to the County Court of Douglas County be included in the minutes, which is included herewith:

"March 9, 1922.

Hon. Geo. Quine,  
County Judge,  
Roseburg, Ore.

Dear Judge Quine:

Your letter of March 6th, addressed to the Highway Commission, was referred to me for reply, and I was dictating a reply thereto yesterday when I was called by Mr. Nunn and yourself and in making response I shall take into consideration especially the conversation. I do this because your letter, to which reference is made, could not have been accepted as a basis of future cooperation or as a guide in the action of the Highway Commission, if we properly interpret it.

It is now my understanding and will be the understanding of the Commission unless corrected, that the attitude of your county, as expressed by you, is that the claim for \$10,000, based on an agreement with the Douglas County Court at the time when Judge Marsters was judge - is a just claim and that it will be paid by your county; the payment thereof not being contingent upon any promise of the Commission, but that the payment will be in pursuance of settlement of former agreements. I trust this fairly expresses the present attitude and regret that there has been any controversy.

I understand that you now desire the agreements to which the state and your county are parties so far as the completion of the work on the Pacific Highway and the Roseburg-Coos Bay road is concerned, to be carried out without having each account written into an agreement, as was suggested in your letter of March 6th. Of course it is understood that the amounts that are to be contributed by both parties were based on estimates which may or may not be accurate. It is not the intention however of the Commission to let any contracts to which you are contributor, without submitting them to you.

About the only thing that remains unsettled, but which has been frequently mentioned, is the matter of payment by the county or the town of Drain for that part of the cost of constructing through Drain that must be paid by the local party; that is, the county or the town or both. On this point we hope to hear from you as soon as possible. The matter of

relocating the highway through Drain; that is, the matter of determining on location of the bridge across Elk Creek and the section of the road immediately adjacent, is yet under consideration and will be further discussed with you and some satisfactory decision reached, we trust at an early date.

Most cordially and sincerely,

(sgd) R. A. BOOTH"

The Warren Construction Company claim for additional right of way near Oakland in Douglas County, which they were required to purchase in order to carry on construction operations was approved to the amount of \$599.35 and the Secretary was instructed to prepare a voucher in this amount.

The Engineer reported that on the Merrill-California Line Section, Contract No. 228, the work had been closed down for the winter and recommended that the payment of all but three per cent of the retained percentage to the contractor, Oskar Huber, be made. After consideration, on motion of Mr. Yeon, the Engineer's recommendation was adopted and the payment of the retained percentage except three per cent authorized.

The meeting then adjourned to meet again the next day.

Portland, Oregon, March 25, 1922.

The Commission met at 10 o'clock 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 conference was held with the representatives of the Forest Service and the Bureau of Public Roads. Present were Messrs. George H. Cecil and P. H. Dater, representing the Forest Service and C. H. Purcell, C. L. McKesson, J. A. Elliott and H. D. Farmer representing the Bureau of Public Roads.

The Secretary read the minutes of the Highway Commission relating to the meeting in Mr. Cecil's office on February 20th, which were approved by the Forest Service officials, it being understood that these minutes represented the statements of the conference but they were understood to be tentative and bound none of the parties.

The following projects were discussed:

On the Trail-Prospect project, it was agreed that the cooperation should be as previously agreed, \$150,000 by the Government and

\$150,000 by the state, the roadway to be 18 ft. traveled way, exclusive of ditches, and 14 ft. surfacing.

It was agreed that that part of the Dalles-California Highway between Fort Klamath and the Deschutes County Line should be considered a Forest Road and the improvement should commence this year and remain a continuing project until graded and rocked; the Forestry Department contributing one-half and Klamath County one-half of the expenditure for 1922, the appropriation being \$242,000; it being understood that the section improved shall be both graded and rocked this season.

Fort Klamath-Crater National Park. It was agreed that this project should be undertaken this year under the cooperative arrangement previously proposed of one-third by the county, one-third by the state and one-third by the Government, and that 14 ft. gravel surfacing would be satisfactory.

On the Neskowin-Salmon River project, the Commission would like to divide this into two parts, taking one part from Tillamook County line to Hebo and the second section from the Tillamook-Lincoln County Line to the Siletz River. Both sections to be three party agreements, county, state and Government, with the understanding that construction shall be continued as funds are available.

In the matter of the Lane-Coos Road: This was discussed at length with Mr. Cecil of the Forest Service and Mr. Purcell of the Bureau of Public Roads present and participating. The discussion related particularly to the standard of the road; that is, to the width of grading and surfacing - this being especially important because of a lack of funds sufficient to construct the road on the usual standard of roads receiving Federal Aid. The following conclusions and agreements were reached: (1) That that section of the road between Blachly and Florence, or such point as the Roosevelt Highway may cross the Siuslaw River, shall be considered a Forest Road. (2) That in consideration of the agreement of the said section being adopted as a Forest Road, the said road from the Pacific Highway west shall be withdrawn from the Federal Aid map heretofore tentatively submitted to the Secretary of Agriculture. (3) That the section between Blachly and Rainrock shall be improved during 1922 at an estimated cost of \$300,000; the county and the Forest Service each contributing one-half. (4) That the location of the section from Rainrock west shall be held in abeyance and that the improvement of the same shall be undertaken as a continuing project; 50% of the cost thereof to be contributed by the Forest Service; 25% by the state and 25% by the county. The work to be undertaken when the contributing parties have available funds that can be appropriated to such construction. Mr. Yeon states that at this time he does not wish to commit himself to any further participation west of Rainrock. Moved and seconded that the agreement be confirmed and the motion carried, Mr. Barratt and Mr. Booth voting in the affirmative, Mr. Yeon stating that he does not want the state committed to any further appropriation of funds west of Rainrock at this time.

Prairie City-Unity project. Mr. Booth stated that the Commission could not bind themselves for next year except as funds were available, but it was understood that this would be a continuing project with approximately \$300,000 spent this year and thereafter until it is completed on a 50-50 basis. The Grant County officials, who were present, explained that from their \$150,000 it would be necessary to deduct the right of way cost. The standard roadbed agreed upon was 16 ft. traveled way plus the ditches. On steep sidehills, where the quantities are heavy, it was decided to use 14 ft. traveled way.

Grant County reported that they had \$35,000 in bond money in addition to what market road funds they can raise to expend on the Pilot Rock-Prairie City road in their county when this road came up for consideration and were willing that this should now be used if the state would spend an equivalent amount later.

On the Coast Highway in Curry County, Lindville Hill Section, it was decided to use a standard of 14 ft. exclusive of ditches on the heavy work.

\$20,000 was named as the probable cost of the Willamette Highway survey and it was agreed that the same should be shared equally by the state and the Forest Service.

On the Alsea project, it was definitely agreed that the contribution should be \$50,000 each by the Forest Service and the State for 1922 and that the roadbed should be 14 ft. traveled way, exclusive of ditches.

On the Santiam River project between Shea's Hill and Cascadia, it was agreed that 14 ft. traveled way should be adopted as standard.

The Waldo-California Line project it was agreed to hold over until the next meeting.

Mr. Cecil asked that the Wapinitia project be considered first after the above list.

The following post road projects were discussed:

Sexton Mountain, Canyonville-Galesville, Monmouth-Benton County Line, Rickreall-Holmes Gap, McMinnville-Amity, Deadman's Pass-Kamela, Baker-Nelson, Valades Ranch-Dayville. These were all tentatively approved by Mr. Purcell.

On the Roseburg-Coos Bay macadam project, approval was withheld by Mr. Purcell.

Also on the Albany-Tangent project, the Government officials having recommended that the primary highway cross through Corvallis, this project was not approved as on the primary highway, and the Commission



were unwilling to construct an 18 ft. width of pavement unless made primary.

Mr. Purcell expressed tentative approval of the following projects for Government cooperation: Winchester bridge, the bridge at Drain, the overcrossings at Oakland, Wilbur, Shady and Sutherlin, Douglas County, the Arlington-Shutler project and the Rex-Tigard surfacing. The Commission ordered the Engineer to prepare as Federal Aid projects the Winchester bridge and a sufficient number of the overhead crossings in Douglas County to take up the balance of Federal Aid available to the state.

The following projects were ordered advertised for the next meeting: Sexton Mountain, Canyonville-Galesville, Albany-Tangent, McMinnville-Amity for paving; Deadman's Pass-Kamela and Baker-Nelson, grading and macadam; Valades Ranch-East on the John Day Highway in Grant County, extending to such a point as will cost approximately \$225,000 for grading, macadam and bridges; Pilot Rock-Vinson Section from Pilot Rock to the head of Vinson Canyon, macadam; Sisters to Broad Canyon, Sisters-Tumalo, macadam; Goldson-Blochly, macadam; Camas Valley-Myrtle Point, macadam; The Dalles-Dufur, grading and macadam; Arlington-Shutler, grading and macadam.

The Engineer was also instructed to advertise the section between Junction City and Lancaster for grading, draining and macadam when the right of way has been secured and with the further instructions that if Lane County indicates that they are prepared to continue the grading and bridge work to the ferry that the instructions for advertising shall run to the whole.

It was moved and carried that every remaining project on the Pacific and Columbia River Highways be ordered advertised by the Engineer as soon as he can get them ready.

On the Sarvice Creek Section of the John Day Highway in Wheeler County, on motion which was carried, the action of the Commission on the preceding day by which the bid of Montague-O'Reilly Company was rejected was reconsidered, the low bidder offering to reduce his bid \$1,980.00, and the Engineer recommending that the bid be accepted. On motion, which was carried, the award was made in harmony with the recommendation of the Engineer.

On motion, which was carried, the Engineer was authorized to award the contract for grading and rockwork between Shutler and the Base Line on the John Day Highway in Gilliam County to the Security Construction Company of La Grande, provided they will do the work at the same unit price at which the whole project between Rock Creek and Shutler was bid.

In the matter of cooperative work in Malheur County on the Jamieson-Brogan Section and from Vale west, a communication was received from the county in which they stated that it was their understanding that the work on these projects was to be done on a 50-50 cooperative basis,

the state and the county to divide equally the costs of grading, macadam and bridges instead of the cost of grading and bridges by the county and macadam by the state. After consideration, the Commission accepted the county's proposal and the Secretary was instructed to notify the county that the division of costs would be made in accordance with that understanding of 50% by the county and 50% by the state.

A telegram was received from Clatsop County, stating that they were unable to meet the state's demand for \$24,681.25 due on the Youngs Bay Bridge but that they would place that amount in their budget and reimburse the state next year. Under this condition, the awarding of the contract for the Seaside-Skipanon project was approved.

Baker County Court advised that they were advertising their bonds for sale on April 6, and if a favorable bid was not received they would turn their bonds over to the state. With this understanding, the award of the contract for the Nelson-Malheur County Line project was authorized.

The Secretary reported that James Helmick and Amanda Helmick had made a gift to the state of 0.3 acres and Sarah Helmick a gift of 5.16 acres of land for the purpose of a public park, located on the south side of the Luckiamute River and adjoining and west of the West Side Highway in Polk County. On motion which was unanimously carried, the Commission accepted the park and named it "Sarah Helmick Park" and instructed the Secretary to write a letter of appreciation to the donors and convey the thanks of the Commission.

Motion was made and carried that the Engineer be authorized to purchase 8.75 acres from Thomas Holman, the park site near Eola, at the offered price of \$1000.00, to be designated as Holman Park.

The following resolution was offered by Mr. Yeon, who moved its adoption:

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

"Such portion of the Columbia River Highway between the Multnomah County line easterly through the city of Hood River and Hood River County, and through The Dalles and Wasco County; through Sherman County; through Gilliam County by way of the town of Arlington, and up the Columbia River to the confluence of the Umatilla River with the Columbia River; thence up the Umatilla River through Hermiston, Stanfield, Echo and Pendleton, and thence by such route as shall be determined by the state highway commission to LaGrande, Baker and to the Idaho line."

And,

WHEREAS, by the terms of said legislative act it is provided and determined that said highway shall be permanently constructed, finished and maintained as a permanent highway; And,

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

WHEREAS, said highway has been definitely surveyed and located upon the ground and has been permanently improved through Hood River County, a portion of which said highway within said County, as located and improved, encroaches upon a portion of the premises claimed to be owned by, and in the possession of, V. T. Beauregard and Rose Beauregard, his wife. The portion or part of said premises so encroached upon being particularly described as follows:

#### PARCEL NO. 1

"Beginning at a common point on the East property line of V. T. Beauregard and the south right of way line of the Columbia River Highway, said point being 663.63 feet east and 74 feet south of the northwest corner of Section 31, T. 3 N. R. 11 E., W. M., thence south on said east property line 132 feet to the northwest right of way line of the Columbia River Highway; thence south 52 degrees 31' west on said right of way line 87.3 feet to point of curve; thence on a 132.3 foot radius curve to the left 301.2 feet to a point on the southerly right of way line of the Columbia River Highway; thence north 77 degrees 44' west 319.4 feet to a point on the southerly right of way line of the Columbia River Highway; thence on a 134.2 foot radius curve to the left 197.0 feet to point of tangency on said right of way line; thence north 18 degrees 10' east 231.1 feet to point of curve on said right of way line; thence on a 72.3 foot radius curve to the right 124 feet to point of beginning; containing 0.90 acres, more or less."

#### PARCEL NO. 2

"Beginning at a point 505.6 feet east of the northwest corner of Section 31, T. 3 N. R. 11 E., W. M., said beginning point being the intersection of north line of said section 31, and the easterly right of way line of the Columbia River Highway, thence south 39 degrees 14' west along the easterly right of way line of the Columbia River Highway 316 feet to point of curve; thence on a 74.2 foot radius curve to the left 260.4 feet to point of tangency on westerly right of way line of the Columbia River Highway; thence north 18 degrees 10' east along said westerly right of way line 231.1 feet to point of curve; thence on a 132.3 foot radius curve to the right 200 feet to

point of intersection of north right of way line of Columbia River Highway and east property line of V. T. Beauregard as recorded in Book of Deeds 13, page 197, of Hood River County Records; thence North 11 feet on said east property line to a point on north line of Section 31, T. 3 N. R. 11 E., W. M., thence West 158.03 feet to point of beginning; containing 0.96 acres, more or less."

#### PARCEL NO. 3

"Beginning at a point 226 feet east of the northwest corner of Section 31, T. 3 N. R. 11 E., W. M., said beginning point being the intersection of north line of said Section 31 and the southerly right of way line of the Columbia River Highway; thence South 8 degrees 40' east 212.6 feet to point of curve on northwesterly right of way line of the Columbia River Highway; thence North 39 degrees 14' east 386 feet along the northwest right of way line of the Columbia River Highway to point of curve; thence northerly on a 72.3 foot radius curve to the left 238.2 feet to a point of tangency on said right of way line; thence south 25 degrees 44' east 57.0 feet to a point of curve on said right of way line; thence southerly on a 234.6 foot radius curve to the right 177 feet to point of beginning, containing 1.19 acres, more or less."

And,

WHEREAS, it is necessary that the state acquire title to the above described parcels of land in order that the state may more adequately and effectively maintain said highway through the said property, and in order that the state may more adequately protect the slopes and grades constructed in connection with the improvement of said highway, and in order that the state may control the said parcels of land for the purpose of preventing the removal of gravel and other material therefrom, the removal of which material undermines and damages the slopes and grades of said highway and thereby prevents the State Highway Commission from adequately maintaining and protecting the said highway improvement; And,

WHEREAS, it has been brought to the attention of the Highway Commission that numerous persons are removing rock, gravel and sand from the above described parcels of land and continue to do so notwithstanding the fact that representatives of the State Highway Commission have called attention to the damage done to said highway by the removal of such material, and it appears to the Commission that the state can more adequately protect and maintain its highway if control over said parcels of land is vested in the state by the acquisition of title thereto; And,

WHEREAS, the county court of Hood River County has failed and neglected to acquire title to said land for right of way purposes and for all of the purposes herein stated, and by reason of the said failure and neglect it is necessary that the state, through the State Highway Commission,

acquire said land either by agreement, purchase, condemnation or by the exercise of the power of eminent domain as provided by law; And,

WHEREAS, the Highway Commission has heretofore attempted in good faith to agree with the owners of said parcels of land through which, and across which, the right of way and the route for said highway is located; and has attempted to acquire the right of way or easement over the premises hereinbefore described, and said Commission has attempted to agree upon the terms and conditions upon which said premises might be acquired for the purposes herein stated, and the compensation to be paid therefor, but said Commission is unable to reach any satisfactory or reasonable agreement with said owners, and therefore, request the Attorney General to prosecute the necessary proceeding to acquire said title; And,

WHEREAS, the said above described parcels of land are required and are necessary for right of way purposes and for the purposes as herein stated, and by reason of the neglect and failure of the county court of Hood River County to acquire said parcels of land and said property, and because of the fact that said above described parcels of land are necessary for the proper location, establishment, construction, improvement and maintenance of said highway, it is necessary that title to the same be acquired.

THEREFORE, BE IT RESOLVED, that the above described parcels of land be and the same are hereby declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said highway and the slopes and embankments thereof; and be it further resolved that a further effort be made by the Highway Commission, through its Attorney, to agree with the owners of the said parcels of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached, then

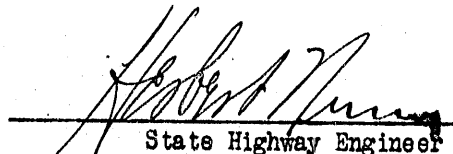
Be it further resolved that the Attorney General of the State of Oregon and J. M. Devers, Assistant Attorney General and Attorney for the Highway Commission, be and they are hereby requested to commence and prosecute to a final determination such suit, action or proceeding as will be necessary to acquire title to said premises and to acquire the necessary right of way, land, franchise and privileges for the proper location, establishment and improvement of said highway over and across said premises.

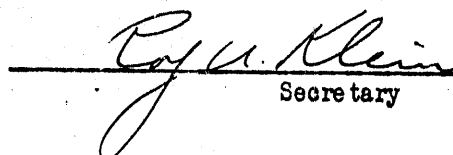
The motion was duly seconded and adopted.


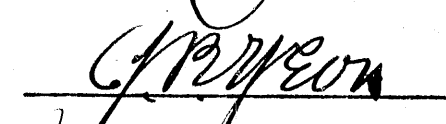

Motion made and carried that the Commission take over Bradley Park at Clatsop Crest in accordance with the request of Clatsop County, the county to contribute \$1000 according to their agreement. It was moved and seconded that the Engineer be instructed to prepare plans and estimates for a comfort station, water supply, drainage and sanitation.

MAR 25 1922

The meeting then adjourned subject to the call of the Chairman.

  
State Highway Engineer

  
Secretary

  
Chairman  
  


Portland, Oregon, March 31, 1922.

The Commission met in Room 212, Imperial Hotel at 10 o'clock A. M. Present were:

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

A conference was held with the representatives of the Bureau of Public Roads. Present were C. H. Purcell, C. L. McKesson, J. A. Elliott and H. D. Farmer. The following projects were discussed:

On the Waldo-California State Line Section proposed for a forest project, an 18 foot roadbed, exclusive of ditches, was agreed upon.

On the Albany-Tangent Post Road project, Mr. Purcell said that the Bureau would approve the project for federal aid without classification inasmuch as the classification of the Albany-Harrisburg Section of the Pacific Highway had not been definitely decided upon by their Washington office. The Chairman asked if the Bureau would accept a 16 foot width of surfacing and the answer was negative. The Commission, therefore, ordered the project withdrawn as a federal aid project and advertised for 16 foot pavement with rock shoulders.

On the Trail-Prospect Section of the Medford-Crater Lake Highway, Mr. Purcell stated that a section of this project would be advertised during the next month and that he will recommend that the Secretary maintain the project out of funds which have or will be made available for two years following date of completion; and the state take care of the maintenance thereafter. This was agreed to.

On the Neskowin-Salmon River project, it was agreed that the southern terminus of the project should be at the Siletz River.

The Chairman asked that the Oregon Caves road be extended from the Robinson Ranch to the Oswald Ranch, a distance of approximately 1½

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miles. This matter was taken under consideration by the federal representatives.

The Engineer reported that a reconnaissance had been made of the proposed alternate location for the northern part of the Oregon-Washington Highway from Rhea siding west to a connection with the John Day Highway south of Arlington, which developed the fact that the proposed route requires several hundred feet of rise and fall as compared with a water grade on the Willow Creek route. Also the preliminary estimates indicate cheaper construction on the Willow Creek route. The Engineer reported that the demands for right of way damages on this latter route had also been considerably modified. A further consideration of the matter was deferred until the next meeting of the Commission. In the meantime the engineer was instructed to complete the survey of the Willow Creek route.

Mr. F. I. Fuller, Vice President of the P. R. L. & P. Co., reported that the officials of his company were working on the Oregon City south approach matters and the industries of Oregon City have indicated that they will contribute, and also that they were securing figures from the contractors as to unit prices on the work. He stated also that the Southern Pacific engineers were making an estimate of the cost of the undercrossing at Fifth Street. Mr. Fuller asked for further time, which was granted. The members of the Commission expressed their intention of looking over the project the next day.

In the interests of the Albany-Lebanon-Foster Improvement District, there were present A. B. Millsap, Mayor, Alex Powers, N. M. Newport, city attorney, and Frank Doolittle, councilman, all of Lebanon and Commissioner Pierce of Albany. Mr. Newport spoke in favor of the boundaries of the district as submitted. The other representatives also indicated that they endorsed the proposed boundaries. The Chairman stated that many protests have been filed against the boundaries as submitted, and the Commission had hoped that the residents of the district would get together and agree among themselves but if they are unable to do so the Commission will make an investigation in the near future.

Mr. I. N. Day spoke of the type of pavement on the Sexton Mountain job and requested the Commission to invite bids on an alternate type, using a vertical concrete curb 8 inches wide, instead of the flat 30 inch concrete curb proposed. The Engineer stated that there was no objection to this alternate type. Inasmuch as this is a federal cooperative project, the Engineer was instructed to take up the matter of the alternate design with the Bureau of Public Roads and if acceptable to advertise for bids for that type as an alternate.

In the matter of the Morton right of way case at Ruthon on the Columbia River Highway in Hood River County, the attorney asked for instructions as to whether the condemnation case or the damage case should be tried first. The Commission were undecided and agreed to look over the ground later. However, the Commission agreed to reimburse the contractor for any reasonable damages assessed by the court on account

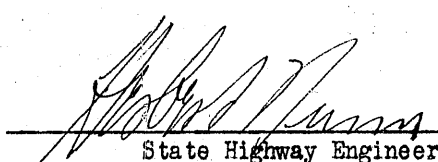
of insufficient right of way.

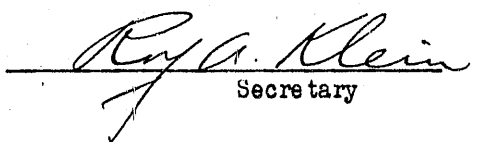
In the Perham, Brown, Dean & Hague final accounting, the Commission after consideration decided to bill the surety company for the entire cost of the work, with an adjustment of one-half the storage charged on cement at Marshfield and an adjustment to reduce the sack loss to three and one-half per cent. The Commission decided that interest on the balances should be charged at five and one-half per cent. The Commission decided to turn back the three trucks and the mixer to the surety for disposition.


A request was received from C. A. Bell of Hood River asking that the Columbia River Highway bridge over Hood River be named Cge Bridge in honor of early pioneers. The matter was referred to Commissioner Yeon.

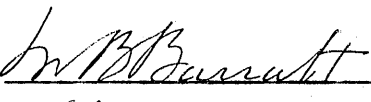
Mr. Scoggin of Elliott & Scoggin brought up their claim for reimbursement for cost of the telegraph line protection during construction of the Kamela-Hilgard Section. The Engineer rendered a report which was referred back for additional information with instructions to report further at the next meeting.

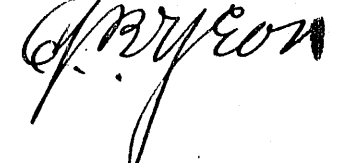
The Commission adjourned to meet the next day.

  
State Highway Engineer

  
Secretary

  
Chairman

  
W.B. Barrett

  
J. W. Yeon



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VOLUME VII  
MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1922

T O

MARCH 31, 1923

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OREGON STATE HIGHWAY COMMISSION

R. A. BOOTH, EUGENE, CHAIRMAN

J. B. YEON, PORTLAND, COMMISSIONER

W. B. BARRATT, HEPPNER, COMMISSIONER (April 1, 1922-March 27, 1923, resigned)

WILLIAM DUBY, BAKER, COMMISSIONER (March 27, 1923-March 31, 1923)

- - -

ROY A. KLEIN, SECRETARY

HERBERT NUNN, STATE HIGHWAY ENGINEER

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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1219	April 1	Harney County. Claim of Pacific Bridge Company on Burns-Lawen project approved. Permit for moving steam shovel between Scappoose and Rocky Point granted to C. W. Welker. Clatsop County. Contract for asphalt for Youngs Bay-Skipanon Section authorized. Standard Oil Company, contract for lubricating oils and greases approved. Oregon Federation of Fraternal Societies, requesting employment of American citizens. Curry County. Aid requested. Coos County. Coos Bay-Roseburg Highway considered most important. Coquille-Bandon location discussed.
1220		Deschutes County. Construction through Benham Falls Reservoir site discussed. Polk County. Bridge over South Yamhill River on McMinnville-Tillamook Highway ordered advertised. Lane County. Location between Florence and Heceta Head adopted. Permit granted Western Oregon Telephone & Telegraph Co. for line between Forest Grove and Dilley. Sherman County. Sherman Highway, change of location requested. Extensions of time: Frazier & Samuel, Umatilla County guard fence. Morrison-Knudsen Co., Jamieson-Brogan Section. Morrison-Knudsen Co., Vale-Burrell Ranch Section. Monson-Trierweiler Co., Whiteson Bridge. Tillamook County Court, Beaver-Hebo and Moore Cutoff. Warren Construction Co., Lexington-Morgan Section. A. D. Kern, Cold Springs-Holdman Section. Oxman & Harrington, Pilot Rock-Vinson Section. Oskar Huber, Merrill-California State Line Section. Deschutes County Court, Unit No. 2, Allen Ranch-Klamath County Line Section.
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1222		A. D. Kern, Wallowa Hill Section.
	April 14	Multnomah County, obligation for Mt. Hood Loop Highway.
1223		Proposals opened on following projects: Baker-Nelson Section, grading and surfacing; Blodgett-Toledo Section, surfacing;
1224		Cline Falls-Sisters-Tumalo Section, surfacing; Canyonville-Galesville Section, paving;
1225		Arlington-Shutler Section, grading and surfacing; Power Plant and Shell Rock Grades, grading; McVeigh Point Overcrossing Approaches, surfacing; Deadman's Pass-Kamela Section, grading and surfacing

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1226	April 14	Proposals received on following projects: McMinnville-Amity Section, paving; Baker-Nelson Section, four small spans; Unity Overcrossing; Four bridges near Sisters; 1227 Lake Creek and Oak Creek Bridges; Bridge near Willamina, Polk County; Two bridges over Birch Creek; 1228 Deer Creek Bridge, McMinnville-Tillamook Highway; Amity Bridge. Wallowa County. Lostine-Enterprise Section, grading and rocking requested. Coos County. Coquille-Myrtle Point Section, grading and macadam ordered advertised. Coquille-Bandon location requested. 1229 James J. Crossley, American Legion, asked that Commission make awards to Oregon residents. Clackamas County. Oregon City south approach, progress reported by F. I. Fuller. Tabulation of bids read and action taken on following: Four small bridges, Baker-Nelson Section; Unity Overcrossing; Four bridges near Sisters; Lake Creek and Oak Creek Bridges; Bridge near Willamina, Polk County; 1230 Two bridges over Birch Creek; Deer Creek Bridge, McMinnville-Tillamook Highway; Amity Bridge; Baker-Nelson Section, grading and surfacing; Blodgett-Toledo Section, surfacing; Cline Falls-Sisters and Sisters-Tumalo Section, surfacing; Canyonville-Galesville Section, paving; Arlington-Shutler Section, grading and surfacing; Power Plant and Shell Rock Sections, surfacing; 1231 McVeigh Overcrossing Approaches, surfacing; Deadman's Pass-Kamela Section, grading and surfacing; McMinnville-Amity Section, paving. Checks of unsuccessful bidders ordered returned. April 15 Proposals received on following projects: Myrtle Point-Camas Valley Section, surfacing Cummins Creek-Valades Ranch Section, grading 1232 Sexton Mountain Section, paving Goldson-Blachly Section, surfacing Albany-Tangent Section, paving 1233 Vinson Canyon-Pilot Rock Section, surfacing Pilot Rock-South Section, surfacing The Dalles-Dufur Section, grading and surfacing

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	1922	
1234	April 15	Wasco County. Maintenance of paving on The Dalles-Three Mile Section, to be at county's expense. Ruling from Bureau of Public Roads requested. Lane County. Location through Cottage Grove, change re- quested by Commissioner Sharp. Lake County. Request for extension of Lakeview-Bend project north from Paisley. Grant County. Bridges on Cummins Creek-Valades Ranch Section ordered advertised. Deschutes County. Redmond-Cline Falls Section, improve- ment requested. Umatilla County. Low bidder on Pilot Rock-Vinson Section asked to take Birch Creek market road. Union County. Oro Dell Overcrossing, construction re- quested. Yamhill and Tillamook Counties. Bee Ranch-Sulphur Springs Section, authority to advertise for additional quantities. 1235 Traffic restriction on Bee Ranch-Sulphur Springs Section. Umatilla County. Traffic officer authorized. Tabulation of bids read and action taken on following: The Dalles-Dufur Section, grading and surfacing; Goldson-Blachly Section, surfacing; Birch Creek Market Road, surfacing; Myrtle Point-Camas Valley Section, surfacing; Albany-Tangent Section, paving; Cummins Creek-Valades Ranch Section, grading; 1236 Vinson-Pilot Rock Section, surfacing; Sexton Mountain Section, paving. Baker County, Unity Overcrossing, bid qualified. Checks of unsuccessful bidders ordered returned. April 19 Benton and Lincoln Counties, Unit 1, Blodgett-Toledo Section, awarded to Washburn & Hall. 1237 Clackamas County bonds, offer by Robertson & Ewing. Gilliam County, adjustment of accounts, agreement. 1239 Shutler-Arlington Section awarded to Security Const. Co. Grant County, Cummins Creek-Valades Ranch Section awarded to Gus Carlson & Co. Coos and Douglas Counties. Myrtle Point-Camas Valley sur- facing, bids rejected; readvertisement ordered. Linn County, Albany-Tangent Section, paving. Awarded to V. R. Dennis Construction Co. Josephine County, Sexton Mountain Section, awarded to A. D. Kern. Federal Aid withdrawn. Baker County, Baker-Nelson grading and rocking awarded to Security Construction Co. Deschutes County. Sisters-Tumalo and Cline Falls-Sisters Sections awarded to March & Bowers. Baker County. Bridges on Baker-Nelson Section awarded to Jas. J. Burke & Co.



Page	Date	Subject
1240	April 19 1922	Baker County, Unity Overcrossing, awarded to Lindstrom & Feigenson. Linn County, Lake Creek and Oak Creek bridges awarded to Tobin & Pierce. Umatilla County, Birch Creek bridges awarded to Tobin & Pierce. Pilot Rock-Vinson Canyon Section awarded to General Construction Co. Wasco County, The Dalles-Dufur Section awarded to Clifton, Applegate & Toole Jefferson County, Trout Creek bridge awarded to Lindstrom & Feigenson. Next meeting date set. Following projects ordered advertised: Halsey-Harrisburg Section, paving Monmouth-Benton County Line Section, paving Beaver Portland Cement Co., asked as to ability to furnish cement for paving jobs south of Wilbur.
1241		Linn County, Albany-Lebanon-Foster Highway Improvement District. Resolution approving form of petition and boundaries.
1243		Polk County. Extension of credit requested. Designs ordered prepared and advertisement ordered on Rickreall bridge, Mud Slough bridge and two bridges over Soap Creek. State to advance funds. Engineer instructed to advertise for only one kind of culvert pipe. Cement contracts ordered prepared, McMinnville-Amity and Canyonville-Galesville projects. Union County, permit to Pacific Tel. & Tel. Co. to erect pole line between North Powder and Telocaset.
1244		Josephine County, Waldo-California Line Forest project, to be advertised for grading and bridges. Cooperation. Curry County, Brush Creek-Mussel Creek project, cooperation. Forest map ordered prepared. Marion County. Remonstrance from City of Salem against construction of overcrossing near Fair Ground. Tillamook County, maintenance on Three Rivers Section, payment requested from county. Clackamas County. Engineer instructed to sell logs left from clearing Mt. Hood Loop Highway. Morrow County, Heppner Junction Overcrossing, county requested to make payment. Baker County, Durkee undercrossing, railroad company requested to construct abutments.
1245		Malheur County, city of Ontario, request for state aid. Lane County, Divide overcrossing, additional costs, request for extension of Public Service Commission order. Umatilla County, Commission's claim for equipment and maintenance, payment insisted upon. Pilot Rock-Vinson Section, state to rock.

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1245	April 19 1922	Curry County. Sixes River-Elk Creek Market Road Section, construction requested. Umatilla County, Pendleton-Cold Springs Highway, survey authorized. Hood River County. Hood River Loops, condemnation and purchase ordered. Multnomah County. Highway Commission has no authority, location of pole lines county matter.
1246	April 20	Josephine County, Sexton Mountain project, narrowing discussed. Lane County. Statement of account.
1247		Jefferson County. Engineer instructed to repair Trail Bridge; county asked to cooperate. Wallowa County, Lostine-Enterprise Section postponed. Deschutes County, Redmond-Cline Falls Section postponed. Jefferson County, Madras North Section postponed.
1248		Gilliam County, Willow Creek route adopted. Heppner Junction-Gilliam-Morrow County Line Section, funds. Roosevelt Highway, reconnaissance and estimates ordered. Washington County. Permit for pipe under pavement at Masonic and Eastern Star Home. Condemnation proceedings ordered in north end of Gaston. Benton County. Albany-Corvallis road, estimate of maintenance ordered. Logging permits, matter discussed.
1249		Douglas County, location through city of Drain. Elk Creek bridge and balance of paving at Drain ordered advertised. Curry County. Hunter's Head Section ordered advertised. Morrow County, Heppner-Gilliam County Line Section, claim of Oskar Huber approved. Gilliam County, petition for telephone line between Blalock and Arlington. Warning signals discussed with railroad representatives. A. G. A. lighthouses ordered.
1250		Sherman County. Moro-Grass Valley and Wasco-Moro Sections, extension of time granted. Jefferson County. Units 2 and 4, Madras-Wasco County Line Section. Extension of time granted. Attorney General's opinion as to authority of Commission within cities and towns.
1253	May 9	Bids opened on following projects:
1254		Myrtle Point-Coquille Section, grading and surfacing; Winston-Camas Mountain Section, surfacing; Walterville-Deerhorn & Doyle Hill Sections, grading & surfacing; Halsey-Harrisburg Section, paving

Page	Date	Subject
1255	May 9	Bids received on following: Rickreall-Holmes Gap Section, paving; Wasco-Biggs Section, grading and surfacing; Mohler-Clatsop County Line Section, grading and surfacing; Bridge No. 614 over Willamette River near Cottage Grove Klamath County. Route from Merrill North adopted. 1256 Modoc Point-Fort Klamath, county cooperation offered. Keno-Hayden Creek Section, county cooperation offered. Tillamook County. Request Hebo-Neskowin Section be withdrawn from forest project. County cooperation offered. Linn County. Shea Hill-Ranger Station Section, construction proposed. Halsey, request that city be relieved of share of cost of paving. Coos County. Rocking requested from ferry landing on north side of Coos Bay to Lakeside. Douglas County. Comstock Overcrossing paving, attorney to bring suit to recover on bond. 1257 Tabulation of bids read and action taken on following: Rickreall-Holmes Gap Section, paving; Myrtle Point-Coquille Section, grading and macadam; Mohler-Clatsop County Line Section, grading; Walterville-Deerhorn and Doyle Hill Sections, grading and surfacing; Wasco-Biggs Section, grading and surfacing; Winston-Camas Mountain Section, surfacing; Halsey-Harrisburg Section, paving; Bridge over Willamette at Cottage Grove. Checks of unsuccessful bidders ordered returned. 1258 May 10 Bids received on following: Myrtle Point-Camas Valley Section, surfacing; 1259 Hunters Head Section, grading; Harrisburg-Junction City Section, grading and surfacing; Morrow-Benton County Line Section, paving; 1260 Meeting with truck and tractor operators. 1261 Tabulation of bids read and action taken on following: Harrisburg-Junction City Section, grading and macadam; Morrow-Benton County Line Section, paving; Myrtle Point-Camas Valley Section, surfacing; 1262 Hunters Head Section, grading. Checks of unsuccessful bidders ordered returned. Bridge over Willamette River at Cottage Grove awarded. Hood River County. Permit for filling station on Loops refused. Coos County traffic officer commission as state traffic officer. May 11 Oregon City south approach. Contributions reported. 1263 Clackamas County. Investigation of railroad crossing north of west end of Oregon City bridge. Portion to be left out of paving.

Page	Date	Subject
1263	May 11	Coos County. Coquille-Bandon Section, location adopted. 1264 Tillamook County. Route of Coast Highway north of Tillamook adopted. Coos County. Perham, Brown, Dean & Bague claim considered. Malheur County. Ontario bridge, rebuilding requested. Vale-Cairo-Ontario road, construction requested; cooperation offered. Burrell Ranch-Harper Ranch, survey ordered. 1265 Curry County. Sixes River-Elk River Section, construction requested including bridges. Douglas County. J. T. Logan claim for replacing culvert; payment authorized. Paving plant purchased from Oregon Independent Paving Co.; balance due ordered paid. Chester Wiles appointed Field Deputy. Gilliam County. Market road funds pledged for cooperation on Heppner Junction-Morrow County Line Section. May 12 Next meeting set for May 21. Following projects ordered advertised: Heppner Junction-Gilliam-Morrow County Line, grading and rock surfacing; Bolton-Oregon City Section, paving; Merrill-North Section, grading and surfacing; Deadman's Pass-Kamela Section, grading and surfacing; Elk Creek Bridge at Drain; Two bridges on John Day Highway near Dayville; Basket Slough bridge. 1266 Clatsop County. Plans and estimates submitted on Clatsop Crest Park. Conference with Forest officials. Trail-Prospect project awarded. Brush-Creek-Mussel Creek Section awarded. Neskowin-Salmon River project discussed. Grading only to be done this year. 1267 Post road projects discussed. Sexton Mountain project withdrawn. Following to be given consideration as post road projects: Winchester Bridge; Heppner Junction-Morrow County Line Section; Wallowa Hill, surfacing; Island City-Elgin, surfacing; Lostine-Enterprise, grading and surfacing; Cow Canyon Section, surfacing; Madras-Wasco County Line Section, grading and surfacing; Elk Creek bridge at Drain; Bolton-Oregon City, paving; Bridge at Rickreall; Oakland, Sutherlin, Wilbur, Shady and Creswell overcrossings; Elk River-Sixes River Section.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
1267	May 12	Tillamook County. Neskowin-Hebo Section, Tillamook County's cooperation accepted. Project ordered advertised. Log hauling operations through Oswego, Mr. Raffety requested to check up. Tractors, operation on pavement prohibited. Cement contracts authorized on Halsey-Harrisburg, Amity-McMinnville and Rickreall-Holmes Gap Sections. National Surety Company, suit ordered to collect on bond of Perham, Brown, Dean & Hague. Bonds not to be accepted.
1268		Benton County. Cooperation on maintenance of Albany-Corvallis road. Marion County. Overcrossing at Salem, matter dropped. Linn County. L. O. Herrold, extension of time granted on Murder Creek grade separation. Malheur County. Morrison-Knudsen Company, extension of time granted on Vale -Burrell Section.
1269	May 27	National Surety Company, settlement of Perham, Brown, Dean & Hague matter agreed upon. Previous action as to acceptance of bonds rescinded. Morrow County. Power line between Heppner and Ione, arrangement approved by Commission. Lane County, tentative adjustment of indebtedness.
1271		Following awards made: Junction City-Harrisburg, grading, bridges and gravel surfacing; Goldson-Blachly Section, surfacing; Shell Rock and Power Plant Sections, surfacing; Walterville-Deerhorn and Doyle Hill Section, grading and surfacing. Lane County, Harrisburg-Junction City, estimate for completion of grading, bridging and rocking of section between river and Boggs place ordered. Polk County, bridges ordered advertised. Provision for payment. Sherman County. Bridge at Fulton Canyon, request for lengthening span declined.
1272		Gilliam and Sherman Counties, reconstruction of John Day River bridge, plan approved and advertisement ordered. Malheur County. Snake River bridge at Ontario, engineer's report; matter to be taken up with Bureau of Public Roads. Union County. Perry bridge, Engineer's report on condition. Douglas County. No further pavement to be laid in Drain until previous obligation of city is met. Sherman Electric Company, reimbursement for moving poles declined. Traffic Officers Houston and Lieuallen, salaries increased. Federal Aid. Request that limit be kept at present figure.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
1273	May 31	Bids opened on following projects: Oregon City-Bolton Section, grading and paving; Unit 1, Myrtle Point-Camas Valley Section, surfacing; Heppner Jct.-Morrow Co. Line Section, grading and surfacing;
1274		Merrill Section, grading and surfacing; Neskowin-Hebo Section, grading and surfacing; Deadman's Pass-Kamela Section, grading and surfacing; Bridge No. 874 over Elk Creek at Drain; Bridges No. 888 and 889, Grant County; Bridge No. 827 over Basket Slough;
1275		Tillamook County. Rockaway North Section, surfacing ordered advertised. Umatilla County. Settlement of accounts considered. Klamath County. Lamms Mill-Fort Klamath Section, improvement requested. Merrill North Section, Dunn & Baker request transfer of contract to them. Polk and Benton Counties. Monmouth South project, low bidder asked if he will go ahead on sections not affected by Court decision. Benton County. Albany-Corvallis road, agreement as to maintenance.
1276		Coast Highway. Request to California Highway Commission to designate section from Crescent City north as part of highway system. Coos County, Coquille-Bandon Section, grading requested. Clackamas County. Oregon City south approach; application for hearing for crossing at Fifth Street. Tabulation of bids read and action taken on following: Merrill-North Section, grading and surfacing; Neskowin-Hebo Section, grading and surfacing; Deadman's Pass-Kamela Section, grading and surfacing; Oregon City-Bolton Section, grading and paving; Heppner Junction-Morrow County Line Section, grading and surfacing; Unit No. 1, Myrtle Point-Camas Valley Section, surfacing; Bridges Nos. 888 and 889, Grant County; Bridge over Basket Slough; Bridge over Elk Creek in Drain.
1277		Checks of unsuccessful bidders ordered returned.
1278		Lincoln County. Three bridges on Siletz River ordered advertised for county. Market Road Funds, resolution relating to June payment. Hood River County, Columbia River Highway, widening and straightening considered. Mitchell Point Tunnel, lining recommended. Baker County. Baker-Unity project ordered advertised. Indebtedness, settlement discussed.

Page	Date	Subject
1280	June 1	Multnomah County, cooperation on Mt. Hood Loop discussed. Lincoln County, Neskowin-Salmon River project made continuing project. Alsea project, appropriation. Lane and Klamath Counties, Willamette Highway, appropriation for survey between Lowell and Crescent. Deschutes County, appropriation for surfacing Sisters-Lava Section. Lane County. Permit granted Pacific Telephone & Telegraph Company for pole line between Walker and Creswell. Yamhill Electric Company, request for permit to construct power line from Newberg to Multnomah Station.
1281		Lake County. Paisley bridge, request that engineering charges be cancelled; G. J. Hardy contractor. Morrow County. Morgan-Lexington Section, Warren Construction Co., request that engineering charges be cancelled. Yamhill and Washington Counties. Multnomah County Line-Newberg Section, resurfacing ordered advertised. Clatsop and Columbia Counties. Lower Columbia River Highway, pavement repairs authorized. Washington County. Permit granted West Slope Water District to lay water mains on Canyon Road and Tualatin Valley Highway.
1282		Yamhill and Tillamook Counties. Grand Ronde-Alder Creek Section, modification of contract approved. Linn County. City of Halsey, payment for paving - agreement confirmed. Yamhill County. City of Yamhill, bond given by citizens cancelled.
1283	June 6	Wallowa County, Lostine-Enterprise Section, advertisement ordered. County cooperation offered. Lincoln County. Alsea Forest Road, additional appropriation. Polk County. Judge Kelly's decision discussed and county asked to provide funds from some other source.
1284		Market road funds. Judge's decision discussed. Test case to be brought. Lane County. Payment of county's share of McVeigh overcrossing deferred pending determination of market road matter.
	June 9	Jefferson County. Unit 4, Madras-Wasco County Line Section ordered advertised. County cooperation to be paid in installments. Trail Crossing. County cooperation.
1285		Douglas County. Oakland Overcrossing, rehearing requested. Clackamas County. West Linn water main, attorney instructed to draw up contract. Polk County. Delegation present from Polk, Yamhill and Washington Counties re finishing West Side Highway. Attorney instructed to prepare contract for turning over funds.

Page	Date	Subject
1286	June 9	Washington County. Hillsboro-Multnomah County Line Section; resurfacing requested. Umatilla County. Settlement of accounts. Linn County. Cooperation on Santiam Forest project. Mt. Hood-Wapinitia Forest project deferred. Roosevelt Highway Association, letter referred to Mr. Booth.
1287		Lincoln County. Plans ordered for bridge across Yaquina River at Toledo. Baker County. Indebtedness to be paid in full. Pacific Telephone & Telegraph Co. Permit for moving poles on Tualatin Valley Highway. Extensions of time: Bates & Rogers Construction Co., Unit 1 Brush Creek-Mussel Creek Section. More & Anderson, Lexington-Heppner Section.
1288		Date for next meeting. Projects ordered advertised: Holdman-Harp's Ranch Section; Ochoco-Mitchell Section, grading and rocking; Multnomah County Line-Sandy Section, surfacing; Cherryville-Forest Boundary Section, surfacing; Wallowa Hill Section, surfacing; Island City-Elgin Section, surfacing; Sixes River-Elk River Section, grading, surfacing and bridging; Cummins Creek-Valades Ranch Section, surfacing; Camas Mountain Section, surfacing; Drew's Valley Section, grading. Washington and Yamhill Counties, Newberg-Multnomah County Line Section ordered submitted as Federal Aid project. Durkee Undercrossing, abutments ordered advertised. Coos County. Unit 1, Myrtle Point-Camas Valley Section awarded to Warren Construction Co. Klamath County. Merrill-North Project awarded to Klamath County Court.
1289		Douglas County. Elk Creek Bridge awarded to Albert Anderson. Grant County. Bridges No. 888 and 889 near Dayville awarded to Lindstrom & Feigenson.
	June 28	Proposals received on following projects: Elk River-Sixes River Section, grading; Holdman-Harp's Ranch Section, grading and surfacing; Wallowa Hill Section, surfacing; Unit 2, Ochoco-Mitchell Section, grading and surfacing; Siletz River bridges, Nos. 851, 852 and 854; John Day River bridge, reconstruction. Malheur County, Snake River bridge; discussion as Federal aid project.
1290		



Page	Date	Subject
1291	June 28	Lake County, Lakeview-Drew's Valley Section ordered advertised. Chandler's Station-North Section, graveling requested. Coos County. Coquille-Bandon Section, construction requested. Clackamas County, location through Oregon City discussed. Oregon City Section ordered advertised.
1292		Polk County, completion of West Side Highway, matter brought up by delegation. Tabulation of bids read and action taken on following: Elk River-Sixes River Section; Holdman-Harp's Ranch Section; Wallowa Hill Section; Unit 2, Ochoco Forest Boundary-Mitchell Section; Myrtle Creek Bridge repairs; Siletz River bridges; John Day River bridge reconstruction. Checks of unsuccessful bidders ordered returned. Douglas County. Contractor requests that he be allowed to pave in city of Drain while working adjacent. Yoncalla. Matter of paving to replace city's macadam.
1293		Morrow County. Lexington; released from 10% cooperation. Coos County. Myrtle Point-Coquille Section, ditching and widening; supplementary price approved. Extensions of time: John Hampshire, Unit 2, Ashland-Klamath Falls Highway; Joplin & Eldon, Booth Hill Section; A. D. Kern, Condon North Section; Jetley Bros., Summit Springs Market Road.
1295		Reflectors at railroad crossings authorized. Proposals received on following: Multnomah County Line-Sandy Section, surfacing; Cherryville-Forest Boundary Section, surfacing; Camas Mountain Section, surfacing; Rockaway-North Section, surfacing; Deadman's Pass-Kamela Section, grading and surfacing; Lostine-Enterprise Section, grading and surfacing; Abutments for Durkee Undercrossing; Rhinehart Overcrossing; Eightmile-Dufur Section, four bridges.
1296		Minutes approved. A. B. McLeod appointed special traffic deputy. L. P. Campbell appointed special traffic deputy. Baker County, Haines-North Powder Section, adjustment on contract.
1297		Huntington, engineering services for city streets requested. Traffic officers' salaries increased.

Page	Date	Subject
1297	June 29	Jefferson County, Madras-Wasco County Line Section, report on cost of completing. Units 4 and 5 ordered advertised. Ordered submitted as Federal Aid project. Resolution authorizing sale of \$1,000,000 state highway bonds.
1300		Resolution authorizing sale of \$91,000 Clackamas County bonds.
1301		Resolution authorizing sale of \$44,000 Douglas County bonds.
1302		Resolution authorizing sale of \$6,697.37 City of Rainier bonds.
1304		Yamhill County. Stop order for trains requested at St. Joseph crossing. Advertising signs on Old Oregon Trail; Boise merchant requested to remove. Advertising signs outside right of way; discussion. Wheeler County. Grading and surfacing through Fossil ordered advertised. Cooperation. Ochoco Forest Boundary-Mitchell Section awarded. Wallowa and Union Counties, Wallowa Hill Section awarded. Tabulation of bids read and action taken on following: Lostine-Enterprise Section, grading and macadamizing; Deadman's Pass-Kamela Section, grading and surfacing; Multnomah County Line-Sandy Section, surfacing; Cherryville-Forest Boundary Section, surfacing; Rockaway-North Section, surfacing; Camas Mountain Section, surfacing; Rhinehart Overcrossing; Eightmile-Dufur Section, four bridges; Durkee Undercrossing.
1305		Wallowa County, bridges on Lostine-Enterprise Section ordered advertised. Washington County, permit for pole line between Hillsboro and Forest Grove authorized. Washington and Yamhill Counties. Permit for power line granted Yamhill Electric Company. Priority of surveys on forest roads not binding as to priority of work.
1306		Tillamook County. State cooperation requested on rebuilding bridges on Three Rivers Section. Yamhill County. Whiteson bridge, engineering penalty remitted. Morrow County. Heppner and Lexington bridges, engineering penalty remitted. Deschutes County. Construction south of Allen Ranch requested. Clackamas County. Unit 2, Mt. Hood Loop, unsatisfactory progress reported. Discussion of completion by surety company.

Page	Date	Subject
1307	June 29	1922 Clackamas County. Multnomah County Line-Sandy Section; discussion of award to Palmer Construction Co. Projects ordered advertised: Winchester bridge; Multnomah County Line-Newberg Section, resurfacing; Lostine-Enterprise Section, grading and surfacing; Oregon City south approach; Whiteson bridge and Yamhill River bridge, paving. Hood River County, Multnomah County Line-Hood River Section, betterment work ordered by state forces. Gilliam County. Heppner Junction-Gilliam-Morrow County Line Section awarded. Payment of county cooperation. Washington County. Tualatin River bridge, award confirmed. Clackamas County. Oregon City-Bolton Section, award approved. 1308 Mt. Hood-Wapinitia Forest Project, Government Camp-Clear Lake Section, resolution making appropriation. Klamath County, Fort Klamath-Park Boundary Section, appropriation.
1309	July 25	Proposals opened on following projects: Stices Gulch-Baker Section, grading; City of Jefferson, grading and paving; Island City-Elgin Section, surfacing; 1310 Newberg-Multnomah County Line Section, pavement widening and resurfacing; Scoggins Creek, Whiteson Bridge and McMinnville-Bellevue Sections, paving, bridge paving and pavement repairs; Sixes River, Elk River and Crystal Creek bridges; Winchester Bridge; Pudding River bridge, relief opening and filled approaches; Willow Creek bridges; 1311 Three bridges near Lostine. Tillamook County, 3½ mi. section north of Nehalem road junction. Cooperation accepted and advertisement ordered. Resolution covering sale of \$1,000,000 state highway bonds. 1314 Resolution covering sale of \$91,000 Clackamas County bonds. 1316 Resolution covering sale of \$44,000 Douglas County bonds. 1318 Resolution covering sale of \$6,697.37 City of Rainier bonds. 1320 Mt. Hood Loop, delegation present. Multnomah County Line-Sandy Section, petition for surfacing. Clackamas County. Oregon City south approach. 1321 Pudding River Bridge, attitude of County Court asked. Deschutes County. Section south of Benham Falls Reservoir Site. Line through reservoir site considered. Cline Falls-Redmond Section, completion requested. Section from Deschutes River bridge to Tumalo, grading and surfacing ordered advertised. Crook County. Ochoco Highway, 7 mile section ordered advertised for rocking. Prineville-Bear Creek Section, appropriation requested.

Page	Date	Subject
1322	July 25	1922 Baker County. County Court requested to settle obligations. Tabulation of bids read and action taken on following: Winchester Bridge; Sixes River, Elk River and Crystal Creek bridges; Willow Creek bridges; Three bridges on Lostine-Enterprise Section; Pudding River bridge, relief opening; Newberg-Multnomah County Line Section, resurfacing; Scoggins Creek bridge, Whiteson bridge and approaches, paving, McMinnville-Bellevue Section, pavement repairs; Stices Gulch-Baker Section, grading; 1323 City of Jefferson Section, paving; Island City-Elgin Section, rock surfacing; Deadman's Pass-Kamela Section, grading and surfacing; Camas Mountain Section, surfacing; Durkee Undercrossing; Siletz River bridges. Benton County. Short section of paving south of Corvallis awarded to B. N. Bartlett. Curry County. Sixes River and Elk River bridges, contractor permitted to give certificate of deposit instead of bond. Marion County. Resolution for right of way through Jefferson. 1324 Right of way through W. E. Smith property at Jefferson. 1326 Trucks offered by Government; engineer instructed to investigate. Resolution authorizing sale of \$1,500,000 bonds. 1329 July 26 Mt. Hood Loop. Meeting with Multnomah County to discuss appropriation. 1330 No further work to be done for a few months. Roosevelt Memorial Highway Association, matter of protest. Proposals received on following projects: Baker-Haines Section, ditching and resurfacing; 1331 Astoria-Goble Section, pavement repair; Cummins Creek-Valades Ranch Section, surfacing; Drew's Valley Section, grading and surfacing; Lostine-Enterprise Section, grading and surfacing; Lane County. Change of route through Harrisburg requested. 1332 Coos County. Basis of cooperation agreed upon. Credit for expenditures on Coquille River bridge. Coquille-Bandon Section, cooperation. Bandon-Curry County Line Section, expenditures credited. Agreement as to cooperation. Bear Creek-Lampa Creek Section ordered advertised. Coquille South Section ordered advertised. Coquille-Bandon Section ordered submitted as Federal Aid project. 1333 Curry County. Location south of Euchre Creek.

Page	Date	Subject
1333	July 26, 1922	<p>Clatsop County. Matter of omission of section of pavement on Astoria-Seaside Section referred to Mr. Yeon.</p> <p>Reparation for freight paid on cement shipments.</p> <p>Douglas County. Rehearings requested on grade separations at Sutherlin, Wilbur and Oakland.</p> <p>Lane County. Route of Pacific Highway through Eugene referred to Mr. Booth.</p> <p>Wasco County. Route of Columbia River Highway through The Dalles referred to Mr. Yeon.</p> <p>Lincoln County. Survey requested from Otter Rock to Schooner Point.</p> <p>Grant County. Cattle passes on Cummins Creek-Valades Ranch Section; corrugated metal proposed for construction.</p> <p>Benton County. Report on location of Alsea Highway. State aid requested on construction of bridge over Mill Creek.</p> <p>Union County. Island City-Elgin Section, Unit 1 awarded; Unit 2, bids rejected and readvertisement ordered.</p> <p>Washington County. Scoggins Creek bridge, paving awarded.</p> <p>Yamhill County. Whiteson bridge and approaches, paving awarded.</p> <p>Pavement repairs, Bellevue Section, bids rejected.</p> <p>Wallowa County. Three bridges near Lostine awarded to County Court.</p> <p>Marion County. Right of way through Jefferson, matter referred to County Court.</p>
1334		
1335		<p>Klamath County. Ashland-Klamath Falls Highway, route adopted.</p> <p>Klamath Falls-Lakeview Highway, engineer to file report and recommendation as to route.</p> <p>Douglas County. Gravel from Lookingglass Creek, matter referred to engineer.</p> <p>Lake County. Chandler's Station-Chewaucan Narrows Section, graveling of balance ordered advertised.</p> <p>Right of way on west side of Summer Lake.</p> <p>Chewaucan Narrows-Paisley Section, completion desired by Commission.</p> <p>Summer Lake-Silver Lake, grading and graveling being done by county; credit to be given.</p>
1336		<p>Tabulation of bids read and action taken on following:</p> <p>Cummins Creek-Valades Ranch Section, gravel surfacing;</p> <p>Baker-Haines Section, ditching and surfacing;</p> <p>Astoria-Goble Section, pavement widening and repair;</p> <p>Drews Valley Section, grading and graveling;</p> <p>Lostine-Enterprise Section, grading and surfacing.</p> <p>Bend Commercial Club. Resolution pledging support to Commission.</p> <p>Washington County. Tualatin River bridge, replacement requested.</p>

Page	Date	Subject
1336	July 26, 1922	<p>Hood River County. Request for permit for pole line from Cascade Locks west.</p> <p>Yamhill County. Request for approval of extension of Moore's Valley Market Road.</p>
1337		<p>Clackamas County. Matter of construction of freight and passenger depot in Oregon City.</p> <p>Extensions of time:</p> <p>J. W. &amp; J. R. Hillstrom, bridges Winston-Camas Hill.</p> <p>Dixon &amp; Howitt, grading Unit 1, Mt. Hood Loop Highway.</p> <p>V. R. Dennis Construction Co., Brunks Corner-Dallas Section.</p> <p>A. D. Kern, Toledo Newport Section.</p> <p>L. O. Herrold, Murder Creek Undercrossing and approach.</p> <p>D. F. Murphy &amp; Co., Unit 6, Madras-Wasco County Line Section.</p>
1338		<p>W. C. Stone, Medford-Agate Section.</p> <p>Umatilla County. Frazier &amp; Samuel, guard fence contract; engineering charges waived.</p> <p>Coos County. Repair work on timber bridges between Marshfield and Coquille authorized.</p> <p>Lincoln County. Yaquina River bridge at Eddyville, plans and advertisement ordered.</p> <p>Coos County. Railroad crossing at Coquille River bridge; matter of safeguarding travel.</p> <p>Hood River County. Matter of lining Mitchell Point tunnel.</p> <p>Douglas County. Shady Point Overcrossing, Chairman to take up with county.</p> <p>Umatilla County. Bridge over U.S.R.S. Canal near Echo, advertisement ordered.</p> <p>Jackson County. Culvert pipe at entrance to Fair Grounds.</p> <p>Umatilla County. Betterment work at Rieth; engineer's report.</p>
1339		<p>Klamath County. Lamm's Mill-Fort Klamath Section, advertisement ordered. To be submitted as Federal Aid project.</p> <p>Hayden Creek-Keno Section, grading ordered advertised.</p> <p>Jackson County. Green Sprs. Mtn. Summit-Jackson-Klamath County Line Section, surfacing ordered.</p> <p>Klamath and Jackson Counties. Keno-Green Sprs. Mtn. Summit, entire project submitted as Federal Aid project.</p> <p>Sherman County Court urging completion of Sherman Highway.</p> <p>Linn County. Calapooia River bridge ordered advertised.</p> <p>Jefferson County. Remaining sections of Madras-Wasco County Line Section ordered advertised.</p>
1340		<p>Lane County. Surveys ordered, Harpole Corners-Goldson and Lowell-Goshen.</p> <p>Report considered for State Audit Committee.</p> <p>T. H. MacDonald invited to be guest of Commission while in Oregon.</p> <p>Snake River Interstate Bridge, Government asked to co-operate.</p>

Page	Date	Subject
1340	July 26	Polk County. Salem-Brunks Corner Section, ditching and widening ordered advertised. Yamhill County. Bellevue-Sheridan Section, shoulders and ditching ordered advertised. Huber claims. Final settlement discussed. Hatch Pit in Klamath County. Offered for sale; investigation ordered.
1341	Aug. 29	Proposals received on following projects: Prineville-Jones Mill Section, crushed gravel surfacing; Burns Section, grading and gravel surfacing; Hood River-Forest Boundary Section, surfacing; Drews Valley Section, grading and surfacing; Valley Falls-Chewaucan Narrows Section, surfacing; Holdman-Harp's Ranch Section, grading and surfacing; Vinson Section, surfacing; Newberg-Multnomah County Line Section, paving; Bridge over Powder River; Willow Creek Bridge; Yaquina River Bridge; Calapooia River Bridge; Willamina River Bridge.
1344		Resolution covering sale of \$1,500,000 bonds. Wasco County. Dufur-Tygh Valley Section, construction requested. R. E. Mieth of Portland Bridge Co. Request for permission to deposit Liberty Bonds in lieu of surety bond.
1347		Clackamas County. Route through Oregon City discussed. Umatilla County. Pilot Rock-John Day Highway, Federal Aid discussed. Survey from Nye to Ukiah. Douglas County. Rice Hill Section, resurfacing considered. Widening ordered; appropriation. Clatsop County. Section between Hunt Creek and Gnat Creek ordered macadamized.
1348		Lake County. Valley Falls-Chewaucan Narrows Section, graveling awarded. Drews Valley Section, grading and surfacing awarded. Umatilla County. Vinson Section, surfacing awarded. Hood River County. Hood River-Forest Boundary Section, Unit 1 and 2 awarded. Unit 3 awarded.
1349		Washington and Yamhill Counties. Newberg-Multnomah County Line Section, paving awarded. Crook County. Prineville-Jones Mill Section, referred to engineer. Harney County. Burns Section, awarded. Umatilla County. Holdman-Harp's Ranch Section, awarded.

Page	Date	Subject
1350	Aug. 29	Polk County. Bruns Corner-Salem Section, ditching and reconstruction of shoulders ordered done by state forces. Baker County. Bridge over Powder River, bids rejected. Gilliam County. Willow Creek bridges, awarded. Lincoln County. Yaquina River bridge at Eddyville, awarded. Linn County. Calapooia River bridge, award referred to county. Yamhill County. Willamina River bridge, awarded. Clackamas County. Resolution condemning gravel for Cherryville-Forest Boundary Section.
1352		Date of next meeting set. Emergency declared on Sexton Mountain, Canyonville-Galesville and Neskowin-Hebo Sections.
1354		Awards confirmed: Winchester Bridge; Pudding River bridge, relief opening and approaches; Multnomah County Line-Sandy Section, surfacing; Cherryville-Forest Boundary Section, surfacing; Unit No. 2, Island City-Elgin Section; City of Jefferson, paving. Morrow County. Morgan-Lexington, adjustment on macadam contract; claim ordered paid. Umatilla County. Echo-Pendleton Section, adjustment on grading contract; claim ordered paid. Wheeler County. Butte Creek Section, adjustment on surfacing contract; claim ordered paid.
1355		Extensions of time: Soleim & Gustafson, City of Rainier Section; Johnson Contract Company, Unit 2 Multnomah County Line-Forest Boundary Section; A. F. Saar, Power Plant and Shell Rock Sections; John Hampshire, Klamath County Line-Hayden Creek Section; March & Bowers, Cline Falls-Sisters Section; E. A. Webster & Company, Booth Hill-Hood River Section; United Contracting Company, City of Union Section; Union County Court, Island City-Elgin Section; A. D. Kern, Grants Pass-Sexton Mountain Section; More & Anderson, Lexington-Heppner Section; W. C. Stone, Camas Valley Section; A. D. Kern, Cold Springs-Holdman Section; A. D. Kern, Wallowa-Hill Section;
1356		Hauser Construction Co., Hot Lake Overcrossing; Palmer Construction Co., Sandy-Cherryville Section; Warren Construction Co., Myrtle Point-Bridge Section; W. C. Stone, Medford-Agate Section; Elliott & Scoggin, Yamhill County Line-Butlers Store Section; Horning, Malone & McKy, Tum Tum-Chitwood Section;
1357		



Page	Date	Subject
1357	Aug. 29	Extensions of time - cont'd: Union Bridge Company, bridges on Mt. Hood Loop Highway; Tobin & Pierce, bridges over Lake Creek and Oak Creek; Albert Anderson, bridge over Elk Creek at Drain; Albert Anderson, Walterville-Deerhorn and Doyle Hill Sections; Johnson Contract Company, Booth Hill-Forest Boundary Section; Bauers & Bauers, Moro-Grass Valley Section; S. C. Comerford, Wheeler-Grant County Line-East Section; Heiselt Construction Co., Glover and Telocaset Over-crossings; A. Giebisch, bridges Corvallis-Newport Highway. Polk County. Monmouth-South and Rickreall-North Sections, gravel ordered by state forces. Wasco County. Route through The Dalles; Mr. Yeon's recommendation approved. C. W. Wanzer commissioned special traffic officer. Lincoln County. Aldrich quarry, arrangement for removal of rock. Umatilla County. Bridge in Pilot Rock, division of costs. Hood River County. One-half mile near Parkdale; proposal of county to gravel accepted. Marion County. Arrangements for paving at north city limits of Salem. Tillamook County. Three bridges on Three Rivers Section ordered advertised. Gilliam County. Cost of cattle passes; charges against county cancelled. Morrow County. Heppner-Jones Hill Section, surfacing requested. 1360 Sept. 9 Benton County, Alsea Mountain Summit Section, grading ordered advertised. Following projects ordered advertised: Bear Creek Section, grading; Lamm's Mill-Fort Klamath Section, grading and surfacing; Clatsop County Line-Mohler Section, grading and surfacing; 1361 City of Fossil Section, grading and surfacing; Parkersburg Unit, grading; Madras-Wasco County Line Section, grading and surfacing; Hayden Creek-Keene Creek Section, surfacing; Keno-Hayden Creek Section, grading; Bridge over Deschutes River at Shearar; Bridge over White River near Tygh. Douglas County. Rice Hill Section, appropriation increased. Lake County. Drews Valley Section and Valley Falls-Chewaucan Narrows Section, awards confirmed. Hood River County. Units 1, 2 and 3, Mt. Hood Loop Highway, awards confirmed. Harney County. Burns Section, award confirmed.

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1361	Sept. 9	Lincoln County. Yaquina River bridge at Eddyville, award approved. Linn County. Calapooia River bridge, bids rejected. Yamhill County. Willamina River bridge, award approved. 1362 Klamath County. Hatch Pit purchased by state. Claims of Oskar Huber settled. Morrow County. Heppner-Jones Hill project, surfacing postponed. Sept. 13 Crook County. Prineville-Jones Mill Section, payment of county's share. Clackamas County. Sandy-Cherryville surfacing; abandoned by contractor; discussion of continuance of work. 1363 Clatsop County. Lewis & Clark bridge, repairs to be made by county. Construction of new bridge; cooperation discussed. Minutes approved. 1364 Sept. 14 Douglas County. Park site near Myrtle Creek donated by J. H. and Catherine Booth. Rice Hill Section, resurfacing of paving ordered. Klamath County. State requested to take over bridge over Lost River. Wallowa County. Permit for encroachment on right of way by Nibley-Minmaugh Lumber Co. Telephone, telegraph, power lines; time limit on future permits twenty-five years. 1365 Oct. 5 Proposals received on following projects: Alsea Mountain Section, grading, Rice Hill Section, pavement resurfacing, Bear Creek Section, grading, 1366 Lamm's Mill-Fort Klamath Section, grading and surfacing, Clatsop County Line-Mohler Section, Unit "B", grading and surfacing, Bridge over U.S.R.S. canal near Echo, Bridge over White River near Tygh, Bridge over Deschutes River at Shearar. 1367 Wasco County. Route between Dufur and Tygh Valley, definite adoption requested. Sherman County. Section south of Grass Valley, construction requested. Grant County. Cummins Creek-Cole's Bridge Section, request that it be placed on 1923 program. Umatilla County. Protest against recall of state traffic officer's commission from William E. Snodgrass. Survey from Nye south ordered. Bridge at Pilot Rock; agreement as to cooperation. 1368 Gilliam County. Base Line-Gwendolen Section, improvement requested. Coos County. Section immediately west of Coquille River; definite location requested; dike route adopted, plans and specifications ordered prepared.

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1368	Oct. 5	Douglas County. Scottsburg-Reedsport project, forest funds requested; matter referred to Chairman.
1369		Josephine County. Oregon Caves Highway, change of location of section requested. Tabulation of bids read and action taken on following: Alsea Mountain Section, grading Rice Hill Section, pavement resurfacing Bear Creek Section, grading Lamm's Mill-Fort Klamath Section, Unit 1, grading and surfacing Unit 2, grading and surfacing Unit "B", Clatsop County Line-Mohler Section, grading and surfacing City of Fossil Section, grading and surfacing Tillamook County, two bridges on Three Rivers Section 1370 Bridge over U. S. R. S. canal near Echo Bridge over White River near Tygh Bridge over Deschutes River at Shearar. Request that next sale of bonds be put off.
	Oct. 6	Proposals received on following projects: Parkersburg Unit, Coquille-Bandon Section, grading 1371 Madras-Wasco County Line Section, grading Hayden Creek-Keene Creek Section, surfacing Hayden Creek-Keno Section, grading Jefferson County. Right of way for Madras-Wasco County Line Section. Bridge over Willow Creek, construction requested; payment guaranteed.
1372		Benton County. Alsea Mountain Section, awarded. Jackson County. Gold Hill grade crossing, plans for elimination requested; estimate of cost of new bridge ordered. Parks; list and description ordered prepared. Aeroplane pictures to be taken on Mt. Hood Loop and Columbia River Highways. Clackamas County. Oregon City approach. Wasco County. White River bridge awarded. Deschutes River bridge at Shearar, bids rejected. State cooperation between Maupin and Dufur requested; additional county cooperation promised.
1373		Jackson County. Surfacing Keene Creek-Jackson-Klamath County Line, arrangement agreed upon with county; award held pending result of bond election. Tabulation of bids read and action taken on following: Parkersburg Unit, Coquille-Bandon Section, grading Madras-Wasco County Line Section, grading Keene Creek-Hayden Creek Section, surfacing Hayden Creek-Keno Section, grading
1374		

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1374	Oct. 7	Minutes of August 29, September 9 and 13 approved. Crook County. Compromise offered on Starrett gravel pit. Clackamas County. Sandy-Cherryville surfacing contract; contractors refuse to continue; readvertisement ordered. Planking ordered on Sandy-Cherryville Section.
1375		Washington County. Votaw crossing, negotiation with railroad authorized to secure cooperation on widening. Yamhill County. Change in alignment at Hunt property east of Newberg authorized. Extensions of time, consideration deferred until next meeting. Morrow County. Reconnaissance ordered from Vinson to Umatilla-Morrow County Line. Clackamas County. West Linn-Bolton Section, engineer authorized to proceed with paving. Wallowa County. Permit for encroachment by Nibley-Minnaugh Lumber Co. Beaver Portland Cement Company, contract for cement for Winchester bridge executed. Lane County. County to proceed with bridge across Coast Fork of Willamette River at Cottage Grove. S. E. Cummins, W. T. Vinton and Wm. DeHaven accepted as surety on contract No. 589, Cummins & La Pointe. Oskar Huber claims; final estimates accepted on Algoma, Klamath Falls-Dairy, Klamath Falls-Merrill and Bend-Jefferson County Line Sections. Merrill-California Line Section accepted except matter of penalty for engineering. 1376 Hatch Pit deeded to State. Interstate bridge across Snake River at Ontario; resolution relating to construction.
1377		Clackamas County. Resolution adopted by City Council relative to Oregon City south approach. Wheeler County. Unit 2, Sarvice Creek-Valades Ranch Section; surfacing ordered advertised. Columbia and Clatsop Counties. Multnomah County Line-Astoria Section, pavement widening and repair, additional appropriation. Roosevelt Highway Association, protest withdrawn. Morrow County. Filler authorized on trial sections of Columbia River Highway.
1378		Federal Forest Highway map, submission deferred. Resolution authorizing sale of \$1,500,000 bonds.
1380		McDermitt, Nevada, Commercial Club; invitation to attend road meeting at Jordan Valley.
1381	Oct. 21	Jackson County. Jackson-Klamath County Line-Keene Creek Section. Agreement for widening. Klamath County. Hayden Creek-Jackson County Line Section. Agreement for widening. Keno-Hayden Creek Section, reduction refused by low bidder. Bid accepted.

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1381	Oct. 21	Polk County. Graveling ordered from top of hill north of Helmick Station over new embankment across Luckiamute River bottom. Baker County. Relocation requested around proposed reservoir. Clackamas County. Assignment of Multnomah County Line-Sandy Section to D. C. and A. L. Williams approved.
1382		Union County. Assignment of Unit 1, Island City-Elgin Section to Columbia Construction Co. approved. Coos County. Parkersburg Unit awarded. Tillamook County. Three bridges, cooperation. Resolution covering sale of \$1,500,000 bonds.
1385		Josephine County. Grants Pass-Crescent City project; change of location opposed by Commission. Douglas County. Chairman's report on investigation of proposed line between Scottsburg and Reedsport.
1386		Wasco County. Location of section between Dufur and Maupin adopted. Clackamas County. Oregon City south approach ordered advertised. Marion County. Attorney's report on matter of assessment of paving costs by city on abutting state property at Jefferson. Josephine County. County requests permission to expend funds pledged on Grants Pass-Crescent City road in resurfacing present road between Grants Pass and Applegate Bridge. December 13 and 14 set for meeting of Commission. Linn County. Agreement with S. P. Co. for rock for rip-rapping at high water channels south of Jefferson.
1387		Sherman County. Agreement with O.-W. R. R. & N. relative to encroachments approved. Jackson County. Request that Blue Ridge road be placed on forest road map. Wheeler County. County agreed to do grading and macadamizing. Bridges to be built by day labor. Conference proposed relative to franchises for pole lines. Resolution relating to proposed apportionment of 1923 State Market Road Appropriation.
1390		Sherman County. Cooperation on 600 feet in Grass Valley. Following requests for extensions of time received: Security Construction Co., Arlington-Shutler Section, Soleim & Gustafson, Rainier City Section, A. F. Saar, Power Plant and Shell Rock grades, Montague-O'Reilly Company, Sarvice Creek Section A. D. Kern, Shedd-Halsey Section, H. J. Hildeburn, Luckiamute River-Suver Section, A. Giebisch, Chitwood-Toledo Section

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1391	Oct. 21	Requests for extensions of time - cont'd Jetley Brothers, Summit Springs Section, McAuliffe & Healy, Units 2 and 4, Madras-Wasco County Line Section, Union Bridge Company, Durkee Undercrossing, Union County Court, Island City-Elgin Section, H. J. Hildeburn, Winston-Camas Mountain Section, McAuliffe & Healy, Cow Canyon Section, Gus Carlson & Company, Cummins Creek-Valades Ranch Sec., Gus Carlson & Company, Cummins Creek-Valades Ranch Section, surfacing, Curtis Gardner, Unit No. 1, Ochoco Forest Boundary-Mitchell Section, W. C. Stone, Camas Valley-Winston Section, H. J. Hildeburn, Holmes Gap-Rickreall Section, Warren Construction Company, Myrtle Point-Bridge Sec., Scandia Shipbuilding Company, Coquille-Myrtle Point Sec., Tobin & Pierce, bridges over Eightmile Creek, Tobin & Pierce, Ash Swale bridge, E. D. Olds, bridges over Coquille River and Tenmile Cr. Lindstrom & Feigenson, bridges over John Day River near Dayville. Wallowa County, Wallowa Hill Section. Engineering charge; previous action rescinded.
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1393		
1394	Nov. 21	Proposals received on following projects: Oregon City-Canemah Section, grading; Unit 2, Sarvice Creek-Valades Ranch Section, graveling; Bridge No. 939 over Deschutes River at Shearar's; Bridge No. 943 over Malheur River near Juntura. Wasco County. Work requested south of Dufur. Sherman County. Cooperative funds offered for extension south of Grass Valley.
1395		Grant County. Cummins Creek-Cole Bridge Section, construction requested. County asks that credit be allowed. Request that Pendleton-John Day road be taken off state highway map. Coos County. Marshfield North Section, state aid requested. Coquille West, county securing right of way on dike section. Balance due state on paving in Coquille. Request for traffic officer on cooperative basis. Klamath County. Klamath Falls-Lakeview Highway, location east of Dairy requested; county cooperation offered. Bridge across Klamath River, cooperation offered and advertisement requested. Klamath Falls-Keno Section, grading and surfacing requested; Keno-Hayden Creek Section, surfacing requested. Yamhill County. County ready to proceed on St. Joseph Crossing. County allowed credit on McMinnville-Bellevue Section, paving.
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1396	Nov. 21	Marion County. Offer of D. M. Burnett to purchase property in Jefferson. Jefferson, payment of city's share of paving. Benton County. Designation of Albany-Corvallis road requested. Tabulation of bids read and action taken on following: Oregon City-Canemah Section, Unit 2, Sarvice Creek-Valades Ranch Section, graveling, Bridge over Deschutes River at Shearar's. Bridge over Malheur River near Juntura. Morrow County. Hinton Creek-Jones Hill Section, surfacing requested. Clatsop County. Petition from Dawson Bros. to construct overhead log chute. Interstate bridge at Ontario; conference with Commissioner of Public Works of Idaho. Clackamas County. Designation of road from Oregon City through Milwaukie to Multnomah County Line requested. Lane County. \$12,000 market road fund released. County cooperation on McVeigh overhead and Cottage Grove Section to be provided in budget.
1397		
1398		Union County. Relocation of Old Oregon Trail around "Thief Valley" or Baker irrigation project requested. Deschutes County. Completion of Redmond-Cline Falls Section requested. Section through Benham Falls reservoir site held in abeyance until December meeting. Tumalo project ordered advertised. Jackson County. Section between Cascade Gorge and McLeod bridge; Government requested to include in 1923 program. Blue Ledge road placed upon forest map.
1399		Tillamook County. Jetty Creek-Brighton Section, construction requested without county cooperation. Clackamas County. Knightly property at west end of Oregon City bridge; award by arbitration agreed upon. Lane County. Goldson-Cheshire Section and Goshen-Lowell Section ordered advertised. Resolution for distribution of balance of 1922 Market Road fund.
1402	Nov. 22	Curry County. Grading and graveling from end of Sixes River-Elk River contract to Port Orford requested. Wallowa County. Trucks requested. Agreement for payment of indebtedness to state. Extension of Flora-Enterprise Highway to state line requested.
1403		Jackson County. Bond issue failed. Agreement as to payment of county cooperation on Ashland-Klamath Falls Highway. Expenditures by county on Medford-Crater Lake Highway accepted as full cooperation. W. C. Stone contracts taken over by National Surety Company. Klamath County awards made as follows: Lamm's Mill-Fort Klamath, Unit No. 1 and Unit No. 2; Keno-Keene Creek grading.

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1404	Nov. 22	Morrow and Wasco Counties. Report on adding filler to surfacing. Authority for continuing work. Hood River County. Report on widening work between Hood River and Cascade Locks. Columbia and Clatsop Counties. Report on repair work and widening of pavement. Additional expenditure authorized. Clatsop County. Astoria requested to have entrance of Columbia River Highway from east finished as soon as possible. Douglas County. Reedsport-Scottsburg Section designated forest road. Crook County. Bear Creek project ordered prepared; authorization limited to \$60,000.
1405		Inspection of West Side Highway and Tualatin Valley Highway made by Commission.
	Nov. 23	Klamath County Court transfer bridge over Lost River to Commission. Asphalt "carpet coat" on seven bridges authorized. Curry County. Petition for location south of Euchre Creek. Counties not to be charged engineering on projects on state highways.
1406		Deschutes County. Bridge at north city limits of Bend; city and county cooperation ready; advertisement ordered. Umatilla County. John Day-Pilot Rock Highway, no state cooperation on construction. Grant County. Petition to have Pilot Rock-John Day road withdrawn from state map. Fines from traffic violations; recommendation to legislature. Columbia and Wasco Counties. Request assignment of engineer to settle dispute in classification on county market road contracts. Clackamas County. Date of opening of Oregon City bridge set. Josephine County. County funds for Grants Pass-Crescent City road to be spent on road from junction with Pacific Highway to Applegate River bridge. Minutes of October 5, 6 and 7 and October 21 approved. Curry County. Elk River-Port Orford Section, county funds. Washington County. Engineer's report on proposed change at Votaw undercrossing; construction authorized. Yamhill County. Line change on Hunt property two miles east of Newberg authorized. Wallowa County. Reconnaissance authorized between Enterprise and south forest boundary. County funds offered. Umatilla County. Petition for change of location through Freewater referred to Mr. Barratt.
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1407	Nov. 23	Josephine County. Relocation of Caves Road approved; three mile section ordered readvertised.
1408		Malheur County. Contract for bridge over Malheur River near Juntura awarded. Polk County. Citizens of Mornmouth request planking of road from Luckiamute River to Suver crossroads. California State Automobile Association asking permission to erect signs on Pacific Highway through Oregon. Klamath County. Merrill-California Line Section, penalty for engineering charges remitted. Union County. Engineer authorized to expend \$1900 for construction of snow fences between North Powder and Union. Engineer given authority to limit loads wherever he thinks it necessary.
1409		Extensions of time requested: Moore Cutoff Section, graveling, Tillamook County Court; Beaver-Hebo Section, graveling, Tillamook County Court; Rockaway North Section, Tillamook County Court; Mohler-Clatsop County Line Section, Tillamook County Court; Roseburg-Wilbur Section, S. A. Mocer; Cline Falls-Sisters Section, March & Bowers; Brunks Corner-Dallas Section, V. R. Dennis Const. Co.;
1410		Grande Ronde River and Dry Creek bridges, Union Bridge Co.; Bridge five miles west of Willamina, Marshall & Barhan; Sexton Mountain Section, A. D. Kern; March & Bowers, Baker County Line-Weiser Section; Harrisburg-Junction City Section, Schell & McKy; Oregon City-Bolton Section; Parker-Schram Company; Winston-Camas Mountain Section, Metzger & Johnson;
1411		Hunter's Head Section, John Hampshire; Booth Hill Section, Joplin & Eldon; Lexington-Heppner Section, More & Anderson; Unit 2 Myrtle Point-Camas Valley Section, S. S. Schell; Unit 1 Myrtle Point-Camas Valley Section, Warren Construction Co.; Eddyville-Toledo Section, A. Giebisch.
1412		Klamath Falls-Lakeview Highway east of Dairy definitely located. Lakeview-Lapine Highway, route decided. Lakeview-Prineville Highway designated. Willamette Highway, Engineer instructed to place upon state Highway map. Polk County. Mornmouth-Benton County Line Section awarded. Holmes Gap-Rickreall Section awarded. Benton County. Albany-Corvallis Road designated state highway, conditional upon action of counties. Gilliam County. Attorney requested to give opinion as to use of county bond funds.

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1413	Nov. 23	Engineer instructed to prepare report on feasibility of bridge across Lower Columbia River.
	Nov. 24	Forest highway map discussed; Scottsburg-Reedsport road approved; John Day-Pilot Rock road approved, extension to Burns suggested; Flora-Enterprise road, extension to state line tentatively approved; Heppner-Spray road approved; McKenzie Highway, surfacing of section east from Belknap Springs proposed; Mt. Hood Loop, \$90,000 required to surface remainder. Seven per cent Federal Aid system and Federal Aid program for 1922 discussed; Dufur-Maupin Section, tentative approval given for improvement of unit; Unit between Shaniko and Grass Valley approved; Undercrossings on Pacific Highway in Southern Oregon; Devil's Lake-Newport Section; Project between Umpqua River and Coos Bay.
1414		Clackamas County. Discussion of bids on Oregon City-Canemah Section. Location discussed. Pudding River bridge. Plan of financing agreed upon. Oregon City south approach discussed with Mayor Shannon. Douglas County. Grading of section at Winchester bridge ordered prepared and advertised. Approaches at Elk Creek bridge at Drain to be left uncompleted pending agreement with city for material. Federal Aid seven per cent map discussed further; The Dalles-California Highway through Wasco County and Sherman Highway through Wasco and Sherman Counties accepted. Albany-Corvallis road added. Mitchell-Dayville location accepted by Commission. Umatilla Cutoff included. Idaho connections. Map approved; list of highways included.
1415		Umatilla Cutoff designated part of state highway system. Mitchell-Dayville Section designated instead of Mitchell-Fossil Section. Tiller-Trail project taken off state highway map and placed upon forest highway map. Burns-Lakeview Highway taken off map. Vote of thanks to C. H. Purcell and associates.
1416		Wasco County. Section between top of Tygh Grade on north side and plateau south of White River submitted as Federal Aid project and ordered advertised. Sherman Highway. Section south from Grass Valley submitted as Federal Aid project and ordered advertised. Columbia County. Paving in city of Rainier ordered advertised. Linn County. Murder Creek Undercrossing section ordered advertised.
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1417	Nov. 24	Linn County. Tangent-Shedd Section ordered advertised. Lane County. Eugene-Goshen Section, resurfacing and widening. Location through Eugene, Mr. Booth's report. Engineer to submit list of employees and salaries paid, with recommendation for 1923. Hood River County. A. D. Kern, request for reimbursement for costs in Morton right of way case.
	Nov. 25	Statement of indebtedness of counties on cooperative projects considered.
1418		Umatilla County. Agreement as to county cooperation. Portland Gas & Coke Co. Matter of blanket permit to cover operations on state highways. Discussion of new projects. Yamhill County. Application for railroad stop crossing at St. Joseph. C. B. McCullough, permission given to attend convention of American Association of State Highway Officials. State Highway Engineer authorized to attend convention of American Association of State Highway Officials. Audit of accounts of Commission and Engineer's payroll account, bids to be received.
1419	Dec. 13	Proposals received on following projects: Sandy-Cherryville Section, surfacing; Rainier City Section, paving; Goshen-Lowell Section, grading and surfacing.
1420		Clatsop County. Astoria relief matter discussed.
1421		Designation of Inland Loop Highway requested. Proposals received on following projects: Goldson-Cheshire Section, grading and surfacing; Tangent-Shedd Section, paving; Murder Creek Section, paving;
1422		Lost Creek Bridge, Goshen-Lowell Section. Curry County. Rogue River forest road; cooperation offered by Forest Service. Wasco County. Project south of Dufur, immediate construction requested. Alternate route proposed. The Dalles-Dufur Section, crushed rock substituted for gravel on north five miles. Contract for The Dalles-Dufur Section extended to cover 2½ miles between present contract and junction of Columbia River Highway.
1423		Deschutes County. Work on Tumalo and Redmond-Cline Falls Sections requested. Lapine-Fort Rock road; request that this section be left on state highway system. Clackamas County. Oregon City south approach matter. Klamath County. Change in location of Klamath Falls-Lakeview east of Dairy requested.

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1424	Dec. 13	Tabulation of bids read and action taken on following: Sandy-Cherryville Section, Unit No. 2; surfacing; Rainier City Section, paving; Tangent-Shedd Section, paving; Murder Creek Undercrossing Section, paving; Goshen-Lowell Section, grading and surfacing; Goldson-Cheshire Section, grading and surfacing; Bridge over Lost Creek, Goshen-Lowell Section. Jackson County. Joint conference with Bureau of Public Roads and Forestry Department re Crater Lake Highway requested. Lane County. Matter of extension of Pacific Highway south from Harrisburg through Coburg to Eugene. Lincoln County. County funds available on Newport-Devils Lake Section. Salmon River road, request that it be placed on forest road map.
1425		Plans and specifications ordered for bridge across Yaquina River just above Toledo. Gilliam County. Section between Gwendolen and Olex requested. Benton and Linn Counties. Albany-Corvallis Road, designation requested; terms set forth. Linn County. Road between Jefferson and Scio, designation as state highway requested.
1426	Dec. 14	Malheur County. Cairo-Vale Section, state aid requested. Charge against county for syphons installed on Baker County Line-Weiser Section cancelled. Coos County. State aid north of Coos Bay requested. Tillamook County. Jetty Creek-Brighton Section, county cooperation. Location at junction of road to Pacific City with Coast Highway, remonstrance against change. Polk and Yamhill Counties. West Side River road, designation as state highway requested. Umatilla County. Oppose taking Pilot Rock-John Day Road off state highway map, ask to have it placed on forest highway map. Request that Weston-Elgin road be placed upon forest map. Settlement and agreement as to cooperative funds on Oregon-Washington Highway. Lane County. Report on county's consideration of bids on Goshen-Lowell Section, Goldson-Cheshire Section and Lost Creek bridge. Goshen-Lowell Section awarded. Lost Creek bridge, contract awarded.
1428		Goldson-Cheshire Section, contract awarded. McKenzie Highway, Section between Nimrod and Cook Inn ordered advertised. Morrow County. Request completion of Oregon-Washington Highway through county.

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1428	Dec. 14	Klamath County. Advertisement of remaining projects requested. Minutes of November 21, 22, 23, 24 and 25 approved. Clatsop County. Young's Bay Bridge, claim for alleged infringement of patent presented.
1429	Dec. 15	Portland Chamber of Commerce urging completion of Crater Lake Highway. Clackamas County. Johnson Contract Co. claim on Units 2 and 3 of Mt. Hood Loop, hearing given. J. C. Russell appointed traffic officer. Lane County. Designation of route from Rainrock to Florence via North Fork requested. Union County. Snow fences authorized. Crook County. Bear Creek Section, Engineer to report on most needed section. Clatsop County. Kiwanis Club of Astoria to be advised of work already done on Coast Highway. Auditing; bids received.
1430		Columbia County. Contract for cement for paving Rainier Section authorized. Linn County. Contract for cement for paving Murder Creek Undercrossing Section authorized. Jackson County. Gap between McLeod Bridge and Cascade Gorge, grading and graveling requested. County offers to sprinkle section near Park Boundary. Keene Creek-Klamath County Line Section awarded. Hood River County. Settlement with A. D. Kern in matter of costs in Morton right of way case. Klamath County. Hayden Creek-Jackson County Line Section, surfacing contract; contractor notified that if contract was not executed by December 29, 1922, bond would be forfeited and project readvertised. Lamm's Mill-Fort Klamath Section, widening of surfacing approved; cooperation.
1431		Wheeler County. Change of rock for Sarvice Creek project approved. Josephine County. Gravel for shoulders on inside of curves on Wolf Creek-Grave Creek and Grave Creek-Pleasant Valley Sections; expenditure approved. Union County. Engineer's report on relocation of Old Oregon Trail around Thief Valley or Baker Irrigation Project Reservoir. Extensions of time requested as follows: Greenwood & Dann, Unit No. 2, Ochoco-Mitchell Section; Cummins & La Pointe, Newberg-Multnomah County Line Section; E. D. Olds, bridges over Coquille River and Tenmile Creek; Colonial Building Company, Rhinehart Overcrossing; A. D. Kern, Goldson-Blachly Section; John Hakanson, Elk River-Sixes River Section; Clifton, Applegate & Toole, Dalles-Dufur Section;
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1432	Dec. 15	Extensions of time requested as follows: Warren Construction Company, Heppner Junction-Morrow County Line Section; A. Giebisch, Chitwood-Toledo Section; Pat Lonergan, Wasco-Biggs Section; Johnson Contract Company, Booth Hill-Forest Boundary Section; Scandia Shipbuilding Company, Myrtle Point-Coquille Section; W. C. Stone, Camas Valley Section; W. C. Stone, Camas Mountain Section; Johnson Contract Company, Unit 2 Multnomah County Line-Forest Boundary Section.
1433		
1434		Polk County. Benton County Line North Section, final payment to Oskar Huber authorized. Clatsop County. Agreement with Dawson Bros. for log chute executed. Deschutes County. Location adopted through Benham Falls Reservoir site and advertisement ordered. Sherman Highway. Definite location adopted from Grass Valley South.
1435	Dec. 29	Clatsop County. Engineer's report on work in Astoria. Clatsop County. Engineer's report on estimated cost of constructing Columbia River Highway through Astoria. Schedule of salaries and statement of estimated field engineering forces required; report adopted. Linn County. Tangent-Shedd Section awarded; satisfactory bid received on paving bridge floors. Clackamas County. Sandy-Cherryville Section surfacing contract awarded. Umatilla County. Petition for routing Umatilla Cutoff through Hermiston rejected. Polk and Yamhill Counties. Petition filed requesting designation of river road between West Salem and Dayton. Yamhill County. Petition for closing gap on West Side Highway at St. Joseph; grade crossing preferred.
1436		Tillamook County. Jetty Creek-Brighton Section, county cooperation offered; surveys and estimates ordered. Umatilla County. Location through Freewater via Evans Street requested. Clackamas County. Notice to City Council of Oregon City that bidder's bond on Oregon City-Canemah Section will be returned unless agreement in routing is reached. Klamath County. Authority for resurfacing twelve mile section north of Klamath Falls. Extensions of time requested as follows: A. D. Kern, Grants Pass-Sexton Mountain Section. Wallowa County Court, bridges over Trout Creek and Wallowa River.
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- 1437 Dec. 15-27 Extensions of time requested as follows:  
 L. B. Hickox & Company, Unit No. 3 Myrtle Point-Camas Valley Section.  
 A. Giebisch, thirteen wood trestle spans on Benton County Line-Toledo Section.  
 S. A. Mocerl, Canyonville-Galesville Section.  
 Carlson & Nyberg, Deadman's Pass-Kamela Section.  
 Linn County. Albany-Tangent Section, agreement to substitute broken stone for gravel.  
 O.-W. R. R. & N. Co. claim for watchman service at railroad Mile Post 67½.
- 1438 Date for next meeting.  
 Resolution authorizing sale of \$500,000 bonds January 19.
- 1923
- 1441 Jan. 5 Clatsop County. Matter of Astoria relief work discussed.  
 Columbia River Highway. Engineer reported on cost of filler on trial sections between Pendleton and The Dalles.  
 Curry County. Request for location of Coast Highway through Wedderburn.  
 Wheeler County. Ochoco Forest Section; widening embankment, superelevating curves, constructing guard fences; expenditure authorized and forest cooperation accepted.  
 Coos County. Coquille west section ordered advertised.  
 Work north of Coos Bay requested; equalization of county expenditures asked.  
 Deschutes County. Lapine-Fort Rock road; request that it be placed upon state highway map.
- 1442 Hood River County. Road requested from Mt. Hood Loop to Coopers Spur as forest road.  
 Douglas County. Additional expenditure authorized for rock on Unit No. 3, Remote-Camas Valley Section.  
 Coos County. Permission granted Mountain States Power Company to construct power line along Coast Highway on north end of Coquille-Marshfield Section.  
 Grant County. Cummins Creek-Coles Bridge Section, plans and specifications ordered prepared. County funds offered. County requested to build bridge over Canyon Creek at John Day.
- 1443 Pacific Telephone & Telegraph Co. Permit to suspend cable beneath sidewalk on Salem bridge.  
 Clatsop County. Bear Creek bridge, replacement authorized; advertisement ordered.  
 Jackson County. Emigrant Creek bridge, replacement recommended; county requested to cooperate.  
 Josephine County. Jump-Off-Joe Creek bridge, replacement authorized; advertisement ordered.  
 Polk County. Basket Slough bridge, readvertisement ordered.  
 Umatilla County. McKy Creek bridge, county requested to cooperate.  
 Linn County. Report on condition of Albany bridge requested.

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- 1443 Jan. 5 Klamath County. Examination and report on condition of Klamath River Bridge at Keno ordered.  
 Tillamook County. Jetty Creek-Brighton Section; Engineer authorized to confer and negotiate with railroad company.  
 Albany-Corvallis Highway, conditions met by counties and designation ordered.
- 1445 Linn County. Santiam Highway, funds ordered held.  
 Clackamas County. Buildings on Knightly property, condemnation necessary.  
 Federal Aid. Following projects tentatively accepted:  
 Dike Section of Coast Highway;  
 Port Orford-Elk River Section;  
 Cummins Creek-Coles Bridge Section;  
 Klamath Falls-Keno Section;  
 Grass Valley-Wasco County Line Section;  
 White River and Tygh Grade Sections;  
 Allen Ranch South Section.  
 Forest highway map discussed; ordered prepared.  
 Lane County. State requested to complete Harrisburg-Junction City Section without county cooperation.  
 Hood River County. State to pay costs of additional right of way on Loops and on Morton property.
- 1446 Klamath County. Settlement of county's claim on force account contract north of Klamath Falls.  
 Lane County. Commission asked to withhold decision on routing through Eugene.  
 Extensions of time requested as follows:  
 E. A. Webster & Co., Hood River-Booth Hill Section;  
 Gus Carlson & Co., Cummins Creek-Valades Ranch Section;  
 Sloane Construction Co., Wallowa Hill Section;  
 Security Construction Company, Baker-Nelson Section.
- 1447 Jan. 6 Revised schedule of salaries ordered.  
 Grant County, Unit No. 4 Sarvice Creek-Valades Ranch Section, final payment approved.  
 Wallowa County, Wallowa Canyon Section, final payment approved.  
 Yamhill County. Yamhill-McMinnville Section, final settlement approved.  
 Wallowa County. No claim against county for adjustment on contract No. 249.  
 Yamhill County. No claim against county for adjustment on contract No. 137.  
 Clackamas County. Units 2 and 3, Multnomah County Line-Forest Boundary Section, report on classification; settlement agreed upon. Further claim for delays presented.  
 Strauss Bascule Bridge Co. Claim for alleged infringement of patent on Youngs Bay Bridge.



Page	Date	Subject
1447	Jan. 6	Lower Columbia River bridge, report referred to Chairman. Roosevelt Highway report referred to Chairman. California State Automobile Association, request to place signs on Pacific Highway denied.
1448		Date for next meeting set for February 6. Following projects ordered advertised: Bear Creek Section, Oregon Caves Highway, Hayden Creek-Jackson County Line Section; Eugene-Goshen Section; Junction City-Lancaster Section; Approach embankment Rhinehart overcrossing; Tumalo Section; Cline Falls-Redmond Section; Heppner-Jones Hill Section; Bear Creek Section.
	Jan. 19	Minutes of December 13, 14, 15 and 29 approved.
1449		Resolution covering sale of \$500,000 bonds.
1451		Baker County. State asked to cancel obligations of county on Old Oregon Trail; county proposes to apply funds for completion of Love Bridge-Black Bridge Section. Linn County. Designation of road from Jefferson to Scio requested.
1452		Polk and Yamhill Counties. Designation of River Road between West Salem and Dayton declined. Benton County. Albany-Corvallis Highway, matter of limiting loads. Attorney General; conference relative to Strauss Bascule Bridge Co. patent. Lane County. Attorney instructed to assist in condemnation of right of way north of Cottage Grove. Marion County. Permission for erection of arch over Pacific Highway at Woodburn. Lincoln County. County cooperation between Newport and Siletz River. Jackson County. Request that nine mile gap between Trail and Prospect be completed. Audit of State Highway Fund and Engineer's payroll account; report received. Josephine County. Permission granted California-Oregon Power Co. to construct power line between Grants Pass and Wilderville.
1453		Yamhill County. State requested to take over maintenance of pavement in city of Sheridan. State Highway Engineer's letter of resignation presented. Hood River County. Tract of 13 acres purchased from Union Pacific for park purposes. Forest highway map discussed.

Page	Date	Subject
1454	Jan. 19	Conference with Governor Pierce. Following projects ordered advertised: Dike Section west of Coquille; Bear Creek Section of Lakeview-Prineville Highway; Port Orford-Sixes River Section; Allen Ranch South Section; Cummins Creek-Coles Bridge Section; Bear Creek Section of Caves Highway; Klamath Falls-Keno Section; Hayden Creek-Jackson County Line Section; Jones Hill Section; Grass Valley-Wasco County Line Section; Approach embankment at Rhinehart overcrossing; White River and Tygh Grade Sections. Extensions of time requested as follows: J. W. & J. R. Hillstrom, bridges on Camas Hill-Winston Section; Warren Construction Company, pavement widening and repair on Lower Columbia River Highway; Union Bridge Company, Durkee Undercrossing.
1455		Union County. Union Bridge Co. requests reconsideration of action charging engineering to contractor on Grande Ronde River and Dry Creek bridges. Penalty remitted. Baker County. Loan requested for work on Love Bridge-Black Bridge Section. Baker-Unity Highway discussed. Forest map discussed. Roads comprising Forest System agreed upon.
1458	Jan. 24	Map ordered prepared. Jackson County. Crater Lake Highway discussed; work by Forest Service; section west of Prospect state project. Lane County. Location of Pacific Highway through Eugene adopted. C. H. Purcell and Geo. H. Cecil appointed traffic officers. Clackamas County. Oregon City; petition from Live Wires that contract be let.
1459		Marion and Clackamas Counties. Plan for renewal of bridge over Pudding River. Clatsop County. Report on condition of Astoria-Svensen Section; additional appropriation for repairs authorized; survey for widening authorized. Filler on gravel sections between The Dalles and Pendleton; authority given to continue work. Clackamas County. Extension of time on Multnomah County Line-Sandy Section of Mt. Hood Loop Highway.
1460		Harney County. Extension of time on Burns Section of Central Oregon Highway. Meeting set for March 1. Projects previously ordered to be advertised.

Page	Date	Subject
1460	Feb. 6	Proposals opened on following projects: Coquille-Fat Elk Creek Section, grading; Unit 2 Crooked River-Deschutes County Line Section, grading;
1461		Port Orford-Sixes River Section, grading and surfacing; Keno-Klamath Falls Section, grading and surfacing; Heppner-Jones Hill Section, surfacing; Tygh Grade Section, grading;
1462		Basket Slough Bridge. Lincoln County. Forest road requested from Kernville 6 mi. eastward along Siletz River. Siletz River route requested as route of Roosevelt Highway. Curry County. Replacement Windchuck River bridge requested; location asked. Interstate bridge at Ontario; telegram from Department of Public Works of Idaho.
1463		Malheur County. Agreement re interstate bridge at Ontario. Market roads, proposed designation of Central Oregon Highway. Coos County. Coquille-Bandon Section, further work requested. Grant County. John Day Highway, south side location protested. Linn and Lane Counties. Albany and Harrisburg bridges; construction discussed. Minutes of January 24 approved.
1464		Signs ordered giving distance and direction to Oregon Caves and Crater Lake. Clackamas County. Knightly property, funds; condemnation authorized. Tabulation of bids read and action taken on following: Tygh Grade Section; Unit No. 2 (Bear Creek) Crooked River-Deschutes County Line Section; Coquille-Fat Elk Creek Section; Port Orford-Sixes River Section; Heppner-Jones Hill Section; Keno-Klamath Falls Section; Basket Slough Bridge.
1465		Coos County. Rock for surfacing Coquille-Bandon Section, possibility of securing from War Department dredging operations. Lincoln County. Forest Highway up Siletz River proposed. Klamath County. Bridge at Keno, report on condition.
1466	Feb. 7	Proposals received on following: Bear Creek Section, grading; Hayden Creek-Jackson County Line Section, surfacing; Rhinehart Approach Fills, grading; Tygh Valley Section, grading. Lane County. Nimrod-Elk Creek Section, project withdrawn; bid returned unopened.

Page	Date	Subject
1466	Feb. 7	Deschutes County. Bids on Unit No. 1 Allen Ranch-Klamath County Line Section held pending arrival of county representatives. Klamath County. Lakeview-Klamath Falls Highway, location between Dairy and Sprague River; engineer's report presented.
1467		Deschutes County. Benham Falls Reservoir Site, discussion of road through. Allen Ranch-Klamath County Line Section, Unit No. 1, grading, bids opened. Marion and Clackamas Counties. Pudding River bridge ordered advertised. Union County. Perry Undercrossing, state to assume entire cost.
1468		Coos County. Coquille-Fat Elk Creek Section, contract for dredging ordered prepared. Team work ordered readvertised. Lincoln County. Forest road from Kernville east along Siletz River added to forest map. Forest map signed by Commission. Forest road program discussed. Devil's Lake-Siletz River and Coos-Douglas County Line-Coos Bay Sections, Commission desires included in this year's program. Tabulation of bids read and action taken on following: Unit No. 1, Allen Ranch-Klamath County Line Section; Tygh Valley Section; Rhinehart Overcrossing approaches; Hayden Creek-Jackson County Line Section; Bear Creek Section of Oregon Caves Road.
1469		Clackamas County. Oregon City south approach. Resolution authorizing engineer to let contract and attorney to prepare agreement. Wasco County. Cooperation on White River bridge, Tygh Grade and Tygh Valley Section. To be further consideration of cooperation after completion of Dalles-Dufur Section. Umatilla County. McKay Creek bridge reconstruction requested; advertisement ordered. Grading and surfacing to be advertised if funds sufficient.
1470		Morrow County. Letter from County Court confirming offer of cooperation on Oregon-Washington Highway.
1471		Klamath County. Route through Bonanza and directly east to Lakeview requested. Washington County. A. Guthrie & Co., final payment on Hillsboro-Multnomah County Line paving contract asked. Clackamas County. Gap at railroad crossing in West Linn ordered paved if S. P. has abandoned plan for main line on west side of river. Wigwag signal requested. Clatsop County. Authority given for surveys and estimates for widening roadbed between Astoria and Svensen. Clatsop Crest Park. Plans ordered prepared for comfort station and building for store purposes.

Page	Date	Subject
1471	Feb. 7	Tillamook County. Revision of line proposed at Miami River.
1472		Morrow and Umatilla Counties. Vinson-Lena Section, definite location approved. Extensions of time: Scandia Shipbuilding Co., Halsey-Harrisburg Section; Lindstrom & Feigenson, John Day River bridges; Parker-Schram Company, Bolton-Oregon City Section; Montague-O'Reilly Company, Sarvice Creek Section; A. F. Saar, Power Plant and Shell Rock Sections; Marshall & Barhan, Bridge over Yamhill River. Following projects ordered advertised: Coles Bridge-Cummins Creek Section, grading and surfacing; McLeod-Cascade Gorge Section, grading; Klamath Falls-Barclay Springs Section, maintenance and resurfacing materials; Cottage Grove-North Section, grading; Grass Valley-Wasco County Line Section, grading and surfacing; Echo-Pendleton Section, broken stone for maintenance and resurfacing; Bridges over Willow Creek and Hay Creek near Madras.
1473	March 1	Bids opened on following projects: Coles Bridge-Cummins Creek, grading and surfacing; McLeod-Cascade Gorge Section, grading; Klamath Falls-Barclay Springs Section, broken stone for resurfacing and maintenance; Cottage Grove-North Section, grading; Grass Valley-Kent Section, grading and surfacing; Kent-Wasco County Line Section, grading and surfacing; Echo-Pendleton Section, broken stone for resurfacing and maintenance; Bridges over Hay Creek and Willow Creek near Madras. Minutes of meetings of February 6 and 7 approved.
1474		Grant County. Right of way for Cummins Creek-Coles Bridge Section not obtained; injunction threatened.
1475		Walla County. State aid requested between Enterprise and Forest Boundary. County cooperation offered.
1476		Benton County. Albany-Corvallis Highway; state to take over as fast as county grades it. Umatilla County. Replacement of bridge over Wild Horse Creek near Saxe Station asked; two culverts needed; Engineer instructed to report. Bridge over McKay Creek to be constructed at once. Pilot Rock-John Day Highway, funds available. County offers funds to be used on Pilot Rock-Pendleton road. Cold Springs Highway, state aid on 8 miles requested. Lincoln County. Location of Roosevelt Highway south of Yaquina River discussed.

Page	Date	Subject
1477	March 1	Tabulation of bids read and action taken on following: Coles Bridge-Cummins Creek Section; Grass Valley-Kent Section; Kent-Wasco County Line Section; McLeod-Cascade Gorge Section; Cottage Grove-North Section; Echo-Pendleton Section; Klamath Falls-Barclay Springs Section; Bridges over Willow Creek and Hay Creek.
1478		Malheur County. Snake River bridge at Ontario, project statement ordered prepared. Ontario-Vale Section, agreement as to cooperation. Ontario-Weavers Corners Section, cooperation.
1479		Clackamas County. Oregon City south approach, report as to funds. Time for acceptance of bid extended. Attorney to prepare agreement.
1480		Resolution re distribution of first one-half of Market Road apportionment for 1923.
1481		Coos County. Program for further work presented.
1482		Clackamas County. Gap in pavement at railroad crossing in West Linn, completion recommended by engineer.
1483		Coos County. Extension of Myrtle Point-Coquille project from city limits into Coquille approved. County co-operation offered.
1484		Yamhill County. Maintenance of pavement on state highway in Sheridan taken over by state.
1485		Clackamas County. Knightly property in West Linn; report by attorney.
1486		Jackson County. Emigrant Creek bridge; plans, specifications and advertisement ordered. County cooperation.
1487		Clatsop County. Electric power for operation of new Lewis and Clark bridge approved.
1488		Walla County. Enterprise-Flora project. County co-operation offered.
1489	March 2	Lane County. Right of way matters discussed. Location of unit of Goldson-Cheshire Section, route recommended by Engineer approved.
1490		Section of Willamette Valley-Florence Highway between junction of High and Low Pass and a point two miles west of Blachly; resurfacing requested.
1491		Creswell, grade crossing to be maintained. Paving ordered.
1492		Harrisburg bridge. Cooperative plan approved by county.
1493		Walla County. State aid requested on Enterprise-Flora Road.
1494		Forest road program for 1923. Conference with Bureau of Public Roads and Forest Service. Funds available.
1495		Following projects agreed upon: Alsea, Rainrock-Blachly, Prairie City-Unity, McKenzie, Neskowin-Siletz, Trail-Prospect, Mt. Hood Loop, Bear Gulch, Lakeside-Coos Bay.

Page	Date	Subject
	1923	
1485	March 2	Forest road location surveys, matter of financing.
1486		Forest road projects, summary of obligations of state and Government. Forest Service cooperation on Detroit-Niagara project and Coopers Spur project. Samuel Hill. To represent Oregon at International Road Congress in Seville, Spain. California-Oregon Power Company. Extension of life of pole line permit. Hood River County. Report on slide conditions west of Wyeth. Investigation of feasibility of draining. Clackamas County. Adjustment of claim of Johnson Contract Company for extra costs on Mt. Hood Loop.
1487		Washington County. Loan to county for bridge over Dairy Creek. Next meeting March 27th. Following projects ordered: Lamprey Creek-Fat Elk Creek Unit, grading; Redmond-Cline Falls Section, grading and surfacing; Tumalo-Deschutes River Section, grading and surfacing; Winchester bridge approaches, grading; Eugene-Goshen Section, pavement resurfacing; Creswell Section, paving; Otter Rock-Agate Beach Section, grading; Willow Creek-Messner Section, resurfacing materials; Pudding River bridge; Bridge over Bear Creek near Svensen; Bridge over Emigrant Creek near Ashland; Bridge over Jump-Off-Joe Creek near Grants Pass; Bridge over Klamath River at Spencer's.
1488		Polk County. Extension of time H. J. Hildeburn, Luckiamute River-Suver Section. Douglas County. Winston-Camas Mountain Section, engineering charges against H. J. Hildeburn remitted. Deschutes County. Allen Ranch South Section, Federal Aid refused; award of contract deferred Wasco County. Tygh Grade and Tygh Valley Sections awarded. Klamath County. Klamath Falls-Keno Section, award approved. Coos County. Permit for hauling logs, etc. on Remote-Myrtle Point Section of Roseburg-Coos Bay Highway.
1489		Benton County. Order closing section of Corvallis-Newport Highway. Order limiting loads on Albany-Corvallis Highway.
	March 12	Polk County. Monmouth South paving contract held up because of litigation. Discussion with contractors; arrangement agreed upon.
1490		Deschutes County. Benham Falls Reservoir Site; recommendation against construction through site. Reconnaissance of alternate route ordered.

Page	Date	Subject
	1923	
1491	March 27	Proposals received on following projects: Lamprey Creek-Fat Elk Creek Section, grading; Redmond-Cline Falls Section, grading and surfacing; Tumalo-Deschutes River Section, grading and surfacing; Winchester Bridge Approaches, grading; Eugene-Goshen Section, pavement resurfacing; Creswell Section, paving; Otter Rock-Agate Beach Section, grading; Castle Rock Section, furnishing crushed gravel; Pudding River Bridge;
1492		Bridge over Bear Creek near Svensen; Bridge over Emigrant Creek; Bridge over Jump-Off-Joe Creek; Bridge over Klamath River near Spencers.
1493		Curry County. Hunters Creek-Myers Creek Section, construction requested. Clatsop County. Necanicum-Seaside Section, grading and surfacing requested. Deschutes County. Allen Ranch South project discussed; survey on alternate route authorized.
1494		Minutes of March 1, 2 and 12 approved. Lincoln County. Survey ordered between Newport and Agate Beach. Survey between Yaquina River and Waldport ordered.
		Benton County. Albany-Corvallis Highway, survey ordered; state to take over project for maintenance and surfacing. Grant County. Cummins Creek-Coles Bridge Section; injunction filed against county; state requested to let part of contract where there is no dispute.
		Coos County. Lamprey Creek-Fat Elk Creek Section, state urged to award contract.
		Malheur County. Interstate bridge, project statements signed by Idaho; held for agreement with county.
1495		Lake County. Construction north of Summer Lake requested. Polk County. Rickreall-Holmes Gap Section, contractors asking if this is involved in Monmouth South litigation.
		Douglas County. Mill Creek-Brandy Bar project substituted for Lakeside-Hauser Section. City of Drain and Douglas County relieved of city and county share of paving Pacific Highway in city of Drain. Right of way plats for Reedsport-Coos County Line Section requested by county. City of Drain to furnish embankment material for approaches to Elk Creek Bridge.
		Old Oregon Trail signs; Secretary to confer with President of Old Oregon Trail Association.
1496		Drinking fountains, engineer authorized to erect two more.
1497		Wasco County. Widening and ditching of section between north end of The Dalles-Dufur contract and Columbia River Highway authorized. County cooperation.



Page	Date	Subject
1497	March 28 1923	Conference re letter from Governor asking that awards be deferred because of threatened referendum of new gasoline tax. Statement by Chairman.
1498		Tabulation of bids read and action taken on following: Lamprey Creek-Fat Elk Creek Section; Redmond-Cline Falls Section; Tumalo-Deschutes River Section; Winchester bridge approaches; Eugene-Goshen Section; Creswell Section;
1499		Otter Rock-Agate Beach Section; Castle Rock Section; Pudding River Bridge; Bridge over Bear Creek; Jump-Off-Joe Creek Bridge; Emigrant Creek Bridge;
1500		Klamath River Bridge near Spencer's. Wasco County. Cow Canyon Section ordered advertised. County cooperation offered. Clackamas County. Oregon City South Approach, agreement signed by Commission. Herbert Nunn, State Highway Engineer; resignation accepted. Roy A. Klein appointed Engineer; to act as Secretary.
1501		A. Guthrie & Co. Claims presented. Sherman County. Surfacing through city of Wasco, state cooperation requested. G. Max Flanery and O. O. Nichols commissioned as traffic officers. Josephine County. Applegate River Bridge ordered advertised. Extensions of time: Tobin & Pierce, Willow Creek bridge; Colonial Building Co., Rhinehart Overcrossing; Oxman & Harrington, Vinson-Pilot Rock Sect., penalty remitted. Increase in wages of maintenance men authorized.
1502		A. Guthrie & Co. claims considered and disposed of: McVeigh Point Overhead Crossing Approaches; West Linn water main on Oregon City bridge; Oregon City bridge; Hillsboro-Multnomah County Line paving contract. Jackson County. Agreement providing for payment of indebtedness on Ashland-Klamath Falls Highway approved.
1503		Josephine County. Agreement with Grants Pass Irrigation District permitting canal to encroach upon right of way. Old Oregon Trail. Matter of guard fence referred to Commissioner Doby. Lindsey Creek, flume to prevent slides; matter referred to Engineer for report and recommendation. G. Ed Ross to make audit covering period December 1, 1922 to March 31, 1923.

Page	Date	Subject
1503	March 28 1923	Roy A. Klein instructed to receive from Herbert Nunn records of department, etc. Next meeting set for April 17th. Following projects ordered advertised: Oregon City-Bolton Section; paving; Tillamook City Section, paving; Dairy Creek Section, embankment construction; Gaston Section, paving; Lewis and Clark River bridge; Pilot Butte Canal bridge; Dairy Creek bridge.
1504		Record of accounts and obligations of the following counties: Baker Benton Clackamas Clatsop Coos Crook Deschutes Douglas Gilliam County Grant Harney Hood River Jackson Jefferson Josephine Klamath Lane Lake Lincoln Linn Malheur Marion Morrow Multnomah Polk Sherman Tillamook Umatilla Union Wallowa Wasco Washington Yamhill
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Portland, Oregon, April 1, 1922.

The Commission met in Room 209 Imperial Hotel at 10 o'clock  
A. M. Present were:

R. A. Booth, Chairman  
J. B. Yeon, Commissioner  
Roy A. Klein, Secretary

The Commission considered the claim of the Pacific Bridge Company for reimbursement for cost of additional dragging on the Burns-Lawen project required to compact the surfacing material. After considering the Engineer's recommendation for payment, the Commission approved the claim for \$11,201.28.

In the matter of the application of C. W. Welker for a permit to move a steam shovel over the highway between Scappoose and Rocky Point in Columbia County, a distance of  $2\frac{1}{2}$  miles, the Commission were agreeable to granting the permit provided a sufficient bond was given to cover possible damage to the highway. The engineer was instructed to watch the movement and see that proper precautions are taken in the way of planking, etc. to protect the roadbed surface. The attorney was instructed to draw an agreement to cover, with provision for a sufficient bond.

The secretary was authorized to close a contract for furnishing asphalt for the Youngs Bay-Skipanon Section with the Union Oil Company.

The contract with the Standard Oil Company for furnishing lubricating oils and greases for the year 1922 was approved by the Commission.

In response to a letter from the Oregon Federation of Fraternal Societies requesting the employment of American citizens on highway work by the contractors, the Commission instructed the secretary to write letters to the contractors asking them for a statement of labor conditions on their contracts. Also the secretary was directed to call their attention to the clause in the contract which requires that preference be given to honorably discharged soldiers, sailors and marines and citizens of the United States residing in Oregon, and to state to contractors that the Commission expects and will demand that such provisions of the contract will be faithfully carried out.

In response to Curry County's request for aid on the Coast Highway, the secretary was instructed to advise the county authorities that the Commission will try to determine the work to be done in Curry County at the next meeting, and it is very likely that a member of the Commission will go to Curry County and discuss the problem with them, particularly as to the work to be done south of Gold Beach.

The secretary was instructed to advise Judge Wade of Coos County that the Commission believed it preferable to rock surface the Roseburg-Coos Bay Highway in accordance with former understanding rather than leave this project unsurfaced and expend the balance in

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grading between Coquille and Bandon. The Commission feels it advisable to complete an all-year road between Coquille and Roseburg at the earliest possible date. As to the section between Coquille and Bandon, the Commission agrees that the location should be made and plans formulated for its improvement. The secretary was instructed to invite the Coos County Court to attend the next Commission meeting to discuss this matter in the event that a member of the Commission does not visit them in the meantime.

Relative to the construction of The Dalles-California Highway through the Benham Falls Reservoir site south of Bend, the Commission instructed the secretary to write Judge Sawyer of Deschutes County stating that unless it could be determined in the near future whether the reservoir could be built, the Commission would feel it necessary to go ahead and construct on the original alignment.

The engineer was instructed to advertise at the next meeting a bridge over the South Yamhill River on the McMinnville-Tillamook Highway in Polk County, about five miles west of Willamina.

The Commission considered the location between Florence and Heeeta Head and after discussing the alternate routes, the Coast and Lindsley Creek Routes, the Commission adopted the location recommended by the engineer along the Coast as submitted with Division Engineer Kelley's letter and report of February 20. The engineer was instructed to make the survey along the adopted route.

The Commission granted permission to the Western Oregon Telephone and Telegraph Company to construct a line between Forest Grove and Dilley, the work to be done under the supervision of the State Highway Engineer.

A petition from Sherman County, requesting that the Sherman Highway be located from Wasco to Rufus by way of Gerkin Canyon instead of from Biggs, was denied and ordered filed.

The following requests for extension of time were received and considered:

Frazier & Samuel, guard fence in Umatilla County, contract No. 444. The engineer recommended that the contractors be charged for engineering costs subsequent to December 20, 1921. Extension granted and recommendation approved by Commission.

Morrison-Knudsen Company, Jamieson-Morgan Section, grading contract No. 456. An extension of time to April 10th was requested. The engineer recommended that the extension be granted but that the field engineering costs be charged against the contractors subsequent to the expiration of the time limit. The Commission approved the recommendation of the Engineer.

Morrison-Knudsen Company, Vale-Burrell Ranch Section, contract No. 457. The engineer recommended that the extension be granted without penalty

inasmuch as instructions to complete the section in the city of Vale were not granted in time to complete the work before the expiration of the time limit. The recommendation of the engineer was approved.

Monson-Trierweiler Company, Whiteson bridge, contract No. 476. An extension of time to April 15th was requested. The engineer recommended that an extension be granted but that the engineering costs be charged against the contractors subsequent to the completion date. Recommendation of the engineer approved.

Tillamook County Court requested an extension of time on the graveling of the Beaver-Hebo and the Moore Cutoff Sections in Tillamook County to September 15, 1922. The engineer recommended that extensions be granted, engineering to be charged from October 31, 1921 to completion. Recommendation of the engineer approved.

Warren Construction Company, Lexington-Morgan Section, Oregon-Washington Highway, rock surfacing, contract 364. An extension of time was requested to June 1, 1922. The engineer recommended, inasmuch as the work was not started until sixty days after the award of the contract, that the contractors be charged with engineering costs subsequent to January 1, 1922. Recommendation of the engineer was approved.

A. D. Kern requested an extension to July 1 on the Cold Springs-Holdman section of the Pendleton-Cold Springs Highway in Umatilla County, grading and rock surfacing, contract No. 375. The engineer reported that the time limit on this contract expired November 30, 1921 and that extreme weather conditions delayed the work during the winter. The engineer recommended that the extension be granted and the contractors charged for engineering costs subsequent to March 15, 1922. The recommendation of the engineer was adopted.

Oxman & Harrington requested an extension of time on the Pilot Rock-Vinson Section of the Oregon-Washington Highway in Umatilla County, contract No. 405. The engineer recommended that an extension of time to April 30 be granted but that contractors be charged for engineering costs subsequent to February 15, 1922. The recommendation of the engineer was adopted.

Oskar Huber requested an extension of time on the Merrill-California State Line Section of the Dalles-California Highway to June 1, 1922, contract No. 228. The engineer recommended this extension with the provision that the engineering costs between December 1, 1921 and June 1, 1922, be charged to the contractor excepting the time when the contractor was unable to work on account of weather conditions.

Deschutes County Court requested an extension of time to June 1, 1922 on Unit No. 2, Allen Ranch-Klamath County Line Section of the Dalles-California Highway. The Engineer recommended that the extension be granted without penalty, which was approved by the Commission.

A. D. Kern requested an extension of time for grading the Wallowa Hill Section, La Grande-Enterprise Highway in Union and Wallowa Counties to June 1, 1922. The engineer recommended that the extension be granted with the provision that engineering costs be charged to the contractors subsequent to December 1, 1921, with the exception of time required to clear the slides which will be in addition to the contract, which was approved by the Commission.

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

*Roy A. Klein*  
Secretary

*[Signature]*  
Chairman  
*[Signature]*

Portland, Oregon, April 14, 1922.

The Commission met in Room 520 Multnomah County Court House and then adjourned to Room 201, same building. Present were:

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

Mr. Rufus Holman, County Commissioner of Multnomah County, stated that Multnomah County was obligated to appropriate \$170,000 for the Mt. Hood Loop Highway, \$85,000 for the present year and \$85,000 for the next. However, the Tax Supervising Commission had eliminated this item from the budget and accordingly there were no funds provided this year. Mr. Holman made the statement that as long as he was a member of the Board of County Commissioners, this item would be placed in the budget each year until the account was paid. Mr. Booth asked if it were not possible to transfer the road funds provided in the budget to this project. Mr. Holman replied that in the budget specific roads were listed and so far as possible they followed the budget, and there appeared to be no surplus anywhere to divert to the Mt. Hood Loop. Mr. Booth replied that the Commission did not feel that the Mt. Hood Loop graveling contracts should be let until the Multnomah County contribution was made available.

On account of the crowded condition of the room, the meeting was adjourned to Room 203.

The Secretary opened and read the various bids received on the grading, rocking, paving and bridge projects, as follows:

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OLD OREGON TRAIL  
BAKER-NELSON SECTION - GRADING & SURFACING

Unit 1  
Based on the award of Unit 1 only

	Concrete Pipe	Corr. Iron Pipe
Porter & Conley	176,496.00	175,589.00
Security Construction Co.	128,928.50	127,530.00
Johnson Contract Co.	154,835.00	151,900.00
D. F. Murphy & Co.	138,990.00	137,402.50
Oxman & Harrington	130,261.50	130,261.50
Gus Carlson & Co.	145,931.00	144,547.80
A. D. Kern	137,433.00	135,686.00

Unit 2  
Based on the award of Unit 2 only.

	Concrete Pipe		Corr. Iron Pipe	
	Alt. "A"	Alt. "B"	Alt. "A"	Alt. "B"
Porter & Conley	144,909.00	151,009.00	144,245.50	150,345.50
Security Construction Co.	105,622.00	115,624.75	104,587.50	114,590.25
Johnson Contract Co.	136,009.00	139,560.25	133,839.50	137,390.75
March & Bowers	104,932.50	112,428.75	104,455.00	111,951.25
D. F. Murphy & Co.	112,637.75	116,951.50	111,312.75	115,626.50
Oxman & Harrington	106,600.00	111,627.50	106,600.00	111,627.50
Morrison-Knudsen Co.	122,725.00	142,278.75	120,000.00	139,553.75
A. D. Kern	113,258.25	125,040.75	111,971.75	123,754.25

Based on the award of both units

	Concrete Pipe		Corr. Iron Pipe	
	Alt. "A"	Alt. "B"	Alt. "A"	Alt. "B"
Warren Construction Co.	291,625.50	307,798.00	292,122.00	308,294.50
Security Construction Co.	226,325.50	232,533.00	223,197.50	229,405.00
Oxman & Harrington	236,861.50	241,889.00	236,861.50	241,889.00
Clifton, Applegate & Toole	280,132.50	284,756.75	278,727.50	283,351.75
A. D. Kern	249,207.50	261,220.00	246,174.50	258,186.50

CORVALLIS-NEWPORT HIGHWAY  
BLODGETT-TOLEDO SECTION

Unit 1 - Surfacing  
Based upon award of Unit 1 only

	Alternate 1	Alternate 2
Washburn & Hall		65,875.00
Guy F. Atkinson	112,900.00	116,500.00
A. D. Kern	82,525.00	69,745.00
Johnson Contract Co.	107,345.00	78,945.00

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## Blodgett-Toledo Section - cont'd

Based upon award of both units

	Alternate 1	Alternate 2
A. D. Kern	81,105.00	69,390.00
Johnson Contract Co.	106,280.00	77,880.00
Warren Construction Co.	101,300.00	101,300.00

## Unit 2 - Grading and Surfacing

	Unit 2, only		Both units	
	Conc. Pipe	C. I. Pipe	Conc. Pipe	C. I. Pipe
Washburn & Hall	91,345.00	91,105.00		
Guy F. Atkinson	143,720.00	143,580.00		
A. D. Kern	97,936.20	97,908.60	97,581.20	97,553.60
Johnson Contract Co.	103,123.20	102,774.00	102,058.20	101,709.00
A. Glebisch	90,575.00	90,575.00		
Warren Construction Co.			133,370.00	132,288.00

McKENZIE AND BEND-SISTERS HIGHWAYS  
CLINE FALLS-SISTERS-TUMALO SECTION - SURFACING

Hetrick, Cline & Gardner	70,950.00
Warren Construction Co.	89,100.00
A. D. Kern	73,920.00
J. K. Shotwell	57,420.00*
Greenwood & Dann	77,700.00
Kibler & Bartlett	62,850.00
F. H. May & Co.	66,000.00
Siems & Carlson	82,500.00
March & Bowers	57,750.00

\*Type not acceptable

PACIFIC HIGHWAY  
CANYONVILLE-GALESVILLE SECTION - PAVING

Type "A"

Albertson, Cornell Bros. & Walsh	380,895.00
Independent Asphalt Paving Co.	395,935.00
Bonnell, Savage & Fenn	404,502.50
Kibler & Bartlett	335,481.00
S. A. Moceri	324,095.00
Cochran Construction Co.	381,860.00
Joplin & Eldon	399,525.00
Pacific Bridge Co.	370,575.00

Type "D"

A. D. Kern	370,360.00
J. C. Compton	408,080.00
Joplin & Eldon	364,265.00
Warren Construction Co.	369,753.00

JOHN DAY HIGHWAY  
ARLINGTON-SHUTLER SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
Security Construction Co.	52,042.00	51,820.50
Elliott, Scoggin & Paquet	60,453.00	60,281.50
Bauers & Bauers	52,717.90	52,532.90
Clifton, Applegate & Toole	63,323.00	63,078.00
Campbell-Wilson Co.	56,672.00	56,343.50
Warren Construction Co.	69,508.00	69,480.00
A. D. Kern	61,818.90	61,704.60
General Construction Co.	58,307.00	58,145.40
March & Bowers	58,407.00	58,228.00
D. F. Murphy & Co.	64,549.00	64,312.00
Carlson & Nyberg	65,645.50	65,400.50
Hetrick, Cline & Gardner	65,913.00	65,812.00

McKENZIE RIVER HIGHWAY  
POWER PLANT AND SHELL ROCK GRADES - GRADING & SURFACING

Iver J. Rosten Co.	44,258.76
Elliott, Scoggin & Paquet	37,827.00*
Jas. F. Clarkson & Co.	39,311.00
A. F. Saar	37,552.00
Greenwood & Dann	48,769.00
Johnson Contract Co.	48,655.70**
Frazier & Samuel	42,242.00
Hill Construction Co.	43,916.50
Siems & Carlson	45,399.00
Corvallis Construction Co.	37,967.50
Soleim & Gustafson	40,033.10

\*Bid on Excavation, Single Classification instead of Overhaul.

\*\* See letter re trenching subgrade.

PACIFIC HIGHWAY  
McVEIGH POINT OVERCROSSING APPROACHES - SURFACING

G. D. Linn	2,900.00
A. C. Mathews	2,050.00

OLD OREGON TRAIL  
DEADMAN'S PASS-KAMELA SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	160,613.60	159,824.00
Security Construction Co.	149,280.00	149,095.00
D. F. Murphy & Co.	147,449.50	146,609.50
Carlson & Nyberg	160,848.00	159,908.00
Campbell-Wilson Co.	132,715.00	131,925.00
Pat Lonergan	121,865.00*	121,465.00*

\*No bid on Clearing &amp; Grubbing

WEST SIDE HIGHWAY  
McMINNVILLE-AMITY SECTION - PAVING  
Concrete Alternate

Jas. F. Clarkson & Co.	161,035.20
Cochran Construction Co.	115,247.70
Soleim & Gustafson	126,588.20
Kibler & Bartlett	129,998.90
Scandia Shipbuilding Co.	131,703.90
Oregon Contrant Co.	129,445.10
Cummins & La Pointe	143,726.50
Independent Asphalt Paving Co.	127,107.60
Bonnell, Savage & Fenn	127,476.40*
T. M. Morgan	122,161.40

Bituminous Alternate

United Contracting Co.	169,409.00
Warren Construction Co.	164,037.70

\*Based on use of crushed gravel aggregate.

OLD OREGON TRAIL  
FOUR SMALL SPANS - BAKER-NEILSON SECTION

Jas. J. Burke & Co.	16,980.00
Gilmore & Ritchie	19,302.50
Beason Construction Co.	20,070.00
Porter & Conley	20,820.00
Lindstrom & Feigenson	21,032.50
Jas. F. Clarkson	21,050.00
Illinois Steel Bridge Co.	21,107.50
Kelly & Lilly	21,250.50
Union Bridge Co.	25,774.60

OLD OREGON TRAIL  
UNITY OVERCROSSING - BAKER-NEILSON SECTION

Lindstrom & Feigenson	9,915.00
Jas. J. Burke & Co.	10,805.00
Beason Construction Co.	10,907.00
Jas. F. Clarkson & Co.	11,695.00
Kelly & Lilly	12,925.00
Illinois Steel Bridge Co.	13,070.00

BEND-SISTERS HIGHWAY  
FOUR BRIDGES NEAR SISTERS

F. H. May	6,162.00
Marshall & Barhan	6,736.10
J. E. Albright	6,988.00
Jas. F. Clarkson & Co.	7,547.00
Curtis Gardner	8,773.00
Siema & Carlson	10,285.00

PACIFIC HIGHWAY - ALBANY-TANGENT SECTION  
LAKE CREEK AND OAK CREEK BRIDGES

Tobin & Pierce	13,530.00
Le Doux & Le Doux	13,585.00
Ostrom Construction Co.	13,666.30
Albert Anderson	14,625.00
Consolidated Construction Co.	14,760.00
M. W. Payne	14,790.00
Lindstrom & Feigenson	16,153.00
Jas. F. Clarkson & Co.	16,210.00

McMINNVILLE-TILLAMOOK HIGHWAY - POLK COUNTY  
BRIDGE NO. 745 NEAR WILLAMINA

Steel Design

Marshall & Barhan	12,205.99
Lindstrom & Feigenson	12,443.00
Le Doux & Le Doux	12,501.50
Monson-Trierweiler Co.	12,968.50
Carl O. Engstrom	13,324.00
Curtis Gardner	13,801.00
Union Bridge Co.	14,133.50
Parker & Banfield	15,271.75

Wood Design

Marshall & Barhan	9,039.63
Lindstrom & Feigenson	10,606.00
Carl O. Engstrom	11,197.00
Curtis Gardner	11,431.00
E. C. Bushnell	11,530.00
Monson-Trierweiler Co.	11,690.00
Parker & Banfield	13,003.00

OREGON-WASHINGTON HIGHWAY  
TWO BRIDGES OVER BIRCH CREEK - PILOT ROCK-VINSON SECTION

Tobin & Pierce	8,895.00
Pat Lonergan	9,772.50
Kelly & Lilly	9,980.00
Oxman & Harrington	9,960.00
Lindstrom & Feigenson	10,790.00
Illinois Steel Bridge Co.	10,820.00

McMINNVILLE-TILLAMOOK HIGHWAY  
DEER CREEK BRIDGE

Le Doux & Le Doux	9,395.00
Barnard & Augustine	9,585.00
Tobin & Pierce	9,630.00
Oregon Contracting Co.	9,879.50
Lindstrom & Feigenson	10,257.50
Monson-Trierweiler Co.	10,735.00
Consolidated Construction Co.	10,800.00
Parker & Banfield	11,530.00
Jas. F. Clarkson & Co.	11,687.50
Albert Anderson	11,945.00

WEST SIDE HIGHWAY  
AMITY BRIDGE

Tobin & Pierce	26,720.00
Le Doux & Le Doux	27,648.00
M. W. Payne	27,780.00
Monson-Trierweiler Co.	28,175.00
McCamey & Hoffman	28,238.00
Oregon Contracting Co.	29,325.00
Lindstrom & Feigenson	31,315.00
Parker & Banfield	31,329.50
Jas. F. Clarkson & Co.	32,555.00
Soleim & Gustafson	33,857.50

Judge Marvin and Commissioners McCully and Johnson of Wallowa County asked the Commission to put on the Lostine-Enterprise Section for grading and rooking, stated that they had placed \$25,000 in their budget this year and would include the balance in next year's budget. The Commission asked them if they had sufficient funds to meet their obligations on the completed work and they stated that whatever deficiency there was in their bonds would be made up this fall by the collection of delinquent taxes, probably \$40,000. The Commission agreed to take the matter under further consideration and give them an early answer.

Judge Wade of Coos County, Mr. J. E. Norton of Coquille and Mr. J. C. Kendall of Marshfield appeared and discussed generally the road situation in Coos County as it relates to state highways. They expressed the view that the most important thing to be done is the graveling and the completion of the Roseburg-Coos Bay Highway, whereupon it was agreed by the Commission that the Coquille-Myrtle Point Section should be advertised for grading and macadam as soon as the Engineer can get it ready. The Coos County representatives asked for the early location of the line between Coquille and Bandon and the Commission replied that they would act promptly and probably visit Coos County in the near future. It was stated that the decision of the Commission would be approved by the County Court and the people generally. They stated that they considered the next most important road improvement in the county to be the section between

Coquille and Bandon, whereupon the Commission agreed to give it first consideration after the completion of the Roseburg-Coos Bay Highway and if possible to appropriate some funds for construction there during the season of 1922.

Mr. James J. Crossley, appearing on behalf of the American Legion, asked that the Commission consider making awards to contractors who were resident within the state as they felt that Oregon contractors would give preference to Oregon citizens in employment. Mr. Booth replied for the Commission that the matter of employment among the contractors had been thoroughly canvassed and the contractors had been advised as to what would be expected and required in the employment of citizens.

Mr. F. I. Fuller, Vice-President of the P. R. L. & P. Co., reported progress on the south approach to Oregon City matter and stated that as soon as they could secure a more definite estimate of the cost, he thought they would be in a position to answer. The Commission deferred action until Mr. Fuller can report further.

The Secretary read the summary of the bids received and the following action was taken:

Three small concrete bridges and one steel span, Baker-Nelson Section. On motion which was carried, the award was made to the low bidder, Jas. J. Burke & Co., at \$16,980.00. Inasmuch as this bidder was unknown to the Commission, the Engineer was instructed to investigate his resources and experience. The Secretary was instructed to hold the second check until the low bidder was approved by the Engineer.

The overcrossing of the O.-W. R. R. & N. near Unity. The Chairman announced that this is a cooperative project and the Engineer is instructed to confer with the county and if approved, the Engineer is granted authority to act.

Two culverts and two timber spans on the Bend-Sisters Highway near Sisters in Deschutes County. On motion, which was carried, the award was made to F. H. May of Bend at \$6,162.00.

Two concrete spans on the Albany-Tangent Section of the Pacific Highway in Linn County at Lake Creek and Oak Creek. The Chairman announced that the county is interested in these bridges and the matter would be referred to them before award. The low bid of Tobin & Pierce at \$13,530.00 was considered satisfactory and motion was made and carried that the contract be awarded to Tobin & Pierce, provided it is concurred in by the county.

One 120 foot span on the McMinnville-Tillamook Highway 5 miles west of Willamina. On motion, which was carried, the award of this contract was made to Marshall & Barhan, the low bidders, for the steel alternate at \$12,205.99.

Two bridges over Birch Creek on the Pilot Rock-Vinson Section of the Oregon-Washington Highway in Umatilla County. The Commission announced that the bid is satisfactory, the low bidder being Tobin & Pierce at \$8,895.00. Inasmuch as this is a cooperative project, motion was made and carried that it be referred to the Engineer to confer with the county.

Reinforced concrete bridge over Deer Creek on the McMinnville-Sheridan Section of the McMinnville-Tillamook Highway. On recommendation of the County Court of Yamhill for which the contract was advertised, the contract was awarded to Le Doux & Le Doux, the low bidder, at \$9,395.00.

Reinforced concrete bridge near Amity on the West Side Highway in Yamhill County. On the recommendation of the county officials, inasmuch as the project was advertised for Yamhill County, on motion which was carried, the award was made to Tobin & Pierce, the low bidder, at \$26,720.00.

Baker-Nelson Section of the Old Oregon Trail in Baker County, 26.9 miles of grading and rock surfacing, Units 1 and 2. On motion, which was carried, the award of this contract was made to the low bidder, the Security Construction Co. of La Grande, type of culvert pipe to be determined later by the Commission.

Blodgett-Toledo Section of the Corvallis-Newport Highway, furnishing crushed rock. Unit No. 1, bid held for further consideration by the Commission. Unit No. 2, 17.2 miles rock surfacing. On motion which was carried, award was made to A. Giebisch at \$90,575.00.

Cline Falls-Sisters and Sisters-Tumalo Section. The low bid is qualified and is not acceptable because it does not comply with the specifications as to sizes of rock. The next bid is that of March & Bowers at \$57,750.00, which is satisfactory to the Commission, but inasmuch as Deschutes County is cooperating, the award will be referred to the Deschutes County Court.

Canyonville-Galesville Section, Pacific Highway, 11.1 miles of 18 ft. pavement. On motion which was carried, award was made to S. A. Mocer of Tacoma, Washington, for 7 inch concrete, Type A, for \$324,095.00.

Arlington-Shutler Section, John Day Highway, Gilliam County, 7.1 miles of grading and rock surfacing. The announcement was made that the low bid of the Security Construction Company is satisfactory but inasmuch as the county is cooperating, the matter will be held until it can be referred to the County Court. Motion was made and carried that the matter be referred to the Engineer with instructions to bring it back to the Commission after conference with the County Court.

Power Plant and Shell Rock Sections of the McKenzie Highway in Lane County, 2.06 miles surfacing. The low bid of A. F. Saar is satisfactory, but being a cooperative project, it is referred to Lane County.

Surfacing approaches to McVeigh Overcrossing on Pacific Highway 0.4 miles of surfacing. On motion which was carried, the award of this contract was made to A. C. Mathews at \$2,050.00.

Deadman's Pass-Kamela Section, Old Oregon Trail, Umatilla County, 13.5 miles grading and surfacing. On motion which was carried, the bids being in excess of the Engineer's estimate, were rejected with instructions to readvertise when weather conditions are more favorable and the contractors can view the project to better advantage.

McMinnville-Amity Section, 5 miles paving. On motion, which was carried, the award was made to Cochran Construction Co. for 7 inch concrete pavement, Type "A", at \$115,247.70.

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

The Chairman made the statement that it should be definitely understood that the Commission would expect all contracts to be finished on time.

The meeting then adjourned.

Portland, Oregon, April 15, 1922.

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

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

The Secretary opened and read the bids on the various grading, macadam and paving projects.

COOS BAY-ROSEBURG HIGHWAY  
MYRTLE POINT-CANAS VALLEY SECTION - SURFACING

Warren Construction Co.	209,940.00
A. D. Kern	218,310.00

JOHN DAY HIGHWAY  
CUMMINS CREEK-VALADES RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Oxman & Harrington	139,550.00	134,335.00
Gus Carlson & Co.	114,390.00	110,695.00
Montague-O'Reilly Co.	143,761.67	135,020.67
D. F. Murphy & Co.	128,255.00	119,570.00
Morrison-Knudsen Co.	151,990.00	140,725.00
Jas. F. Clarkson & Co.	125,985.00	118,025.00
Elliott, Scoggin & Paquet	163,555.00	153,094.00
White, Brown & Leahy	139,135.00	134,935.00



PACIFIC HIGHWAY  
SEXTON MOUNTAIN SECTION - PAVING

## Type "A"

Pacific Bridge Co.	246,905.00
Joplin & Eldon	218,240.00
Scandia Shipbuilding Co.	197,810.00
Kibler & Bartlett	215,545.00
T. M. Morgan	271,100.00

## Type "C"

A. D. Kern	183,280.00
Warren Construction Co.	202,252.50

## Type "D"

A. D. Kern	198,902.50
Warren Construction Co.	210,131.00

WILLAMETTE VALLEY-FLORENCE HIGHWAY  
GOLDSON-BLACHLY SECTION - SURFACING

A. D. Kern	86,850.00
Washburn & Hall	95,445.00
S. S. Schell	98,396.00
Warren Construction Co.	89,100.00

PACIFIC HIGHWAY  
ALBANY-TANGENT SECTION - PAVING

## Type "A"

Oregon Contract Co.	165,592.00
Independent Asphalt Paving Co.	163,691.50
Guy F. Atkinson	187,736.50
Soleim & Gustafson	168,075.00
Jas. F. Clarkson & Co.	184,262.50
Kibler & Bartlett	168,660.00
Cummins & La Pointe	167,539.00
Bonnell, Savage & Fenn	175,381.00*
T. M. Morgan	172,456.50

## Type "D"

V. R. Dennis Construction Co.	153,281.50*
A. D. Kern	154,643.50
Warren Construction Co.	164,096.00

\*Crushed Gravel Aggregate

OREGON-WASHINGTON HIGHWAY  
VINSON CANYON-PILOT ROCK SECTION - SURFACING

Hetrick, Cline & Gardner	61,950.00
Porter & Conley	46,750.00
Held, Held & Hickox	47,350.00
Campbell-Wilson Co.	43,005.00
Elliott, Scoggin & Paquet	55,390.00
A. D. Kern	46,000.00
Pat Lonergan	42,280.00
March & Bowers	49,800.00
General Construction Co.	40,860.00
Warren Construction Co.	47,160.00
Carlson & Nyberg	41,874.00
Oxman & Harrington	43,800.00
More & Anderson	53,340.00

EAST BIRCH CREEK MARKET ROAD  
PILOT ROCK-SOUTH SECTION - SURFACING

Porter & Conley	16,810.00
Held, Held & Hickox	15,060.00
A. D. Kern	16,090.00
Pat Lonergan	15,680.00
Hetrick, Cline & Gardner	19,830.00
Warren Construction Co.	17,375.00
Carlson & Nyberg	13,391.00
Oxman & Harrington	13,840.00

THE DALLES-CALIFORNIA HIGHWAY  
THE DALLES-DUFUR SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
Hetrick, Cline & Gardner	203,295.00	202,462.00
White, Brown & Leahy	191,519.50	190,011.50
Greenwood & Dann	181,817.00	176,947.00
Clifton, Applegate & Toole	160,689.00	159,048.00
Porter & Conley	175,440.50	173,861.00
General Construction Co.	182,538.00	181,347.00
Joplin & Eldon	168,130.00	167,030.50
Elliott, Scoggin & Paquet	184,948.00	183,529.50
Jas. F. Clarkson & Co.	209,555.00	203,620.50
A. D. Kern	170,027.50	168,155.50
Johnson Contract Co.	167,262.00	162,296.50
Carlson & Nyberg	175,200.00	173,290.00
Hill Construction Co.	168,146.40	166,498.60
D. F. Murphy & Co.	161,747.00	159,889.50
United Contracting Co.	176,126.50	176,290.00

The matter of maintenance on the paving of The Dalles-Threemile Section, which has been abandoned as a state highway, came up for consideration. Mr. Purcell was present and was asked to secure a ruling from the Bureau as to their attitude on the maintenance feature. The Wasco County Court, represented by Judge Adkisson and Commissioner Hix, stated that they would maintain this pavement at the county's expense.

Commissioner Sharp of Lane County asked that the Commission reconsider their previous action in the routing of the Pacific Highway through Cottage Grove and locate it across the present bridge at Ninth Street and follow the present road on the west and north bank of the river. Mr. Yeon replied for the Commission that this matter had been settled and definitely located and would not be reopened.

Jason Moore of Summer Lake, Lake County, was present in the interest of extending the Lakeview-Bend project further north from Paisley. He was advised that, aside from the present uncompleted contracts north of Lakeview, the 1922 program in Lake County included only a section of the Lakeview-Klamath Falls Highway west from Lakeview to Drews Valley.

Judge Patterson of Grant County requested the early advertisement of the bridges included in the Cummins Creek-Valades Ranch Section. He was advised that these would be advertised as soon as plans and specifications have been prepared.

Mr. Denton Burdick asked in behalf of Deschutes County for the improvement of the Redmond-Cline Falls Section of the McKenzie Highway, stating that the Deschutes County Court would pledge its market road funds for 1923 for this purpose. The Commission agreed to take the matter under consideration.

Judge Schanep of Umatilla County requested the Commission to ask the low bidder on the Pilot Rock-Vinson rock project if he would take the Birch Creek market road out of Pilot Rock at the same unit prices. The Secretary was instructed to do so.

Judge Couch of Union County asked that the Oro Dell Overcrossing be constructed this year. He was advised that the Commission's attitude will be to leave out all of the overcrossings which are not absolutely necessary until the county is ready to take up the part assessed to them by the Public Service Commission with funds other than their bond issue which is already obligated.

The Engineer reported that approximately 8,000 cubic yards of crushed rock would be required on the Bee Ranch-Sulphur Springs Section of the McMinnville-Tillamook Highway in excess of the estimated quantities, due to heavy traffic and deterioration during the winter season. Authority was given to the Engineer to negotiate with the Warren Construction Company for furnishing this material if a reduction could be secured in the unit prices on the Grand Ronde-Alder Creek Contract No. 419 for maintenance materials and resurfacing, or in the event that a better price

could not be secured, authority was given to advertise for bids on the additional quantities.

The Engineer reported that the macadam surfacing on the section of the McMinnville-Tillamook Highway between Bee Ranch and Sulphur Springs had broken up badly due to heavy traffic and recommended that a restriction be placed upon truck traffic on this section until the subgrade dries out. After consideration, on motion which was carried, the following order was made: No motor truck whose manufacturer's rated capacity exceeds  $2\frac{1}{2}$  tons shall be permitted to pass over and any such truck of 2 or  $2\frac{1}{2}$  ton capacity is limited to a net load weight of one ton and that trucks of 1 to 2 tons manufacturer's rated capacity be limited to not in excess of  $1\frac{1}{2}$  tons net load. This order to be effective until withdrawn by the Engineer. Traffic Chief Raffety was instructed to enforce this order.

Mr. Raffety reported that he had visited Umatilla County at their request and the County Court desired the state to appoint a traffic officer to work exclusively in Umatilla County and had agreed to reimburse the state for his salary. After consideration this was approved by the Commission, the agreement being that the state would furnish motorcycle or automobile and necessary upkeep and fuel, as well as the officer's traveling expenses. The whole matter was left to Mr. Raffety's judgment as to effective date of putting the plan into operation.

At 3:30 P. M. the Secretary read the tabulation of the bids received and the following action was taken by the Commission.

The Dalles-Dufur Section of The Dalles-California Highway. The Commission announced that the low bid of Clifton, Applegate & Toole was satisfactory but inasmuch as the county is cooperating in this project the award was referred to the Engineer for a conference with the county officials and with power to act.

Goldson-Blachly Section, Willamette Valley-Florence Highway. The low bid of A. D. Kern was satisfactory, but inasmuch as this is a cooperative project with Lane County, the award was referred to the Engineer with power to act, after a conference with the county authorities.

Umatilla County market road. This having been advertised for the county, the award was referred to the county authorities.

Myrtle Point-Camas Valley Section of the Roseburg-Coos Bay Highway. Motion was made and carried that this be referred to the Engineer with instructions to report back to the Commission as soon as he can.

Albany-Tangent Section of the Pacific Highway, paving. Consideration of this award was deferred to a special meeting subject to the call of the Chairman.

Cummins Creek-Valades Ranch Section, John Day Highway. The low bid of Gus Carlson & Co. was satisfactory, but inasmuch as it is a cooperative project with Grant County, the award was referred to the

Engineer with power to act after a conference with the county authorities.

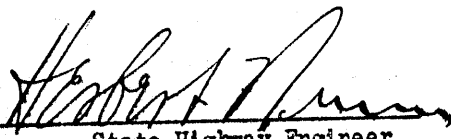
Vinson-Pilot Rock Section. The low bid of the General Construction Co. is satisfactory, but inasmuch as there are some matters to be adjusted with the county in connection with this contract, the matter was referred to the Engineer with power to act.

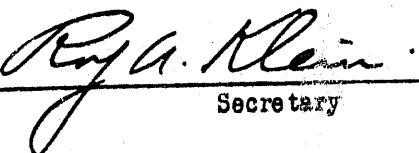
Sexton Mountain Section of the Pacific Highway, paving. The award of this contract was deferred until the adjourned session.

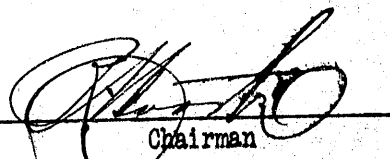
The Engineer reported that it was found that Lindstrom & Feigenson, who were the low bidders for the construction of the Unity Overcrossing in Baker County, had qualified their bid to be considered only on the award of both the Unity Overcrossing and the adjacent small bridges on the same section. The Engineer was instructed to advise them that unless the qualification was withdrawn, the bid would be rejected and the bridge readvertised.

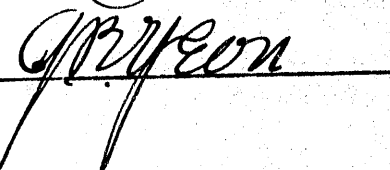
On motion, which was carried, the Secretary was instructed to return the checks of the unsuccessful bidders.

The meeting then adjourned.

  
State Highway Engineer

  
Secretary

  
Chairman

  
Commissioner

Portland, Oregon, April 19, 1922.

The Commission met in Room 209, Imperial Hotel, 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 Engineer reported that he would recommend the award of the contract for furnishing crushed rock on Unit 1, Blodgett-Toledo Section, be made to Washburn & Hall provided they made a reduction in their bid of \$1,500.00, which would about equal the cost of making a set-up. Mr. Washburn was present and stated that they would do this. On motion, which was carried, the award was made to Washburn & Hall with a reduction in the bid of \$1,500.00 to \$64,375.00.

Mr. Frank Robertson of Robertson & Ewing made an offer of par and accrued interest for Clackamas County bonds which the Commission are holding. The Commission declined the offer but advised that sealed bids for the bonds would be received in the near future.

Judge Fowler and Commissioner Wade of Gilliam County were present in the interest of the adjustment of accounts between the Commission and the county. They stated that the previous arrangement was satisfactory except they objected to a 50-50 allowance for grading and rock surfacing on the Mayville south to Wheeler County Line Section and wished to pay for the grading themselves and the state pay for the rockwork. After consideration, this was agreed to and on their part the county officials agreed to add the county's share of the cost of the overhead crossing at Heppner Junction, in amount \$5,877.89 to the account. To make the matter clear, the agreement is inserted herewith:

"Gilliam County Court,  
Condon, Oregon.

Gentlemen:-

Referring to our letter of March 29th, and for the purpose of making more definite the amounts of money involved and the methods of settlement, it is now agreed that the County shall be allowed on account of maintenance from Mayville North, the sum of \$2988.26, and for rockwork from Mayville South to the Wheeler County line the sum of \$9123.49, and the County will reimburse the State for the cost of the overhead at Heppner Junction assessed by the Public Service Commission to the County in amount \$5877.89. Assuming then that the estimates for the sections under construction to be as set forth in the following schedule:

1. Work south of Condon has been completed at a cost of say ----- \$150,000
2. The work covered by the present incompleted contract between Condon and the base line is, say ----- 77,000
3. The road between Arlington and the base line, to be graded and macadamized at estimated approximate cost of say 100,000  
\$327,000

One-half of total to be borne by each party as per original agreement.

It is agreed that the work on the first section shall be exactly \$150,000; work on the second section to be more or less than \$77,000 same to be determined when the contract is completed; work on the third section to be exactly paid out under contract, whether one or two contracts.

The County has paid to the State \$50,000 in cash to apply on section 1, and \$35,000 in cash to apply on section 2, and the County agrees to pay \$40,000 on October 1, 1922 and \$10,000 on January 1, 1923 in cash to apply on sections 2 and 3. The County is to have an allowance for the disbursements heretofore made by it for the rock of the section south of Mayville, in amount \$9,123.49, and one-half of the maintenance cost north of Mayville, the total cost of which was \$5,976.52, of which one-half is \$2,988.26. The State is also to be reimbursed for \$5,877.89 assessed by the Public Service Commission and advanced by the State for the County's share of the cost of the Heppner Junction Overcrossing on the Columbia River Highway.

It is mutually understood and agreed that no further work in Gilliam County on the John Day Highway is to be undertaken by the state until further available funds are provided by the county, in which event the county agrees to contribute for work on said highway an amount equal to the difference between one-half of the total cost of the work on the three sections as outlined above, and the sum of \$135,000 plus the amount allowed the County for the work of macadamizing south of Mayville to the Wheeler County line and maintenance work north of Mayville.

It is mutually agreed that expenditures beyond such as are proposed hereinbefore, shall be borne equally by the State and the County.

In addition to the statement above, it is understood there is due the state from the county for work done on the Columbia River Highway, the sum of \$10,000, which sum in case of improvement on the John Day Highway further than outlined above, is to be contributed by the county for expenditure on said highway in Gilliam County.

For the purpose of making clear the above statements, the following illustration is made - the amounts being approximate and subject to adjustment:

Section 1	\$150,000.00	
2	77,000.00	
3	<u>100,000.00</u>	
	\$327,000.00	
Columbia River Highway	<u>20,000.00</u>	
	\$347,000.00	
one-half	173,500.00	
County share of overhead at Heppner Junction advanced by State	<u>5,877.89</u>	\$179,377.89
Paid by County	\$ 85,000.00	
To be paid by County	50,000.00	
Allowance for crushed rock surfacing		
Mayville South to Wheeler County Line	9,123.49	
Allowance for maintenance Mayville		
North \$5,976.52, one-half of which is	<u>2,988.26</u>	\$147,111.75
Amount to be contributed by the county in excess of one-half for any further undertaking		\$ 32,266.14"

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The County Court agreed to sign this agreement to cover the total amount of their obligation and with this understanding, the Commission awarded the contract for the Shutler-Arlington Section to the Security Construction Co. at \$51,820.50.

The Engineer reported that the award of the Cummins Creek-Valades Ranch Section was recommended by Grant County and, therefore, on motion which was carried, the Commission made the award to Gus Carlson & Co., the low bidder, at \$110,695.00.

The Engineer reported the result of his negotiations with the Warren Construction Co., the low bidder on the Myrtle Point-Camas Valley surfacing. After consideration, on motion which was carried, the bids were rejected and ordered readvertised the next time, alternate bids to be taken for finishing the project in one or two years.

After consideration of the bids received on the Albany-Tangent Section, on motion which was carried, the award was made to the low bidder, V. R. Dennis Construction Company, at \$153,281.50 for bituminous pavement, Type "D", provided crushed rock be used in the top course and provided that the Engineer, after conferring with the contractor, is convinced that the job will be completed in a satisfactory and workman-like manner this year.

C. H. Purcell, District Engineer of the U. S. Bureau of Public Roads, was present and recommended that the bid on concrete pavement, Type "A", submitted on the Sexton Mountain project in Josephine County be accepted. After consideration, in view of the fact that the bid on bituminous type with the 30 inch concrete shoulders was the lowest bid received, on motion which was carried, the award was made to the low bidder, A. D. Kern, on Type "C" 5 inch bituminous pavement 13 feet wide with 30 inch concrete shoulders on each side at \$183,280.00. Mr. Purcell announced that he would recommend to his superiors that Federal Aid on the Sexton Mountain project be withdrawn on account of the award for bituminous type.

The award of the contract for the Baker-Nelson grading and rock of the Security Construction Company of La Grande on corrugated iron culvert pipe.

Advices were received from the Deschutes County Court that they desired that the contract be awarded for the graveling of the Sisters-Tumalo and Cline Falls-Sisters Sections and the Sisters Bridges on the low bid received. The Secretary reported that the figures available gave the county expenditures and obligations on these projects in excess of state expenditures to date a total of forty thousand dollars. Inasmuch as the estimated cost of these projects is sixty-five thousand dollars, there is a twenty-five thousand balance to be divided equally between the state and county. The county officials having pledged their share, the Commission awarded the contract for the graveling of these two sections to March & Bowers.

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The Engineer reported that his investigation disclosed that Jas. J. Burke & Co. the low bidders on the three small concrete bridges and one steel span on the Baker-Nelson Section had furnished satisfactory references as to their experience, ability and resources and recommended that the award be made to them. On motion which was carried, this contract was awarded to Jas. J. Burke & Co.

The Engineer reported that Lindstrom & Feigenson, the low bidder on the Unity overcrossing, was willing to withdraw the qualification which conditioned their bid on the award of both the Unity structure and the four small bridges on the same section, and recommended that the award be made. On motion which was carried, the award for the Unity Overcrossing was made to Lindstrom & Feigenson.

The County Court of Linn County having approved the low bid, the Commission awarded the contract for the bridges over Lake Creek and Oak Creek on the Pacific Highway between Albany and Tangent to Tobin & Pierce at \$13,530.00.

The County Court of Umatilla County having approved the low bid, the Commission awarded the contract for the construction of the two concrete bridges over Birch Creek to Tobin & Pierce at \$8,895.00.

The contract for 10.7 miles of surfacing on the Pilot Rock-Vinson Canyon Section was awarded to the General Construction Co., Spokane.

The County Court of Wasco County having approved the low bid, the Commission awarded the contract for the grading and surfacing of the Dalles-Dufur project to Clifton, Applegate & Toole of Spokane.

The Engineer reported that he had investigated the three bridges on the Dalles-California Highway in Jefferson County between Madras and the Wasco County Line advertised at the March 23d meeting and recommended that the bridge over Trout Creek, No. 815, only, be constructed at this time, construction of the others to be deferred until the grading of these units was undertaken. The Engineer reported further that Lindstrom & Feigenson, the low bidder on all three bridges, had agreed to construct this single bridge at the same unit prices. On motion, which was carried, the contract for Bridge No. 815 was awarded to Lindstrom & Feigenson.

The next meeting date was set for May 9 and 10.

The Engineer was instructed to advertise at the next meeting for 7 inch concrete pavement, the Halsey-Harrisburg Section of the Pacific Highway in Linn County, the Monmouth-Benton County Line Section and the Rickreall-Holmes Gap Section, both on the West Side Pacific Highway in Polk County.

Mr. Buell Nelson, Secretary of the Beaver Portland Cement Company, was called in and asked if his company could furnish all the cement which would be required on the concrete paving jobs in the state south of Wilbur, on which his company had quoted prices and he stated that they were in a

position to do so.

The Commission having under consideration the matter of the form of petition submitted for the proposed organization of the Albany-Lebanon-Foster Highway Improvement District, and the Commission having heretofore and now fully considered said matter and now being fully advised, Commissioner Yeon offered and moved the adoption of the following resolution:

WHEREAS, there was heretofore, to-wit: on the 16th day of February, 1922, filed with and submitted to the Highway Commission by C. H. Murphy of Albany, Oregon, under the provisions of Chapter 399, Laws of 1921, a proposed form of petition for use in the organization of the Albany-Lebanon-Foster Highway Improvement District in Linn County, State of Oregon; the boundaries of which are described as follows:

Beginning at the northeast corner of the corporate boundary of the city of Albany, according to the present established limits thereof, thence southerly, and following the center line of Geary Street in said city 50 chains, more or less, to an intersection with the line between sections 5 and 8 in Township 11 South, Range 3 West; thence east to the intersection of the south line of section 4 in said township and range with the southerly boundary line of the right-of-way of the Albany-Mill City branch of the Southern Pacific Railway; thence northeasterly, following the said southerly boundary line of said right-of-way to an intersection with the east line of the west one-half of Section 31, in Township 10 South of Range 2 West at Bussard Station, on said railroad; thence north one mile, more or less, to the center of the main channel of the South Santiam River; thence following the center of the main channel of said river up stream with the meanderings thereof, to a point due east of the southeast corner of the City of Lebanon, Oregon, according to the present limits of said city; thence southeasterly, following the meanderings of the Santiam River to its intersection with the south line of section 28, Township 12 South, Range 1 West; thence east to the northeast corner of section 36, in said Township and Range; thence south, along the range line between Ranges 1 East and 1 West, to the southeast corner of section 13 in Township 13 South, Range 1 West; thence east to the northeast corner of section 22 in Township 13 South, Range 3 East; thence south to the southeast corner of section 34 in Township 14 South, Range 3 East; thence west to the southwest corner of section 31 in said township and range; thence north to the northeast corner of section 25, Township 14 South, of Range 2 East; thence west to the southwest corner of section 22 in Township 14 South of Range 1 East; thence north to the northeast corner of section 16, in said township and range; thence west to the Range line between Ranges 1 East and 1 West; thence north to the southeast corner of township 13 South, Range 1 West; thence west to the southwest corner of said township; thence north on the Range line between Ranges 1 and 2 West to the northeast corner of Section 36

in Township 12 South, Range 2 West; thence west to the southwest corner of Section 27 in said township and range; thence north to the northeast corner of section 4 in Township 12 South, Range 2 West; thence west one-half mile to the quarter section corner on the south line of section 33 in Township 11 South of Range 2 West of the Willamette Meridian; thence north one mile to the quarter section corner on the north line of said section 33; thence west one-half mile to the northwest corner of said section 33; thence north one mile to the southeast corner of section 20 in said township and range, being Township 11 South, of Range 2 West; thence west one-half mile to the quarter section corner on the south line of said section 20; thence north one and three quarters miles to the northeast corner of the southeast quarter of the northwest quarter of Section 17 in said Township 11 South of Range 2 West; thence west six miles to the northeast corner of the southeast quarter of the northwest quarter of Section 17, Township 11 South of Range 3 West; thence north 42 chains, more or less, to the southeast corner of Fairdale Addition to the City of Albany, Linn County, Oregon; thence west 15 chains, more or less, to the center of a county road which is an extension of Geary Street in said city; thence northerly in the center of said county road 44½ chains more or less to the southeast corner of the City of Albany according to the present established City limits of said City; thence westerly, southerly, and continuing westerly, northerly and easterly so as to include the entire City of Albany as the same now exists, to the northeast corner thereof the place of beginning.

WHEREAS, the Commission thereafter fixed the 24th day of February, 1922, at the hour of 2:00 P. M. in the Court Room of Linn County Court House at Albany, Oregon, as the time and place for hearing and passing upon said matter; notice of which said hearing was given by publication in the Albany Democrat, a newspaper of general circulation published at Albany, Linn County, Oregon, in the Albany Herald, a newspaper of general circulation published at Albany, Linn County, Oregon, in the Lebanon Express, a newspaper of general circulation published at Lebanon, Linn County, Oregon, and in the Lebanon Criterion, a newspaper of general circulation published at Lebanon, Linn 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 several persons favoring the organization of said Improvement District and several remonstrating against the formation of said Improvement District, and

WHEREAS, after due consideration of all matters relative to said proposed Highway Improvement District, it appears to the members of the Highway Commission that the organization of a Highway Improvement District to be known as the Albany-Lebanon-Foster Improvement District, the boundaries of which shall be as indicated

above and as disclosed by said description, will be for the best interest of the residents of said District; and it appearing to the Commission that the boundaries of said proposed Highway Improvement District 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 including the 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 Albany-Lebanon-Foster Improvement District be and the same is hereby approved as to form and content; and be it further resolved that the boundaries of said proposed Highway Improvement District as disclosed by the above mentioned description, be, and the same are hereby declared to be the boundaries of the Albany-Lebanon-Foster Highway Improvement District should said District be organized as provided by Chapter 399, Laws of Oregon.

The motion was duly seconded and carried unanimously.

Mr. Booth reported that Judge Robinson and Commissioner Graves of Polk County had called upon him in Salem and had stated that the county was in position to pay back some of their indebtedness this year but wished to have the credit extended and use the funds for building the concrete bridges on the West Side Highway.

Mr. Booth further stated for the Polk County Court that they were prepared to build at once the Rickreall bridge and the Mud Slough bridge on the Rickreall-Holmes Gap Section and if the two bridges over Soap Creek south of Monmouth were required this year that the county would build them provided the Commission would lend them the money to be repaid next year. If they went over till 1923, the County would provide funds in its budget. Whereupon, it was moved and carried that the designs of the bridges be prepared and advertised and the Commission furnish the funds required in excess of Polk County's available funds to be repaid by Polk County in 1923.

The Engineer was instructed to advertise for only one kind of culvert pipe on future jobs, picking out the kind which he deems most satisfactory for the particular locality.

The Secretary was instructed to have prepared a contract for the furnishing of cement for the McMinville-Amity project with the Oregon Portland Cement Company and contracts for the furnishing of cement on the Canyonville-Galesville project and Sexton Mountain project with the Beaver Portland Cement Company.

On motion, which was carried, the Pacific Telephone & Telegraph

Company was granted a permit to erect certain poles and anchors on the Old Oregon Trail right of way as requested in their application dated March 11, 1922, recommended by Division Engineer Baldock, between North Powder and Telocaset in Union County.

Mr. Cecil was present and the matter of cooperation on the Waldo-California Line Forest project was discussed. It was agreed that this project should be advertised for grading and bridges only, the macadam to be provided next year. It was also agreed that the Government cooperation should be \$10,000 and the State take the balance.

The cooperation on the Brush Creek-Mussel Creek project on the Coast Highway in Curry County was discussed and it was agreed in conformity with the previous understanding that the cooperation should be Government \$75,000, State of Oregon \$45,000, Curry County \$30,000.

Mr. Purcell called the attention of the Commission to the regulations of the Secretary of Agriculture which require the filing of a forest map of the state showing the Federal, State and County roads within the National Forests. The Engineer was instructed to commence the preparation of this map after the May meeting.

The Secretary read a resolution adopted by the Council of the City of Salem remonstrating against the construction of an overhead crossing on the Pacific Highway near the Fair Ground. The remonstrance was ordered filed.

The Secretary was instructed to advise Tillamook County, in response to their objection to the payment of maintenance costs on the Three Rivers Section of the McMinnville-Tillamook Highway, that in consideration of the betterment which the state is making on that road now without asking for cooperation, that the Commission asks them to make the payment requested as provided under the old maintenance contract.

The Engineer reported that there was some merchantable timber left from the clearing operations on the Mt. Hood Loop Highway in Clackamas County. He was instructed to sell the logs for the best offer.

In the matter of Morrow County's share of the cost of the overhead crossing at Messner as assessed to them by the Public Service Commission, the Secretary was instructed to submit a statement and ask them to make payment when funds are available.

In the matter of the construction of the abutments for the undercrossing at Durkee, which under the terms of the agreement with the railroad company the Commission was to build, the Engineer reported that it would be probably more convenient and economical if the railroad company designed and constructed the abutments along with the other work on the bridge themselves and, therefore, the Secretary is instructed to advise them that the Commission would be willing to revise that feature of the agreement if they desired to do so.

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In response to a request from citizens of the city of Ontario for state aid in the construction of the Old Oregon Trail, the Secretary was instructed to advise them that the state could not help them as their population was in excess of 2000.

In the matter of repairs and reconstruction on the Divide overhead crossing which had been completed at the expense of the state, the Secretary reported that the railroad company and the county had refused to cooperate on these additional costs. The Attorney was instructed to request the Public Service Commission to call a hearing on this matter and extend their order to cover the division of costs on this additional work not contemplated when the original order was drawn.

Umatilla County having requested that the Commission's claim for equipment and maintenance be offset against the county expenditures on the Pilot Rock-Pendleton Section, the Secretary was instructed to advise them that the Commission was not disposed to consider their proposition and insisted that payment due be made and when that is done the Commission will rock the remaining four miles on the Pilot Rock-Vinson Section without cooperation from the county.

Mr. N. H. Larson of Curry County urged the construction of the section of the Coast Highway between Sixes River and the Elk Creek Market Road near Port Orford. Mr. Larson says that this is of great importance to the timber operators and they would be willing to contribute a part of the cost. Mr. Booth replied that the Commission would keep this in mind when visiting Curry County in the near future.

The Engineer was authorized to make a survey of a section of the Pendleton-Cold Springs Highway about five miles south of Holdman at the expense of the state.

The Attorney advised that in accordance with his instructions he had endeavored to purchase the land lying between the loops on the Columbia River Highway east of Hood River and that he found that of this property, the tract belonging to Mrs. Button could be purchased for \$300.00, which he considers a reasonable price. It was therefore moved and seconded that the Attorney be instructed to close a deal for the Button tract at \$300.00. He further reported that on the property belonging to Vic Beauregard and Mr. Dean that he had been unable to secure a reasonable figure and the amount demanded by Beauregard and Dean was excessive. On motion, which was carried, the Attorney was instructed to condemn the Beauregard and Dean property.

In the matter of the authority of the Highway Commission as to the location of telephone lines in Multnomah County, the Attorney reported that under the law there were no state highways in Multnomah County and therefore the location of the telephone poles would be a matter for the county authorities.

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Portland, Oregon, April 20, 1922.

The meeting was held in Room 209 Imperial Hotel at 9:30.

Present were:

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

Inasmuch as the District Engineer of the Bureau of Public Roads had indicated that he would recommend the withdrawal of Federal Aid from the Sexton Mountain project, the Commission considered the advisability of narrowing the pavement to 16 feet and the addition of rock shoulders, but after consideration and an estimate of cost, it was decided to proceed with the project as advertised.

In the matter of accounts between the state and Lane County, motion was made and carried that the item of T. N. T. charged against the county in the amount of \$4,126.58 be reduced one-half in consideration of a misunderstanding as to what the charge should be; that in the matter of additional cost of the repairs and reconstruction at the Divide overcrossing, the whole matter be submitted to the Public Service Commission for its decision as to what contributions should be made by the three parties - state, county and railroad - and that his decision should be final. As to the costs of grading up the shoulders on the Eugene-Junction project the same policy be followed as in other counties and the county be required to pay the account as presented, \$7,663.22; that the item of watchmen during the removal of slides on the Pacific Highway between Walker and Cottage Grove be divided equally with the county, reducing the claim against the county to \$26,606.40. Mr. Booth reported that he had conferred with County Commissioner Harlow and that Mr. Harlow had agreed that in the matter of accounts the decision of the Commission would be accepted as final and the county would undertake to pay it, to be covered by a written agreement in which the county would agree to include in the annual budget the greatest amount they could include under the present six per cent limitation, and in this way make annual contributions until the entire sum was paid, interest to be charged from the date of agreement at the rate of five per cent if not paid before the end of 1923. Under this arrangement, the account stands as follows:

Project	County Share	Paid	Balance Previous Statement	Adjusted Balance
Eugene-Goshen, grading	\$ 9,187.76	\$ .00	\$ 9,187.76	\$ 9,187.76
Eugene-Junction City, grad. Unit No. 1	13,968.61)			
Unit No. 2	10,200.33)	16,505.72	7,663.22	7,663.22
Junction City-Benton Co. Line, grading	15,197.51	.00	15,197.51	15,197.51
Walker-Cottage Grove, grading	47,916.13	20,989.12	26,927.01	26,606.40
Divide-Douglas Co. Line, grading	3,077.36	.00	3,077.36	3,077.36
Divide Overhead Crossing and Approaches	8,579.58	.00	8,579.58	7,048.16*
T.N.T. furnished 1920	<u>6,280.00</u>	<u>2,153.42</u>	<u>4,126.58</u>	<u>2,063.29</u>
	\$114,407.28	\$39,648.26	\$74,759.02	\$70,843.70

Credits:

Cooperation on McKenzie 1920	\$7,021.59
" " maintenance Nov. 1, 1920, labor and materials	3,320.12
Cooperation on maintenance Nov. 1, 1920, use of equipment	797.50
Cooperation on maintenance Nov. 1, 1920 to Mar. 31, 1921	588.27
For maintenance Nov. 1, 1921 to Dec. 31, 1921	2,682.77
For State share of Thurston-Walterville Section, balance April 24, 1922, (final estimate not rendered)	<u>4,439.64</u>
Total	<u>\$18,849.89</u>
Balance due State	\$51,993.81

\*Represents 30% of cost of original structure and approaches.

The Secretary was instructed to send a copy of the account to the county and the Attorney was instructed to prepare the agreement to cover and submit to the County Court for signature.

The Engineer was instructed to make such temporary repairs to the Trail Bridge over Crooked River on The Dalles-California Highway in Jefferson County and do such work on the approaches as seems necessary for public safety. It was decided that the county should be asked for such contribution as they may be able and willing to make.

In the matter of the Lostine-Enterprise Section in Wallowa



County, the Redmond-Cline Falls Section in Deschutes County and further work on the Dalles-California Highway in Jefferson County north of Madras, it was decided to postpone further consideration until after the next meeting and the available balances were determined.

On the Gilliam County line-Heppner Junction Section of the Oregon-Washington Highway in Gilliam County, the Engineer reported that a reconnaissance survey of the Rhea Siding-Arlington Route had been made which developed that there would be a considerable amount of adverse grade and the project would be more expensive to construct. He reported further that right of way matters on the Willow Creek route had now been adjusted and he recommended the rejection of the Rhea Siding-Arlington route and the adoption of the Willow Creek route from Morrow County Line to Heppner Junction. After consideration, the Willow Creek route was adopted by unanimous vote.

In the matter of the construction of this section, the Commission expressed themselves that they were willing to meet one-half of the cost but that Gilliam County should contribute the balance from market road funds if other funds were not available. Commissioner Barratt agreed to call upon the County Court at Condon before the next meeting.

Relative to further surveys on the Roosevelt Highway, the Commission ordered that a careful reconnaissance be made and estimates prepared of those sections of the Roosevelt Highway which are not constructed to standard or surveyed, so that a complete estimate of cost may be available for the legislature.

A request from the Building Committee of the Masonic and Eastern Star Home between Forest Grove and Hillsboro for a permit to place a drainage pipe under the pavement was approved, providing any damage to the pavement would be repaired.

A request was received from Washington County asking that the state condemn the right of way required in the north end of the city of Gaston, since the county had been unable to negotiate with the property owners on reasonable terms. On motion, which was carried, the Attorney was instructed to commence condemnation proceedings.

Recognizing that the county road between Corvallis and Albany will be used a great deal during 1922 as a detour, occasioned by the paving of the Pacific Highway south of Albany, and the West Side Highway north of Corvallis, and with a view to cooperating with Benton County in its maintenance, the Engineer was instructed to make a careful estimate of the cost of maintenance for the balance of 1922 and report at the next meeting.

The matter of permits for logging on the highways was discussed at some length, particularly the proposal by the Engineer that the operators of these trucks should be charged the excess cost over the usual maintenance, also the matter of the bond which should be required. It

was decided finally that a conference should be held on May 10th at 2 o'clock to which logging operators would be invited. In the meantime, the Secretary was instructed to issue temporary permits only.

Chairman Booth reported that he had investigated the alternate routes through the city of Drain and recommended that the original route with the exception of the present bridge and approaches over Elk Creek be adopted. After consideration, the Commission by unanimous vote adopted the route of the Pacific Highway as south on First Street, thence west on B Street to Fourth Street, thence south on Fourth Street on a direct line across Elk Creek which is coincident with the center line of Cedar Street, thence on Cedar Street connecting with the north end of the pavement laid in 1921.

The Engineer was instructed to prepare plans and specifications and advertise the Elk Creek Bridge at Drain and the completion of the balance of the paving on the adopted route.

On motion, which was carried, the Engineer was instructed to advertise a section of the Coast Highway beginning about five miles south of Gold Beach, known as the Hunter's Head Section between the Browning place and the Alf Miller place. It is proposed that this be graded this year and graveled next. It was understood that Curry County would contribute to the extent of \$50,000 on this project and the Secretary was instructed to ask the County Court to confirm this understanding by an appropriate resolution.

The claim of Oskar Huber for adjustment on contract No. 209 account of line changes and work in close proximity to the railroad track not contemplated in the original contract, was considered. The Engineer recommended that in view of the circumstances an allowance of \$8,083.36 be made. After consideration, the Commission approved the claim in the total amount of \$8,083.36 as recommended.

J. M. Hoag renewed the petition of the Blalock Farmers Telephone Company for a permit to construct a telephone line on the fence line between Arlington and Blalock, stating further that they had tried to reach an agreement with the Pacific Telephone & Telegraph Company to permit them to place their wires on the company poles, but that the terms could not be met. Inasmuch as the Commission had uniformly refused to allow such privileges the request was denied, but the Secretary was instructed to take up the matter with the Pacific Telephone & Telegraph Company to see if some arrangement could not be worked out.

The Commission considered at some length the matter of flashing warning signals at railroad crossings. Mr. Peikert, an engineer of the Southern Pacific Company, and Messrs. Edwards and Riley of the Legal Department of the O.-W. R. R. & N. Co. were present and the matter was discussed at some length. At the conclusion, the Secretary was instructed to order two A. G. A. lighthouses designed for railroad crossings and have them installed at the crossing of the Southern Pacific tracks at

Salem for experimental purposes. Also one lighthouse was ordered for the curve near the railroad station at Aurora.

Bauers & Bauers, contractors on contracts No. 472 and 473, Moro-Grass Valley and Wasco-Moro Sections, requested an extension of time from April 30th to July 31st. The Engineer reported that the contractor moved on the job soon after it was awarded, but owing to snow and unusual depth of frost, the work has been delayed and an extension of time as requested, without penalty, was recommended. On motion which was carried, the Engineer's recommendation was adopted.

McAuliffe & Healy, contractors on contract No. 482, Units 2 and 4 of the Madras-Wasco County Line Section of The Dalles-California Highway in Jefferson County, requested an extension of time from March 31st to May 31st. The Engineer reported that the ground had been frozen since late in the fall and it had not been possible to do the expected amount of work during the winter. The Engineer recommended that the extension be granted without penalty in view of the circumstances. The Commission, on motion which was carried, adopted the Engineer's recommendation.

On motion which was carried, the Secretary was instructed to include in the minutes of this meeting the opinion of the Attorney General relative to the authority of the Commission within the corporate limits of cities and towns.

"March 4, 1922

Hon. R. A. Booth, Chairman,  
Oregon State Highway Commission,  
Eugene, Oregon.

My dear Mr. Booth:

\*\*\*

For answer to your request I turn to the statutes or provisions of law, which now exist, bearing upon the subject, and I find that the powers of the Commission are defined in Section 4432, Oregon Laws, from which I take this language:

'The commission shall have the power to carry out the provisions of this act and its duties shall be such as are provided herein. The commission is hereby authorized to make such rules and regulations as it may deem necessary. Said Commission shall have general supervision over all matters pertaining to construction of state highways, letting of contracts therefor, and the selection of materials to be used in the construction of state highways under the authority of this act, \* \* \* '

It will be noted that the jurisdiction of the Highway Commission is limited to matters relative to state highways, and we find that state highways have been defined by Section 4425, Oregon Laws, in the following language:

'Where the terms "road" or "highway" are used they shall be taken and deemed to include necessary bridges and culverts and they shall not be taken or deemed to mean or include city streets. "State highway" shall be taken and deemed to mean any road or highway designated as such by the Commission or by law.'

This definition of state highways seems to have been modified by the enactment of Chapter 374, Laws of 1921, Section 1 of which reads:

'The state highway commission is hereby authorized and empowered to construct and pave roads and streets through incorporated cities and towns of less than two thousand (2,000) population; provided such roads or highways form a link in a state highway or constitute a connection between two state highways; but the state highway commission shall have no power to change any grade of any such road or street as the same shall have been established by such city or town.'

Section 4579, Oregon Laws, with reference to county roads provides as follows:

'The establishment, construction, improvement and maintenance of all county roads shall be entirely under the jurisdiction and control of the county court.'

Section 4436, Oregon Laws, places upon Counties the burden and obligation of procuring the rights of way for all state highways, from which Section we quote as follows:

'The rights of way for state highways and roads improved or constructed under this act shall be acquired by the counties in which the highways are situated, either by donation, purchase, agreement, condemnation or through the exercise of the power of eminent domain, by the county before any contract shall be let.'

Then follows a provision that in case the County fails to get the right of way the State may acquire the same.

Under the authority of Section 4561, Oregon Laws, and subsequent Section, the County is given the right and authority to condemn land for rights of way and other purposes incident to road construction.

I take it that this and other statutory authority qualifies the County Court to acquire rights of way for state highways when required so to do by the State Highway Commission.

From the foregoing provisions of law I reach the following conclusions:

1. That the authority and jurisdiction of the State Highway Commission is limited to matters related to state highways.

2. That state highways are defined to include any road or highway designated as such by the Commission or by law from which has been excluded city streets; provided, that streets or roads of towns under 2,000 population have been brought within the jurisdiction of the Highway Commission by the amendment of 1921.

3. That the rights of way for these highways are to be procured by the County in which the highway is located and upon failure of the County to procure the same the State may acquire the right of way at the expense of the County.

4. Except as to towns of 2,000 population or less I do not understand that the State Highway Commission has any authority upon the streets of incorporated towns unless the ground occupied by the street had originally been, and is now, a county highway.

5. It appears to me that these provisions preclude the Highway Commission from compelling the location and improvement of a road through a municipality of over 2,000 population where the location of such road is coincident with the streets of the town or city, but it is a question not yet settled, so far as I have been able to determine, as to whether or not the Commission could compel the location of a road or highway within the corporate limits of an incorporated town where the route of the proposed road or highway was not coincident with one of the city streets, but was over private property not yet opened as a street, or dedicated or used as a street.

It is my opinion that a state highway routed through the corporate limits of an incorporated town over private property not theretofore used as a street, would be a routing and location within the authority and jurisdiction of the Highway Commission and a routing and location, the rights of way for which the Commission could request the County to procure, and in case the County failed to procure the same, then the State might acquire the right of way.

This last conclusion I gather from the purport and purpose of the Legislature in creating a State Highway Commission for the construction of state highways, but as I have before stated I have been unable to find that the question has been considered by our own or any other court. It is a new one and one which I would like to see passed upon by the court.

There may be a reason for excluding city streets but not necessarily denying the Commission the right to locate a state highway over private property within the corporate limits of a town in excess of 2,000 population. The reason for excluding city streets may be that the Legislature did not want the grades established by the City authorities, and in relation to which improvements and structures had been erected, disturbed to the possible damage of property owners.

I do not forget that I have always taken the position and have advised the Commission that it is without authority to improve streets

of incorporated towns having a population in excess of 2,000, but in view of the fact that the Highway Commission is a branch of state government charged with the improvement and control of state highways and their location, I have, for some time, been of the opinion that the authority of the Commission does not cease at the corporate boundaries where no streets are involved, but as I have before stated, before I would advise the Commission to adopt such theory and policy I would want a construction or declaration of such authority by the court.

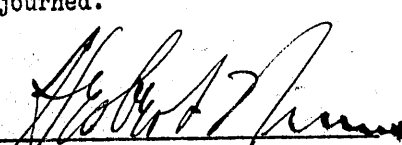
I tried to get the question before a court in Eastern Oregon and filed a condemnation complaint for that purpose, and for the purpose, of course, of acquiring the right of way, but the parties afterwards settled and that left the question still undecided.

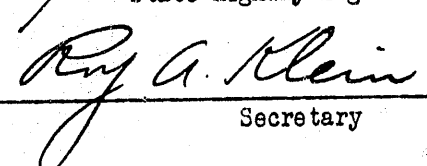
If I have not satisfactorily answered your inquiry please tell me wherein I have failed and I will try again.

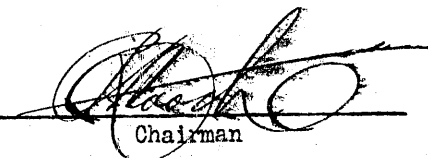
Very truly yours,

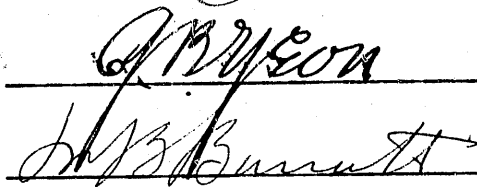
(sgd) J. M. DEVERS  
Assistant Attorney General."

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

  
State Highway Engineer

  
Secretary

  
Chairman



Portland, Oregon, May 9, 1922.

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  
W. B. Barratt, Commissioner  
Herbert Nunn, State Highway Engineer  
Roy A. Klein, Secretary

Bids were opened on the following projects:

APR 20 1922

MAY 9 1922  
APR 20 1922

COOS BAY-ROSEBURG HIGHWAY  
MYRTLE POINT-COQUILLE SECTION - GRADING & SURFACING

Hagquist & Bjorkquist	69,044.70
Warren Construction Co.	68,968.10
Scandia Shipbuilding Co.	68,129.30
A. B. Gidley	82,145.50

COOS BAY-ROSEBURG HIGHWAY  
WINSTON-CAMAS MOUNTAIN SECTION - SURFACING

Albert Anderson	39,945.00
S. S. Schell	38,077.50*
H. J. Hildeburn	38,057.00**
Joplin & Eldon	46,095.00
Metzger & Johnson	37,687.00
Warren Construction Co.	52,002.50
John Hakanson	43,971.00
L. B. Hickox & Co.	41,922.00*
J. W. & J. R. Hillstrom	53,410.00
John Hampshire	42,597.00
Dunn & Baker	50,878.00

\*Based on royalty of 10¢ per yd.

\*\*Based on royalty of 2¢ per yd.

MCKENZIE HIGHWAY  
WALTERVILLE-DEERHORN & DOYLE HILL SECTIONS - GRADING & SURFACING

Albert Anderson	22,255.00
S. S. Schell	27,584.00
Elliott, Scoggin & Paquet	30,562.00
Warren Construction Co.	30,040.70
Linn & Yoder	25,750.16
Chas. E. Lind	38,511.00

PACIFIC HIGHWAY  
HALSEY-HARRISBURG SECTION - PAVING

Kibler & Bartlett	187,450.00
Johnson Contract Co.	188,420.00
Scandia Shipbuilding Co.	186,282.00
United Contracting Co.	199,932.00
McLellan & James	226,711.00
Jas. F. Clarkson & Co.	201,325.50
Joplin & Eldon	199,620.00
Bonnell, Savage & Fenn	196,466.00*
Albertson, Cornell Bros. & Walsh	255,253.00
Independent Asphalt Paving Co.	205,763.00

\*Crushed Gravel Aggregate

WEST SIDE HIGHWAY  
RICKREALL-HOLMES GAP SECTION - PAVING

Parker-Schram Co.	138,032.00
Kibler & Bartlett	144,171.00
United Contracting Co.	143,865.00
Bonnell, Savage & Fenn	139,756.00
Albertson, Cornell Bros. & Walsh	156,551.00
Oregon Contract Co.	135,168.00
Cochran Construction Co.	137,605.00
Pacific Bridge Co.	163,673.00
Northwestern Construction Co.	153,386.00
Independent Asphalt Paving Co.	147,216.00
Chas. E. Lind	141,690.00

SHERMAN HIGHWAY  
WASCO-BIGGS SECTION - GRADING AND SURFACING

Newport Construction Co.	164,801.50
Joplin & Eldon	144,654.50
D. F. Murphy & Co.	179,633.50
Pat Loneragan	134,931.75
Greenwood & Dann	166,572.50
United Contracting Co.	146,961.75
Johnson Contract Co.	161,537.50
Bauers & Bauers	144,698.50
Gardner & Hetrick	162,520.50
McAuliffe & Healy	156,210.50

ROOSEVELT HIGHWAY  
MOHLER-CLATSOP COUNTY LINE SECTION - GRADING & SURFACING

John Mattson	68,101.50
Warren Construction Co.	72,955.50
Elliott, Scoggin & Paquet	67,497.50
Tillamook County	55,468.90
Gardner & Hetrick	59,176.50

PACIFIC HIGHWAY  
BRIDGE NO. 614 OVER WILLAMETTE RIVER NEAR COTTAGE GROVE

Monson-Trierweiler Co.	13,477.00
Le Doux & Le Doux & Greenwood	13,478.00
Parker & Banfield	13,778.60
Carl O. Engstrom	14,119.65
Union Bridge Co.	15,359.60

Judge Bunnell and Commissioner Short of Klamath County were present in the interest of that section of The Dalles-California Highway north of Merrill, about 2 miles in length, which is unimproved and which was omitted from the original project. The county representatives asked



that the line on the east side of the proposed Modoc Northern Railroad be adopted, since a saving in right of way cost could be effected. Inasmuch as this route would require a new bridge over Lost River, the Commission and the County, after consideration, agreed upon the route recommended by the Engineer, which is located on the West Side of the Modoc Northern Railroad, crossing on the present county highway bridge, thence crossing under the U. S. R. S. flume and thence southeasterly to Merrill, passing through the city on Front Street.

The Klamath County representatives stated that the county is ready to cooperate 50-50 from Modoc Point to Fort Klamath on The Dalles-California Highway and also wish to grade from Keno to Hayden Creek on the Ashland-Klamath Falls Highway on which they offer 50-50 cooperation. This matter was taken under further consideration.

Tillamook County, represented by Commissioners Farmer and Alley, asked that the Hebo-Neskowin Section be withdrawn from the Neskowin-Salmon River Forest Project since the arrangement to use the county money for the section between Neskowin and a point 2 miles north was not satisfactory to the county since the section from Hebo south was more important to them. They proposed that the county and state cooperate equally on this section for grading and rock, based on an estimated cost of \$120,000. They proposed \$30,000 this year and \$30,000 next year, the state to advance the county's share this year so that the work could be commenced at once. The matter was taken under consideration.

Mr. F. J. Miller of Albany and Commissioner Pierce of Linn County were present in the interest of the Santiam Highway. They stated that it seemed improbable that the Albany-Lebanon-Foster Improvement District project would carry if put to a vote, but that they proposed to build a section from the west side of Shea Hill to the Ranger Station, using the \$38,000 of county bond money and the \$38,000 of forest money and such help as could be secured from the state. They stated that the Forest Service proposed to construct a 14 foot roadway, exclusive of ditches. The matter was taken under consideration.

Senator Porter of Linn County asked that the town of Halsey be relieved of its share of the cost of paving through the city, stating that the city had paid for the right of way required and inasmuch as the city is small they felt they had gone their limit. The Engineer was instructed to investigate and report if the city had previously done any improvement work on the streets traversed by the highway, which could be considered to offset their share of the cost of paving.

Mr. J. C. Kendall, representing the Chamber of Commerce of Marshfield, asked that the state rock the section of the Coast Highway from the ferry landing on the north side of Coos Bay to Lakeside. The matter was taken under consideration.

In the matter of the experimental bridge paving laid on the Comstock Overcrossing by the Watsonite Products Company, which had failed, the Commission instructed the Attorney to bring suit to recover on the bond if necessary.

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

Rickreall-Holmes Gap Section, West Side Highway in Polk County, paving. The Commission expressed themselves as satisfied with the low bid, but withheld the award pending the satisfactory settlement of the indebtedness of the county.

Myrtle Point-Coquille Section of the Coos Bay-Roseburg Highway, grading and macadam. The County Court of Coos County were present and indicated their approval of the award and, therefore, on motion which was carried, the contract was awarded to the low bidders, the Scandia Shipbuilding Company, at \$63,129.30.

Mohler-Clatsop County Line Section of the Coast Highway in Tillamook County, 4.7 miles of grading. On motion, which was carried, the award of this contract was made to the low bidder, Tillamook County Court, at \$55,468.90.

Walterville-Deerhorn and Doyle Hill Sections of the McKenzie Highway in Lane County. On motion which was carried, the matter was referred to the Engineer with power to act since this is a cooperative project with Lane County.

Wasco-Biggs Section of the Sherman Highway in Sherman County. The approval of the low bid having been given by the County Court which is cooperating on this project, on motion, which was carried, the award of the contract was made to the low bidder, Pat Lonergan, at \$134,931.75.

Winston-Camas Mountain Section of the Coos Bay-Roseburg Highway in Douglas County. Inasmuch as this is a cooperative project with Douglas County and no representative of the County Court is present, the bid was referred to the Engineer with instructions to act if bid is satisfactory to the county.

Halsey-Harrisburg Section of the Pacific Highway, 7.9 miles of concrete paving. On motion, which was carried, the award was made to the low bidders, Scandia Shipbuilding Company, at \$186,282.00.

Bridge over Coast Fork of the Willamette at Cottage Grove. Inasmuch as this project was advertised for the county, who are to pay the entire cost, the bids received were referred to Lane County.

Motion made and carried that the checks of the unsuccessful bidders be returned.

Portland, Oregon, May 10, 1922.

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

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

Bids were opened and read on the following projects:

COOS BAY-ROSEBURG HIGHWAY  
MYRTLE POINT-CAMAS VALLEY SECTION - SURFACING

Unit No. 1 only  
Completion date September 15, 1922

Scandia Shipbuilding Co.	68,735.00
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Unit No. 2 only

Sept. 15, 1922    Sept. 15, 1923

Joplin & Eldon		64,250.00
S. S. Schell	59,000.00	
W. C. Stone	64,075.00*	

Unit No. 3 only

Sept. 15, 1922    Sept. 15, 1923

Dunn & Baker	55,265.00	52,815.00
Joplin & Eldon		57,200.00
W. C. Stone	55,615.00*	
L. B. Hickox & Co.	54,780.00	

\*Time of completing Nov. 30, 1922 if bad weather does not interfere.

Based on award of all three units  
Completion date Sept. 15, 1922

All Br. Stone Unit 1	R. R. Siding Grav.
	Br. Stone Unit 1

Warren Construction Co.	199,450.00**	200,510.00**
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Based on award of all three units  
Completion date Sept. 15, 1923

All Br. Stone Unit 1	R. R. Siding Grav.
	Br. Stone Unit 1

Warren Construction Co.	185,590.00**	186,650.00**
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\*\*Based on using either gravel delivered opposite Sta. 116 or crushed rock between Sta. 0 plus 00 and 316 plus 80.

ROOSEVELT HIGHWAY  
HUNTERS HEAD SECTION - GRADING

Rhodes & Hale	172,230.00
J. W. Sweeney	161,915.00
W. A. Bechtel	200,988.00
Warren Construction Co.	222,718.00
White, Brown & Leahy	183,675.00
Kibler & Bartlett	168,970.00
John Hampshire	146,557.50
Payne & Padrick	197,940.50
Jas. F. Clarkson & Co.	148,544.00
Elliott, Scoggin & Paquet	159,307.50
Grant Smith & Co.	166,185.00
Siems & Carlson, Inc.	170,280.00
Rajotte-Winters, Inc.	180,390.00
John Mattson	193,385.00
Gilpin Construction Co.	193,080.00
P. L. Burr	190,008.00
Joplin & Eldon	166,405.00

PACIFIC HIGHWAY  
HARRISBURG-JUNCTION CITY SECTION - GRADING & SURFACING

Washburn & Hall	45,675.50
A. C. Mathews	43,394.20
Pacific Bridge Co.	46,501.00
Gardner & Hetrick	40,620.00
Linn & Yoder	54,049.15
Warren Construction Co.	53,139.16
Scandia Shipbuilding Co.	52,846.60
Elliott, Scoggin & Paquet	51,731.00
Jas. F. Clarkson & Co.	44,052.30
Joplin & Eldon	47,232.00
Schell & McKy	38,987.50
L. O. Herrold	50,248.50
Albert Anderson	47,472.60

WEST SIDE HIGHWAY  
MONMOUTH-BENTON COUNTY LINE SECTION - PAVING

Cochran Construction Co.	289,114.50
Kibler & Bartlett	267,770.50
Bonnell, Savage & Fenn	306,650.20
United Contracting Co.	299,284.20
Albertson, Cornell Bros. & Walsh	288,218.90
Cummins & La Pointe	258,824.70*
Independent Asphalt Paving Co.	291,057.80**

\*If allowed to haul over existing pavement will reduce bid \$2,000.00.

\*\*Based on hauling over existing pavement.

At 2 o'clock, a meeting was held with truck and tractor operators. Present were: N. H. Larson, Port Orford, J. L. Aasen, Coquille, J. L. Colby, Portland, H. T. Haswell, Medford, W. H. Morrison, Pendleton, C. L. Lieuallen, Pendleton, T. J. Sullivan, Myrtle Point, H. H. Harwood, Portland, K. Poorman, Portland, Merrill A. Reed, Portland, R. E. Riley, Portland, Lou H. Adams, Portland, C. G. Hockett, Bandon and C. A. Hardy, Eugene.

Mr. Yeon opened the meeting, stating that the conference was called for the purpose of discussing the problems which are arising in the enforcement of the motor vehicle laws and with the hope of working out methods of controlling highway traffic within reasonable limits. Mr. Yeon stated that the Commission had only one object in view and that was to protect the roads and preserve the state's investment and at the same time serve the public as best they knew how.

Mr. C. L. Lieuallen, State Traffic Officer, spoke of the operation of tractors with cleats on paved highways, particularly on the Pendleton-Walla Walla Section and the arrests which had been made.

Mr. W. H. Morrison of Pendleton also spoke of this matter, stating that the farmers in that locality found it necessary to drive their tractors on the highways frequently or cross them and that on some makes of tractors the cleats were not removable. He stated that the farmers wanted to continue to travel on the roads with their tractors and were willing to pay for the damage done. Mr. Yeon stated that this did not appear to him to be a practical solution, as there appeared to be no way of determining the amount of the damage in dollars and cents. Mr. Morrison presented a petition signed by a large number of Umatilla County residents, endorsing this plan. The petition also requested that the Commission drop the action commenced against one Herman Rosenberger for an infraction of the traffic law in driving a tractor on the pavement. Commissioner Barratt objected strongly to considering such a request and Mr. Morrison replied that the petitioners would not press that matter.

J. L. Aasen, a logging operator of Coos County, said that he operated his trucks for logging purposes on county roads in Coos County under an agreement to maintain the road in as good condition as it was when he commenced and that the arrangement had worked out satisfactorily. Mr. Aasen suggested that some regulations be drawn for maximum loads based on a lumber scale instead of actual weights as the operators had no method of weighing. The discussion developed the fact that the weights per foot board measure varied greatly for different cuts from the same tree as well as for logs cut at different seasons, so that it seemed a difficult matter to work out a scale to cover.

N. H. Larson of Port Orford stated that in logging operations in Curry County, the logging operators had a cooperative agreement to maintain the road. He suggested that the state maintain the roads and charge the operators a ton mile tax.

Mr. C. A. Hardy, attorney of Eugene, appearing for the Cedar Products Company, stated that his company wished to haul cedar from near Bridge to Myrtle Point on the Coos Bay-Roseburg Highway during construction operations. He stated that his company was willing to sign an agreement with such limits as to loading as the Commission saw fit to make, with a bond to guarantee faithful performance, also that they would be willing to pay for this privilege on the basis of each thousand feet board measure hauled over the road.

Mr. T. J. Sullivan, an operator of Coos County, asked that the load limits be determined in lumber scale rather than in actual weights for the convenience of both operators and traffic officers.

Judge Wade of Coos County stated that his experience in Coos County indicated that an equitable arrangement was for the logging companies to make a contribution to maintenance on a per ton mile basis.

Judge Barnard of Lane County stated that their County Court had gone over all county roads in the fall and made a specified limit as to the loads permitted on each road.

The State Highway Engineer spoke of the practice of overloading beyond manufacturers' rated capacity, which is bad for both truck and road. Also he offered the plan of charging the logging operators for the maintenance in excess of normal maintenance costs on macadam roads.

Commissioner Yeon thanked those present for coming to the conference and stated that the Commission had no desire to work a hardship or handicap on the successful operation of any business, but that the roads must be protected and the whole matter would be taken under consideration by the Commission and a definite policy worked out.

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

Harrisburg-Junction City Section, grading and macadam. Inasmuch as this is a county cooperative project and the county is not ready to act, on motion which was carried, the bid was referred to the Engineer for further conference with Lane County.

Mosmouth-Benton County Line Section, West Side Highway paving. Inasmuch as Polk County is indebted to the state, arrangements for the payment of which have not yet been made, and also due to the fact that there is litigation which is still pending, the award of this contract was withheld for the present.

Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, rock surfacing, Unit 1. On motion, which was carried, there being only one bid, which was in excess of the Engineer's estimate, the bid received was rejected and the project ordered readvertised. Unit 2. On motion, which was carried, the award was made to S. S. Schell, the low

bidder at \$59,000.00, the date of completion to be September 15, 1922. On Unit No. 3, the bid of L. B. Hickox & Co. of \$54,780.00, providing for completion by September 15, 1922, was accepted.

Hunter's Head Section of the Coast Highway in Curry County, grading. On motion which was carried, the award of this contract was made to John Hampshire at \$146,557.50.

Motion made and seconded that the checks of the unsuccessful bidders be returned.

The Lane County Court having indicated their approval of the low bid for the bridge over the Coast Fork of the Willamette River at Cottage Grove, motion was made and carried that this contract be awarded to Monson-Trierweiler Company at \$13,477.00.

Mr. Dean of Hood River, who owns a tract of land on the Loops just east of Hood River, which it is proposed to purchase or condemn, asked that he be permitted to construct a filling station on the premises. Commissioner Yeon pointed out that a filling station at the location on which he proposed to build would obstruct vision around the curve and cars which stopped would constitute a menace to traffic, and Mr. Dean was advised that his proposition could not be considered.

Judge Wade of Coos County asked that their county traffic officer be commissioned as a state traffic officer, stating that this was also agreeable to the sheriff's office and the county would continue to pay his salary. After consideration, the Commission approved the appointment of C. C. Williams of Coos County as a state traffic officer at a nominal salary of \$1.00 per month, with the understanding that the state have a call on Mr. Williams' time if necessary to send him out of the county, and in such event the state would reimburse the county for such time and expenses.

Portland, Oregon, May 11, 1922.

The 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

The matter of the Oregon City south approach was brought up for discussion. Present were: W. A. Proctor, County Commissioner, Clackamas County, Messrs. Fuller and Fields of the Portland Railway, Light & Power Co., O. D. Eby, City Attorney, Messrs. Farrens and Feikert of the Southern Pacific Co., W. B. Caulfield and M. D. Latourette of the Commercial Club, R. Petzold of the City Council and Mr. L. H. Henderson of Oregon City.

Mr. Fuller reported that as a result of their negotiations, the following sums had been raised: Hawley Pulp & Paper Co., \$30,000; Crown Willamette Paper Co., \$10,000; Portland Railway, Light & Power Co., \$35,000; and in addition to the above there is \$25,000 which it is hoped to secure from the Southern Pacific Company, which makes a total of \$100,000, with the understanding between some of the parties that the additional sum required to bring the total up to the present estimate of \$107,000 will be forthcoming. This money would be made available with the following conditions: That the State Highway Commission furnish all engineering and supervision of the work; that the city vacate that portion of Third Street between the east line of Main Street and the westerly line of the Southern Pacific railroad; that the city vacate that portion of Main Street south of the southerly end of the pavement on Main Street and that portion of the highway known as Canemah roadway from the south end of Main Street to the southerly line of Oregon City, with the exception of a strip 6 feet in width on the westerly side of said roadway for pedestrians, this walkway to be maintained by the Portland Railway, Light & Power Company; that the city pass ordinances granting and extending certain franchise rights for freight purposes; that the County Court vacate the Canemah roadway from the south city limits to and including the portion occupied by the Southern Pacific railroad crossing at Canemah with the exception of a 6 foot walkway which the Portland Railway, Light & Power Company agree to maintain; and that the present grade crossing of the Southern Pacific at Canemah be closed to vehicular traffic. After a full consideration, the following motion was made and carried: That in consideration of the things which have been said and agreed to, that the Pacific Highway through Oregon City be established from the bridge across the Willamette River on Seventh Street to the west boundary of the Southern Pacific Railroad property thence following southerly adjacent to the Southern Pacific right of way to Fifth Street, thence under the Southern Pacific tracks, thence on the east side of the Southern Pacific tracks parallel in a general direction to the Southern Pacific Railroad on the so-called bluff route, thence descending and connecting with the present Pacific Highway at the northerly end of the city of Canemah.

In the afternoon, Commissioners Booth and Barratt, in company with State Highway Engineer Nunn, Division Engineer Clarke and Messrs. Farrens and Feikert of the Southern Pacific Company, visited the site of the Willamette Falls railroad crossing of the Pacific Highway about one-half mile north of the Oregon City bridge. This location is also the site of the proposed west side electric line of the Southern Pacific Company and the railroad company's plans not being definitely made or fully developed, it was decided to pave only about 1500 feet beginning at the west end of the Willamette River bridge and extending northward, but leaving out the portion affected by the railroad crossing and approaches.

Judge Wade of Coos County, J. E. Norton of Coquille and J. C. Kendall of Marshfield were present and asked that the Coquille-Bandon Section be definitely located. Inasmuch as this is a matter which has been before the Commission several times and has been thoroughly considered, the Commission decided that nothing further was to be gained by the



postponement of a decision, therefore, on the grounds of expediency, a motion was made and carried unanimously that the Commission adopt as the route of the Coquille-Bandon Section of the Coast Highway, as follows: Crossing the Coquille River at Coquille to the south bank, thence following the south bank of the river in a general direction to the crossing of Bear Creek, thence in an approximately direct line to Bandon.

The matter of the location of the Coast Highway in the northern part of Tillamook County came up for consideration, Commissioners Alley and Farmer of Tillamook County having requested that this be determined so that the county might spend their own money during the present season upon it. These representatives of the County Court renewed the previous offer made to the Commission that if the Commission would designate the route of the Coast Highway by way of the "beach" route through Garibaldi, Brighton and Wheeler to a junction with the present traveled road, known as the "inside" or Miami Route near Mohler, that the county would grade to state highway standards the entire distance, with the understanding that the state rock surface the same when the grading has been completed and that the county would, if the state insisted upon it, rock the additional distance required in excess of the length of the "inside" route. After consideration, on motion which was carried unanimously, the location of the Coast Highway north of the Miami River was adopted on the "beach" route by way of Garibaldi, Brighton and Wheeler to a junction with the "inside" or Miami route near Mohler, on condition that Tillamook County grade to state highway standards the entire section and rock the additional distance at its own expense.

Mr. J. W. McInturff, attorney for Perham, Brown, Dean & Hague, Marshfield-Coquille paving contract, appeared in their behalf, making certain claims on which he stated the contractors were entitled to relief. The matter was taken under consideration.

Messrs. P. J. Gallagher and C. K. Aiken of Ontario, and County Commissioner Dean stated that the bridge across the Snake River at Ontario had been damaged by ice during the past winter and asked that the state rebuild the bridge, suggesting that Federal Aid cooperation from the State of Idaho might be obtained through the United States Bureau of Public Roads on account of it being an interstate connection. The Engineer was instructed to report on this structure at the next meeting of the Commission.

They also asked that the State construct the Vale-Cairo-Ontario road, stating that if the State would do this and construct the bridge over the Snake River at Ontario, that the county would cooperate to the extent of \$25,000 in cash and in addition will secure all necessary right of way.

The Malheur County representatives also asked for a survey between Burrell Ranch and Harper Ranch, stating that the county had funds available for the construction of a section. On motion, which was carried, the Engineer was instructed to make this survey when a party was available.

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Mr. N. H. Larson of Port Orford asked for the improvement of the Sixes River-Elk River Section of the Coast Highway in Curry County, including the bridges on Elk and Sixes Rivers. He was asked to secure a statement from the County Court of Curry County as to what cooperation would be available from the county.

The claim of J. T. Logan of Grants Pass was presented for reimbursement for expenditures made in replacing a culvert which failed on the Dillard-Myrtle Creek Section of the Pacific Highway in Douglas County. This contract was undertaken by Calvert & Wolke and completed by J. T. Logan, the bondsman. Inasmuch as there was some doubt as to foundation conditions and the effect of high water in the river and the consequent responsibility for the failure, the Engineer recommended that Mr. Logan be reimbursed for one-half the cost of the new structure. After consideration, on motion which was carried, the Commission approved the recommendation of the Engineer and authorized payment to J. T. Logan in the sum of \$1,560.83.

Mr. I. N. Day, Manager of the Oregon Independent Paving Company, presented a claim for \$500.00, being the balance due on paving plant purchased in 1918. On motion, which was carried, the plant was accepted as of this date, and this amount was ordered paid.

Chief Inspector Raffety recommended the appointment of Chester N. Wiles as Traffic Officer, vice Arthur E. Gibbs, resigned. On motion, which was carried, Mr. Wiles was appointed as a Field Deputy.

Commissioner Barratt reported that as a result of his negotiations with the Gilliam County Court for cooperation on the Heppner Junction-Gilliam-Morrow County Line Section of the Oregon-Washington Highway, the county had agreed to pledge their market road funds for this project as follows: \$8,000 in 1922, \$8,000 in 1923 and \$9,000 in 1924. This arrangement was approved and the Attorney was instructed to prepare an agreement.

Portland, Oregon, May 12, 1922.

The Commission met in Room 505 Multnomah County Court House,  
Present were:

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

The next meeting was set for May 31 and the following projects were ordered advertised:

Heppner Junction-Gilliam-Morrow County Line, grading and rock surfacing; Bolton-Oregon City Section of the Pacific Highway, paving; Merrill-North Section of the Dalles-California Highway in Klamath County;

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Deadman's Pass-Kamela Section of the Old Oregon Trail in Umatilla County, grading and rock surfacing; Elk Creek bridge at Drain; two bridges on the John Day River Highway near Dayville in Grant County; Basket Slough bridge on the Rickreall-Holmes Gap Section in Polk County.

The Engineer reported on the Clatsop Crest Park development and submitted plans and estimates for the proposed building. The Commission ordered that the building be enlarged to 16x24 and the Engineer was instructed to revise plans accordingly and ask for bids as soon as the deed to the property had been filed. The Secretary was instructed to write to the Clatsop County Court to see if the deed could not be secured at once.

A conference was held with Messrs. Purcell, Dater and Elliott relative to the forest projects. Mr. Purcell reported that two sections of the Trail-Prospect project had been awarded on a satisfactory bid for grading and rock surfacing; also the Brush Creek-Mussel Creek Section in Curry County had been likewise placed under contract.

The Neskowin-Salmon River project next came up for discussion. This improvement as worked out by the Bureau and the Forest Service provided for grading and surfacing on the entire project. The segregated projects are as follows:

Neskowin North	2 miles	\$24,895.20
Neskowin-Forest Boundary	1.27 "	27,809.30
North Forest Boundary - County Line	6.20 "	137,811.40
County Line-South Forest Boundary	1.42 "	34,408.00
Forest Boundary-Salmon River	1.41 "	33,267.20
Salmon River-Devils Lake	6.50 "	121,920.70
	18.80 "	\$380,111.80

of which Tillamook funds were applicable only north of Neskowin and Lincoln County funds only between Salmon River and the Siletz River. Inasmuch as the improvement immediately south of Hebo was more desirable than the two mile section north of Neskowin, the section north of Neskowin was withdrawn by mutual consent. It was then proposed that the remaining section between Neskowin and Devils Lake be put on as a complete project, the cooperation to remain the same as heretofore agreed \$100,000 by the state, \$100,000 by the Federal Government and \$120,000 by Lincoln County, subject to the proviso that all of the Lincoln County money must be expended between Salmon River and Devils Lake or so far as it may go, and provided this arrangement is satisfactory to Lincoln County. While the total estimate is in excess of the funds appropriated, it was thought that by reducing the width of the surfacing that the project could be brought within the funds available. In any event, it was decided that the grading only should be done this year and the rock surfacing next. The arrangement for the

expenditure of Lincoln County money was approved by Judge James of Lincoln County later by telephone.

Mr. Purcell discussed with the Commission the post road projects. He stated that his recommendation to the Chief of the Bureau against Federal participation on the Sexton Mountain project had been sustained and therefore it would be in order for the Commission to request withdrawal of the funds allotted to that project in order to make them available for other projects.

In discussing other Federal Aid projects, Mr. Purcell stated that he would be willing to consider as post road projects the Winchester Bridge; Heppner Junction-Morrow County Line Section; Wallowa Hill, surfacing; Island City-Elgin, surfacing; Lostine-Enterprise, grading and surfacing; Cow Canyon Section of the Dalles-California Highway, surfacing; Madras-Wasco County Line Section of the Dalles-California Highway, grading and surfacing; Elk Creek bridge at Drain; Bolton-Oregon City, paving; bridge at Rickreall; Oakland, Sutherlin, Wilbur, Shady and Creswell overcrossings; also the Elk River-Sixes River Section of the Coast Highway in Curry County, provided there were no features of these projects which would conflict with their regulations.

In the matter of the improvement of the Neskowin-Hebo Section, the Commission accepted the offer of Tillamook County for 50-50 cooperation on the project. It is estimated that the entire cost will be approximately \$120,000 for grading the remaining portions and rock the entire project. The county's proposal to put in \$30,000 this year and \$30,000 next was approved by the Commission, the agreement being, however, that the contract for the entire section should be let at this time and the state advance the money necessary to take care of Tillamook County's share in excess of \$30,000. The Engineer was instructed to advertise the project for bids to be received at the next meeting.

The Secretary was instructed to request Chief Inspector Raffety to check up on the log hauling operations which are being carried on through the city of Oswego.

In the matter of the operation of tractors on the pavement, particularly referring to the operations between Pendleton and the state line, the Commission felt that this was a matter which was beyond their discretion and the law required the absolute prohibition of tractors with cleats on the pavement; therefore, the traffic officers were instructed to arrest such operators as drove their tractors on the pavement without removing their cleats or providing bands or plank.

The Secretary was authorized to prepare contracts for cement requirements on the Halsey-Harrisburg, Amity-McMinnville and Rickreall-Holmes Gap Sections.

In view of the action of the National Surety Company in declining to meet their obligations on the Perham, Brown, Dean & Hague contract, the Commission instructed the Attorney to bring suit on the bond to collect

the full amount due the state and instructed the Secretary to return all contracts which have been awarded since March 22, 1922, on which this company has been offered as surety.

The Engineer submitted a report showing the estimated cost of maintenance of the Albany-Corvallis Section, and after consideration of the fact that this road would be used extensively as a detour road during the paving operations south of Albany and north of Corvallis, the Commission agreed to cooperate with Benton County to the extent of 50% of the cost of the maintenance for the period June 1, 1922 to December 31, 1922.

In the matter of the Pacific Highway overhead crossing of the Southern Pacific tracks at the north city limits of Salem, inasmuch as the City of Salem has declined to cooperate, the attorney was instructed to drop the matter of application to the Public Service Commission for a hearing and the Engineer instructed to discontinue the preparation of plans.

L. O. Herrold, who has contract No. 469 for the grading and gravel surfacing of 0.5 miles at the Murder Creek undercrossing of the Southern Pacific Railway requested an extension of time to June 30th. The Engineer reported that the unusual high water had prevented bridge work during the winter and the grading work was started in the spring as early as possible and he therefore recommended extension of time as requested without penalty. On motion which was carried, the Engineer's recommendation was adopted.

Morrison-Knudsen Company, contractors on the Vale-Burrell Section, contract No. 457 asked for an extension of time to May 15. The Engineer reported that they had been badly handicapped by adverse weather conditions and soft subgrade and that it had been necessary for him to stop the work for this latter reason, therefore, he recommended that the time be extended without penalty. On motion which was carried, the Engineer's recommendation was adopted.

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

*Robert Nunn*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*R. A. Booth*  
Chairman

*J. B. Yeon*  
*W. B. Barratt*

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Salem, Oregon, May 27, 1922.

The Commission met in Room 323 Capitol Building at 10:30 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

Mr. Harrison Allen, attorney for the National Surety Company, was present in the matter of the final settlement of the Commission's claim against the National Surety Company as surety on contract No. 99, Marshfield-Coquille paving, Perham, Brown, Dean & Hague, contractors, which on account of the failure of the contractors had been taken over and completed by the state. After further discussion and consideration, the Commission offered to accept a cash settlement of \$37,202.32 in full for the state's claim against the contract bond, the equipment on the job to be turned over to the surety as well as a refund due on the railroad spur at Yoakum. This was agreed to by Mr. Allen in behalf of the surety. Mr. Allen stated further that if they could dispose of the equipment for \$3,000 they would release the contractors from any further claim. On motion which carried, this settlement was approved by the Commission.

In consideration of the settlement of this claim, motion was made and carried that the previous action of May 12, 1922, whereby it was decided that the bonds of the National Surety Company would not be acceptable until the adjustment of this claim, be rescinded and the bonds accepted when offered.

Commissioner Barratt reported on the matter of permitting placing poles for a power line on the Oregon-Washington Highway right of way between Heppner and Ione. On motion which was carried the Commission approved the arrangement which had been made by Mr. Barratt.

The Secretary reported that a tentative agreement had been reached with Lane County whereby it was proposed that the indebtedness of the county to the state be adjusted. This account is as follows:

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Project	County Share	Paid	Balance Previous Statement	Adjusted Balance
Eugene-Goshen, grading	\$ 9,187.76	\$ .00	\$ 9,187.76	\$ 9,187.76
Eugene-Junction City, grading, Unit No. 1	13,968.61	16,505.72	7,663.22	7,663.22
Unit No. 2	10,200.33			
Junction City-Benton Co. Line, grading	15,197.51	.00	15,197.51	15,197.51
Walker-Cottage Grove, grading	47,916.13	20,989.12	26,927.01	26,606.40
Divide-Douglas Co. Line, grading	3,077.36	.00	3,077.36	3,077.36
Divide Overhead Crossing and Approaches	8,579.58	.00	8,579.58	7,048.16
T. N. T. furnished 1920	6,280.00	2,153.42	4,126.58	2,063.29
	\$114,407.28	\$39,648.26	\$74,759.02	\$70,843.70

Credits:

Cooperation on McKenzie 1920	\$ 7,021.59
" " maintenance Nov. 1, 1920, labor and materials	3,320.12
" " " " " use of equipment	797.50
" " " " " to Mar. 31, 1921	588.27
	<u>\$11,727.48</u>
Balance due State	\$59,116.22

In the matter of the Divide overhead crossing, since there is a difference of opinion as to the division of costs of the additional work made necessary by conditions and contingencies and not contemplated at the time of the original construction, it was agreed that this matter of division of additional costs shall be submitted to the Public Service Commission for further hearing and the decision of the Public Service Commission shall be final. It was agreed that in payment of the debt amounting to \$59,116.22, the county might pay the same cash, or in lieu thereof the county might spend of its own funds on or before October 1, 1923 a sum of money not less than \$120,000 to be expended on those portions of the McKenzie Highway outside of the forest reserve not included in the present contracts, on that portion of the Willamette Highway between Lowell and Goshen, also on that portion of the Eugene-Florence Highway between Goldson and Harpole Schoolhouse or Harpole Corners. It was further agreed and understood that the Commission shall approve the projects to be improved and the type of construction and the work shall be under the jurisdiction and control of the State Highway Commission as provided by law for the improvement of state highways. It was agreed also that the surveys required for these projects would be made by the state without expense to the counties. It was therefore moved, seconded

and carried that the contract dated May 25 and signed by the County Court of Lane County be approved and executed by the Commission and that the same be accepted in full settlement of the account to Lane County. In view of the above arrangement, the Secretary was authorized to make the payment of the balance due on the Thurston-Walterville contract and Lane County's claim of \$2,682.77 for maintenance on the Pacific Highway.

In view of the above settlement of accounts, it was moved, seconded and carried that the awards be made to the low bidders on the following projects:

Junction City-Harrisburg, grading, bridges and gravel surfacing, awarded to S. S. Schell and C. G. McKy, who are the low bidders, for \$38,987.50.

Goldson-Blachly Section of the Willamette Valley-Florence Highway, rock surfacing, awarded to A. D. Kern, the low bidder, at \$86,850.00.

Shell Rock and Power Plant Sections of the McKenzie Highway, grading and rock surfacing, awarded to A. F. Saar, the low bidder, at \$37,552.00.

Walterville-Deerhorn and Doyle Hill Section of the McKenzie Highway, grading and rock surfacing, awarded to Albert Anderson, the low bidder, at \$22,255.00.

On the section of the Harrisburg-Junction City project between the west bank of the Willamette River and the Boggs place, approximately one-half mile, the Engineer was instructed to make an estimate for the completion of the grading, bridging and rocking of that section and present it at the next meeting of the Commission.

Judge Robinson, Commissioners Graves and Hart of Polk County and former Judge Kirkpatrick were present in conference. The matter of the bridges on the West Side Highway was discussed and it was agreed that these bridges should be of concrete construction. The County Court requested the Commission to prepare the plans and advertise them, and agreed to pay \$25,000 in 1922 and the balance in 1923, provided the Commission would carry their indebtedness on the grading a corresponding period. The bridges included were the two bridges over Soap Creek, one at Tile Factory, one over Rickreall Creek, and one over Basket Slough. It was moved, seconded and carried that this request be granted and the Engineer was instructed to prepare the designs and advertise the same at the June meeting if ready. The Attorney was instructed to prepare a contract to cover this matter.

The Commission considered the request of the O.-W. R. R. & N. Co. to lengthen the span of a bridge on the Columbia River Highway at Fulton Canyon in Sherman County. The Engineers reported that the structure had carried the drainage up to this time and appeared to be sufficient for the protection of the highway. Commissioner Barratt recommended against



an increase in the size of the opening at this time unless the work should be done at the expense of the railroad company, and after consideration, the railroad's request was declined.

The Engineer reported on a plan for reconstruction of the bridge across the John Day River on the Columbia River Highway between Gilliam and Sherman Counties. The plan provided for the construction of two new piers and an 80 ft. steel deck span on each approach this year, followed by the replacement of the two 126 ft. timber trusses at some future date. The Commission approved this plan and authorized the advertising of the two piers and the two 80 ft. steel trusses at the next meeting.

In the matter of the bridge over Snake River at Ontario, the Engineer submitted his report recommending the construction of new concrete piers and utilizing the present steel spans to be replaced at a later date. The Secretary was instructed to take the matter up with the Bureau of Public Roads since this is an interstate connection, also a part of the Federal seven per cent system, asking him to assist in working out a cooperative project with the State of Idaho.

The Engineer reported that the present bridge over the Grande Ronde River near Perry in Union County was in dangerous condition and should be replaced. This is the location proposed for the new combined overhead railroad and river structure. The Secretary was instructed to advise the county of the condition and the Engineer was authorized to advertise the same when the county advises that they are ready to pay the part assessed against them by the Public Service Commission.

In the matter of paving through the city of Drain, the Engineer was instructed that no further pavement should be laid in the city until the city obligation was met on pavement previously laid.

A request having been made by the Sherman Electric Company for reimbursement for expenditures for moving poles on the Sherman Highway, the Secretary was instructed to advise them that it was customary for the utilities to pay for this themselves, since they are occupying the highways by franchise and that state highway funds can not be diverted to that purpose.

A request was received from Mr. Raffety for permission to increase the salary of Traffic Officers Houston and Lieuallen to \$125 per month, effective May 1st. This increase was granted, since this was agreed upon when the men were employed. The Engineer was instructed to confer with the Secretary of State with a view of making the salaries of all the officers \$125 plus their traveling expenses.

The matter of the Federal Aid legislation in Congress was considered and the Chairman was instructed to advise the Oregon delegation in Congress that the Commission was opposed to a limit of \$12,500 per mile for Federal Aid and to request them that the limit be kept at the present figure; that is, \$20,000 per mile.

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

*Herbert Nunn*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*W. B. Barratt*  
Chairman

Portland, Oregon, May 31, 1922.

The Commission met in Room 520 Multnomah County Court House at 10 A. M. and adjourned to Room 360. Present were:

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

Bids were opened on the following grading, surfacing, paving and bridge contracts:

PACIFIC HIGHWAY  
OREGON CITY-BOLTON SECTION - GRADING & PAVING

Parker-Schram Co.	12,625.00
W. D. Andrews Construction Co.	16,060.00
C. G. Randles	16,001.00
Thos. C. Young	17,100.00
Cochran Construction Co.	17,770.00
A. Guthrie & Co.	14,219.00
Consolidated Construction Co.	14,804.00

COOS BAY-ROSEBURG HIGHWAY  
UNIT 1, MYRTLE POINT-CAMAS VALLEY SECTION - SURFACING

W. C. Stone	(Irregular bid)
Warren Construction Co.	61,200.00

OREGON-WASHINGTON HIGHWAY  
HEPPNER JUNCTION-MORROW COUNTY LINE SECTION - GRADING & SURFACING

More & Anderson	87,004.00
A. D. Kern	95,340.00
Warren Construction Co.	83,182.50
Johnson Contract Co.	108,872.60
Gardner & Hetrick	97,675.00

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THE DALLES-CALIFORNIA HIGHWAY  
MERRILL SECTION - GRADING & SURFACING

	Alternate "A"	Alternate "B"
Dunn & Baker	32,454.50	32,954.50
W. D. Miller	34,316.00	34,575.00
Klamath County	31,863.00	

COAST HIGHWAY  
NESKOWIN-HEBO SECTION - GRADING & SURFACING

Hetrick, Cline & Gardner	163,228.00
John Mattson	189,835.00
Tillamook County	157,383.50

OLD OREGON TRAIL  
DEADMAN'S PASS-KAMELA SECTION - GRADING & SURFACING

Warren Construction Co.	139,971.50
Elliott, Scoggin & Paquet	152,020.00

PACIFIC HIGHWAY  
BRIDGE NO. 874 OVER ELK CREEK AT DRAIN

Albert Anderson	13,528.00
Lindstrom & Feigenson	13,729.50
Barnard & Augustine	14,485.00
Carl O. Engstrom	15,639.30
J. W. & J. R. Hillstrom	16,627.50
Warren Construction Co.	18,607.50

JOHN DAY RIVER HIGHWAY  
BRIDGES NO. 888 & 889 - GRANT COUNTY

Lindstrom & Feigenson	33,051.75
Illinois Steel Bridge Co.	34,065.00
Jas. F. Clarkson & Co.	39,045.00
Portland Bridge Co.	39,465.00
Gardner & Hetrick	39,865.00
Porter & Conley	40,556.25
C. L. Graves	44,269.50

WEST SIDE HIGHWAY  
BRIDGE NO. 827 OVER BASKET SLOUGH

Tobin & Pierce	4,365.00
Le Doux & Le Doux	5,221.00
C. O. Engstrom	5,797.50
Kullander & Kullander	5,390.50

Commissioners Alley and Farmer stated that Tillamook County has 3 miles of grading completed on the Coast Highway beginning at Rock-away and extending north and asked the state to rock surface the same. On motion, which was carried, the Engineer was instructed to advertise this project as soon as the plans and specifications can be prepared. Work to be paid for by the state.

Judge Schanep of Umatilla County and Commissioners Dunning and Bean were present and stated that they desired to settle up accounts. They asked that they be given credit for the grading and rock surfacing of the Pendleton-Pilot Rock Section which they did with county funds exclusively and which totalled approximately \$111,000. They asked to be relieved of their share of the maintenance expenditures on the state highways prior to April 1, 1921 and of the state's claim for equipment; also their share of the cost of the bridges on the Pilot Rock-Vinson Section. In addition, they asked that the state assume the cost of grading on the Pilot Rock-Vinson Section in excess of \$35,000 and asked the state to rock surface from Vinson Canyon to Vinson, about 4 miles, without cooperation from the county. The matter was taken under consideration.

Commissioner Fordyce of Klamath County asked that the Lamms Mill-Fort Klamath Section be improved during the present season. The Commission stated that they were committed to a policy of completing the Crater Lake-Fort Klamath Section and the Fort Klamath-Deschutes County Line Section first and could not consider the Lamms Mill-Fort Klamath Section at the present.

C. A. Dunn of Dunn & Baker, who were second low bidders on the Merrill North job, stated that they would be willing to meet the price of the low bidder, the Klamath County Court, if the contract could be transferred to them. He stated in support of such an arrangement that his company had their plant all set up and could go ahead without loss of time. Commissioner Yeon stated that if the county wished to assign its contract to Dunn & Baker at its own figures or subcontract it to them, it would be approved by the Commission, but that the plan must be worked out in a manner satisfactory to the County Court since they were the low bidders.

Mr. E. E. Cummins, who was low bidder on the Monmouth South paving project which has been held up pending a court decision, was present. The Commission asked him if he wished to go ahead and construct the short sections south of Corvallis and the  $1\frac{1}{2}$  mile section from the Polk-Benton County Line north to the Suver road, including the two concrete bridges over Soap Creek at the same unit prices as in his bid. He stated that he would be willing to go ahead on the bridges, but wished to consider the paving work further before giving a definite answer.

Judge Wilson and Commissioner von Lehe appeared in the matter of the Albany-Corvallis maintenance, stating that they did not think it possible to maintain the road in good condition with the heavy Pacific

Highway travel and since their own funds are quite limited, they doubted if they could raise their 50% as proposed. After discussion, it was agreed that the state would put on a truck to do such watering as is necessary at the sole expense of the state and divide the cost of dragging 50-50. This arrangement was satisfactory to the Benton County representatives.

J. C. Kendall presented a resolution from the Roosevelt Highway Association, stating that the Coast Highway from Crescent City north was not a part of the California Highway system and requested that the Oregon State Highway Commission request the California State Highway Commission to take such steps as may be necessary to officially designate and locate this highway from Crescent City north to the Curry County line as a state highway to connect with the Coast Highway in the State of Oregon. The Commission endorsed this proposal and instructed the Secretary to request the California State Highway Commission to designate this section of the Coast Highway as a part of their state highway system.

Judge Wade of Coos County, J. E. Norton and J. C. Kendall, representing the Coos County Good Roads Association, appeared in the interests of the Coquille-Bandon Section. They urged that this be graded at the earliest possible date on account of heavy traffic over the Coast Highway on the opening of the Coos Bay-Roseburg Highway. They requested that state funds be expended to match the large sums of county funds which have been expended on the Coquille-Bandon Section and the Bandon-Curry County Line Section without cooperation from the state. They particularly urged at this time that 4½ miles of grading between Bear Creek and Lampa Creek be done, which will connect the work done by Coos County at the Bandon and Lampa ends and make a completed grade from Bandon to Lampa Creek, which is half way between Coquille and Bandon. The other project in which they are interested and which is recommended for immediate construction is approximately 2 miles across the low lands immediately adjacent to the south end of the Coquille River bridge at Coquille. This is a diking project and it is desired to construct the dike now so that it may settle during the winter. For these projects Coos County has \$15,000 available for co-operation and asked that they be advertised in the near future.

Messrs. Fuller and Fields of the P. R. L. & P. Co. appeared in the Oregon City south approach matter. They stated that the right of way from Canemah to the Southern Pacific right of way in Oregon City had been secured. Mr. Fuller urged that the matter be carried through immediately while the parties interested were favorably inclined toward the project. The Commission agreed as to the necessity for expediency in this matter, and on motion which was carried, the Attorney was instructed to prepare an application for a hearing before the Public Service Commission for the crossing at Fifth Street.

At 4 o'clock, the Secretary read the tabulation of the bids received and the following disposition was made:

Merrill-North Section of The Dalles-California Highway in

Klamath County, grading and surfacing. The County Court of Klamath County was the low bidder, but pending their decision as to assignment to Dunn & Baker, the matter was referred to the Engineer with power to act.

Neskowin-Hebo Section of the Coast Highway in Tillamook County. Inasmuch as the lowest bid received was greater than the appropriation of \$120,000 previously agreed upon by the county and the state, Commissioners Alley and Farmer stated that the county would cooperate 50-50 on the excess the same as on the original agreement. With this understanding, on motion which was carried, the project was awarded to Tillamook County, the low bidder, at \$157,383.00.

Deadman's Pass-Kamela Section, Old Oregon Trail, grading and surfacing. On motion which was carried, all bids were rejected and the project ordered readvertised, since the bids received were in excess of the engineer's estimate.

Oregon City-Bolton Section of the Pacific Highway in Clackamas County, grading and paving. The low bid was satisfactory, but inasmuch as there was a possibility that the closing of the road for construction will interfere with the delivery of materials for the Oregon City bridge, the matter was referred to the Engineer for investigation and with authority to extend the time limit if thought advisable.

Hepner Junction-Morrow County Line Section of the Oregon-Washington Highway in Gilliam County. The low bid was satisfactory, but inasmuch as the county is cooperating, the matter was referred to the county.

Unit No. 1, Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway in Coos County. This is a county cooperative project and Judge Wade, who was present, stated that the low bid was satisfactory to the county. The low bid was also satisfactory to the Commission, but it was thought that perhaps a saving could be effected by the use of gravel on the Myrtle Point end of the project and accordingly the bid was referred to the Engineer with power to act.

Bridges Nos. 888 and 889 over the John Day River near Dayville in Grant County. The low bid received was satisfactory, but inasmuch as these bridges were a cooperative project with Grant County, the matter was referred to the county.

Bridge over Basket Slough near Rickreall on the West Side Highway in Polk County. The low bid was satisfactory, but inasmuch as this was a county project, the matter was referred to the county.

Bridge over Elk Creek in Drain on the Pacific Highway in Douglas County. The low bid received was satisfactory but inasmuch as it was a county cooperative project, the matter was referred to the county.

Motion was made and carried that the checks of the unsuccessful bidders be returned.

Judge James and Commissioners Dumm and Warren of Lincoln County asked that the three county bridges on the Siletz River be advertised for the county. The Engineer was instructed to prepare the plans and specifications and advertise these bridges at the next meeting, it being understood that they were to be paid for entirely by the county.

Mr. Barratt offered the following resolution relating to the June payment of the 1922 Market Road Funds, which was adopted:

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 the 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 21st day of February, 1922, apportion among the several counties of the State, complying with the provisions and accepting the benefits of said market road law, the 1922 state market road appropriation, in accordance with the terms of the act, And,

WHEREAS, the funds of the "state market road appropriation" are collected semi-annually 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 payment of 50% of the amount apportioned, from the 1922 "state market road appropriation", to the various counties by resolution adopted by the State Highway Commission on February 21st, 1922, 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	\$15,461.75	Lake	\$7,798.91
Benton	9,088.88	Lane	28,171.72
Clackamas	24,711.79	Lincoln	5,493.47
Clatsop	21,409.16	Linn	21,914.99
Columbia	10,866.57	Malheur	11,974.31
Coos	16,095.43	Marion	30,301.22
Crook	4,161.93	Morrow	8,013.97
Curry	2,695.63	Multnomah	51,823.69
Deschutes	7,706.65	Polk	13,224.90
Douglas	19,780.21	Sherman	8,469.87
Gilliam	7,634.78	Tillamook	12,186.02
Grant	5,702.06	Umatilla	33,003.07
Harney	8,086.53	Union	14,975.98
Hood River	7,085.44	Wallowa	8,934.60
Jackson	19,300.93	Wasco	12,338.54
Jefferson	4,035.23	Washington	21,449.58
Josephine	5,487.43	Wheeler	3,618.36
Klamath	12,771.77	Yamhill	16,503.60
		TOTAL	\$512,278.97

Commissioner Yeon stated that he thought it advisable to do some widening and straightening on the Columbia River Highway between Multnomah County Line and Hood River, and it was agreed that Commissioners Yeon and Barratt, accompanied by the State Highway Engineer, would make an inspection trip the next day over this section and agree upon the work to be done.

The State Highway Engineer also recommended that the Mitchell Point Tunnel be lined and also a short section of the twin tunnels near Mosier. It was agreed that this matter would be studied also.

Judge Dodson of Baker County appeared and asked that the Baker-Unity project be advertised. This was agreeable to the Commission, who instructed the Engineer to advertise the project as soon as the plans and specifications have been prepared.

Judge Dodson proposed that the Baker County indebtedness on the Old Oregon Trail and Baker-Cornucopia Highway be settled by a cash settlement of \$108,000 and use what bond money they have left themselves for improvement work between Richland and Baker on the Baker-Cornucopia Highway. Consideration of the matter was deferred until the full Commission was present.

Portland, Oregon, June 1, 1922.

The Commission met in Room 360 Multnomah County Court House at 10 A. M. Present were:

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

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Mr. Charles Rudeen, County Commissioner of Multnomah County, was present at the request of the Commission and was asked relative to the county cooperation on the Mt. Hood Loop. Mr. Rudeen stated that he was in favor of meeting the county obligation if a way could be found, but stated that the Budget Commission had cut out of the budget the amount which had been proposed and no other funds were available. Commissioner Yeon asked him if the county could not utilize the county auto license funds and he said that he would consult with the District Attorney to see if this would be possible.

Messrs. Purcell, Elliott, Cecil and Dater were present, representing the Bureau of Public Roads and the Forest Service, and Judge James and Commissioners Dunn and Warren of the County Court of Lincoln County were present in the interest of the Neskowin-Salmon River project. Commissioner Dunn stated that the bond money which had been voted in Lincoln County was voted with the understanding that it would be matched from some source but that the arrangement to use the county funds between Salmon River and Devils Lake was satisfactory, provided the County could have some assurance that the project would be continued to the Siletz River. The members of the Commission, the representatives of the Bureau of Public Roads and the Forest Service were all willing to make this a continuing Federal Aid forest project, with the Siletz River the terminus, the work to be continued from Devils Lake to the Siletz River with state and Federal funds.

On motion which was carried, the Commission voted to appropriate \$50,000 for the Alsea Forest Road for expenditure between Tidewater and Waldport to be made available during the calendar year 1922 as required, on condition that the Government appropriate an equal amount and Lincoln County \$33,000, all to be in addition to previous appropriations.

On motion which was carried, the Commission voted to appropriate \$10,000 for a survey of the Willamette Highway between Lowell and Crescent in Lane and Klamath Counties, provided the National Government would make an appropriation of an equal amount.

On motion, which was carried, the Commission appropriated \$42,500 for the rock surfacing of the Sisters-Lava Section of the McKenzie Highway, provided the Government cooperates to an equal amount.

The Pacific Telephone & Telegraph Company petitioned for a permit to construct a pole line on the Pacific Highway between Walker and Creswell in Lane County on account of interference with the high tension lines of the California-Oregon Power Company on the old county road. The Company proposed to construct their line on the east side of the highway adjacent to the railroad right of way. In view of the showing made as to the necessity, the Engineer recommended that a permit be granted which was approved by the Commission.

Messrs. R. J. Moore and Clarence Butt of Newberg, representing the Yamhill Electric Company, asked for a permit to construct a power

line from Newberg to Multnomah Station on the state highway right of way. The line proposed is to carry 54,000 volts as well as a secondary circuit for lighting and power for local customers. At the present time, they have lines along the roadway from Newberg as far as Sherwood and from the covered bridge over the Tualatin River as far as the Multnomah County line. Their present line crosses and recrosses the road, taking the opposite side from the telephone company's line. On their new line, they propose to stay entirely on one side of the road and propose to have the telephone company take the other side. The construction proposed will be standard and in full compliance with the requirements of the Public Service Commission. Mr. Moore stated that their agreement with the telephone company had not yet been worked out, but when arrangements had been made with the telephone company, they would then communicate further with the Commission. The matter was taken under consideration with the understanding that they would appear again.

A communication was received from Mr. O. Hepworth in behalf of G. J. Hardy, who had the contract for construction of the Paisley bridge, contract No. 385, asking that the engineering which had been charged against them on account of overrun of the time limit be cancelled. On recommendation of the Engineer, the request was declined.

The Warren Construction Company, who have contract No. 364, macadam surfacing between Morgan and Lexington, asked that the engineering charges against them after the expiration date of the contract be cancelled. On recommendation of Commissioner Barratt, their request was refused.

On motion which was carried, it was agreed that the Multnomah County Line-Newberg Section should be resurfaced and advertised at the next meeting, subject to the Chairman's approval.

The Engineer was authorized to make such repairs as are necessary and are in the nature of emergency work to the pavement on the Lower Columbia River Highway in Clatsop and Columbia Counties.

An application was received from the West Slope Water District for permission to lay water mains on portions of the Canyon Road and Bertha-Beaverton Section of the Tualatin Valley Highway, described as follows: On the Canyon Road, beginning at the Multnomah County Line a distance of approximately 0.27 miles to the junction of the old Canyon Road with the present paved highway. From this point for a distance of approximately 1.3 miles, the pipe line will follow the old Canyon Road to a point where it rejoins the paved highway. From this point for a distance of approximately 1.1 miles, the pipe will follow the paved Canyon Road Highway. It was agreed that the pipe should be laid on the southerly side of the highway two feet from the edge of the right of way. It was understood that an effort was to be made by the district to obtain private right of way from the Multnomah County line to a junction of the highway with the old Canyon Road in order to lay the pipe on a direct and shorter road rather than follow the highway, if possible, but if the private right of way can not be secured, the permit for laying the pipe on the highway is requested. From the westerly end of the 1.3 mile section mentioned above,

the pipe is to follow the county road south to its junction with the Bertha-Beaverton Highway, thence a distance of 0.37 miles east along the north side of the highway two feet from the right of way line. The granting of the permit was recommended by the engineer and the Commission voted to grant the permit to the West Slope Water District.

The Engineer reported that a modification of contract No. 419, Grand Ronde-Alder Creek Section of the McMinnville-Tillamook Highway, which is held by the Warren Construction Company, had been negotiated with the Warren Construction Company. In view of the fact that the yardage on the contract would be increased approximately 10,000 cubic yards, the contractor agreed to do the hauling which had previously been done by the state without extra cost provided trucks were furnished by the state at a nominal rental of \$1.00 per month. The effect of this arrangement is that the contractor does the work at his original bid price and in addition pays the wages of truck drivers and mechanics and the upkeep and maintenance of the trucks. This arrangement was approved by the Commission and the Engineer was given authority to proceed under this arrangement.

The Commission confirmed an agreement with the city of Halsey, Linn County, whereby the city agreed to pay 10% of the cost of paving through the city at an estimated cost to the city of approximately \$2,791.00, payable one-half November 1, 1922 and the balance June 1, 1923.

The Commission approved the cancellation of the bond given by several citizens of the city of Yamhill guaranteeing the payment of the city share of the cost of paving in the city, the obligation having been met.

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

*Herbert D. ...*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*J. B. Yeon*  
Acting Chairman

*W. B. Barratt*

Portland, Oregon, June 6, 1922.

The Commission met in Room 744 Imperial Hotel at 1:00 P. M.  
Present were:

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

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Commissioner McCully of Wallowa County asked the Commission to advertise the Lostine-Enterprise Section of the La Grande-Enterprise Highway. He stated that the county would cooperate to the extent of fifty per cent of the cost of grading, bridges and macadam and had \$25,000 budgetted in this year's tax levy for the project and could issue warrants for the balance. Mr. McCully assured the Commission that the previous obligations on the other sections of the La Grande-Enterprise Highway would be met by the county, and with this understanding the Commission ordered the Lostine-Enterprise Section advertised at the next meeting. The Secretary was instructed to send the county a statement of their account.

Mr. Purcell and Mr. Dater were present and stated that to complete the Tidewater-Waldport Section of the Alsea Forest Road, funds in addition to those already appropriated would be required in 1923.

On motion which was carried unanimously, it was voted to appropriate \$5,625.00 for the Alsea Forest Road in Lincoln County, to be made available during the calendar year 1923 as funds are needed for the project, on condition that the Government appropriate an equal amount and the County of Lincoln appropriate \$5,750.00, all to be in addition to previous appropriations.

The Commission discussed Judge Kelly's decision in the Polk County case and the Secretary was instructed to advise the County Court of Polk County as follows:

"In the matter of finishing the West Side Pacific Highway through Polk County, we note from Judge Kelly's decision that the location which the Commission made has been validated and the statement of the Judge is that it is equivalent to a decree of the Supreme Court. It is also noted that the County is enjoined from continuing to pay from contemplated sources the remainder due the State under the agreement.

"Both the Holmes Gap-Rickreall and Monmouth-South paving projects have been submitted as Federal Aid projects and have been recommended by the Local Federal Authorities and also have been approved by the Secretary of Agriculture. The Federal money has been set aside and is available for immediate use, and likewise the State has set aside the requisite amount to complete the highway through the County.

"Inasmuch as this is one of the most heavily travelled roads in the county and it is a matter of great importance to the State that these last links be completed can you not in some way legally undertake to provide funds to meet your obligations on work completed under the agreement and the work yet to be done as the County's contribution, thus giving an opportunity for the completion of the West Side Pacific Highway throughout the State this year.

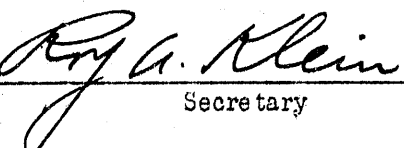
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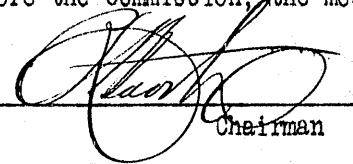
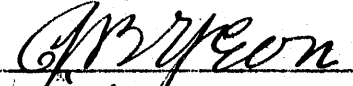
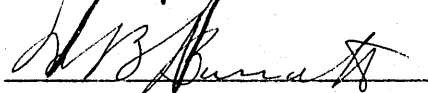
"The Commission would like a prompt answer from you for if this cannot be done the projects must be abandoned and the funds diverted elsewhere."

The Commission further discussed the decision and its effects on many counties where market road funds were being used and decided to bring a test case relative to the use of market road funds on state highways.

Chairman Booth reported that in Lane County the Court had planned to use market road funds for part payment on the Junction City-Harrisburg grading and bridges and also for the county's share of the overcrossing at McVeigh Point. In view of the decision in the Polk County case, C. N. Johnston, the District Attorney of Lane County had advised the County Court that this could not be done and the county, therefore, would be unable to meet its obligation on both of the projects but could on one of them and asked which the Commission would prefer. After consideration, it was voted to permit the county to defer the payment of the county's share of the McVeigh overcrossing until the matter was finally determined in the courts if they would use other funds and complete the grading and bridges on the Junction City-Harrisburg Section.

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

  
Secretary

  
Chairman  
  


Portland, Oregon, June 9, 1922.

The Commission met in Room 512 Imperial Hotel at 1:30 o'clock.  
Present were:

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

Judge King of Jefferson County and W. E. Johnson of Madras were present and asked that more work be done on the Dalles-California Highway north of Madras. Judge King suggested that the County Court would be willing to pledge funds at the rate of \$5,000 a year for a five year period if the grading and rocking from Madras to the Wasco County Line

could be completed. Inasmuch as such an arrangement would be contrary to the constitutional provision relating to county indebtedness, this could not be considered. Judge King stated that if the whole project could not be put on at this time, that the rock surfacing of Unit 4 would be most helpful and stated that the county would apply the unobligated part of its \$50,000 bonds on this section. After consideration, the Commission voted to instruct the Engineer to advertise Unit No. 4, with the understanding that the available county bonds be applied to this section and the state pay the balance. In the matter of the payment of the \$50,000 above referred to for this and prior obligations, Judge King stated that the money was in the bank and was needed in the locality to finance the farmers but would be available to the Commission as required. Inasmuch as the two projects are not completed and will not be completed until the middle of the summer, the Commission voted to require the payment of the \$50,000 due from Jefferson County for cooperative work in five equal installments of \$10,000 each, to be made in June, July, August, September and October of 1922. This was agreeable to the county representatives.

In the matter of the Trail crossing of Crooked River, Judge King stated that they will give \$300 and such additional help as they can give in the fall.

The Attorney reported that the Public Service Commission order on the Pacific Highway crossing of the Southern Pacific railroad at Oakland required cooperation of the railroad company of only approximately \$6,000 on the improvement and required in addition that the State Highway Commission sign an agreement with the railroad company governing construction features. The Commission expressed themselves as opposed to accepting such an order and instructed the Attorney to ask for a rehearing and report results to the Commission.

L. L. Porter, City Recorder of West Linn, appeared and stated that they were in difficulty with the contractor on the Oregon City bridge relative to the cost of caring for the West Linn water main during construction operations. The Attorney was instructed to work out a contract to cover the situation, incorporating the provisions of the original understanding and agreement.

A large delegation from Polk, Yamhill and Washington Counties was present in the interests of completing the West Side Pacific Highway through Polk County, those present being: Seth Riggs, Wm. Riddell, Jr., Commissioners E. E. Hart and T. J. Graves, Judge A. B. Robinson of Polk County, W. B. Dennis, J. F. Johnston, W. N. Trent, E. E. Cummins, H. L. Toney, Wm. L. Liljeqvist, M. F. Corrigan, W. T. Vinton and E. C. Apperson of Yamhill County, Commissioners J. J. Wismer and John Ireland, Judge J. W. Goodin, Loyal M. Graham and Glenn Stapleton of Washington County. The subject at hand had to do with the recent decision of Judge Kelly declaring the contract between the county and the state, which pledged county funds, illegal and void and also denying the use of market road funds on the West Side Highway. Senator Vinton, Dr. Toney, W. B. Dennis,

M. F. Corrigan and William L. Liljeqvist spoke and urged the importance of completing the West Side Pacific Highway, particularly as affecting the counties adjacent to Polk, and expressed the hope that there would be funds for continuing the improvement. Telegrams were received from the Chambers of Commerce of Corvallis and Albany urging that the Albany-Corvallis road be designated and improved with the funds which had been allotted for the Polk County improvement. Chairman Booth spoke for the Commission, stating that this matter had received considerable attention at the hands of the Commission and that there was perfect accord between the County Court and the Highway Commission and the plan which had been worked out appeared to both the County Court and the Commission the only feasible plan, but that the Judge's decision has now estopped the county from continuing on that basis, which is not their fault. The Commission is anxious to have the matter cleared up and the paving proceed. There is a large sum of money due the Commission on grading and bridges already completed and more required before the work is completed. The Commission feels that it would not be right for the state to make further contributions in Polk County or to disregard the money which has already been expended there in fairness to the other parts of the state. With the limitations that there are in the law as construed by Judge Kelly, the Commission is at a loss to know how to proceed. Mr. Riddell, who received the Republican nomination for County Commissioner in Polk County was present and stated that he was in favor of paying back the county indebtedness to the state. Judge Robinson said that with their \$13,000 bond money and tax money and considering what payments they had already made, there would be available \$31,000 on the Salem-Dallas Highway and on the West Side Highway they had \$40,000 of bond money, \$15,000 of tax money and \$10,000 motor vehicle license funds, the latter two items which they had proposed to place on the new bridges on the West Side Highway, but outside of that there were no other funds. In response to a question by the Chairman, Judge Robinson said they would sell their bonds and turn over the \$40,000 and the \$13,000 voted on these two roads. Mr. Barratt asked if they would expect the return of the market road funds if they turn over the bonds. After discussion, Judge Robinson said not unless the Court required it. The Chairman made a statement that the market road funds are needed everywhere on state highways and the matter of expending them on state highways must go to the Supreme Court for final determination or the law must be amended by the legislature. The discussion then closed without developing a definite plan for handling the situation. The Attorney, however, was instructed to prepare a contract providing for the turning over of the proceeds of their bonds applicable to the Salem-Dallas and the West Side Highways and the tax money and motor vehicle funds would apply on the West Side Highway.

Judge Goodin and Commissioners Wisner and Ireland and L. M. Graham of Forest Grove asked that the Hillsboro-Multnomah County line section concrete pavement be resurfaced, and asked that it be done this season. The Chairman replied that the matter was under consideration.

In the matter of the settlement of Umatilla accounts, the Commission voted to accept as final the following arrangement: Umatilla

County to pay the maintenance cost prior to April 1, 1921, amounting to \$12,058.75 and the charges for equipment furnished amounting to \$7,219.28, less the charges which the county has against the state for equipment. The county is also to cooperate 50-50 on the Pilot Rock-Vinson bridges, the county's share of which is approximately \$4,500.00, and the state will pay for the cost of grading the Pilot Rock-Vinson Section in excess of the \$35,000 which the county has available and the full cost of the rock surfacing between Pilot Rock and Vinson recently awarded, and the state will, in addition, pay for the full cost of surfacing from Vinson Canyon to Vinson, approximately 4 miles.

On the Santiam Forest project in Linn County, the Commission were agreed that the forest project should be limited to \$76,000, \$38,000 to be county bond money and \$38,000 Government funds, for the improvement of the Shea Hill Section. The Commission also ordered that \$100,000 be set aside to be matched by an equal amount of county funds to be applied west of Shea Hill as seemed most advisable.

The Commission decided to defer the construction of the Mt. Hood-Wapinitia Forest project for the present.

With reference to a letter from the Roosevelt Coast Highway Association to the Governor about the expenditures of state highway funds to the constitutional limit, the matter was referred to Chairman Booth for reply.

The request of Lincoln County Court for the design of a bridge across the Yaquina River at Toledo was granted and the Engineer was instructed to prepare plans and specifications when convenient to do so.

In the matter of the indebtedness of Baker County, the Secretary was instructed to advise that the account must be paid in full, both the balance due on the Baker-Cornucopia cooperative work and for the cooperative work on the Old Oregon Trail.

A communication was received from the Pacific Telephone & Telegraph Co., advising that they were reconstructing the pole line from Portland to Hillsboro and requested permission to move their pole lines from the south to the north side of the road for a distance of about one-half mile on the Tualatin Valley Highway near Beaverton between the Walker road and the Canyon road. The Engineer recommended that the permit requested be granted, which was done by the unanimous vote of the Commission.

Bates & Rogers Construction Company requested an extension of time for the completion of Unit 1 Brush Creek-Mussel Creek Section of the Coast Highway in Curry County, contract No. 402, to June 20. The Engineer recommended that the extension be granted without penalty, which was approved by the Commission.

More & Anderson, contract No. 471, Lexington-Heppner Section of the Oregon-Washington Highway, requested an extension of time to



August 31, 1922. On recommendation of Commissioner Barratt, the extension was granted without penalty.

The date for the next meeting was set for June 28.

Umatilla County requested that the Commission advertise an extension of 3 miles of the Cold Springs project between Holdman and Harp's Ranch for the county, to be paid for 100% by the county. The advertisement was ordered.

The Ochoco-Mitchell project was ordered advertised for grading and rocking from the end of Contract No. 480, a distance of approximately 12 miles.

Multnomah County Line-Sandy and Cherryville-Forest Boundary Sections of the Mt. Hood Loop Highway in Clackamas County were ordered advertised for rock surfacing.

The following jobs were also ordered advertised when they can be prepared:

Wallowa Hill Section of the La Grande-Enterprise Highway, rock surfacing; Island City-Elgin Section of the La Grande-Enterprise Highway, rock surfacing; Sixes River-Elk River Section, Coast Highway in Curry County, grading, rock surfacing and bridging; Cummins Creek-Valades Ranch Section of the John Day Highway, surfacing; Camas Mountain Section of the Coos Bay-Roseburg Highway in Douglas County, surfacing; Drew's Valley Section, Lakeview-Klamath Falls Highway in Lake County, grading.

The Multnomah County Line Section of the West Side Highway in Washington and Yamhill Counties was ordered submitted to the Bureau of Public Roads as a Federal Aid project for resurfacing.

The Secretary reported that the general manager of the O.-W. R. R. & N. Company had declined to consider changing the original agreement for the construction of the Durkee Undercrossing, which provided that the Highway Commission should construct concrete abutments and the Company construct the temporary trestle and place the steel girders and deck so as to place all construction work in the hands of the Company, instead of dividing it as had been proposed. In consequence of this decision, the Engineer was instructed to advertise for the excavation and concrete work at the next meeting.

The Engineer recommended that the bid received at the last meeting from the Warren Construction Company for furnishing crushed rock on Unit No. 1 of the Myrtle Point-Camas Valley Section of the Roseburg-Coos Bay Highway be accepted. On motion which was carried, the bid of the Warren Construction Company of \$61,200.00 was accepted.

Klamath County Court having advised that they had decided not to transfer or assign the Merrill-North Project on which they were low bidders at the last meeting, the Commission on motion which was carried

awarded the County the contract at \$31,863.00.

The Douglas County Court having advised that the low bid of Albert Anderson received at the last meeting for the Elk Creek Bridge at Drain was satisfactory, the Commission, on motion which was carried, awarded the contract to Albert Anderson at \$13,528.00.

The Grant County Court having advised that the low bid of Lindstrom & Feigenson on bridges No. 888 and 889 on the Valades Ranch-Cummins Creek Section of the John Day Highway near Dayville received at the last meeting was satisfactory, motion was made and carried that the award be made to Lindstrom & Feigenson at \$33,051.75.

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

*Roy A. Klein*  
Secretary

*W. A. Booth*  
Chairman  
*J. B. Yeon*  
*Herbert Nunn*

Portland, Oregon, June 28, 1922.

The 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  
Herbert Nunn, State Highway Engineer  
Roy A. Klein, Secretary

Bids were opened on the following grading, macadam and bridge projects.

COAST HIGHWAY  
ELK RIVER-SIXES RIVER SECTION - GRADING

	Concrete Pipe	Cedar Culverts
Washburn & Hall	70,003.00	68,663.00
Padrick & Weber	75,261.10	70,729.50
Elliott, Scoggin & Paquet	70,010.00	69,335.00
A. B. Gidley	64,704.00	62,061.00
J. W. Sweeney	67,833.00	65,033.00
Guy F. Atkinson	101,120.00	97,695.00
Rajotte-Winters, Inc.	82,649.00	78,834.00

John Hakanson	63,993.60	58,748.30
Warren Construction Co.	92,415.70	86,690.00

PENDLETON-COLD SPRINGS HIGHWAY  
HOLDMAN-HARP'S RANCH SECTION - GRADING & SURFACING

Pat Lonergan	44,419.00
S. C. Comerford	49,839.50*
Newport Construction Co.	53,167.50
More & Anderson	46,277.50

\*Broken Stone or Gravel Surfacing.

LA GRANDE-JOSEPH HIGHWAY  
WALLOWA HILL SECTION - SURFACING

Sloane Construction Co.	28,375.00
A. D. Kern	30,740.00
Warren Construction Co.	35,573.50

OCHOCO HIGHWAY  
UNIT 2 OCHOCO-MITCHELL SECTION - GRADING & SURFACING

Gardner & Hetrick	155,417.50
Hill Construction Co.	139,690.10
S. C. Comerford	179,707.50
Warren Construction Co.	171,413.50
Elliott, Scoggin & Paquet	174,385.00
Greenwood & Dann	139,543.00
McAuliffe & Healy	183,670.00

LINCOLN COUNTY - COUNTY HIGHWAY  
BRIDGES NO. 851, 852 & 854 OVER SILETZ RIVER

Monson-Trierweiler Co.	46,697.50
Pepin & Pepin	46,961.50
Gardner & Hetrick	48,856.00
Henry Makela	53,285.00

COLUMBIA RIVER HIGHWAY  
RECONSTRUCTION OF BRIDGE OVER JOHN DAY RIVER

Portland Bridge Company	13,983.00
Colonial Building Company	13,989.00
Union Bridge Company	18,167.00
Illinois Steel Bridge Company	18,254.00
Pacific Bridge Company	13,981.00

Mr. P. J. Gallagher was present in the interest of the interstate bridge over the Snake River at Ontario. The Secretary reported that the project had been submitted to the District Engineer of the United

States Bureau of Public Roads in a preliminary way as a tentative co-operative Federal Aid project for both states and that he had given tentative approval to the plan. The Secretary was instructed to invite the Commissioner of Public Works of Idaho to be present at a conference in regard to this matter when the Commission visits Ontario on their Eastern Oregon trip, which is planned to be made during the next month.

Judge E. H. Smith of Lakeview was present and asked that the Lakeview-Drew's Valley Section be advertised at the next Commission meeting. Request was granted and the Engineer instructed to advertise as soon as the plans and specifications can be prepared. Judge Smith also asked for graveling on the section of the Lakeview-Bend Highway north of Chandler's Station. This latter matter was taken under advisement until the Commission visits Lake County.

Judge Wade of Coos County and J. E. Norton of Coquille were present in the interest of the Coquille-Bandon project. The county representatives stated that in their opinion, it would be preferable to grade as far as the funds available would go, rather than grade and macadamize a shorter distance. They stated that the county has \$15,000 left from their first bond issue which they would turn over to the state on this project and that they thought that some cooperation could be secured from the drainage district for the dike section south of Coquille. The Commission expressed themselves as favorable to constructing a section of the project this year, but deferred action until the matter could be looked over on the ground.

The afternoon session was opened at 2 o'clock with all Commissioners present.

The location of the Pacific Highway in Oregon City between Fifth and Seventh Street was brought up by a delegation from Oregon City, consisting of Chris Schuebel, J. J. Tobin, A. A. Price, L. O. Harding, O. D. Eby, W. B. Caulfield, L. A. Henderson, F. I. Fuller and Clarence Fields. Mr. Schuebel objected to the route designated by the Commission, that is, constructing a new highway parallel to the Southern Pacific tracks between Fifth and Seventh Streets, principally on account of the congestion which he thought would result at the municipal elevator. Mr. Eby, Mr. Caulfield and others favored the route adopted by the Commission. After considering the arguments advanced, the Commission announced that there appeared to be no reason for making the change in the original route as designated. The Secretary was instructed to notify the Mayor and City Council of Oregon City that the Commission thinks the route along the Southern Pacific railroad between Fifth and Seventh Streets to be the proper location, and asks them for an early expression of their attitude on the project and what they will do to provide for an early opening of this new street.

Mr. Fuller, Vice-President of the P. R. L. & P. Co., stated that there is actually \$105,000 subscribed by the railroads and the industries and an additional \$10,000 in sight if necessary for the Oregon City south

approach project within the city limits and asked that the Commission advertise for bids on the project now with the hope that by the time the bids are received the vacation proceedings will be far enough along to proceed with the work. After consideration, the Commission instructed the Engineer to advertise the project both inside and outside the city for the next meeting.

Messrs. Corrigan, Liljeqvist and Toney of McMinnville, and Judge Robinson and Commissioner Graves of Polk County were present in the interests of the completion of the West Side Highway in Polk County. The County Court objected to some of the provisions in the agreement which had been submitted to them. Mr. Corrigan asked that if the county would pay over the \$40,000 bond money and the \$25,000 they had in tax money on the West Side Pacific Highway, would the Commission go ahead and complete the paving. Mr. Booth replied for the Commission that the \$40,000 would apply on the previous county indebtedness to the State and the \$25,000 would build the new bridges on the West Side Pacific Highway except the one at Rickreall, and that the state would not proceed with the paving nor make any further expenditures in Polk County until satisfactory arrangements had been made to meet all the county obligations. Mr. Barratt stated that this policy had been adopted by the Commission in fairness to the other counties of the state. On the Salem-Dallas road, it was agreed by the County Court that \$13,000 of bond money will be turned over as soon as the bonds can be sold, which is estimated to be August 10th, and that the balance which may be necessary to meet expenditures made by the Commission on the Salem-Dallas road for grading and drainage, would be paid on July 5th. In the matter of the West Side Pacific Highway, the Court states that after making payment on the Salem-Dallas road, they would not have sufficient to complete the bridges on the West Side Pacific Highway, therefore, it was agreed that the West Side Pacific Highway in Polk County should rest until a decision is reached by the Supreme Court in the Lane County market road case.

The Secretary read the tabulation of the bids received.

Elk River-Sixes River Section of the Coast Highway in Curry County. On motion, which was carried, the award for this contract was made to the low bidder, John Hakanson, using cedar culverts at \$58,748.38.

Holdman-Harp's Ranch Section of the Pendleton-Cold Springs Highway, grading and rock surfacing. Inasmuch as this is a Umatilla County job, advertised at their request, on motion which was carried, the award was referred to the County Court. Judge Schanep of Umatilla County, who was present, stated that it appeared to them that the bid was excessive and they requested that the project be readvertised at a later date with the time limit set for April 30, 1923. On motion, which was carried, the bid was rejected and ordered readvertised as requested by the county.

Wallowa Hill Section, rock surfacing. Since this surfacing is to be paid for by Union County for the part within Union County and on a cooperative basis for the part within Wallowa County, the award was referred to the Engineer with instructions to confer with the counties and follow their wishes.

Unit 2, Ochoco Forest Boundary-Mitchell Section, Wheeler County, grading and rock surfacing. This is a cooperative project with Wheeler County and on motion which was carried, it was referred to the Engineer with instructions to confer with Wheeler County.

Repairs to bridge at Myrtle Creek on the Pacific Highway in Douglas County. Inasmuch as there were no bids received on this project, the motion was made and carried that the recommendation of the Engineer be followed and the work be done by state forces.

Three wooden bridges over Siletz River. This is a project in Lincoln County which was advertised at their request. Moved and carried it be referred to the Engineer to confer with Lincoln County and follow their wishes.

Reconstruction of bridge over John Day River on the Columbia River Highway, Sherman and Gilliam Counties. On motion, which was carried, the award was made to the Portland Bridge Company at \$13,983.00.

Motion was made and carried that the checks of the unsuccessful bidders be returned.

Mr. J. H. Crane, President of the Oregon Hassam Paving Company, who have contract No. 478 for paving between Drain and Yoncalla, stated that he would like to lay the 1300 feet of pavement in the City of Drain now while he was working adjacent to the city section, and asked if the matter could be settled now, as later it would be more expensive to do the work. This is the section which has been held up pending an agreement between the city and Douglas County relative to the payment of their share of the work done last year. The Secretary was instructed to write to the city and ask them if the city is ready to pay their share of the cost of the pavement laid last year and the new pavement proposed to lay at this time. Pending their decision, the new pavement is to be held up.

The Engineer reported that the heavy hauling by the contractor's trucks in the city of Yoncalla had practically destroyed the penetration macadam laid by the city some years ago. The contractor offered to replace 1 inch if the state would take over the balance. After consideration, on recommendation of the Engineer, the Commission accepted the proposition, with the understanding that if a 5 inch pavement was laid, the contractor would pay one-fifth and if a 4 inch pavement was laid, one-fourth, etc., and the state pay the difference.

In the city of Lexington, Commissioner Barratt reported that the city had added a strip of macadam 10 feet wide on the Main Street in

addition to the state's 16 ft. width, and recommended that the city be released from its assessment of the cost of the 16 ft. strip. The city was ready to meet their share of the cost of the bridge. Motion made and carried that the 10% cooperation required on the 16 ft. strip be waived in the case of the city of Lexington on account of the additional width laid at their expense.

Portland, Oregon, June 29, 1922.

The Commission met 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

The Engineer reported that there was some ditching and widening on the Myrtle Point-Coquille Section of the Coos Bay-Roseburg Highway which had not been included in the original contract. The contractor had offered to do this work, however, for 75 cents per cubic yard, which appeared to be more desirable than handling on a force account basis. On the Engineer's recommendation, the Commission approved this supplementary price.

John Hampshire, contractor on Unit No. 2, Ashland-Klamath Falls Highway, contract 460, requested an extension of time to August 31, 1922. The Engineer reported that construction had been pushed as much as possible but that deep snow had delayed the work and recommended an extension without penalty. The Engineer's recommendation adopted by the Commission.

Joplin & Eldon, contractors on the Booth Hill Section, Mt. Hood Loop, contract 440, requested an extension of time to October 31. The Engineer reported that the work had progressed very slowly and that he would recommend an extension of time to August 31st only, without penalty for engineering costs if the job was completed and accepted on that date, but if not completed, that the engineering penalty be assessed beginning August 1, 1922 to final date of completion. Recommendation adopted by Commission.

A. D. Kern requested an extension of time on contract No. 379, Condon North Section, from April 1, 1922 to July 1, 1922. The Engineer recommended that the extension be granted but that the engineering costs be charged to the contractor subsequent to January 1, 1922. Recommendation adopted by the Commission.

Jetley Bros. requested an extension of time on the Summit Springs Market Road in Harney County, contract No. 479, from June 30, 1922 to September 15, 1922, on account of adverse winter weather conditions. The Engineer recommended an extension without penalty for engineering

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costs in view of the isolated location and severe weather conditions. Recommendation adopted by the Commission.

The Engineer reported that he thought that the installation of reflectors at the railroad crossings would serve as an additional warning to the standard crossing signs and he was accordingly authorized to put up some for trial and endeavor to secure cooperation from the railroads in defraying the cost.

At 10 o'clock, bids were opened by the Secretary on the following grading, macadam and bridge projects:

MT. HOOD LOOP HIGHWAY  
MULTNOMAH COUNTY LINE-SANDY SECTION - SURFACING

Johnson Contract Company	45,300.00
Palmer Construction Company	36,945.00
Warren Construction Company	46,620.00
A. D. Kern	39,390.00
" " "	56,925.00*

\*Based on using broken stone from Portland

MT. HOOD LOOP HIGHWAY  
CHERRYVILLE-FOREST BOUNDARY SECTION - SURFACING

Johnson Contract Co.	56,180.00
Warren Construction Co.	57,925.00
A. D. Kern	47,290.00

COOS BAY-ROSEBURG HIGHWAY  
CAMAS MOUNTAIN SECTION - SURFACING

	Alt. "A"	Alt. "B"	Alt. "C"	Alt. "D"
W. C. Stone	47,000.00	46,750.00	43,800.00	44,100.00
H. J. Hildeburn	62,150.00	65,150.00	57,400.00	65,350.00
Warren Construction Co.	60,260.00	61,050.00	55,700.00	56,000.00
J. W. & J. R. Hillstrom	57,450.00	48,750.00	60,800.00	47,500.00

COAST HIGHWAY  
ROCKAWAY-NORTH SECTION - SURFACING

Tillamook County	17,300.00
B. N. Bartlett	19,350.00

OLD ORETON TRAIL  
DEADMAN'S PASS-KAMELA SECTION - GRADING & SURFACING

	1922 Completion	1923 Completion
Carlson & Nyberg	146,060.00	138,122.00
Warren Construction Co.		139,971.50

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LA GRANDE-JOSEPH HIGHWAY  
LOSTINE-ENTERPRISE SECTION - GRADING & SURFACING

Warren Construction Co. 103,355.50

OLD OREGON TRAIL  
ABUTMENTS FOR DURKEE UNDERCROSSING

Jas. J. Burke & Co.	11,700.00
Union Bridge Co.	11,640.00
Colonial Building Co.	12,600.00
Pat Lonergan	13,110.00
Gilmore & Ritchie	13,300.00
Lindstrom & Feigenson	14,950.00

LA GRANDE-JOSEPH HIGHWAY  
RHINHART OVERCROSSING

Colonial Building Co.	42,558.00
Jas. J. Burke & Co.	51,219.00
Union Bridge Co.	52,876.00
Beason Construction Co.	62,143.00

THE DALLES-CALIFORNIA HIGHWAY  
FOUR BRIDGES ON EIGHTMILE -DUFUR SECTION

Tobin & Pierce	23,000.00
Lindstrom & Feigenson	25,590.00
Union Bridge Co.	28,564.00
Colonial Building Co.	29,650.00

The Commission approved the minutes of the meetings of February 20, 21, 22, 23, 24 and 25, March 25, 24, 25 and 31, April 1, 14, 15, 19 and 20, May 9, 10, 11, 12, 27 and 31, and June 1, 6 and 9.

On motion which was carried, A. B. McLeod, truck master in charge of the state trucks on the Roseburg-Coos Bay Highway, was appointed a special traffic deputy.

On motion which was carried, L. P. Campbell, Assistant Engineer in charge of state equipment, was appointed a special traffic deputy.

The Engineer recommended that an adjustment be made on contract No. 293, grading Haines-North Powder Section in favor of Oxman & Harrington, contractors, on account of changes and alterations made in plans for the project during construction. This work was let on a basis of single classification consisting almost entirely of side borrow embankment construction and shallow excavation, the material to be moved customarily classified as "common". When the work was opened up, the side borrow material was found to be too wet to be suitable for embankment construction, and, to provide materials, the grade through the excavation was lowered. This resulted in "intermediate" and "solid rock" being en-

countered, which were more expensive to handle than "common" on which the contractor had based his bid. The Engineer recommended an adjustment of \$1,598.77 on this account which was approved by the Commission and ordered paid.

A request was received from the city of Huntington for engineering services on macadamizing some of their side streets. On motion which was carried, the Engineer was instructed to furnish them with engineering services without cost for macadamizing extra width on the route of the state highways, but to advise them that the Commission has no authority for expenditures for engineering services on the side streets.

Chief Traffic Officer Raffety recommended increases of salaries for Floyd D. Browne, E. R. Thurber, and Earl W. Perkins from \$110 to \$125.00 per month. These increases were approved by the Commission.

The Engineer reported that the total cost of completing the unfinished portions of the Dalles-California Highway from Madras north to the Wasco County line was \$116,000.00, and that the cost of completing Units 4 and 5 was \$62,500.00. After consideration, the Engineer was instructed to prepare plans and specifications and advertise Units 4 and 5 and to accept as cooperation from Jefferson County on these projects, the balance of the \$50,000 voted north of Madras remaining after meeting the county obligations on Units 2, 4 and 6. The Engineer was instructed to submit the entire project from Madras to the Wasco County line as a Federal Aid project.

Commissioner 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, there have been issued and sold under the provisions of said Act, bonds in the sum of One Million Dollars, and said Highway 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

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 25th day of July, 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 25th day of July, 1922;

(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 rate of four and one-half per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue, the first installment to be payable on October 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 1001 to 2000, 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 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 August 1, 1922 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 motion was duly seconded and carried unanimously.

Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, the State of Oregon under a cooperative agreement with Clackamas County is engaged in the construction of that portion of the Mt. Hood Loop road in Clackamas County between the Multnomah County Line and the west boundary of the Oregon National Forest, and in the construction of a bridge over the Willamette River between West Linn and Oregon City; and

WHEREAS, under the terms of said agreement Clackamas County was to contribute toward the construction of the said section of the Mt. Hood Loop Road, in addition to other funds, five per cent County road bonds voted and authorized for the construction of said road in the sum of \$46,000, and was to contribute toward the construction of the said bridge, in addition to other funds or payments, five per cent County road bonds voted and authorized for said purpose, the sum of \$45,000. and described as follows:

Numbers inclusive	Due	Par Value	Number of Bonds
359 - 360	May 1, 1928	\$500	2
361 - 410	May 1, 1929	100	50
411 - 450	May 1, 1929	500	40
451 - 500	May 1, 1930	100	50
541 - 590	May 1, 1931	100	50
631 - 680	May 1, 1932	100	50
721 - 770	May 1, 1933	100	50
771 - 810	May 1, 1933	500	40
811 - 860	May 1, 1934	100	50
861 - 900	May 1, 1934	500	40

Date of issue, May 1, 1921.

WHEREAS, Because of the unsatisfactory condition of the bond market Clackamas County was unable to sell the said bonds, and therefore, in order to secure the payment of the said \$46,000 on the said Mt. Hood Loop road and the said \$45,000 on the said bridge, the said County deposited with the State Clackamas County five per cent road bonds in the sum of \$91,000; and,

WHEREAS, it was understood and agreed that in the event the County was unable to pay said debts, or failed and neglected to pay the same on or before March 1st, 1922, or failed to redeem said bonds, then and in that event the State shall sell the said bonds in the same manner as state highway bonds are sold and apply the proceeds arising therefrom in the satisfaction and payment of said debts; and,

WHEREAS, it appears that the said County has failed and neglected to pay said debt and still fails and neglects to pay the same, or any part thereof, or to redeem said bonds; and,

WHEREAS, in the judgment and discretion of the Highway Commission it will be for the best interests of the State that said bonds be offered for sale at this time in the same manner as are state highway bonds, and that if a satisfactory bid is received therefor that the same be sold to the highest bidder.

THEREFORE, BE IT RESOLVED BY THE HIGHWAY COMMISSION, ALL MEMBERS BEING PRESENT AND PARTICIPATING, that there be offered for sale and sold Clackamas County five per cent road bonds in the sum of \$91,000, which said bonds have heretofore been deposited with the State Highway Commission as security for the payment of a debt due and owing from Clackamas County to the State of Oregon incurred in connection with the construction of portions of the Pacific Highway in Clackamas County, and that if a satisfactory bid is received therefor that the said bonds be sold to the highest bidder.

BE IT FURTHER RESOLVED that the Secretary to the Oregon State Highway Commission be and he is hereby instructed to advertise said bonds for sale, and that such advertisement be in harmony with the method and plan followed and pursued in the sale of state highway bonds; and said Secretary is further instructed to mail, by registered mail, a copy of said notice of sale or advertisement for bids to the County Court of Clackamas County.

The motion was duly seconded and carried.

Commissioner Barratt offered the following resolution and moved its adoption:

WHEREAS, in the construction of Unit No. 2, Remote-Camas Valley Section of the Coos Bay-Roseburg Highway in Douglas County, which said highway was constructed under a cooperative agreement between the said County and the State, the County of Douglas has become and is indebted to the State of Oregon in the sum of \$44,000; and,

WHEREAS, prior to the construction of said road by the State in cooperation with the County, Douglas County had voted and authorized for the improvement of said road, Douglas County road bonds in the sum of \$50,000, of which there remains unsold the sum of \$44,000; and,

WHEREAS, said County was unable to pay the debt due the State from the said County, which debt resulted because of the construction of said state highway, and was unable, because of the unsatisfactory bond market conditions, to sell the said road bonds, and because of said facts and for the purpose of securing the State and guaranteeing the payment of said debt the said County Court, pursuant to an order made and entered in County Court Journal No. 11, page 334, under date of August 10th, 1921, deposited with the State Highway Commission the said Douglas County four and one-half per cent road bonds in the sum of \$44,000 par value, described as follows:

series nine, numbers 540 to 567, both numbers inclusive, denomination \$1000 each, mature October 1, 1930, and series ten, numbers 623 to 638, both numbers inclusive, denomination \$1000 each, mature October 1, 1931. These bonds are dated October 1, 1917.

WHEREAS, it was understood and agreed at the time the said bonds were deposited with the State Highway Commission that in the event the said County was unable to pay the said debt then the State Highway Commission might sell and dispose of the said bonds in the same manner that state bonds are sold, and apply the proceeds resulting from said sale in and to the payment of said debt; and,

WHEREAS, it appears that said County has failed and neglected to pay said debt, and still fails and neglects to pay the same or any part thereof; and,

WHEREAS, in the judgment and discretion of the State Highway Commission it will be and it is for the best interest of the State that said bonds be offered for sale at this time in the same manner as are state highway bonds, and that if a satisfactory bid is received therefor that the same be sold to the highest bidder.

THEREFORE, BE IT RESOLVED BY THE HIGHWAY COMMISSION, ALL MEMBERS BEING PRESENT AND PARTICIPATING, that the Secretary be and he is hereby instructed to offer for sale Douglas County four and one-half per cent road bonds in the sum of \$44,000, which said bonds have heretofore been deposited with the State Highway Commission as security for, and as payment of, a debt due and owing from Douglas County to the State of Oregon, which debt was incurred in connection with the construction of the Coos Bay-Roseburg Highway in Douglas County, and that if a satisfactory bid is received therefor that said Douglas County road bonds in the sum of \$44,000 be sold to the highest bidder, and that the proceeds of said sale be applied to the payment of the said debt due from Douglas County to the State of Oregon for said highway construction work.

BE IT FURTHER RESOLVED that the Secretary to the Oregon State Highway Commission be and he is hereby instructed to advertise said bonds for sale, and that such advertisement be in harmony with the method and plan followed and pursued in the sale of state highway bonds, and said Secretary is further instructed to mail, by registered mail, a copy of said notice of sale or advertisement for bids to the County Court of Douglas County.

The motion was duly seconded and carried.

Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, the State of Oregon under a cooperative agreement with the City of Rainier undertook the grading of the Columbia River Highway through the City of Rainier; and

WHEREAS, under the terms of said agreement, the City of Rainier agreed to contribute toward the construction of said section of the Columbia River Highway the sum of \$8,400.00, of which \$1,702.63 was in cash and \$6,697.37 City of Rainier six per cent improvement bonds voted and authorized for the construction of this project, described as follows: Commercial Street numbers 1 to 7, both numbers inclusive, \$500 denomination. Number 8 is for \$381.03. The bonds for First Street are numbered 1 to 5, both numbers inclusive, and are \$500 denomination. Number 6 is for \$316.34. Date of issue, March 8, 1920.

WHEREAS, because of the unsatisfactory condition of the bond market the City of Rainier was unable to sell the said bonds, and therefore, in order to secure the payment of the said \$6,697.37 on the said Columbia River Highway, the said City deposited with the State, City of Rainier six per cent improvement bonds in the sum of \$6,697.37; and,

WHEREAS, it was understood and agreed that in the event the City was unable to pay said debts, or failed or neglected to pay the same on or before March 8th, 1922, or failed to redeem said bonds, then and in that event the State shall sell the said bonds in the same manner as state highway bonds are sold and apply the proceeds arising therefrom in the satisfaction and payment of said debts; and,

WHEREAS, it appears that the said City has failed and neglected to pay said debt and still fails and neglects to pay the same, or any part thereof, or to redeem said bonds; and,

WHEREAS, in the judgment and discretion of the Highway Commission it will be for the best interests of the State that said bonds be offered for sale at this time in the same manner as are state highway bonds, and that if a satisfactory bid is received therefor that the same be sold to the highest bidder.

THEREFORE, BE IT RESOLVED BY THE HIGHWAY COMMISSION, ALL MEMBERS BEING PRESENT AND PARTICIPATING, that there be offered for sale and sold City of Rainier six per cent improvement bonds in the sum of \$6,697.37, which said bonds have heretofore been deposited with the State Highway Commission as security for the payment of a debt due and owing from the City of Rainier to the State of Oregon incurred in connection with the construction of portions of the Columbia River Highway in the City of Rainier, and that if a satisfactory bid is received therefor that the said bonds be sold to the highest bidder.

BE IT FURTHER RESOLVED that the Secretary to the Oregon State Highway Commission be and he is hereby instructed to advertise said bonds for sale, and that such advertisement be in harmony with the method and plan followed and pursued in the sale of state highway bonds, and said Secretary is further instructed to mail, by registered mail, a copy of said notice of sale or advertisement for bids to the City of Rainier.

The motion was duly seconded and carried.



In the matter of the railroad crossing of the West Side Pacific Highway at St. Joseph, the Engineer and Attorney were instructed to take the matter up with the railroad company and see if the railroad company would not agree to a stop order for trains at this crossing in lieu of an overhead, and if they were unable to agree with the railroad company, that the matter be submitted to the Public Service Commission, requesting that a stop order by the railroad company be required.

The Engineer reported to the Commission that a merchant in Boise, Idaho was painting rocks and telephone poles with signs on the Old Oregon Trail in Malheur and Baker Counties. The Engineer was instructed to request him to remove or paint over these signs and if this is not done, the Attorney was instructed to take appropriate action.

The Engineer reported that a large number of advertising signs had been placed on private property outside of the right of way lines which attracted the attention of motorists away from the road and indirectly were a frequent cause of accidents. It was thought that if publicity was given to this fact that some property owners would refuse permission for such signs and that others on whose property signs had been placed without authority would cause them to be removed. The Engineer was instructed to do all that can be done legally to prevent the placing of such signs along the highways.

Mr. M. Dukek, County Commissioner of Wheeler County, asked that the section of the John Day Highway through Fossil, approximately one-half mile, be graded and surfaced. He stated that the county would be willing to cooperate to the extent of fifty per cent of the cost from funds outside of their bond issue. The Engineer was instructed to advertise this project when an agreement from the county and city covering their cooperation has been received.

Commissioner Dukek of Wheeler County advised that the bid of Greenwood & Dann on the Ochoco Forest Boundary-Mitchell project was satisfactory to the county and therefore the Commission ordered the project awarded to the low bidder, Greenwood & Dann.

Advices having been received from Wallowa and Union Counties that the low bid of the Sloane Construction Company on the Wallowa Hill Section for rock surfacing was satisfactory, the award of this project was made to the Sloane Construction Company for \$28,375.00.

At 2 o'clock the tabulation of bids received was read.

Lostine-Enterprise Section, grading and macadamizing. Only one bid having been received, and that bid being in excess of the Engineer's estimate, on motion which was carried, the bid was rejected and the job ordered readvertised at the next meeting.

Deadman's Pass-Kamela Section of the Old Oregon Trail in Umatilla County. The award of this project was discussed at some length with the Engineer and with the County Court of Umatilla County, the discussion hinging principally on the acceptance of the bid for completion in 1923 or in 1922. The matter was referred to the Engineer for further conference with the Federal authorities and with the county.

Multnomah County Line-Sandy Section and Cherryville-Forest Boundary Section of rock surfacing. The awards of these contracts were held pending an agreement with the Board of County Commissioners of Multnomah County relative to the Multnomah County cooperation.

Rockaway-North Section, Coast Highway in Tillamook County. On motion, which was carried, award was made to Tillamook County Court at \$17,300.00.

Camas Mountain Section of the Coos Bay Highway, rock surfacing. On motion, which was carried, this project was referred to the Engineer with instructions to confer with Douglas County who are co-operators on this project and if agreeable to Douglas County, the Engineer is instructed to make the award to the low bidder, W. C. Stone.

Rhinehart Overcrossing. Moved and seconded that the award for this structure be made to the Colonial Building Company, the low bidders, at \$42,558.00.

Four bridges on the Eightmile-Dufur Section of The Dalles-California Highway in Wasco County. The County Court of Wasco County, who are co-operators in this project, having advised of their acceptance of the low bid, and further, Tobin & Pierce, the low bidders, having withdrawn the qualifying letter as to the time limit, which had been attached to their bid, on motion which was carried, the contract was awarded to Tobin & Pierce at \$23,000.00.

Durkee Undercrossing, Baker County. On motion, which was carried, this project was referred to the Engineer, in order that he may consult with the contributing parties, the county and the railroad company, on the award of the contract for this structure.

Commissioner McCully of Wallowa County requested that the bridges on the Lostine-Enterprise Section be advertised at the next meeting of the Commission. Mr. McCully having advised that the county was willing to co-operate 50-50 on these bridges, the Engineer was instructed to advertise the same at the next meeting.

Mr. Chas. E. Wells, representing the Hillsboro Telephone Company, and Geo. A. Bauman, representing the Western Oregon Telephone and Telegraph Company, requested a permit to construct a pole line for telephone and telegraph purposes on the north side of the state highway between Hillsboro and Forest Grove, the south side of this highway between these points being occupied by a power line. They proposed that their permit be conditioned upon them absorbing all of the other telephone and telegraph lines now upon this highway. Under these conditions the permit was authorized.

Mr. R. J. Moore of Newberg appeared again in reference to a permit for the Yamhill Electric Company to construct a power line on the West Side Highway in Washington and Yamhill Counties. He stated that the company's previous plans had been revised and they now proposed to come into

the highway at the undercrossing near Votaw, thence along the West Side Pacific Highway to Newberg about 7 miles, and abandon for the present the plan of constructing north from the Votaw crossing to Multnomah Station. Commissioner Yeon stated that if this permit is granted, the trimming of the trees along the side of the road must be carefully done in such a manner as to not mar the scenery, under the direction of the engineer. The Commission was favorably disposed to grant the permit contingent upon satisfactory arrangements being made with the telephone company so that each would take one side of the road.

In conference with Mr. Purcell, it was agreed that priority of surveys on forest roads will not be binding as to priority of work.

Tillamook County, represented by Commissioner Alley, stated that there were some wooden bridges on the Three Rivers Section of the McMinnville-Tillamook Highway which needed rebuilding and the county asked for state cooperation on these bridges. The Commission took the matter under consideration.

A petition was received from Monson-Trierweiler Company, contractors on the Yamhill River bridge at Whiteson in Yamhill County, contract No. 476, requesting that the engineering penalty which had been charged against them on account of non-completion of the work within the prescribed time limit, be waived, their claim being that they were unable to secure material to complete the work within the time limits.

Tobin & Pierce, contractors on the Heppner and Lexington bridges, contracts No. 451 and 452, asked that the penalty of the engineering charges assessed against them on account of non-completion of the work within the prescribed time limit, be waived due to the fact that the severe winter season made it impossible for them to complete their work on time. After consideration by the Commission of both these cases, the engineering penalty was ordered remitted.

Judge Sawyer of Deschutes County was present and urged the construction of the balance of the Dalles-California Highway south of Allen Ranch. The Commission withheld a decision on this until the Commission visits Deschutes County,

The Engineer reported that the work on contract No. 463, which is held by the Palmer Construction Company and consists of the rock surfacing of Unit No. 2 on the Mt. Hood Loop in Clackamas County is proceeding in an unsatisfactory manner and stated that he would recommend that if better progress is not made the surety company be called upon to complete the job. Mr. G. B. Eckles, representing the United States Fidelity & Guaranty Company, who are the surety on this contract stated that they had been financing the contractor and were endeavoring to carry the work through to completion. The Engineer was instructed to notify the contractor that improvement must be made in ten days and if satisfactory progress was not being made, that the Engineer report back to the Commission for further instructions.

The Engineer reported that the Palmer Construction Company, above referred to, were the low bidders on the Multnomah County Line-Sandy Section for which bids had just been received. Inasmuch as a certified check of the required amount had been furnished, the Commission felt that no further action could be taken, but instructed that if the Multnomah County cooperation was assured and the award was made, that if the bond was not furnished promptly, the project be readvertised.

The date of the next meeting was set for July 25 and at this meeting the following projects were advertised: The bridge over the North Umpqua River on the Pacific Highway at Winchester; the resurfacing of the Multnomah County Line-Newberg Section of the West Side Highway in Washington and Yamhill Counties; grading and surfacing between Lostine and Enterprise; the south approach to Oregon City on the Pacific Highway; paving of the Whiteson bridge over the North Yamhill River and the Yamhill River bridge and approaches near McMinnville.

Commissioner Yeon reported that it was desirable to do considerable betterment work on the Multnomah County Line-Hood River Section of the Columbia River Highway, the work to consist incutting off sharp points and widening the roadbed in some places. The Engineer estimated that the cost of the improvement work contemplated would total \$67,000 and an appropriation of this amount was made for this purpose. In view of the emergency, the Engineer was instructed to do the work with state forces..

On motion of Commissioner Barratt, which was carried, the award of the contract for the grading and surfacing of the Heppner Junction-Gilliam-Morrow County Line Section of the Oregon-Washington Highway was made to the Warren Construction Company on their bid submitted May 31, 1922. This award was made with the understanding that in accordance with the previous agreement, if the Supreme Court decision was favorable to the use of market road funds on state highways, the \$25,000 of cooperation would be paid by Gilliam County and spread over the three year period and if the Supreme Court decision was adverse to the use of market road funds, then this amount would be a claim against the county to be considered before further cooperation was given on the John Day Highway. The Engineer was instructed to so notify the County Court.

The Highway Commission confirmed the Engineer's award of the contract for the bridge over the Tualatin River near Gaston to Wm. D. Hoffman, the low bidder, at \$8,802.00, whose bid was received on March 23, 1922, the award having been held pending the securing of the necessary right of way and was approved by the County Court of Washington County, who are paying for the project.

The Engineer reported that he had made the award for the grading and paving of the Oregon City-Bolton Section with the provision that the grading begin not later than July 15, 1922 and paving would not be commenced prior to September 1, 1922 in order not to interfere with the hauling of construction materials for the Oregon City Bridge but that the whole job would be completed October 1, 1922. This arrangement and award was approved by the Commission.

Mr. Booth offered the following resolution and moved its adoption:

WHEREAS, it appears to be desirable to cooperate with the Federal Government in the construction of the section between Government Camp and Clear Lake on the Mt. Hood-Wapinitia Forest Project, a distance of 7.5 miles, and

WHEREAS, the estimated cost is \$141,000,

THEREFORE, BE IT RESOLVED that the state appropriate 50% of the cost of this project or \$70,500 on condition that the Government appropriate an equal amount.

The motion was duly seconded and carried.

The matter of the improvement of the Fort Klamath-Park Boundary Section of the Klamath Falls-Crater Lake Highway was discussed and Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, it has been proposed to improve that section of the Klamath Falls-Crater Lake Highway between Fort Klamath and the National Park boundary as a forest project, said improvement to consist of graveling or rock surfacing the Anna Creek Section previously graded under cooperative agreement between the State of Oregon and the Forest Service and to grade and gravel or rock surface the remainder, and

WHEREAS, the estimated total cost is \$81,000 of which Klamath County and the Federal Government have each offered to cooperate to the extent of one-third or \$27,000,

THEREFORE, BE IT RESOLVED that the State of Oregon by its State Highway Commission appropriate \$27,000 as its share of the cost of this improvement, to be made available as required to meet contract demands, contingent upon equal appropriations by the Government and County.

The motion was duly seconded and carried.

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

*Herbert Nunn*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*R. A. Booth*  
Chairman

*J. B. Yeon*

*Herbert Nunn*

JUN 29 1922

Portland, Oregon, July 25, 1922.

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

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

At 10 o'clock, bids were opened on various grading, paving and bridge projects, as follows:

BAKER-UNITY HIGHWAY  
STICES GULCH-BAKER SECTION - GRADING

Rajotte-Winters, Inc.	224,829.00
Elliott, Scoggin & Paquet	216,781.00
S. C. Comerford	165,057.50
Johnson Contract Co.	187,875.20
Warren Construction Co.	235,856.60
McAuliffe & Healy	205,419.00

PACIFIC HIGHWAY  
CITY OF JEFFERSON SECTION - GRADING & PAVING

	Type "A"	Type "D"
Parker-Schram Co.	27,932.50	
W. D. Andrews Construction Co.	24,544.00	
Guy F. Pyle	27,062.00	
Archer Bros.	24,968.00	
A. D. Kern	28,294.00	
United Contracting Co.	31,511.50	29,812.50
Albert Anderson	26,965.00	
B. N. Bartlett	24,419.00	

LA GRANDE-JOSEPH HIGHWAY  
ISLAND CITY-ELGIN SECTION - SURFACING

	Unit 1 alone Alt. "A"	Alt. "B"	Unit 2 alone	Unit 1 & 2 combined Alt. "A"	Alt. "B"
Roscoe Neal	36,520.00				
Warren Construction Co.	79,140.00	45,300.00	80,220.00		
Newport Construction Co.	44,021.00				
Sloane Construction Co.	63,847.50	48,304.00	74,162.50	138,010.00	122,466.50
E. J. Currigan	42,175.00	77,520.00			

JUL 25 1922

WEST SIDE HIGHWAY  
NEWBERG-MULTNOMAH COUNTY LINE SECTION  
PAVEMENT WIDENING AND RESURFACING

	Broken Stone	Crushed Gravel
Bonnell, Savage & Fenn		323,980.00
Warren Construction Co.	350,636.00	342,696.00
Hauser Construction Co.	290,438.00	
J. C. Compton	333,490.00	
A. D. Kern	321,617.00	

TUALATIN VALLEY, WEST SIDE, McMinnville-Tillamook Highways  
SCOGGINS CREEK, Whiteson Bridge & McMinnville-Bellevue Sections  
PAVING, BRIDGE PAVING & PAVEMENT REPAIRS

V. R. Dennis Construction Co.	16,891.00
Warren Construction Co.	16,647.45

ROOSEVELT HIGHWAY  
BRIDGES OVER SIXES RIVER, ELK RIVER AND CRYSTAL CREEK

	Steel	Wood
Portland Bridge Company	55,635.00	49,875.00
Payne & Padrick	62,799.25	56,775.25
J. W. & J. R. Hillstrom		57,546.75

PACIFIC HIGHWAY  
BRIDGE OVER NORTH UMPQUA RIVER AT WINCHESTER

H. E. Doering	120,398.00
Parker & Banfield	126,990.00
Union Bridge Co.	134,380.00
Lindstrom & Feigenson	144,956.00
Pacific Bridge Co.	156,986.00
A. Guthrie & Co.	180,314.00

PACIFIC HIGHWAY  
RELIEF OPENING AND FILLED APPROACHES TO PUDDING RIVER BRIDGE

Carl O. Engstrom	12,624.00
Albert Anderson Co.	14,929.90
Pacific Bridge Co.	15,610.70
Parker-Schram Co.	17,677.50
Frazier & Samuel	20,500.00

OREGON-WASHINGTON HIGHWAY  
TWO BRIDGES OVER WILLOW CREEK NEAR HEPPNER JUNCTION

Union Bridge Co.	13,905.00
Jas. J. Burke & Co.	14,725.00

LA GRANDE-JOSEPH HIGHWAY  
THREE BRIDGES NEAR LOSTINE

Wallowa County Court	16,635.00
Union Bridge Company	18,111.00

Commissioner Alley of Tillamook County asked the Commission to cooperate on the grading and rock surfacing of the gap on the Coast Highway  $3\frac{1}{2}$  miles in length north of the junction of the road to Nehalem. This section is between the sections recently put under contract from the Clatsop County line south and from Mohler north. It is estimated that this section will cost \$40,000 and the county offers fifty per cent cooperation and will put it in their budget for next year. The County desired the project advertised at this time so that clearing could be done this fall and the grading and graveling next season. After consideration, the Commission accepted the cooperation offered and instructed the Engineer to prepare plans and specifications and advertise the project.

At 11 o'clock, bids were opened on \$1,000,000 Oregon State Highway  $4\frac{1}{2}\%$  bonds, \$91,000 Clackamas County 5% road bonds, \$44,000 Douglas County  $4\frac{1}{2}\%$  road bonds, \$6,697.37 City of Rainier 6% improvement bonds.

Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held June 29, A. D. 1922, 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 383, General Laws of Oregon of 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 July A. D. 1922, 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 July, A. D. 1922; 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 said bonds be dated August 1, 1922, bearing interest from said date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st



day of August, 1922, 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, 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 July, A. D. 1922, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with Commissioners Booth and Yeon 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., Portland	101.29	\$1,012,900.00
Freeman, Smith & Camp Co., Portland		
Carstens & Earles, Inc.		
Halsey, Stuart & Co., Inc.	100.826	1,008,260.00
Hallgarten & Co.		
William R. Compton Company		
Lamport, Barker & Jennings, New York	100.77	1,007,700.00
A. M. Wright, Portland	100.77	1,007,700.00
Barr Brothers & Company, New York	100.63	1,006,300.00
Baillargeon, Winslow & Co., Seattle		
W. A. Harriman & Co.		
Old Colony Trust Co.	100.337	1,003,370.00
Edmunds Bros.		
First Trust & Savings Bank, Chicago		
John E. Price & Co., Seattle	100.279	1,002,790.00
Bankers Trust Co., New York		
National City Company	100.209	1,002,090.00
Lumbermens Trust Company, Portland		

Security Savings & Trust Co.  
Blodget and Company  
Curtis and Sanger  
Mercantile Trust Company

100.18 1,001,800.00

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 Ralph Schneeloch Co. is the highest and best bid received in accordance with said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,012,900.00 by Ralph Schneeloch Co. for One Million Dollars (\$1,000,000) par value of the State of Oregon authorized under Chapter 383 of the General Laws of Oregon of 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, of which twenty-five (25) bonds shall be due and payable October 1, 1927 and a like number and amount on April 1 and October 1 of each year following until the full amount has become due and payable, and that such bonds be dated August 1st, 1922, and bear interest at the rate of four and one-half percent 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 August 1st, 1922, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 1001 to 2000, 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.

Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held June 29, A. D. 1922, a resolution was regularly adopted directing that bids be invited for the purchase of Ninety One Thousand Dollars par value of Clackamas County five per cent road bonds authorized under the provisions of Chapter XIII of Title XXX, Oregon Laws; 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 July, A. D. 1922, 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 July, A. D. 1922; 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 notice of sale required each bid to be accompanied by a certified check for five per cent of the par value of the bonds, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of July, 1922, until the date the purchase price is paid; and that an opinion be furnished by Teal, Minor & Winfree at Portland, Oregon, showing the validity of such bonds, and further providing that the Commission reserve the right to reject any and all bids; 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 July, A. D. 1922, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with Commissioners Booth and Yeon 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:

The Citizens Bank, Portland	100.25	\$91,227.50
E. H. Rollins & Sons	100.08	91,072.80
Cyrus Peirce & Company, Seattle	100.08	91,072.80
Ferris & Hardgrove		
Security Savings & Trust Company, Portland	100.035	91,031.85
Ralph Schneeloch Co.		
Freeman, Smith & Camp Co.		
Ladd & Tilton Bank		
Seattle National Bank	99.05	90,125.50
Smith & Strout		
John E. Price, Seattle	98.25	89,407.50
Blyth, Witter & Co., Portland	98.03	89,207.30
Lumbermens Trust Co., Portland	97.35	88,588.50

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 published notice; and,

WHEREAS, the bid and proposal of The Citizens Bank, Portland, is the highest and best bid received in accordance with said notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$91,227.50 by the Citizens Bank, Portland, for Ninety One Thousand Dollars par value Clackamas County five per cent road bonds authorized under Chapter XIII of Title XXX, Oregon Laws, Nos. 359 to 500, inclusive, 541 to 590, inclusive, 631 to 680, inclusive, 721 to 900, inclusive, be and the same is hereby accepted.

BE IT FURTHER RESOLVED, 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 1, 1922, until the purchase price therefor has been paid.

BE IT FURTHER RESOLVED, that the Secretary of this Commission be instructed to request Teal, Minor & Winfree, Attorneys of Portland, Oregon, 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.

The motion was duly seconded and carried.

Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held June 29, A. D. 1922, a resolution was regularly adopted directing that bids be invited for the purchase of Forty-Four Thousand Dollars par value of Douglas County four and one-half per cent road bonds authorized under the provisions of Chapter XIII of Title XXX, Oregon Laws; 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 July, A. D. 1922, 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 July, A. D. 1922; 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 notice of sale required each bid to be accompanied by a certified check for five per cent of the par value of the bonds, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of April, 1922, until the date the purchase price is paid; and that an opinion be furnished by Teal, Minor & Winfree at Portland, Oregon, showing the validity of such bonds, and further providing

that the Commission reserve the right to reject any and all bids; 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 July, A. D. 1922, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with Commissioners Booth and Yeon 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:

E. H. Rollins & Sons	97.85	\$43,054.00
National City Co., Portland	96.92	42,644.80
Security Savings & Trust Co., Portland	96.61	42,508.40
Ralph Schneeloch Company		
Blyth, Witter & Co.	96.27	42,358.80
Cyrus Peirce & Co., Seattle	96.08	42,275.20
Ferris & Hardgrove		
Freeman, Smith & Camp Co., Portland		
Ladd & Tilton Bank	95.57	42,050.80
Seattle National Bank		
Smith & Strout		
Lumbermens Trust Co., Portland	95.11	41,848.40
John E. Price, Seattle	94.63	41,637.20

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 E. H. Rollins & Sons is the highest and best bid received in accordance with said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$43,054.00 by E. H. Rollins & Sons for Forty-four Thousand Dollars par value of Douglas County Road Bonds

authorized under Chapter XIII of Title XXX, Oregon Laws, series nine, numbers 540 to 567, inclusive, and series ten, numbers 623 to 638, inclusive, be and the same is hereby accepted.

BE IT FURTHER RESOLVED, that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from April 1, 1922, until the purchase price therefor has been paid.

BE IT FURTHER RESOLVED, that the Secretary of this Commission be instructed to request Teal, Minor & Winfree, Attorneys of Portland, Oregon, 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.

The motion was duly seconded and carried.

Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held June 29, A. D. 1922, a resolution was regularly adopted directing that bids be invited for the purchase of Six Thousand Six Hundred Ninety-seven Dollars and Thirty-seven cents par value of City of Rainier six per cent improvement bonds; 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 July, A. D. 1922, 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 July, A. D. 1922; 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 notice of sale required each bid to be accompanied by a certified check for five per cent of the par value

of the bonds, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 8th day of March, 1922, until the date the purchase price is paid; and that an opinion be furnished by the Attorney General of the State of Oregon, showing the validity of such bonds, and further providing that the Commission reserve the right to reject any and all bids; 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 July, A. D. 1922, sitting in regular session at Room 520 of the Multnomah County Court House in Portland, Oregon, with Commissioners Booth and Yeon present and participating; and,

WHEREAS, pursuant to said resolution and published notice the following bid for said bonds was received by the State Highway Commission, and has now at this time been opened publicly, and filed, and in the presence of the Commission; to-wit:

Blyth, Witter & Co., Portland	98.00	\$6,563.41
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which said proposal or bid was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said published notice; and,

WHEREAS, the bid and proposal of Blyth, Witter & Co., Portland, is the highest and best bid received in accordance with said notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that said bid of \$6,563.41 by Blyth, Witter & Co., Portland, for \$6,697.37 par value City of Rainier six per cent improvement bonds, dated March 8, 1920 and described as follows: Commercial Street, numbers 1 to 7, inclusive, \$500 each, and number 8 for \$381.03, and First Street, numbers 1 to 5, inclusive, \$500 each, and number 6 for \$316.34, be and is hereby accepted.

BE IT FURTHER RESOLVED, that the purchaser of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from March 8, 1922, until the purchase price therefor has been paid.



BE IT FURTHER RESOLVED, that the Secretary of this Commission be instructed to request the Attorney General of the State of Oregon 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.

The motion was duly seconded and carried.

A delegation was present from Sandy and vicinity in the interest of the Mt. Hood Loop. Commissioner Holman of Multnomah County was among those present and was asked by Chairman Booth what was the attitude of the Board of County Commissioners of Multnomah County at this time. He replied that he could only speak for himself, but that he had introduced a resolution providing the payment of the Multnomah County contribution out of the motor vehicle fund, but that it had been defeated. An arrangement was made to meet the Board of County Commissioners of Multnomah County the next day and discuss the matter further.

Caspar Junker of Sandy was present and submitted a petition from the citizens of Sandy urging that the rock surfacing of the section between Sandy and the Multnomah County Line be done at once. He was advised that the only reason the work had not been commenced was that Multnomah County had failed to make satisfactory provision for meeting its obligation on the project.

In the interest of the Oregon City south approach matter, there were present Dr. H. S. Mount, Mayor Shannon, Councilmen Bridges, Metzner, and Hodson, City Recorder Kelly, City Attorney Eby, Chris Schuebel, William Andresen, L. A. Henderson, Wallace B. Caulfield, County Commissioners Proctor and Harris. Dr. Mount stated that the City Council desired the Fifth Street route rather than Seventh, and provision had been made for grading and paving the section of the Fifth Street route within the city limits, but that money was not available for construction of the Railroad Avenue and Seventh Street project. He stated also that the funds of the railroads and manufacturing industries would not be available unless the Fifth Street route was used. Mr. Eby disputed this statement, saying that the interests had not qualified their contribution by requiring the route to be on Fifth Street. Mr. F. I. Fuller of the P. R. L. & P. Co. stated that his company's position was that they were not concerned in the choice of streets and that he did not know personally that the other contributors had made it a condition. Dr. Mount offered a letter from the Hawley Pulp & Paper Company in which Mr. Hawley supported the Fifth Street location. The Secretary was instructed to write to Mr. Hawley stating that the Commission had not heretofore understood the routing north of Fifth Street to be a condition of the contributors and ask if it

was now made a condition. Mr. Booth made the statement for the Commission that they saw no reason for changing their previous location of the Railroad Avenue and Seventh Street route.

Commissioners Proctor and Harris were asked by Chairman Booth as to their attitude on county cooperation on the Pudding River bridge and they stated that they favored the project and would discuss the matter further with Judge Cross.

Judge Sawyer of Deschutes County asked for the surfacing of the unit of The Dalles-California Highway extending from the Klamath-Deschutes County line to the south line of the Benham Falls Reservoir site, which has recently been graded. After consideration, the Commission decided to withhold action on the project until a report and recommendation has been secured from the Engineer as to material available and the estimated cost. In relation to the section of The Dalles-California Highway south of Allen Ranch through the Benham Falls Reservoir site, Judge Sawyer states that he does not think it probable that this project will be built, but asks the Commission to consider the line to the east of and outside of the reservoir site, which would be shorter but would require new construction. The Commission were advised by Judge Wallace, the attorney for the North Unit Irrigation District, that present negotiations which would be completed during the fall would determine the status of this irrigation project. He requested the Commission to defer construction of the road through the reservoir site until a later date, and thereupon it was agreed that the Commission would hold the matter in abeyance until December 1, 1922, after which time, it was expected that a final answer would be given by the Irrigation District as to their plans.

Judge Sawyer stated that the county was very anxious to complete the Cline Falls-Redmond Section of the McKenzie Highway, of which there was left 4-3/4 miles, the estimated cost of which was \$37,500.00. The matter was taken under consideration.

Judge Sawyer asked that the Commission grade and rock surface between the Deschutes River bridge and the town of Tumalo about 1 1/2 miles, to connect with the work that has already been completed from Tumalo to Sisters on the Bend-Sisters Highway. In consideration of the expenditures by the county on this project, the Commission instructed the Engineer to prepare plans and specifications for the advertising of the grading and rock surfacing of this section.

Judge Wallace of Crook County asked that further rocking be done on the Ochoco Highway east of the Reservoir site, suggesting that a section about 7 miles in length, beginning at the Reservoir was the most needed. After consideration, the Commission instructed the Engineer to prepare plans and specifications and to advertise this 7 mile section.

Judge Wallace also asked for an appropriation for further gravel surfacing between Prineville and the mouth of Bear Creek on the Crooked River Highway, which was deferred for further consideration.

Chairman Booth advised Judge Dodson of Baker County that the county was behind in its obligations on the Old Oregon Trail and urged that the matter be settled.

At 4:30 P. M. the tabulation of the bids received was read.

Bridge over the North Umpqua River at Winchester, Pacific Highway, in Douglas County. Inasmuch as this is a cooperative project with the Federal Government, Douglas County and the State, it was moved and seconded that it be referred to the Engineer for conference with the cooperating parties.

Bridges over Sixes River, Elk River and Crystal Creek on the Coast Highway in Curry County. This is a cooperative project between the Government, Curry County and the state. It was moved and carried that it be referred to the Engineer for conference with the cooperating parties.

Two bridges over Willow Creek on the Oregon-Washington Highway in Gilliam County. Motion made and carried that the bids be rejected and the project readvertised.

Three bridges on the Lostine-Enterprise Section of the La Grande-Joseph Highway in Wallowa County. Inasmuch as the low bid was in excess of the engineer's estimate, the matter was referred to the Engineer for conference with the County Court and further report.

Relief opening at Pudding River on the Pacific Highway in Marion County. This is a county project advertised at the request of the county. On motion which was carried, the low bid was referred to the County Court for their consideration.

Newberg-Multnomah County Line Section, West Side Highway in Washington and Yamhill Counties, resurfacing. Motion made and carried that the matter be referred to the Engineer to confer with the Bureau of Public Roads who are cooperators and report to Commissioner Yeon, who is given full authority to act.

Bids on paving Scoggins Creek bridge and approaches on the Tualatin Valley Highway, the Whiteson bridge and approaches on the West Side Highway and paving repairs on the McMinnville-Bellevue Section. Bids were referred to the Engineer for further report.

Stices Gulch-Baker Section, Baker-Unity Highway. Judge Dodson of Baker County appeared in the matter of the bid on the Stices Gulch-Baker Section. Inasmuch as it had been proposed to use market road funds on this project, it was necessary to defer the award until a decision has been made by the Supreme Court. Also due to the fact that Baker County is delinquent in some of its cooperative funds on the Old Oregon Trail, the award was deferred.

Paving in the city of Jefferson. This is a cooperative project with the city and county, also there is some right of way which has not yet been secured. It is moved and seconded that it be referred to the Engineer for further conference with the cooperating parties.

Island City-Elgin Section, rock surfacing. This is a Union County project advertised at their request. Moved and seconded that it be referred to the Engineer for the consideration of the county.

The Engineer reported that he had awarded the contract for the grading and surfacing of the Deadman's Pass-Kamela Section, which had been referred to him, to Carlson & Nyberg on their bid of \$138,122.00 received at the June 29th meeting. The award was confirmed and approved by the Commission.

The Engineer reported that Douglas County having approved the low bid of W. C. Stone for furnishing crushed rock for surfacing on the Camas Mountain Section of the Coos Bay-Roseburg Highway, he had awarded the contract to W. C. Stone. The award was confirmed and approved by the Commission.

The Engineer reported that the bid of the Union Bridge Company on the abutments for the Durkee Undercrossing having been acceptable to Baker County and the Railroad Company, who are cooperators, he had awarded the contract for this work to the Union Bridge Company on their bid of \$11,640.00. The award was confirmed and approved by the Commission.

The Engineer reported that Lincoln County had approved the low bid of the Monson-Trierweiler Company on bridges Nos. 851, 852 and 854 over the Siletz River which were advertised for them and that he had awarded the contract for these structures to the Monson-Trierweiler Company at \$46,697.50. The award was confirmed and approved by the Commission.

The Engineer reported that, acting upon the instructions of the Commission, he had asked Cummins & La Pointe who were the low bidders on the Monmouth-South project if they would construct the 2000 lineal feet of pavement south of Corvallis which had been included in the Monmouth-South project at their bid prices without regard to the balance of the job and they had declined. He then asked them to submit a figure for constructing this 2000 lineal feet, which they did. On comparing their figures with a bid submitted by B. N. Bartlett, it was found to be in excess of Bartlett's figure by about \$1,000.00. The Engineer had then awarded the contract to B. N. Bartlett for \$10,034.40. The award was approved by the Commission.

Mr. R. E. Mieth of the Portland Bridge Company, who was the low bidder on the Sixes River and Elk River bridges, asked if he could give a certificate of deposit in place of a bond on his bid. He was advised that the Commission would accept the certificate of deposit provided it was given in one-half the amount of the contract, but could not consider a deposit of anything less.

Mr. Yeon offered the following resolution and moved its adoption:

WHEREAS, by the terms and provisions of Chapter 423 of the Laws of Oregon for 1917, now known as Chapter IV of Title XXX, Oregon Laws, and by virtue of the provisions of Chapter 237 of the Laws of 1917, now known as Chapter I of Title XXX, Oregon Laws, the road hereinafter described is designated a state highway of first importance to the general public of the State of Oregon; to-wit:

"The Pacific Highway from the Multnomah County Line through Oswego, Oregon City, and Canby in Clackamas County, thence through Marion and Linn Counties to a junction with the highway of Junction City."

And by the terms of said statutes it is provided and determined that the said highway shall be permanently constructed and finished with a hardsurfaced improvement; and,

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

WHEREAS, there is imposed by law upon the County of Marion, the duty of procuring and acquiring the right of way for said highway, and said County Court is authorized and empowered under the provisions of Chapter 295 of the Laws of Oregon for 1917, and by virtue of the other laws of the State of Oregon, to condemn land and property, or any right or interest therein, for roads and highways and approaches, culverts, drains, damages and for opening, widening, altering or straightening any road or highway, and said County Court is authorized to damage any land, or other property, for such purpose, or for the purpose of construction of slopes, retaining walls or fills upon real property abutting upon any road or highway, or where necessary for the establishment, extension, alteration or maintenance of any road or highway, but said County Court has failed and neglected to acquire said right of way and land necessary for the proper construction and maintenance of said road, and by reason of such failure and neglect to acquire the said right of way and land, the State of Oregon and its State Highway Commission is being hindered, and is hindered, in the construction and improvement of said highway; and,

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

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

WHEREAS, the said highway, as designated and located, encroaches upon a portion of the premises claimed by Roscoe Thomas, C. J. Thomas, Florence Cornell, Laura Gunnell, Winnie Thomas and others, whose names at this time are unknown to the Highway Commission; the portion and part of said premises so encroached upon being described as follows:

"A strip of land 60 feet in width, being 30 feet on each side of the center line of the Pacific Highway as surveyed over and across the property of Roscoe Thomas, said center line being more particularly described as follows:

Beginning at a point on the north line of said property, approximately 30 feet east of the east line of Block 6 of the Town of Jefferson, said point being station 808 / 10 of the surveyed line; thence running in a south-westerly direction along the arc of a curve to the right, having a radius of 358.1 feet, a distance of 178 feet to a point on the south line of said property, approximately 272 feet east of the west line of Block 5; said point being station 809 / 88 of the surveyed line, containing 0.25 acres. All in Marion County, State of Oregon."

and,

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

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

BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, through its Attorney, to agree with the owners of the said tract of land, upon the compensation to be paid for the taking

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

The motion was duly seconded and carried.

Mr. W. E. Smith of Jefferson, who owns a section of the right of way necessary for the construction through Jefferson on the adopted route was present. In the course of the discussion, Mr. Smith stated that \$5,000 was the least he would take. Attorney Devers expressed the view that \$5,000 was more than its value. Mr. Smith was willing to submit the matter to arbitration. Matter was left open for further negotiations.

The Engineer reported that it would be possible to secure from the Government fifty new FWD trucks at Camp Lewis and that these trucks would serve well for maintenance trucks and that the only cost would be for delivery from Camp Lewis. Motion was made and carried that the Engineer be instructed to further investigate the trucks and if his present opinion is confirmed, he is authorized to accept them and move them to Salem and place them in storage until needed.

Commissioner Yeon 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, there have been issued and sold under the provisions of said Act, bonds in the sum of Two Million Dollars, and said

Highway 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,

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 Five Hundred Thousand Dollars, par value, of bonds authorized by the said statute,

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

(a) That of the bonds authorized under said Chapter 383, General Laws of Oregon of 1921, One Million Five Hundred Thousand Dollars par value thereof, shall be issued and sold at the present



time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 520 Multnomah County Court House, Portland, Oregon, at eleven o'clock A. M. of the 29th day of August, 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 29th day of August, 1922.

(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 shall receive bids for the sale of One Million Five Hundred Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four-and one-half per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue, the first installment to be payable on October 1, 1927. That said bonds shall be in denominations of One Thousand Dollars (\$1000) each, except that each thirty-eighth bond will be in denomination of Five Hundred Dollars (\$500), and known and designated as Series No. 3 and shall be numbered 2001 to 3520, 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 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 September 1, 1922 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 on One Million Five Hundred Thousand Dollars, par value, of said bonds.

The motion was duly seconded and carried unanimously.

The meeting then adjourned to meet the next day.

Portland, Oregon, July 26, 1922.

The Commission met at 9:30 A. M. in Room 201 Court House with the Board of County Commissioners of Multnomah County. Present were:

R. A. Booth, Chairman  
J. B. Yeon, Commissioner  
Herbert Nunn, State Highway Engineer  
Roy A. Klein, Secretary  
Chas. Rudeen, Chairman, Board of County Commissioners  
R. C. Holman, County Commissioner  
R. D. Hoyt, County Commissioner  
Assistant District Attorney Pierce

The purpose of the meeting was to determine ways and means for providing funds for Multnomah County to meet their share of the Mt. Hood Loop Highway costs in Clackamas County in accordance with their previous promises. Mr. Holman had introduced a resolution providing for a positive, direct appropriation of \$170,000 to be placed in the budget for next year to be met out of the motor vehicle licence fund. This resolution had been voted down. Mr. Rudeen then had introduced a resolution drawn by the District Attorney which stated that the Court favored making an appropriation from the motor vehicle license fund and favoring including this appropriation in the budget.

Chairman Booth then made the following statement for the Commission: "We are in this embarrassing position - that we have spent a lot of money in the development of the Loop (all of it practically now under contract or appropriations set aside for every part of it). This whole matter, as you know, was initiated by Multnomah County and there has never been a minute that we doubted that Multnomah would do the proper thing. It is extremely embarrassing now for the reason that we have accepted the contribution of Clackamas County, the road is graded and needs protection and is not in a position to wait. If the Commission, in the face of what has occurred, supply the funds, it would seem almost reckless for us to proceed without some further favorable expression from the Board of Commissioners here. There are two resolutions before us, the one approved by our Attorney for your consideration is an affirmation - that is, stating what you will do - the other merely saying what you favor. This year we are attempting to close up the gaps and the amount of money involved will do a lot in carrying out this general plan. The real purpose of the Mt. Hood Loop, so far

as Multnomah County is concerned is an auto road and therefore it seems to us that you might set aside your auto fund or a sufficient amount of it that comes into your hands. We are anxious to have some affirmative action before we let the contracts for surfacing the balance. If you can see your way to do so, we will let the contract today expecting to be reimbursed by Multnomah County as the funds become available as proposed. The difference between these two resolutions before us is that the first is an affirmative one, saying that you will do this, the other says that you favor doing it."

Senator Joseph and Attorney W. M. Davis were present and expressed themselves as favoring a positive direct appropriation. It developed that there were differences between the Attorneys as to the best method of procedure and inasmuch as District Attorney Myers was out of the city, the whole matter was referred to a future conference between the Attorneys, the County Court and a representative of the Commission the next week.

The Commission met in Room 520 at 10:15.

Mr. Booth made the following statement for the Commission: "As to the further road work this year, it must be apparent to all who have attended the meeting this time and to some extent the last time, that the time has come that we should slacken up on our work because of the harvest and perhaps other activities which are reflected in the bids. It has therefore been determined by the Highway Commission that they will not put on further work for a few months except in the fulfillment of engagements with the counties, and that with the expectation that the counties will protect us in the bids."

In the matter of the protest of the Roosevelt Memorial Highway Association against the appropriation by the Highway Commission of funds up to the constitutional debt limit, Mr. Booth made the following statement: "A communication comes to us by the Governor that was sent to him by the Roosevelt Memorial Highway Association, in which there were complaints and remonstrances in regard to the work. Mr. Jones, President of the Association, was with us and stated that since they had gone over the road and found that so much more work had been done than they were aware of, they are satisfied with the work and were anxious to work in harmony with the Commission. He probably will ask to withdraw those resolutions and present others. Therefore we will wait until we hear from him before answering; if he does not do that, we will answer the communications at a subsequent meeting."

Bids on the following grading, rock and paving projects were read.

OLD OREGON TRAIL  
BAKER-HAINES SECTION - DITCHING & RESURFACING

C. A. Harrington	32,589.00
E. J. Currigan	36,797.50
Newport Construction Co.	22,806.00

COLUMBIA RIVER HIGHWAY  
ASTORIA-COBLE SECTION - PAVEMENT REPAIR

Warren Construction Co.	26,370.00
J. H. Tillman Co.	26,575.00

JOHN DAY RIVER HIGHWAY  
CUMMINS CREEK-VALADES RANCH SECTION - SURFACING

Sloane Construction Co.	66,275.00
Gardner & Hetrick	69,350.00
Ellicott, Scoggin & Paquet	55,250.00
J. K. Shotwell	54,970.00
Warren Construction Co.	60,325.00
Gus Carlson & Co.	48,425.00

KLAMATH FALLS-LAKEVIEW HIGHWAY  
DREW'S VALLEY SECTION - GRADING & SURFACING

Lake County Court	107,145.00
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LA GRANDE-JOSEPH HIGHWAY  
LOSTINE-ENTERPRISE SECTION - GRADING & SURFACING

E. J. Currigan	104,647.50
Wallowa County Court	99,997.50
Warren Construction Co.	102,465.50
Johnson Contract Co.	101,255.50

Mr. W. E. Wadsworth, a member of the City Council of Harrisburg, M. D. Morgan, Secretary of the Chamber of Commerce, and H. R. Sherrill, a property owner, were present in the interest of the route, through Harrisburg, particularly at the proposed crossing of the Oregon Electric tracks on the Sherrill property. The route recommended by the engineer by the use of a long, flat curve divided the property into two parts, whereas the owner desired that a sharper curve be used. He stated that the right of way costs on the surveyed line would be \$2,000, where if the second line was used, no charge would be made. The Commission stated that the route recommended by the Engineer, which contemplated a grade crossing at the present time and which at some future date may be eliminated by the construction of an overhead crossing was approved.

The representative from Harrisburg stated that the city contemplated a park on the Sherrill property bounded by the Pacific Highway, Third, Territorial and Fourth Streets, and asked if the Commission can assist the city in the purchase of the property and in the development of the park. Mr. Booth replied for the Commission that no parks have yet been provided in municipalities and there was doubt as to whether state funds could be expended for that purpose. In regard to improvement of the streets in Harrisburg, Mr. Booth stated that a definite plan for the routing south of Smith Street was dependent upon the Willamette River bridge location which had not yet been determined.

In the matter of cooperative work in Coos County from the Coos-Douglas County Line to Coquille, Coquille to Bandon and from Bandon to the Curry County Line, on motion which was carried, the following basis of cooperation was agreed upon. All cooperation to be 50% county and 50% state. On the Douglas-Coos County Line-Coquille Section, the previous agreement was confirmed by which Coos County is to apply its \$300,000 bond issue and in addition to receive credit for expenditures made on the Coquille-Myrtle Point Section amounting to approximately \$48,000 and the state to receive credit for its expenditures in the grading of Unit No. 1 Remote-Camas Valley Section. John Hampshire contractor.

In the matter of Coos County expenditures on the Coquille River Bridge at Coquille, the Commission will consider this as credit for cooperative expenditure to be matched by the state, the application to be made in whole or in part on the Coquille-Douglas County Line Section. If there is any excess county credit it is to be applied on the Coquille-Bandon Section.

On the Coquille-Bandon Section, the Commission voted to consider as cooperation the expenditures which had been made by the county in the construction of certain sections to standard alignment and grade under the supervision of the Commission, including also the \$15,000 which they had available from their original bond issue.

The Commission voted to consider also as cooperation applicable to the Coquille-Bandon Section the expenditures which had been made by the county on the Bandon-Curry County line section in improvement to State Highway Commission standards.

In summation, it is declared the intention of the Commission to cooperate with Coos County on a fifty-fifty basis between the Coos-Douglas County Line through Myrtle Point-Coquille and Bandon to the Curry County Line, as funds are available, and to give Coos County credit for expenditures made from county funds under the supervision of the state on permanent alignment and grade between these points including the Coquille River Bridge, the exact amounts to be determined by an audit or certification approved by the State Highway Engineer and the Secretary, and to be in a form satisfactory to the Commission. In addition the usual rule will apply that the county must secure the right of way at its sole expense and the state will pay all engineering costs. The improvement contemplated under this arrangement to be standard grade, crushed rock or gravel surfacing, and standard bridges.

At this time the Engineer is instructed to advertise for the grading of the section of the Coquille-Bandon project between Bear Creek and Lampa Creek about  $4\frac{1}{2}$  miles in length and which is between two sections which have been graded by the county. Also the Engineer is instructed to advertise the 2 mile section south of Coquille across the tide lands, which is to be a dredging project provided satisfactory cooperation is secured from the drainage district which the route traverses. The cooperation required of the county on the Bear Creek unit will be the \$15,000

which they state they have available. The Engineer was also instructed to submit the entire project between Coquille and Bandon, including grading, draining and rock surfacing to the United States Bureau of Public Roads as a Federal Aid cooperative project.

In the matter of the location of the Coast Highway south of Euchre Creek in Curry County, the Commission adopted the route to follow the coast south from Euchre Creek to a point near the John Greisel Monument, the remaining section between this point and the Rogue River not to be definitely located at this time but to be determined after a thorough investigation and study by the Engineer of the feasibility of crossing the Rogue River near the mouth or at the present Bagnall's Ferry crossing about five miles upstream or at some intermediate point.

Several complaints having been received relative to the omission of a section of pavement on the Astoria-Seaside Section on account of the new location of the proposed Lewis and Clark bridge, the matter was referred to Commissioner Yeon.

The Commission considered the matter of asking for reparation for freight paid on cement shipments during the period the Public Service Commission had the matter under consideration. The Attorney was instructed to confer with the railroad authorities and determine their attitude and report back to the Commission for further instructions.

The Attorney was instructed to ask for rehearings before the Public Service Commission on grade separations at Sutherlin, Wilbur and Oakland.

The matter of the routing of the Pacific Highway through the city of Eugene was referred to Mr. Booth for determination.

The matter of routing the Columbia River Highway through the city of The Dalles was referred to Mr. Yeon.

A petition was received requesting a survey of the Coast Highway in Lincoln County from Otter Rock south to Schooner Point about  $3\frac{1}{2}$  miles, the purpose being that the county may spend its available funds on the proper location. While this section is included in the general order for a survey of all the Roosevelt Highway, the Engineer is instructed to expedite this section as much as possible.

The Engineer reported that on the John Day Highway between Cummins Creek and Valades Ranch there were several cattle passes required. The County desired the construction of concrete structures at these points and the Engineer recommended wood, on account of the possibility of abandonment in a few years on account of changes in property, etc. It was suggested that some of the corrugated metal received among the surplus war materials could be adapted for this purpose and the Engineer was instructed to investigate and if found feasible to construct cattle passes with this material, to do so, and the county to be billed at the actual cost.

The Engineer filed his report dated July 24, 1922, on the location of the Alsea Highway in Benton County. The surface line was recommended in preference to the tunnel line, the difference in cost in favor of the surface route being approximately \$70,000, although approximately two miles longer. Motion was made and carried that the surface route be adopted as the definite location. The Engineer was instructed to advertise for clearing, draining and grading the section between Yew Creek and the Jackson White place 6.6 miles in length, the time of completion to be at the close of the 1923 construction season, and the project to be built on a 50-50 basis with Benton County, Benton County having available \$100,000 in county bonds for this purpose.

A request was received from Commissioner von Lahe of Benton County for state aid on the construction of a bridge over Mill Creek on the Alsea Highway. The request was declined in view of the cooperation being given on another section of the same highway.

On the Island City-Elgin Section of the La Grande-Joseph Highway, the Engineer and the County Court of Union County recommended that the bid of Roscoe Neal of \$36,520 on Unit No. 1 be accepted. On Unit No. 2, inasmuch as the low bid of the Sloane Construction Company was in excess of the Engineer's estimate, the Engineer and Union County recommended that the bid be rejected and the project readvertised with the completion date advanced to July, 1923.

In the matter of the bids received on the paving of the Scoggins Creek bridge, Whiteson bridge and paving repairs, the Engineer recommended that the bids be divided and that the Scoggins Creek project be awarded to the Warren Construction Company at their unit price bid which is \$3,271.75, inasmuch as this project is located near their plant and their bid is the lower for the project. The Engineer's recommendation was adopted by the Commission and the award made accordingly. On the recommendation of the Engineer, the Commission awarded the paving of the Whiteson bridge and approaches to the V. R. Dennis Construction Company at their unit prices, totalling \$5,757.00, since this project is located near the Dennis plant and is the lower bid. These awards are made subject to acceptance by the contractors. If not acceptable to the contractors, the Engineer is instructed to readvertise. In the repair work on the Bellevue pavement, all bids were rejected and the Engineer was instructed to do the work with state forces or such arrangement as is found most advantageous to the state.

The Engineer reported that after conference with the Wallowa County Court they would reduce their bid on the three bridges near Lostine the sum of \$1,500.00. With this agreement these bridges were awarded to the Wallowa County Court.

In the matter of paving through the city of Jefferson, in which the right of way is involved, it being the duty of the county to procure

the right of way, the matter was referred to the County Court of Marion County with the understanding that the project will be dropped if they do not secure the right of way and the Engineer was instructed to so notify them.

The Commission definitely adopted the route of the Ashland-Klamath Falls Highway as recommended by the Engineer, via Keno with two crossings of the Klamath River.

The Engineer was instructed to file a report and a definite recommendation as to the route of the Klamath Falls-Lakeview Highway east of Dairy.

In the matter of the securing of the gravel from D. C. Ingram on Lookingglass Creek for the Winston-Camas Mountain Section of the Coos Bay-Roseburg Highway, the matter was referred to the Engineer with authority to act.

Judge Smith of Lake County was present and asked for the graveling of the balance of the graded section between Chandler's Station and Chewaucan Narrows about 12 miles in length. Judge Smith offered to the Commission any funds remaining in their county bond funds applicable to the Lakeview-Bend Highway after meeting the county obligations on present projects. The cooperation was accepted and the project ordered prepared for advertisement.

The Commission advised Judge Smith that on their recent trip they had had a very satisfactory meeting with the people living along the west side of Summer Lake and had made it plain to them that unless satisfactory right of way arrangement could be made, it would be necessary to locate on the east side of the lake. With the exception of two or three, these people appeared to be reasonable in the matter and appreciated the necessity of securing right of way on the proper location. Resident Engineer Crowley suggested that in some cases slight modification in the original survey could be made without detriment to the general alignment and these changes were authorized. Engineer Crowley was instructed to assist the County Court in further negotiations for right of way.

The Commission advised Judge Smith that the next project they would favor in Lake County would be the completion of the section from Chewaucan Narrows to Paisley. Judge Smith stated that there were many right of way difficulties on this section. The Commission offered the help of Mr. Crowley and urged that the matter be given early consideration.

The Commission took up with Judge Smith the grading and graveling now being done on the summit between Summer and Silver Lakes. Some of this is being done on the state highway survey but some is not, and with grades and alignment exceeding state highway standards. The Commission suggested that on such work which was done on the state highway survey and under the direction of the Commission's Engineer, that credit



could be allowed for it in future cooperation on the road. Judge Smith stated that they would consider this another time.

At 2 o'clock, the bid summaries were read and the following action taken:

Cummins Creek-Valades Ranch Section of the John Day Highway in Grant County, gravel surfacing. On motion which was carried, this contract was awarded to Gus Carlson & Co., the low bidder, at \$48,425.00.

Baker-Haines Section of the Old Oregon Trail in Baker County, ditching and gravel resurfacing. On motion which was carried, award was made to the low bidder, the Newport Construction Co.

Astoria-Goble Section, Columbia River Highway in Columbia and Clatsop Counties, pavement widening and repair. On motion which was carried, the contract was awarded to the Warren Construction Co., the low bidders.

Drews Valley Section of the Klamath Falls-Lakeview Highway in Lake County, grading and graveling. Inasmuch as there is only one bid and this is in excess of the Engineer's estimate, on motion which was carried the bid was rejected and the project ordered readvertised at the next meeting.

Lostine-Enterprise Section of the La Grande-Joseph Highway in Wallowa County. Inasmuch as the low bid on this project is in excess of the Engineer's estimate, the Engineer has conferred with the County Court who are the low bidders. After consideration, the Court offered to reduce their bid \$3,978.75, which is one-half of the difference between their bid and the Engineer's estimate, provided they are awarded the contract. With this reduction, on motion which was carried, the award of the contract was made to Wallowa County.

A resolution adopted by the Bend Commercial Club pledging its support to the Commission, was read and ordered filed. The Secretary was instructed to thank them for their cooperation in carrying out the Commission program.

John D. Vincil, representing the Sherwood Commercial Club asked for the replacement of the wooden bridge over the Tualatin River on the West Side Pacific Highway near Tigard by a concrete structure. He was advised that the present structure is serving the purpose and that funds are not available for a new structure at this location.

The request of the Skamania Light & Power Company for a permit to construct a pole line from Cascade Locks west was referred to Commissioner Yeon.

The matter of the request of W. B. Dennis for approval by the Commission of an extension of the Moore's Valley Market Road in Yamhill County from Bert Smith's corner to Carlton was considered and the Engineer instructed to make a report on the matter.

Wallace B. Caufield of Oregon City presented a copy of an order of the Public Service Commission with reference to the construction of a freight and passenger depot in Oregon City. The Attorney was instructed to look into this phase of the matter.

The following requests for extensions of time were considered:

J. W. & J. R. Hillstrom contract No. 475, bridges Nos. 587, 588, 805, 808 and 809, on the Winston-Camas Hill Section, requested an extension of time from June 30 to August 31, 1922. The Engineer recommended that an extension of time be granted as requested but that engineering be charged from July 31 to date of completion. Recommendation approved.

Dixon & Howitt, contract No. 389, grading Unit No. 1, Mt. Hood Loop Highway in Clackamas County, requested an extension of time to July 15, 1922. On account of the fact that there was some delay chargeable to the late completion of the bridges which was not within their control, the Engineer recommended that the extension be granted and since the work was entirely closed down in the winter, the Engineer recommended that no charge for engineering be made. Recommendation approved.

V. R. Dennis Construction Co., contract No. 393, Brunks Corner-Dallas Section, Salem-Dallas Highway, requested an extension of time from July 31 to September 30, 1922. On account of Court proceedings delaying the beginning of the work and the early stopping of the work on account of subgrade conditions, the Engineer recommended the extension requested without penalty. Recommendation approved.

A. D. Kern, contract No. 394, Toledo-Newport Section, Corvallis-Newport Highway, requested an extension of time to October 1, 1922. The Engineer recommended that an extension of time be granted contingent upon a charge for all engineering chargeable to the job from the original date of completion November 30, 1921 to the date of completion. Recommendation adopted.

L. O. Herrold, contract No. 469, Murder Creek Undercrossing and approach grading, Pacific Highway in Linn County, requested an extension of time to September 30, 1922. The Engineer reported that this project had been delayed by the late signing of the agreements with the Railroad Company and by the concrete work which is being done by the Railroad Company and therefore the extension requested is recommended by the Engineer. Recommendation adopted.

D. F. Murphy & Co., contract No. 483, Unit No. 6, Madras-Wasco County Line Section of the Dalles-California Highway in Jefferson County requested an extension of time from July 31 to September 30, 1922. The Engineer recommended that an extension to September 30 be granted but in view of the slow progress being made that the engineering costs subsequent to July 31 be charged to the contractor. Recommendation approved.

W. C. Stone, contract No. 487, Medford-Agate Section of the Medford-Crater Lake Highway, requested an extension of time from July 31 to August 31, 1922. The Engineer recommended that the extension be granted without penalty for engineering. Recommendation approved.

The Engineer recommended that the engineering charges assessed against the contractors, Frazier & Samuel, contract No. 444, constructing guard fence on state highways in Umatilla County, be waived in view of the fact that the winter weather had been unusually severe which delayed completion and that they worked when possible to do so. Recommendation approved.

In view of the emergency, the Engineer was authorized to do such repair work as is necessary on the timber bridges between Marshfield and Coquille with state forces.

The Engineer reported that the bridge over the Yaquina River at Eddyville needs replacement and further stated that Lincoln County would cooperate forty per cent of the cost of the new structure. After consideration, Lincoln County's cooperative offer was accepted and the Commission instructed the Engineer to prepare plans and specifications and advertise for bids on this structure.

In the matter of the railroad crossing at the north approach to the new draw bridge over the Coquille River at Coquille, the Engineer was instructed to see what can be done to adequately safeguard travel across the railroad tracks.

The Engineer reported on the matter of lining the Mitchell Point Tunnel. He was instructed to give the matter further study and confer with Mr. Yeon.

In the matter of early construction of the Shady Point Overcrossing, the Chairman said that he would take the matter up with Douglas County since they are cooperators on the project.

The Engineer reported that a concrete bridge was necessary on the Columbia River Highway near Echo over the Reclamation Service Feed Canal to replace a temporary wooden structure, and that cooperation could be secured from the county. After consideration, the Engineer was instructed to prepare the design and advertise for bids if cooperation was secured from the county.

In the matter of the request of the Jackson County Fair Association for culvert pipe under driveways at the entrance to the Fair Grounds on the Pacific Highway south of Medford, the Commission were agreeable to furnishing \$100 worth of pipe.

The Engineer reported on betterment work proposed at Rieth on the Columbia River Highway in Umatilla County near Pendleton. This section was macadamized by Umatilla County in 1917 and tentatively accepted

as a part of the state highway with the expectation of making the change at a later date. However, a chinook in the spring of 1922 brought down a volume of mud which blocked the culvert at the mouth of the canyon and spread over the road to a depth of two feet, making the improvement an urgent necessity, which the Engineer proposed to effect by shifting the alignment and constructing a triple 3x3 concrete box culvert. He reported further that Umatilla County had stated that they would cooperate to the extent of fifty per cent of the cost of grading, draining and rock surfacing. With this understanding, the Engineer was authorized to proceed with the work.

In response to the request of Klamath County Court that the Lamm's Mill-Fort Klamath Section be advertised and offering fifty per cent cooperation, the Commission, after consideration, approved the same and instructed the Engineer to prepare plans and specifications and advertise for grading and rocking either in one contract or two as appears desirable. The Commission instructed further that the entire project be submitted as a Federal Aid project and inasmuch as it is located entirely within an Indian Reservation, to ask one hundred per cent Government cooperation.

The Klamath County Court asked further that the Keno-Hayden Creek Section of the Ashland-Klamath Falls Highway be advertised for grading and rock surfacing and the section recently graded between Hayden Creek and the Klamath-Jackson County line be rock surfaced. They stated that they would cooperate fifty per cent on this. For the present the Commission ordered the advertising of the Hayden Creek-Keno Section for grading.

Jackson County through its County Court asked for rock surfacing between the Green Springs Mountain Summit and the Jackson-Klamath County Line and offered fifty per cent cooperation. The Commission considered their request favorably and stated that it would be advertised when the present indebtedness of Jackson County was met and provision made for this new obligation.

The Commission ordered the entire project from Keno to the Green Springs Mountain Summit submitted as a Federal Aid project for rock surfacing including the grading between Keno and Hayden Creek.

Sherman County Court submitted a petition urging the completion of the Sherman Highway. The Secretary was instructed to advise them that the Commission expects to advance the Sherman Highway as funds are made available.

A request was received from Linn County to advertise for bids on the Calapooia River Bridge on the Pacific Highway in their county. This bridge is to be paid for by Linn County. Request granted, and Engineer so instructed.

The Engineer was authorized to advertise the remaining unimproved sections of the Madras-Wasco County Line Section of the Dalles-California Highway in Jefferson County later in the fall with the idea of making it

a winter and spring job.

The Lane County Court submitted a request in conformity with a previous understanding for a survey between Harpole Corners and Goldson on the Willamette Valley-Florence Highway and also for a survey from Lowell to Goshen on the Willamette Highway. Both requests were granted and the Engineer instructed to make the surveys as soon as parties can be spared for this purpose.

A report was submitted for the approval of the Commission which had been prepared for the State Audit Committee. Taken under consideration.

The Secretary was instructed to advise T. H. MacDonald, Chief of the U. S. Bureau of Public Roads, that the Commission would be pleased to have him as their guest while in Oregon and earnestly desire to have him inspect the Pacific and Columbia River Highways.

In the matter of the Interstate Bridge across Snake River at Ontario, the Secretary was instructed to request Mr. Purcell to bring Mr. MacDonald's attention to that situation, asking that the primary systems of Idaho and Oregon be joined there and that the Government cooperate in building the structure.

The Engineer was authorized to advertise for bids on ditching and widening the Salem-Brunks Corner Section of the Salem-Dallas Highway.

The Engineer was authorized to advertise for bids on shoulders and ditching between Bellevue and Sheridan on the McMinnville-Tillamook Highway.

Mr. Jay Bowerman, representing Oskar Huber, appeared in the matter of final settlements on the Huber claims asking that Mr. Huber be given the final payments admitted to be due without prejudice to further claims. The Engineer stated that he would not recommend any further claims on these contracts. The Commission advised Mr. Bowerman that they wished to settle the matter once for all and the claims must be accepted as final.

The Engineer reported that Mr. Huber had offered to sell the Hatch Pit in Klamath County to the Commission for use in maintenance. The Engineer was instructed to report back to the Commission the amount of gravel available, the probable amount of gravel which will be required annually from the pit and his recommendation.

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

*Herbert Nunn*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*T. H. MacDonald*  
Chairman

*J. B. Yeon*

Portland, Oregon, August 29, 1922.

The State Highway Commission met in Room 520 Multnomah County Court House at 10 o'clock A. M. and adjourned to Room 360. Present were:

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

At 10 o'clock, the Secretary opened and read the bids which had been received on the following projects:

#### OCHOCO HIGHWAY

##### PRINEVILLE-JONES MILL SECTION - CRUSHED GRAVEL AND TALUS SURFACING

J. K. Shotwell	44,815.00
Warren Construction Co.	52,696.00
P. McD. Fuller	53,437.50
Greenwood & Dann	63,410.00
Elliott, Scoggin & Paquet	65,680.00

#### CENTRAL OREGON HIGHWAY

##### BURNS SECTION - GRADING AND GRAVEL SURFACING

E. E. Larsen	19,963.50
J. K. Shotwell	30,262.00

#### MT. HOOD LOOP HIGHWAY

##### HOOD RIVER-FOREST BOUNDARY SECTION - BROKEN STONE SURFACING

###### Unit No. 1

Albert Anderson	50,320.00
Root & Joslin	53,672.00
Elliott, Scoggin & Paquet	57,377.50
Pacific Bridge Co.	58,166.50
Joplin & Eldon	62,880.00
Johnson Contract Co.	65,726.00
Sloane Construction Co.	70,165.50
Hauser Construction Co.	72,922.00
Warren Construction Co.	73,941.65

###### Unit No. 2

Albert Anderson	47,816.25
Root & Joslin	57,973.50
Elliott, Scoggin & Paquet	51,582.50
Joplin & Eldon	60,080.00
Johnson Contract Co.	59,052.00
Sloane Construction Co.	70,737.75

Hauser Construction Co.	66,322.00
Warren Construction Co.	65,023.70

## Unit No. 3

Root & Joslin	36,931.00
E. A. Webster & Co.	38,665.50
Elliott, Scoggin & Paquet	38,865.00
Joplin & Eldon	42,600.50
Johnson Contract Co.	42,890.50
Payne Construction Co.	43,537.50
Sloane Construction Co.	43,744.00
Warren Construction Co.	49,525.20

## Units 1 &amp; 2 Combined

Albert Anderson	98,136.25
Root & Joslin	109,645.50
Elliott, Scoggin & Paquet	108,960.00
Joplin & Eldon	120,660.00
Johnson Contract Co.	122,278.00
Sloane Construction Co.	140,903.25
Hauser Construction Co.	137,744.00
Warren Construction Co.	138,965.35

## Units 1 &amp; 3 Combined

Root & Joslin	90,103.00
Elliott, Scoggin & Paquet	96,242.50
Joplin & Eldon	104,180.50
Johnson Contract Co.	107,616.50
Sloane Construction Co.	113,909.50
Warren Construction Co.	123,476.85

## Units 2 &amp; 3 Combined

Root & Joslin	93,904.50
Elliott, Scoggin & Paquet	90,447.50
Joplin & Eldon	101,380.50
Johnson Contract Co.	99,942.50
Sloane Construction Co.	114,481.75
Warren Construction Co.	114,558.90

## Units 1, 2 &amp; 3 Combined

Root & Joslin	143,741.50
Elliott, Scoggin & Paquet	147,825.00
Joplin & Eldon	161,060.50
Johnson Contract Co.	163,668.50
Sloane Construction Co.	175,434.75
Warren Construction Co.	188,500.55

KLAMATH FALLS-LAKEVIEW HIGHWAY  
DREWS VALLEY SECTION - GRADING AND SURFACING

H. J. Hildeburn	102,525.00
Lake County Court	105,418.50
Dunn & Baker	105,947.00
Warren Construction Co.	121,203.30

LAKEVIEW-BEND HIGHWAY  
VALLEY FALLS-CHEWAUCAN NARROWS SECTION - GRAVEL SURFACING

H. J. Hildeburn	36,318.00
K. E. Hodgman	36,341.00
Dunn & Baker	38,314.00
J. K. Shotwell	38,658.00
Lake County Court	40,628.00
Wm. von der Hellen	40,835.00
Albert Anderson	46,086.00
Guy F. Pyle	48,202.00
Warren Construction Co.	53,810.00

PENDLETON-COLD SPRINGS HIGHWAY  
HOLDMAN-HARP'S RANCH SECTION - GRADING AND SURFACING

Carlson & Nyberg	42,362.70
Elliott, Scoggin & Paquet	43,315.00
More & Anderson	47,875.50

OREGON-WASHINGTON HIGHWAY  
VINSON SECTION - ROCK SURFACING

	Completion date Dec. 31, 1922	Completion date May 15, 1922
General Construction Co.	21,980.00	17,880.00

WEST SIDE HIGHWAY  
NEWBERG-MULTNOMAH COUNTY LINE SECTION - CONCRETE PAVEMENT

Cummins & La Pointe	94,075.00
T. M. Morgan	100,475.00
B. N. Bartlett	103,155.00
Oregon Contract Co.	105,155.00*
Cochran Construction Co.	105,700.00
Pacific Bridge Co.	111,585.00

\*Conditions of adjustment.

BAKER-UNITY HIGHWAY  
BRIDGE OVER POWDER RIVER - BAKER-STICE'S GULCH SECTION

J. J. Burke & Co.	10,638.00
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OREGON-WASHINGTON HIGHWAY  
WILLOW CREEK BRIDGE - HEPPNER JUNCTION-MORROW COUNTY LINE SECTION

Tobin & Pierce	12,855.00
Union Bridge Co.	13,205.00

CORVALLIS-NEWPORT HIGHWAY  
YAQUINA RIVER BRIDGE - TUM TUM-CHITWOOD SECTION

Union Bridge Co.	11,462.50
Gilpin Construction Co.	11,997.50
Bushnell & Sharp	12,220.00

PACIFIC HIGHWAY  
CALAPOOIA RIVER BRIDGE - TANGENT-SHEDD SECTION

E. D. Olds	13,362.50
Wm. D. Hoffman	13,390.00
Washburn & Hall	14,850.00

MCMINNVILLE-TILLAMOOK HIGHWAY  
WILLAMINA RIVER BRIDGE - SHERIDAN-WILLAMINA SECTION

Marshall & Berhan	11,434.15
Union Bridge Co.	12,162.50
Gilpin Construction Co.	13,005.00
Tobin & Pierce	13,602.50
Le Doux & Le Doux	13,115.00
Wm. D. Hoffman	13,922.50

At 11 o'clock the bids which had been received on the State Highway bonds were opened and read by the Secretary. After consideration of the same, Commissioner Barratt offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held July 25th, A. D. 1922, 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 383, General Laws of Oregon of 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 29th day of August, A. D. 1922, 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 o'clock A. M. of the 29th day of August, A. D. 1922; 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 said bonds be dated September 1, 1922, bearing interest from said date, and requiring the bidders to pay the amount of their bid with accrued interest to be added thereto from the 1st day of September, 1922, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of 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, 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 29th day of August, A. D. 1922, sitting in regular session at Room 360 of the Multnomah County Court House in Portland, Oregon, to which adjournment had been taken from the regular meeting place in Room 520, with Commissioners Yeon and Barratt 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:

Baillargeon, Winslow & Co., Seattle	
H. L. Allen & Co.	
Keane, Higbie & Co.	102.31 \$1,534,650.00
Barr Bros. & Co.	

Freeman, Smith & Camp Co., Portland	
Wm. R. Compton Co.	
Carstens & Earles	102.241 1,533,615.00
Halsey Stuart & Co.	
Hallgarten & Co.	

John E. Price & Co., Seattle	
Bankers Trust Co.	102.149 1,532,235.00
Guaranty Company of New York	

Harris Trust & Savings Bank National City Co.	102.075	\$1,531,095.00
Continental & Commercial Trust & Savings Bank Lumbermens Trust Co., Portland		
The Citizens Bank, Portland	101.721	1,525,815.00
Lamport, Jennings & Barker	101.631	1,524,465.00
Palmer Bond & Mortgage Co. W. A. Harriman & Co. First Trust & Savings Bank, Chicago Old Colony Trust Co. Edmunds Bros.	101.479	1,522,185.00
S. W. Straus & Co.	101.3436	1,520,155.00
Security Savings & Trust Co., Portland Blodget & Co. Curtis & Sanger Mercantile Trust Co.	101.135	1,517,025.00
J. D. Leonard, Portland	101.17	1,517,550.00
Ralph Schneeloch, Portland	100.68	1,510,200.00

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 Baillargeon, Winslow & Co., H. L. Allen & Co., Keane, Higbie & Co. and Barr Bros. & Co. is the highest and best bid received in accordance with said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,534,650.00 by Baillargeon, Winslow & Co., H. L. Allen & Co., Keane, Higbie & Co. and Barr Bros. & Co. for One Million Five Hundred Thousand Dollars (\$1,500,000) par value bonds of the State of Oregon authorized under Chapter 383 of the General Laws of Oregon of 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 One Thousand Dollar (\$1,000) bonds and one Five Hundred Dollar (\$500) bond shall be due and payable October 1, 1927, and a like number and amount on April 1 and October 1 of each year following until the full amount has become due and payable, and that such bonds be dated September 1st,

1922, and bear interest at the rate of four and one-half per cent 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 September 1st, 1922, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 2001 to 3520, 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.

Commissioner Hix of Wasco County was present and urged that the Commission construct the Dufur-Tygh Valley Section of The Dalles-California Highway next. He stated that the County would contribute \$20,000 and then divide the balance of the cost 50-50 with the state. The Commission advised that the matter would be taken under consideration after the finances had been checked over.

Mr. R. E. Mieth appeared and asked permission to deposit \$20,000 of Liberty Bonds in lieu of a surety bond. The Commission replied that they would not be disposed to accept such security except in an amount equal to one-half the amount of the contract, whereupon Mr. Mieth offered

to place upon deposit with the Commission \$20,000 of Liberty Bonds and authorize the Commission to withhold \$800 from his estimates in addition to the regular retained percentage. This offer was accepted.

Mr. Chris Schuebel and Mr. A. A. Price appeared relative to the routing of the Pacific Highway through Oregon City. They urged that the Commission route the highway by way of Fifth and Main Streets rather than Seventh Street and Railroad Avenue. They particularly emphasized the fact that the recent action of the Southern Pacific Company in establishing the site of their depot on Railroad Avenue would require at least 20 feet of the width of the present street for parking space for cars and trucks at the depot and that, therefore, there would not be sufficient space for the highway, and further that the city could not condemn right of way for this improvement. The Commission instructed the Attorney to investigate the matter further and see just what are the city's rights in the matter of condemnation. No further action was taken on the project.

Judge Schannep, Commissioners Dunning and Bean of Umatilla County were present and also Mr. Cecil of the Forest Service, and Messrs. Purcell, Elliott and McKesson of the Bureau of Public Roads. The Umatilla County representatives asked for state and federal aid on the Pilot Rock-John Day Highway, stating that the county has \$65,000 available to apply on that end. Mr. Cecil stated that he was ready to appropriate forest funds for the project. Mr. Purcell stated that the Bureau of Public Roads was not favorable to the expenditure of money on this highway. Mr. Yeon stated that it appeared desirable to withdraw this project from the State Highway system and asked Judge Schannep if he desired the Commission to do so that the County could spend their county market road funds on it. Judge Schannep replied that they did not wish the project withdrawn from the State Highway map.

The county authorities then asked for a survey from Nye to Ukiah, or a sufficient distance south of Nye to cover the expenditure of the county's \$65,000. Matter taken under consideration.

Mr. John Crane of the Oregon Hassam Paving Company stated that his company would resurface from the end of their present contract, No. 478, Drain-Yoncalla, at station 1160 south for a distance of three miles, offering to lay 2 inch top on present 2 inch pavement at \$1.00 per square yard. The matter was taken under consideration.

Commissioner Yeon made a motion that the Rice Hill grade be widened on the dangerous turns, starting at the foot of the hill on the south side and extending to the foot of the grade on the north. An appropriation of \$7,000 was made for this purpose. Such guard fence as may be needed was authorized, to be constructed by the Engineer, and is to be in addition to the \$7,000 appropriation.

The Engineer reported that the grading had been completed on a line revision at the third railroad crossing of the Larkin-Green Lumber

Company between Hunt Creek and Gnat Creek on the Columbia River Highway. It was decided to macadamize this grade at once and decide the type of surfacing later. The length of the project is approximately 650 feet.

On motion, which was carried, the contract for the Valley Falls-Chewaucan Narrows Section of the Lakeview-Bend Highway, graveling, was awarded to H. J. Hildeburn at \$36,318.00, subject to the approval of Lake County who are cooperating.

On motion, which was carried, the award of the contract for the grading and surfacing of the Drews Valley Section of the Klamath Falls-Lakeview Highway was made to H. J. Hildeburn at \$102,525.00, subject to the approval of Lake County who are cooperating.

On motion, which was carried, the contract for the construction of the 4 miles of rock surfacing from Vinson to the head of Vinson Canyon on the Oregon-Washington Highway, was made to the General Construction Company of Spokane, accepting their bid of \$17,880.00 for completion on May 15, 1923.

On motion, which was carried, the award of the contract for the construction of Unit No. 1 and 2 of the Hood River-Forest Boundary Section of the Mt. Hood Loop Highway in Hood River County was made to the Albert Anderson Company on their bid of \$50,320.00 on Unit No. 1, and \$47,816.25 on Unit No. 2, subject to the approval of Hood River County, who are cooperators.

On motion, which was carried, the contract for Unit No. 3 of the Hood River-Forest Boundary Section of the Mt. Hood Loop Highway in Hood River County was made to Root & Joslin, the low bidders, at \$36,931.00, subject to the approval of the county who are cooperators.

On motion, which was carried, the contract for the Newberg-Multnomah County Line Section of the West Side Highway, 3.64 miles of concrete paving, was awarded to the low bidders, Cummins & La Pointe, at \$94,075.00.

On motion, which was carried, the award of the contract for the Prineville-Jones Mill Section of the Ochoco Highway in Crook County, was referred to the Engineer to be held subject to settlement of previous indebtedness with the county.

On motion, which was carried, the contract for the Burns Section of the Central Oregon Highway was made to E. E. Larsen, the low bidder, subject to the approval of the County Court of Harney County, who are co-operators on this project, at his bid price of \$19,963.50.

On motion, which was carried, the award of the contract for grading and macadam surfacing the Holdman-Harp's Ranch Section of the Cold Springs Highway in Umatilla County, was made to Carlson & Nyberg at \$42,362.70, the same having been approved by the County of Umatilla for whom the project was advertised.

In view of the fact that no bids were received for the ditching and reconstruction of shoulders on the Brunks Corner-Salem Section of the Salem-Dallas Highway, Mr. Barratt made a motion, which was duly seconded and carried, that the work be taken over and done with state forces.

On motion, which was carried, the bid which was received on bridge No. 936, over Powder River in Baker County, was rejected.

On motion, which was carried, the two bridges over Willow Creek near Heppner Junction on the Oregon-Washington Highway were awarded to Tobin & Pierce of Amity, at their bid of \$12,855.00.

On motion, which was carried, the contract for the construction of the steel bridge over the Yaquina River at Eddyville on the Newport-Corvallis Highway was awarded to the Union Bridge Company at \$11,462.50, subject to the approval of the county, who are cooperating.

On motion, which was carried, the award of the contract for the wooden bridge over the Calapooia River near Tangent in Linn County, was referred to the County for whom the project was advertised, with the statement that the Engineer recommended rejection.

On motion, which was carried, the contract for the construction of the steel bridge over the Willamina River at Willamina on the McMinnville-Tillamook Highway, was awarded to the low bidders Marshall & Barhan at \$11,434.15, subject to the approval of the County Court for whom the project was advertised.

Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, there has been duly and regularly located, adopted, and established by the Oregon State Highway Commission a state highway known as state highway No. 26, and otherwise known and designated as the Mt. Hood Loop Highway, a portion of which said highway is located within Clackamas County; and,

WHEREAS, the State Highway Commission has entered into a contract with A. D. Kern for the surfacing of 10.7 miles of the Cherryville-Forest Boundary Section of the said highway by the terms of which said agreement the State has agreed to furnish and procure the rock, sand and gravel necessary for the said construction work; and,

WHEREAS, the available gravel, rock and sand convenient and accessible to said job and the most suitable for said construction work is on a portion of the premises owned by and in the possession of C. Minsinger, which said premises and the portion thereof upon which or under which is found the said road building material are described as follows; to-wit:

"A certain tract or parcel of land in Clackamas

County, State of Oregon, being all that part of the S. W.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of Sec. 21, T. 2 S. R. 6 E., W. M., lying north of the State Highway known as the Mt. Hood Loop Highway and lying south of the northerly bank of the Sandy River and east of a north and south line running through the middle point of the concrete bridge over Wildcat Creek on said highway being more particularly described as follows:

Beginning at said middle point of Wildcat Creek bridge 464.3 feet north and 861.7 feet east from the S. W. corner of said Sec. 21, and at engineers station 509/15 of the survey of said highway, and running thence north 30.09 feet to a point in the northerly side line of the right of way of said highway; thence continuing north 570 feet, more or less to a point on the northerly or right bank of Sandy River; thence following said northerly or right bank of Sandy River up stream, N. 55° 09' E. 430.4 feet, more or less to a point in the north line of said S. W.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of said Sec. 21; thence following said north line of said S. W.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of said Sec. 21, 115 feet more or less to the N. E. corner of said S. W.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of said Sec. 21; thence following the east line of said S. W.  $\frac{1}{4}$  of the S. W.  $\frac{1}{4}$  of said Sec. 21, South 851.2 feet more or less to a point in the northerly side line of the right of way of said highway; thence following said northerly side line of the right of way of said highway which line is parallel to and 30 feet distant measured at right angles northerly from the center line of said highway, 469.6 feet to the above mentioned point north 30.09 feet from the middle point of said Wildcat Creek bridge; said tract containing 6.63 acres more or less."

and,

WHEREAS, it is necessary and there is an urgent need that the State procure the said material and acquire title to that portion of said premises heretofore described for the purpose of having and using said material for said road construction and for future road construction and road maintenance.

THEREFORE, IT IS HEREBY RESOLVED BY THE OREGON STATE HIGHWAY COMMISSION, Commissioners Yeon and Barratt being present and participating, that it is hereby declared to be necessary that the State procure certain gravel, rock and sand from the premises heretofore described, for the purposes heretofore stated, and there is hereby declared to exist a need on the part of the State for said material for said road construction in said Clackamas County and it is hereby further declared to be advantageous to the State of Oregon to have said material for the purposes herein specified, said advantage being this: That the said State is under obligation to furnish to said contractor said material, and unless the State can procure the same it will sustain a loss by reason thereof, and the further advantage



that unless the State can procure said material by donation, purchase, agreement, condemnation, or by the exercise of the power of eminent domain, the said State will be required to pay exorbitant and unreasonable prices for like material, all of which will be to the disadvantage and damage and injury of the State of Oregon; that if the State can procure the land upon which the said material is found, it will be in a position to supply material at a reasonable rate for road construction and road maintenance in said county, thereby saving a large sum of money to the State of Oregon.

BE IT FURTHER RESOLVED that the Attorney General of the State of Oregon be and he is hereby authorized and requested, for and on behalf of the Oregon State Highway Commission, to attempt to agree with the owner or owners of any interest in the above described land upon the compensation to be paid therefor, or the damages, if any, for the taking thereof, and if said Attorney General is unable to agree with the said owner or owners of any interest in said above described land, or if said Attorney General is unable to find or locate said owner or owners within the State, the said Attorney General is hereby requested to commence and prosecute to a final determination, any necessary or appropriate suit or action for the State in the name of the Highway Commission, in the Circuit Court of the proper county for the condemnation of such interest as such owner or owners may have in said above described property, to determine the compensation to be paid for said property and the damage, if any, for the taking thereof.

The motion was duly seconded and carried.

The date of the next meeting of the Commission was set for October 5th and 6th.

The Engineer reported that in order to complete the paving this season on the Sexton Mountain and Canyonville-Galesville Sections it would be necessary to work a longer period than eight hours. Also in order to cover the graded sections of the Neskowin-Hebo Section with crushed rock for winter travel it would be necessary to exceed the eight hour limit and that the contractors on these sections had requested permission to work more than eight hours. It was also brought out that the lack of sufficient daylight hours and shortage of skilled labor precluded the use of a double shift. After consideration, Mr. Barratt offered the following resolution and moved its adoption:

WHEREAS, it has been brought to the attention of the Highway Commission that there is a scarcity of labor skilled in the laying of pavement, macadam and grading in the State of Oregon, and that by reason of such scarcity, the contractors are unable to procure sufficient labor with which to prosecute their work with dispatch and economy on double shift; and,

WHEREAS, it is deemed for the best interest of the State that the paving of the Sexton Mountain Section of the Pacific Highway, contract No. 516, A. D. Kern, contractor, and the Canyonville-Galesville Section of the Pacific Highway, contract No. 510, S. A. Mocerl, contractor, and the rock surfacing of the Hebo-Neskowin Section of the Coast Highway, contract No. 550, Tillamook County, contractor, be completed before the winter rains begin so that these highways may be opened to the public and eliminate the hazard and difficulty which now attends the use of detour roads on these projects; and,

WHEREAS, said work can be done in a more efficient and economical manner during the dry season than in the winter season making possible a better and more permanent highway; and,

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

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

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

BE IT FURTHER RESOLVED, that the State Highway Engineer be, and he is hereby directed and instructed to notify in writing, the contractors engaged in the construction of the said Sexton Mountain Section of the Pacific Highway in Josephine County, the Canyonville-Galesville Section of the Pacific Highway in Douglas County, and the Hebo-Neskowin Section of the Coast Highway in Tillamook County, that this emergency has been declared as contemplated by Chapter 61 of the Laws of Oregon for 1913, and that he further notify said contractors that they may employ and may permit persons to labor on said highways for more than eight hours in any one day, and more than forty-eight hours in any one week, such employment to be subject to the provisions of the said chapter and the Laws of the State of Oregon, as to compensation for all overtime so employed.

BE IT FURTHER RESOLVED, that the said Engineer be, and he is hereby instructed that as soon as said necessity and emergency ceases to exist, and other labor of like skill and efficiency is available for said work, to notify said contractors to discontinue

the employment of persons for more than eight hours in any one day and more than forty-eight hours in any one week.

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

The motion was duly seconded and carried.

The Commission confirmed the award by the Engineer of the following contracts:

On the approval of Douglas County, the award of the Winchester bridge was made to H. E. Doering, the low bidder, at \$120,398.00.

Reinforced concrete bridge and approaches for relief opening at Pudding River on the Pacific Highway near Aurora. The bid having been approved by the County Court of Marion County the award of the contract was made to Carl O. Engstrom at \$12,624.00.

Unit No. 1, Mt. Hood Loop Highway in Clackamas County, Multnomah County Line-Sandy Section, rock surfacing. Awarded to the Palmer Construction Company, the low bidder, at \$26,945.00.

Unit No. 2, Mt. Hood Loop Highway in Clackamas County, Cherryville-Forest Boundary Section, rock surfacing. Award made to the low bidder, A. D. Kern, at \$47,290.00.

On Unit No. 3, Island City-Elgin Section of the La Grande-Joseph Highway, the Sloane Construction Company, the low bidder, having offered to reduce their bid \$5,000 and the same having been approved by the county, the previous action whereby this bid was rejected and the project ordered readvertised, was reconsidered and the contract was awarded to the Sloane Construction Company at \$74,162.50 less \$5,000 deduction.

The award for the paving in the city of Jefferson to B. N. Bartlett at \$24,419.00 was confirmed.

The Engineer recommended that the Warren Construction Company be paid \$630.18 as an adjustment on contract No. 364, Morgan-Lexington macadam, on account of excess base course material which was crushed but not used. Recommendation adopted and the claim ordered paid.

The Engineer recommended that an adjustment be made with Clifton, Applegate & Toole on contract No. 196, Echo-Pendleton grading in the total amount of \$14,662.16. The different items are as follows: moving camps account failure of County to secure right of way, \$5,999.04; line change at Echo to avoid two railroad crossings, character of work changed and cost increased \$5,951.33; line change between stations 500 and 535, character of work changed causing increased cost in the amount of \$2,325.04. Reimbursement for payments by contractors to Western Union Company for patrol

work in protection of telegraph lines in amount \$386.75 which is not a charge for which the contractor is responsible. The recommendation of the Engineer was approved and the claim ordered paid in the amount of \$14,662.16.

The Engineer recommended that an adjustment be made with J. C. Compton on contract No. 291, Butte Creek Section of the John Day Highway in Wheeler County, in amount \$587.00 on account of change in location of quarry which was ordered to give better rock, and which required a longer haul. The recommendation of the Engineer was approved and the claim ordered paid in the amount of \$587.00.

The following requests for extensions of time were received and the following action taken:

Soleir & Gustafson, contract No. 500, City of Rainier Section, grading and rock surfacing, requested an extension of thirty days to August 31, 1922. The Engineer reported that this work had been delayed on account of changes in the location and plans for a culvert, and recommended that the extension requested be granted without penalty. Recommendation adopted.

Johnson Contract Company, contract No. 390, Unit No. 2, Multnomah County Line to Forest Boundary Section, grading, requested an extension of time to October 1, 1922. Inasmuch as the time had already been extended from December 31, 1921 to April 30, 1922, the Engineer recommended that the extension be granted subject to the payment by the contractor of all engineering charges from May 1st, 1922, to date of completion. Recommendation approved.

A. F. Saar, contract No. 528, Power Plant and Shell Rock Sections of the McKenzie River Highway in Lane County, requested an extension of time to October 1, 1922. The Engineer reported that the contractor was delayed in starting the work on account of negotiations between the county and state, and recommended that the extension requested be granted.

John Hampshire, contract No. 460, Klamath County Line-Hayden Creek Section, Ashland-Klamath Falls Highway in Klamath County, grading, requested an extension of time to October 31, 1922. The Engineer recommended that the extension be granted with the provision that engineering costs be charged after August 31, 1922. Recommendation approved.

March & Bowers, contract No. 508, Cline Falls-Sisters Section of the McKenzie River Highway, graveling, requested an extension of time to September 30, 1922. The Engineer recommended that the extension be granted without penalty since they had been delayed by the county grading operations. Recommendation adopted.

E. A. Webster & Company, contract No. 491, Booth Hill-Hood River Section, Mt. Hood Loop Highway, grading, requested an extension of time to October 31, 1922. In view of the additional work on this contract required in the substitution of a reinforced concrete culvert for a water tunnel and the additional work in connection with the railroad undercrossings, the Engineer recommended that the extension be granted without penalty. Recommendation adopted.

United Contract Company, contract No. 493, City of Union, paving, requested an extension of time from July 31st to August 20th, 1922. In view of the delays in the execution of the contract, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Union County Court, contract No. 485, Island City-Elgin Section of the La Grande-Joseph Highway, grading, requested an extension of time to October 1, 1922. In view of the snow which prevented an early start being made on the job, the Engineer recommended that the extension be granted. Recommendation approved.

A. D. Kern, contract No. 409, Grants Pass-Sexton Mountain, paving, requested an extension of time from August 31, 1922, to November 30, 1922. In view of the fact that these contractors also had the contract for the Sexton Mountain Section and it appeared desirable to defer construction of the two miles of this project north of the plant site until the Sexton Mountain project was completed, the Engineer recommended that the time be extended as requested. Recommendation approved.

More & Anderson, contract No. 471, Lexington-Heppner Section of the Oregon-Washington Highway, requested an extension of time from August 31, to October 31, 1922. This being the second extension, the first having been ninety days from May 31st, which in the opinion of the Engineer was sufficient to complete the work had it been prosecuted with diligence, the Engineer recommended that the extension as requested be granted subject to charges for engineering subsequent to August 31, 1922. Recommendation approved.

W. C. Stone, contract No. 489, Camas Valley Section of the Roseburg-Coos Bay Highway, grading, requested an extension of time to September 30, 1922. The Engineer recommended that the extension be granted without penalty.

A. D. Kern, contract No. 375, Cold Springs-Holdman Section, grading and rock surfacing, requested an extension of time to August 15, 1922. The Engineer recommended that the extension be granted subject to penalty for engineering charges subsequent to March 15th, 1922. Recommendation approved.

A. D. Kern, contract No. 378, Wallowa Hill Section of the La Grande-Enterprise Highway, grading, requested an extension of time to

August 10, 1922. The Engineer recommended that the extension be granted provided the contractor be charged engineering costs from date of expiration of contract to date force account work was begun. Recommendation approved.

Hauser Construction Co., contract No. 424, Hot Lake Overcrossing, Union County. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Palmer Construction Co., contract No. 463, Sandy-Cherryville Section, macadam, requested an extension of time to October 31, 1922. The Engineer recommended that the extension be granted upon condition that engineering costs since the contract date for completion July 31, 1922, be charged against the contractor. Recommendation approved.

Warren Construction Co., contract No. 486, Myrtle Point-Bridge Section, requested an extension of time to August 31, 1922. The Engineer recommended that the extension requested be granted without penalty for engineering since the work had been diligently prosecuted. Recommendation approved.

W. C. Stone, contract No. 487, Medford-Agate Section of the Crater Lake Highway, requested an extension of time to September 30, 1922. On account of the increase in quantities the engineer recommended that the extension be granted without penalty. Recommendation approved.

Elliott & Scoggins, contract No. 283, Yamhill County Line-Butlers Store Section of the McMinnville-Tillamook Highway, requested an extension of time to September 30, 1922. On account of the extra work which has been added to this contract, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Horning, Malone & McKy, contract No. 406, Tum Tum-Chitwood Section, Corvallis-Newport Highway in Lincoln County, requested an extension of time to September 30, 1922. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Union Bridge Company, contract No. 503, bridges Nos. 638 and 640 on the Mt. Hood Loop Highway in Hood River County, requested an extension of time to September 30, 1922. Inasmuch as there were unavoidable delays in the delivery of structural steel the Engineer recommended the extension without penalty. Recommendation approved.

Tobin & Pierce, contract No. 519, bridges over Lake Creek and Oak Creek, on the Pacific Highway in Linn County, requested an extension of time to November 30, 1922. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Albert Anderson, contract No. 551, bridge over Elk Creek at Drain on the Pacific Highway in Douglas County, requested an extension of time to November 30, 1922. The Engineer recommended that the extension

be granted without penalty since the reason for delay was lack of cement. Recommendation approved.

Albert Anderson, contract No. 534, Walterville-Deerhorn and Doyle Hill Sections, McKenzie River Highway, requested an extension of time to November 15, 1922. On account of delays in the award of the contract, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Johnson Contract Company, contract No. 492, Booth Hill-Forest Boundary Section of the Mt. Hood Loop Highway in Hood River County, grading, requested an extension of time to December 1, 1922. On account of the severe winter and heavy snowfall which prevented the contractor from starting early in the spring, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Bauers & Bauers, contract No. 473, Moro-Grass Valley Section of the Sherman Highway in Sherman County, requested an extension of time to October 31, 1922. On account of severewinter weather conditions, the Engineer recommended that an extension be granted with the provision that the engineering costs subsequent to September 30th, be charged to the contractor. Recommendation approved.

S. C. Comerford, contract No. 447, surfacing, Wheeler-Grant County Line-East Section of the John Day Highway, requested an extension of time to September 30, 1922. Work on this contract having been suspended by permission of the division engineer during the high water period. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Heiselt Construction Co., contract No. 422, and No. 423, overcrossings at Clover and Tolocaset on the Old Oregon Trail in Union County, requested an extension of time to September 30, 1922. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

A. Giesbich, contract No. 505, bridges on Corvallis-Newport Highway between Benton County Line and Newport, requested an extension of time to October 31, 1922. The Engineer recommended that the extension be granted subject to charges for engineering because the work has not been prosecuted vigorously. Recommendation approved.

The Engineer reported that it was necessary to provide gravel surfacing to carry the local traffic this winter on the parts of the Monmouth-South and Rickreall-North Sections of the West Side Pacific Highway which were previously graveled but which had been newly graded. In view of the emergency the Engineer was authorized to do the work day labor with state forces or to take bids from local bidders for the work.

Commissioner Yeon reported that he recommended that the state highway route through The Dalles remain as at present. Recommendation approved.

C. W. Wanger, Division Engineer with headquarters at The Dalles, was commissioned as a special traffic officer.

The Engineer reported that the quantity of hard rock in the Aldrich quarry at station 1598 on the Corvallis-Newport Highway in Lincoln County on contract No. 524, Washburn & Hall, contractors, had been found to be much less than at first estimated. The formation consisted of an underlying strata of soft sandstone which it became necessary to sort out in order to secure the best rock only, which could not be done at the contract unit prices. Also since the next quarry would require an extremely long haul it was thought necessary to take out all the hard rock which could be secured from this quarry. The Engineer reported that the contractors were willing to continue the contract on a force account basis and asked for reimbursement for costs of erection of bunkers and quarry development work. The Commission approved this arrangement and the attorney was instructed to prepare an agreement to cover.

In the matter of division of costs of the bridge in Pilot Rock it was definitely determined that the county should pay one-half of the cost as at first determined and included in the cost of the structure should be the rubble masonry walls the width of the street necessary to confine the channel. The city for its part should pay for the railing or guard fence on top of the retaining wall.

The proposal of the County Court of Hood River County to gravel one-half mile on the Mt. Hood Loop Highway in Hood River County near Parkdale on a 50-50 basis in order to have the same ready before the apple harvest, was accepted by the Commission.

The Commission authorized the Engineer to make the necessary arrangements with Marion County to pave at state expense the short section not to exceed 200 feet in length, lying immediately north of the Pacific Highway crossing of the Southern Pacific Railroad tracks at the north city limits of Salem and connecting with the pavement laid by the city on the south side of the tracks.

The Engineer reported that there were three bridges on the Three Rivers Section which needed replacement. It was recommended that they be replaced in wood. The estimated total cost was \$2,250 of which Tillamook County was willing to pay one-half. The County cooperation was accepted and the Engineer was instructed to advertise for bids.

The matter of costs of cattle passes on the Arlington-Morrow County Line Section of the Columbia River Highway and the Mayville-Thirty-mile Section of the John Day Highway in Gilliam County was discussed and after consideration it was voted to cancel the charges against the County on this account.

Mr. Barratt recommended that the Commission rock surface the Heppner-Jones Hill Section of the Oregon-Washington Highway. The section



proposed begins about one and one-half miles east of Heppner and covers the section graded by the state and county including Jones Hill. Mr. Barratt stated that the county would offer 50% cooperation on the project as a whole, that is, considering the bond money offered in cooperation on the Heppner-Jones Hill grading, and the county work on Jones Hill. The matter was held over for the consideration of the Chairman.

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

*Herbert J. Quinn*  
State Highway Engineer

*J. B. Yoon*  
Acting Chairman

*Roy A. Klein*  
Secretary

*W. B. Barratt*

Salem, Oregon, September 9, 1922.

The Commission met in Room 327, Capitol Building, Salem, Oregon, at 11 o'clock A. M. Present were:

R. A. Booth, Chairman  
J. B. Yoon, Commissioner  
Roy A. Klein, Secretary

The Alsea Mountain Summit Section of the Alsea Highway in Benton County, about six miles in length, was ordered advertised for grading; the cooperation to be fifty-fifty state and county as previously agreed. The Secretary was instructed to notify the Benton County Court that the Commission have funds to cooperate in grading only and must not be expected to rock surface later.

The following projects were ordered advertised for bids to be received at the meeting to be held October 5th and 6th, 1922.

Josephine County, Caves Highway, Bear Creek Section, 3 miles of grading.

Klamath County, The Dalles-California Highway, Lamm's Mill-Fort Klamath Section, 19.1 miles grading and rock surfacing.

Tillamook County, Coast Highway, Clatsop County Line-Mohler Section, 2.6 miles grading and rock surfacing of sections located between two units on same section previously placed under contract.

Wheeler County, John Day Highway, City of Fossil Section,  $\frac{1}{2}$  mile grading and rock surfacing.

Coos County, Coast Highway, Coquille-Bandon Section, Parkersburg Unit, 4.73 miles grading.

Jefferson County, The Dalles-California Highway, Madras-Wasco County Line Section, 9.35 miles grading, 15.65 miles rock surfacing.

Jackson and Klamath Counties, Ashland-Klamath Falls Highway, Hayden Creek-Keene Creek Section, 22.1 miles rock surfacing.

Klamath County, Ashland-Klamath Falls Highway, Keno-Hayden Creek Section, 12 miles grading.

Wasco County, bridge over Deschutes River at Shearer and bridge over White River near Tygh. To be constructed at county expense.

The Engineer reported that the present appropriation of \$7,000 for widening the grade on the Rice Hill Section of the Pacific Highway in Douglas County was inadequate and the appropriation was increased to \$20,000, which the Engineer considered sufficient to widen the entire section and build the necessary guard fence.

The Secretary reported that the Lake County Court had approved the award of contracts to H. J. Hildeburn for the Drews Valley Section of the Klamath Falls-Lakeview Highway and the Valley Falls-Chowaucan Narrows Section, rock surfacing. The award was then confirmed.

The Secretary reported that the Hood River County Court had approved the award of contracts on Units 1 and 2 of the Mt. Hood Loop to Albert Anderson Company for rock surfacing and the award of a contract to Root & Joslin on Unit 3, also for rock surfacing. The award was then confirmed.

The Secretary reported that the Harney County Court had approved the award of the Burns Section, about 4 miles in length, of the Central Oregon Highway to E. E. Larsen. The award was then confirmed.

The Secretary reported that the County Court of Lincoln County had approved the award of the contract for the steel bridge over the Yaquina River at Eddyville on the Corvallis-Newport Highway to the Union Bridge Company. The award was then confirmed.

The Secretary reported that the County Court of Linn County had advised of their rejection of the bids at the Calapooia River bridge on the Pacific Highway which had been advertised for them, and that they would construct the bridge with County forces.

The Secretary reported that the County Court of Yamhill County

had approved the award of the contract to Marshall & Barhan for the construction of the bridge across the Willamina River at Willamina on the McMinnville-Tillamook Highway.

A telegram was received from the attorney for Oskar Huber, asking that the Commission take over the Hatch Pit in Klamath County, stating that if done, Huber would waive further claims for adjustment on the Bend-Jefferson County Line contract. The Engineer reported that the pit would furnish a good supply of gravel for state highway maintenance in the vicinity and recommended its purchase. After consideration, the Commission instructed the Secretary to advise Huber that the Commission will purchase the Hatch Pit, making payment for same with the \$2,700.00 certified check on deposit by Huber for paving repairs in Tillamook County, with the condition that Huber accept as final the final estimates rendered on the Algoma Section, Klamath Falls-Dairy, Klamath Falls-Merrill and Merrill-California Line and the Bend-Jefferson County Line Section and waive all claims for adjustment on these jobs.

The matter of the rock surfacing of the Heppner-Jones Hill project was postponed for the present.

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

*Roy A. Klein*  
Secretary

*St. John*  
Chairman

*J. B. Yeon*

Portland, Oregon, September 13, 1922.

The Commission met in Room 1326, Yeon Building, Portland, Oregon, at 3:00 P. M. Present were:

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

Judge Wallace of Crook County was present and stated that Crook County would meet its obligation on the Prineville-Jones Mill Section of the Ochoco Highway and Crooked River Highway and will pay part this year and the balance out of the first collections next spring.

Mr. G. B. Eckles, District Manager of the United States Fidelity & Guaranty Company, who furnished the surety bond for the Palmer

Construction Company, on the Sandy-Cherryville surfacing contract was present. He stated that the contractor had abandoned the job and that he had endeavored to sub-contract the work to others, but that the parties who had furnished the equipment, which had not been paid for, refused to permit its operation except the bonding company purchase it outright. Mr. Eckles stated that he was willing to pay rental on the equipment, but was not willing to purchase it. He proposed to use gravel from the Kern plant at Wildcat Creek, and offered to reduce the unit price if gravel was accepted instead of broken stone.

Mr. G. E. Kibbe of the A. D. Kern Company, was called in and he stated that it would be two weeks before his plant was set up and running and that he would need to put down one and one-half miles on his own contract before he could reach the east end of the Palmer contract. The Engineer reported that he thought that it would be at least October first before the Kern plant would be operating and also confirmed the fact that it would be necessary to gravel part of the Kern contract first before the Palmer contract was reached. This would put the work so far ahead and into uncertain weather that it appeared advisable not to depend on it, but to see if plans could be worked out to continue from the present Palmer quarry. The matter was referred to Mr. Yeon and Mr. Clarke.

Mr. L. D. Drake, President of the Astoria Chamber of Commerce, J. E. Roman, Chairman of the Roads Committee of the Chamber of Commerce, A. S. Skyles of the Kiwanis Club, K. E. Johnson and John Frye, County Commissioners of Clatsop County, appeared in the interest of the Lewis & Clark bridge on which the engineer had reported that immediate repairs and an early replacement as possible was necessary. The County Commissioners stated that the necessary repairs to maintain the structure in a safe condition would be made at once and paid for by the County. The Engineer was instructed to furnish the County with plans for repairs.

The Engineer reported that a new bridge would cost approximately \$150,000 and it will not be possible to begin construction before May of 1923. The delegates asked what cooperation the state would give and the members present stated fifty per cent, subject to Mr. Barratt's approval. The delegates asked if the Commission would finance the structure and carry the county payments. The Commission replied that as a tentative plan they would consider the first county payment of one-third in October of 1923, the second in April 1924, and the third in October 1924, but that it would be preferable that the county meet its share of the monthly payments as they became due. As soon as the Engineer's estimate is completed, the entire proposition is to be reduced to an agreement and forwarded to the County.

The Commission approved the minutes of June 28th and 29th, and July 25th and 26th, 1922.

September 14, 1922.

The Commission met again the next day at 10 A. M. Present were:

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

A donation of a park site about six acres in extent between the Pacific Highway and the South Umpqua River near Myrtle Creek in Douglas County, was received from J. H. and Catherine Booth of Roseburg. On motion, which was carried, the gift was accepted by the Commission in behalf of the State and the Secretary was instructed to extend the thanks of the Commission to the donors.

After consideration the Commission ordered the advertising of the resurfacing of three miles of paving on the Rice Hill Section adjoining the present Yoncalla South contract.

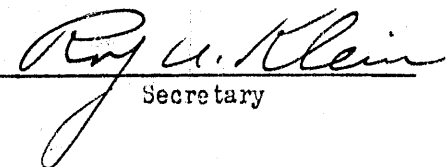
A request was received from Klamath County that the state take over the bridge over Lost River west of Merrill on The Dalles-California Highway. The Engineer was instructed to report on the condition of the structure before action was taken.

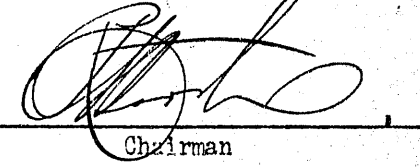
The application of the Nibley-Mimnaugh Lumber Company for a permit or franchise to encroach upon the State Highway right of way near Wallowa was received. The Engineer reported that the encroachment was necessary in order to avoid two grade crossings and recommended that the request be granted. The recommendation was approved and the attorney was instructed to draw an agreement with the lumber company to cover with the provision that the Commission retain the right of cancellation at the end of ten years if the state's interests demanded it.

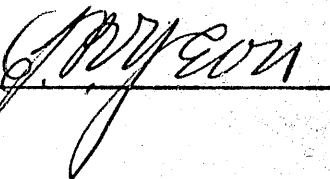
The Commission decided to extend the time limit of future permits for telephone, telegraph or power lines to twenty-five years with the usual provision for relocation if necessity demanded.

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

  
 State Highway Engineer

  
 Secretary

  
 Chairman

  
 Commissioner

Portland, Oregon, October 5, 1922.

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

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

Bids were opened on the following grading, macadam, paving and bridge projects:

ALSEA HIGHWAY  
 ALSEA MOUNTAIN SECTION

	Concrete Pipe	Cedar Culverts
Joplin & Eldon	204,669.00	202,009.00
Montague-O'Reilly Co.	208,273.00	211,704.00
Rajotte-Winters, Inc.	219,205.00	215,225.00
Pacific Coast Paving Co.	218,725.00	217,483.00
Johnson Contract Co.	224,758.00	218,503.00
Washburn & Hall	221,364.50	221,434.50
A. Guthrie & Co.	226,470.50	222,765.00
Guy F. Atkinson	224,315.00	224,847.50
Hauser Construction Co.	227,119.00	229,713.00
McAuliffe & Healy	242,817.50	239,085.00
Elliott, Scoggin & Paquet	246,227.50	244,655.00
Charles E. Lind	252,014.00	247,263.00*
A. D. Kern	250,012.50	252,020.00
A. Glebisch	267,683.00	265,403.00

\*No bid on metal reinforcement.

PACIFIC HIGHWAY  
 RICE HILL SECTION

J. H. Crane	35,175.00
V. R. Dennis Construction Co.	41,625.00
Warren Construction Co.	46,545.00
J. C. Compton	47,700.00

OREGON CAVES HIGHWAY  
 BEAR CREEK SECTION

J. T. Logan	28,507.50
J. C. Kincaid	31,478.00
Wolke & Schroeder	27,762.50*

\*Incomplete bid.

THE DALLES-CALIFORNIA HIGHWAY  
LAMM'S MILL-FORT KLAMATH SECTION  
Unit No. 1

	Concrete Pipe	Corr. Iron Pipe
K. K. Hodgman	51,923.50	51,202.50
W. D. Miller	59,350.90	57,958.80
J. L. Calvert	65,051.50	64,792.50
Klamath County Court	71,836.00	70,684.50
Warren Construction Co.	73,194.50	71,563.00
J. C. Compton		72,205.00*

\*Irregular - no bid on concrete pipe.

Unit No. 2

	Concrete Pipe	Corr. Iron Pipe
Dunn & Baker	83,096.50	82,833.70
W. D. Miller	97,286.50	95,744.40
Warren Construction Co.	102,196.00	100,664.50
J. L. Calvert	103,760.50	103,715.00
Klamath County Court	106,790.50	105,782.00

Units No. 1 and 2 Combined

	Concrete Pipe	Corr. Iron Pipe
W. D. Miller	153,413.60	150,452.00
J. L. Calvert	168,800.70	168,484.60
Warren Construction Co.	174,253.50	171,222.50

COAST HIGHWAY  
CLATSOP COUNTY LINE-MOHLER SECTION, UNIT "B"

Tillamook County Court	38,206.75
Soleim & Gustafson	42,771.50

COLUMBIA RIVER HIGHWAY  
BRIDGE NO. 954 OVER U. S. R. S. CANAL NEAR ECHO

Union Bridge Co.	6,077.50
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THE DALLES-CALIFORNIA HIGHWAY  
BRIDGE NO. 917 OVER WHITE RIVER NEAR TYGH

Union Bridge Co.	18,507.50
Delivuk-Orino Construction Co.	18,881.50
Illinois Steel Bridge Co.	19,570.00
Tobin & Pierce	20,915.00

COUNTY ROAD  
BRIDGE NO. 939 OVER DESCHUTES RIVER AT SHEARAR

Illinois Steel Bridge Co.	4,910.00*
Delivuk-Orino Construction Co.	5,445.00
Union Bridge Co.	5,559.00
Tobin & Pierce	7,320.00

\*Qualified

Judge Adkisson and Commissioners Hix and Kelly of Wasco County were present and asked for the definite adoption of the route of The Dalles-California Highway between Dufur and Tygh Valley. The Engineer stated that he was not ready to report on this location and a decision in the matter was accordingly postponed.

Judge McKee, Commissioners Wilson and Peetz of Sherman County and J. H. Wilson were present and asked that another section of the Sherman Highway be improved, stating that the county had money left from the original bond fund and they wish the road extended south from Grass Valley. Mr. Booth stated that the apportionment of funds depended entirely upon the available balances after the present contracts were completed and that their request would be considered when the new appropriations were made.

Judge Patterson of Grant County stated that he wished to take up with the Commission the matter of placing the Cummins Creek-Cole's Bridge Section of the John Day Highway on the 1923 program. He stated that if the definite route could be adopted now the county would secure the right of way and be ready for construction, and that the county would have some money with which to cooperate. The matter was taken under consideration.

Judge Schanep and Commissioners Dunning and Bean of Umatilla County were present and protested against the recall of the state traffic officer's commission from William E. Snodgrass, who was employed by the county as a county traffic officer but who had been commissioned as a state traffic officer at the request of the county. Chief Raffety of the Traffic Division reported that the commission had been recalled for cause and his action was approved.

The Umatilla representatives asked for the survey south from Nye on the Pilot Rock-John Day Highway, and after consideration a survey south from Nye to the foot of the hill was ordered.

The bridge at Pilot Rock was discussed with the Umatilla County Court and it was agreed that the retaining walls the full width of the street should be considered a part of the structure and included in the cooperative work by the state and county. As to the protective railing on the top of the wall it was agreed that this was a city matter and should be paid for by the city, but the work should not be done until the city had funds available or could furnish a satisfactory guarantee.



Former Judge Parman and Commissioner Wade of Gilliam County were present and asked for further improvement of the John Day Highway, particularly the section between the Base Line and Gwendolen. The Commission stated that no further work would be done until the excess state contribution had been equalized by county funds but that as soon as county funds were available the Commission were willing to go ahead on the project.

Commissioner Yeon was present at the afternoon session.

Judge Wade and Mr. J. E. Norton of Coquille, representing Coos County, were present and asked that the Commission make the definite location of that section of the Coquille-Bandon Section lying immediately west of the Coquille River across the river bottom, about two miles in length. On this section there were two routes proposed, one along the river bank which required bank protection work and the second directly across the meadow on a high embankment or dike. The Engineer reported that the work in either case was a dredging project and the estimated cost of the river bank location was \$50,000 and the dike \$60,000. Judge Wade stated that the river bank location right of way, on account of property damage, would cost probably \$20,000 in excess of the dike location and might possibly involve delays by reason of litigation for right of way. He further stated that the drainage district could not cooperate in money but they would continue to excavate their drainage ditch and place the dredged material in the roadbed prism. The Engineer stated that he would recommend the adoption of the inside or dike route on account of the uncertainty of river bank protection and the difference in right of way costs. After consideration, the Commission adopted the dike route as the definite location and instructed the county court to secure the right of way on that route and the Engineer to prepare plans and specifications for advertising.

A delegation from Douglas County was present, consisting of County Judge George Quine, Commissioners Ed Weaver and R. W. Long, J. McJ. Johnson, R. J. Hubbard, Wm. Loveland, F. W. Varrelmann, G. Spencer Hinsdale, Frank Kenedy, Attorney George Neuner and Joseph Lyons. Mr. P. H. Dater, District Engineer of the Forest Service was also present. Mr. Neuner asked that the Commission consider the request of the county that forest highway funds be appropriated for completing the unfinished portion of the Drain-Reedsport Road between Scottsburg and Reedsport and particularly at this time the grading between the mouth of Mill Creek and Brandy Bar. They stated that the county had voted \$80,000 in bonds on the Elkton-Reedsport road in 1917 and \$200,000 in 1921, and that this money had been expended or obligated by contract, except about \$60,000 which had been reserved for the Mill Creek-Brandy Bar Section. The county had also designated sections of the road as market roads from time to time and expenditures from the market road funds had been made upon it. It developed that the cost of the Brandy Bar-Mill Creek Section, 3.5 miles in length was estimated at \$150,000 and also that a new bridge was required at Scottsburg and that no surfacing had been placed upon any part of the project. The county representatives also asked for the consideration of a project up Mill Creek to Loon Lake. On motion, which was carried, the entire matter was referred to the Chairman

who stated that he would make a personal investigation. The Engineer was instructed to have the Division Engineer make an inspection of the project and prepare a complete report giving in detail the sections completed and uncompleted and the estimated costs.

Mr. Richard Updike of Grants Pass requested the Commission to consider a change in the location of that section of the Oregon Caves Highway between the junction with the Grants Pass-Crescent City Highway and the west end of the forest project from the north side of Sucker Creek to the south side and passing through the settlement at Holland. He stated that the present road on the south side was improved a greater extent and while longer, the cost would be less than the road on the north side of the creek. The matter was taken under consideration and the Engineer was instructed to report on the alternate routes.

The tabulation of the bids received was read by the Secretary and the following action taken:

Alsea Mountain Section of the Alsea Highway, Benton County, 6 miles of grading. Inasmuch as this is a cooperative project with Benton County and the Benton County Court had asked that the consideration of the bids be held over until they could be present, no action was taken.

Rice Hill Section, Pacific Highway, Douglas County, 2.8 miles of bituminous pavement resurfacing. On motion, which was carried, the award was made to J. H. Crane, the low bidder at \$25,175.00.

Bear Creek Section, Oregon Caves Highway, Josephine County, 3 miles of grading. On motion, which was carried, the bids being in excess of the Engineer's estimate, all bids were rejected.

Lamm's Mill-Fort Klamath Section, The Dalles-California Highway, Unit No. 1, Klamath County, 9.6 miles of grading and rock surfacing. The bid was satisfactory but because it was cooperative with the county and federal government, the award was referred to the Engineer with power to act. Unit No. 2, 9.5 miles of grading and rock surfacing. This unit being also cooperative with the county and federal government, the award was referred to the Engineer with power to act.

Unit "B", Clatsop County Line-Mohler Section of the Coast Highway, Tillamook County, 2.63 miles of grading and rock surfacing. On motion, which was carried, the award was made to the Tillamook County Court at \$38,206.75.

City of Fossil Section, John Day Highway, Wheeler County, 0.59 miles of grading and rock surfacing. No bids having been received on this section, it was referred to the Engineer with power to act.

Tillamook County. Two small bridges on the Three Rivers Section of the McMinnville-Tillamook Highway near Dolph. No bids having been received, the matter was referred to the Engineer with power to act.

Umatilla County. Bridge over the U. S. Reclamation Service canal near Echo, Columbia River Highway. On motion, which was carried, the award was made to the Union Bridge Company on their bid of \$6,077.50.

Wasco County. Bridge over White River near Tygh on the Dufur-Maupin Section, The Dalles-California Highway. At the request of the county, the bid was held for further consideration.

Wasco County. Bridge over the Deschutes River at Shearar, County Road. At the request of Wasco County the bid was held for further consideration.

Mr. Henderson of the John E. Price Company, appeared before the Commission relative to the date for the next sale of bonds, and urged that on account of the bonds in the market at the present time unsold, that the sale be put off as long as possible. He suggested that the Commission offer short term notes and that matter was referred to the Attorney for an opinion as to legality of such procedure.

Portland, Oregon, October 6, 1922.

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

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

Bids were opened on the following projects:

COAST HIGHWAY  
PARKERSBURG UNIT, COQUILLE-BANDON SECTION

	Concrete Pipe	Cedar Culverts
D. B. Plymale*	73,662.00	68,468.00
Payne & Padrick	75,950.00	72,470.00
Hagquist & Bjorkquist	76,500.00	74,514.50
J. W. Sweeney	80,890.00	77,655.00
Hill & Hakanson	84,710.00	79,254.50
Montague-O'Reilly Co.	88,225.00	82,355.00
A. B. Gidley	95,125.00	91,940.00
Elliott, Scoggin & Paquet	99,615.00	96,520.00

\*Bid is on 18" Plain Concrete Pipe.

THE DALLES-CALIFORNIA HIGHWAY  
MADRAS-WASCO COUNTY LINE SECTION

More & Anderson	81,842.80
Washburn & Hall	93,975.00*
Warren Construction Co.	96,083.50
Elliott, Scoggin & Paquet	104,355.00
A. D. Kern	105,564.20
McAuliffe & Healy	106,867.00

\*Overhaul bid is on excavation, single classification.

ASHLAND-KLAMATH FALLS HIGHWAY  
HAYDEN CREEK-KEENE CREEK SECTION

Unit No. 1, (Keene Creek-Jackson-Klamath County Line)

S. S. Schell	79,210.00
W. C. Stone	83,385.00
Oregon Hassam Paving Co.	84,437.50
Warren Construction Co.	89,877.50
W. B. Tull	96,217.50

Unit No. 2 (Jackson-Klamath County Line-Hayden Creek Section)

W. D. Miller	65,801.00
W. C. Stone	65,110.00
W. B. Tull	73,430.00
Klamath County Court	76,350.00
Warren Construction Co.	80,950.00

Units 1 and 2 combined

W. C. Stone	144,715.00
A. D. Kern	155,140.00
W. B. Tull	169,312.50

ASHLAND-KLAMATH FALLS HIGHWAY  
HAYDEN CREEK-KENO SECTION

	Concrete Pipe	Corr. Iron Pipe
John Hampshire	114,097.50	113,402.50
Klamath County Court	145,119.50	143,060.00

Judge King of Jefferson County was present and stated that the right of way had been secured for the remaining units of the Madras-Wasco County Line Section with one exception, which was a non-resident owner, and they anticipated no difficulty.

Judge King spoke of a bridge over Willow Creek within the city limits of Madras and asked that it be constructed by the Commission. He

said that while this was in the city that arrangements had been made with the city and county whereby the county would guarantee the payment of one-half of the cost to be paid on demand after January 1, 1923.

Judge Wilson and Commissioners von Lehe and Scott were present and after considering the bids received on the Alsea Mountain Section, stated that the low bid was satisfactory to them and accordingly the contract was awarded to Joplin & Eldon, using concrete pipe, at \$204,669.00.

The Jackson County Court, represented by Judge Gardner and Commissioners Bursell and Owens, asked what were the Commission's plans toward eliminating the grade crossing at Gold Hill by means of a new bridge across Rogue River. The Commission stated that no plans had been made at the present time. The county authorities stated that they had considered placing an amount sufficient for their share of the cost in the amount of bonds which they proposed to vote at the November election, and asked for an estimate of cost of the structure and approaches. The Engineer was instructed to furnish an estimate to the Jackson County Court.

Judge Gardner spoke of the work of the Scenic Preservation Committee and stated that they were ready to begin securing parks if the Commission would designate park spaces that were desired. The Engineer was instructed to send a list and description of those which had been proposed in Jackson County.

The afternoon session opened at 3:00 P. M. in Room 520 of the Multnomah County Court House.

Mr. C. S. Woodruff appeared relative to taking aeroplane pictures of the highways of the state, wishing to carry out the arrangement which had been made in March of 1921, but which had not been carried out because of an accident to his aeroplane. The Chairman suggested that a short trip be made first, around Mt. Hood over the Mt. Hood Loop Highway and Columbia River Highway and some pictures taken to see what could be done. Mr. Woodruff was instructed to confer with Mr. Yeon in the matter, who would advise as to what pictures were desired.

Mr. W. B. Caufield of Oregon City appeared in the interests of the Oregon City approach matter. He stated that there had been no change in the situation.

The Wasco County Court conferred with the Commission further relative to the award of contracts in their county and it was finally decided to accept the low bid on the White River bridge, and accordingly the award was made to the Union Bridge Company at \$18,507.50. On the bridge over the Deschutes River at Shearar the low bidder having qualified his bid and the next bidder being considerably in excess of the Engineer's estimate, the county asked that all bids be rejected and the project be readvertised, which was accordingly ordered.

The Wasco County Court asked for state cooperation on the section

of The Dalles-California Highway between Maupin and Dufur and particularly the section from the summit of the White River grade to the summit of the Tygh grade. They stated that in addition to the fifty per cent cooperation by the county they will contribute \$20,000 additional and pay the entire cost of the White River bridge, the contract for which has just been awarded. If the project is not undertaken the state and county will cooperate 50-50 on the White River Bridge.

A conference was held with the County Court of Jackson County relative to the acceptance of a bid for rock that section of the Ashland-Klamath Falls Highway in their county between the county line and Keene Creek. It was stated to them that the federal bureau has refused the project as a federal aid project with the present width of roadbed and it would be necessary to widen the grade to conform to government standard, which is estimated to cost about \$10,000. It was stated that John Hampshire was about finished on his present contract between Jenny Creek and the county line and had indicated that he would widen at his present prices, and that possibly he would extend to Keene Creek for the same consideration. The county stated that if he would not they would undertake to do the same with their own forces at cost plus 10%. It was decided that if this widening was done that the rock surfacing would be narrowed to effect a saving of an equal amount. This arrangement was satisfactory to the county who understand that the work is to be done on a 50-50 cooperative basis. The county representatives stated that they expected to put a bond issue on the ballot at the November election to cover their share of the cost of this project and the balance of their indebtedness to the state on the Ashland-Klamath Falls Highway and with this understanding it was agreed that the award would be held pending the election result.

The Secretary read the tabulation of bids:

Parkersburg Unit, Coquille-Bandon Section, Coast Highway, 4.73 miles of grading. The low bid of D. B. Plymale of Bandon was satisfactory to the county who are cooperators. However, there is some right of way which has not been settled and therefore motion was made and carried, that the matter be referred to the Engineer with power to act when the right of way matter has been disposed of.

Madras-Wasco County Line Section, The Dalles-California Highway, 9.35 miles of grading. On motion, which was carried, the award was made to More & Anderson, the low bidder, at \$81,842.80.

Keene Creek-Hayden Creek Section, Ashland-Klamath Falls Highway, Keene Creek to the Klamath County Line in Jackson County. The low bid of S. S. Schell is acceptable but inasmuch as this is a cooperative project with the federal government and Jackson County, the same is referred to the Engineer with authority to act when approved by the government, and funds have been provided by Jackson County. It was provided also that Mr. Schell is willing to accept a reduction in the amount of rock to correspond with the cost of widening the roadbed. On Unit No. 2, this project which extends from the Jackson County Line to Hayden Creek, the low bid of W. C. Stone was acceptable, but inasmuch as it is a county and government

cooperative project, the award was referred to the Engineer pending acceptance of the bid by Klamath County and the government. Also the same conditions will prevail on this unit that the surfacing would be narrowed a sufficient amount to equalize the amount of widened roadbed, which was estimated to cost not to exceed \$12,000.

Hayden Creek-Keno Section, Ashland-Klamath Falls Highway, 12.12 miles of grading. This is a cooperative project between the county and the federal government and therefore the matter was referred to the Engineer with power to act when the same has been approved by the co-operators.

Portland, Oregon, October 7, 1922.

The State Highway Commission met in Room 334 Imperial Hotel at 10 o'clock A. M. Present were:

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

The minutes of the meetings of August 29th, September 9th and 13th were approved.

The Attorney reported that he had visited Prineville in the interest of settling the controversy over the Starrett gravel pit, from which gravel had been taken for the Prineville-Redmond project, and that the attorneys for the owners had offered to settle for \$615 if condemnation proceedings were not instituted, this amount being in addition to the \$885 already paid by the county. The Engineer reported that if the pit was acquired a considerable amount of gravel would be available for maintenance within a reasonable hauling distance. On motion, which was carried, the Attorney was instructed to accept the compromise offered and pay the balance due, \$615, if the county is willing that the deed should come to the State.

The Attorney reported that the surety on the Sandy-Cherryville surfacing contract, Palmer Construction Company, contractors, had refused to continue the contract and the Attorney and Engineer both recommended readvertising. This course was approved by the Commission and the Attorney was instructed to notify the surety of the decision of the Commission. The Engineer was instructed to advertise the project.

The Engineer reported that it would be necessary to plank certain sections of the Sandy-Cherryville Section which had not been covered with rock, on account of the abandonment of the contract, in order to care for local traffic during the winter, the estimated cost of planking being about \$3,000.00. After consideration, the Engineer was authorized to do the work by day labor and the charge for the same to be made against the surety provided the Attorney thinks it can be legally done. The Commission ordered that the traffic over this planking be limited to two

tons combined weight of load and vehicle.

The Engineer reported that in the interest of safety it was desirable to make a change in the West Side Highway crossing under the Southern Pacific Railroad at Votaw by arranging wider opening. Authority was given to negotiate with the railroad company to determine what cooperation could be secured.

The Engineer also recommended a change in the alignment at the Hunt property on the West Side Highway about two miles east of Newberg. The proposed alignment eliminates curvature, improves sight distance and makes less rise and fall. The grading is estimated to cost about \$4,000. After consideration, the change was authorized.

In the matter of requests for extensions of time, consideration of the same was deferred and the Engineer was instructed to bring these matters up at the next meeting, with recommendations.

Commissioner Barratt requested that the Engineer be instructed to make a reconnaissance from Vinson to the Umatilla-Morrow County Line. Ordered.

The Engineer was authorized to proceed with the paving of the West Linn-Bolton Section of the Pacific Highway which is under contract but which had been temporarily held up.

A request was received from the Nibley-Mimnaugh Lumber Company to occupy about 1000 feet of the state highway near Wallowa in Wallowa County for a logging railroad. The Engineer reported that at this point the highway is located at the base of a steep hillside and there is no space for the railroad except to encroach upon the right of way of the highway but that if this was permitted it would avoid two railroad crossings. In view of the necessity and advantage, the permit to encroach was granted and the Attorney was instructed to draft a suitable agreement to cover, the time to be limited to ten years but subject to renewal.

A contract with the Beaver Portland Cement Company for 5,500 barrels of cement for the Winchester bridge was executed.

County Judge Barnard notified the Commission of the county's intention to proceed with the building of the bridge across the Coast Fork of the Willamette River at Cottage Grove and pay for the same out of next year's funds, placing the item in the budget.

A favorable report having been received on their resources and responsibility, the Commission authorized the acceptance of S. E. Cummins, W. T. Vinton and Wm. DeHaven as personal surety on contract No. 589, Cummins & La Pointe, contractors.

The Secretary reported that Oskar Huber had accepted the final estimates on the Algoma Section, Klamath Falls-Dairy Section, Klamath



Falls-Merrill Section and Bend-Jefferson County Line Section, and waived all claims for adjustment on these jobs. The Merrill-California Line Section was accepted also in so far as claims for adjustment, except the matter of penalty for engineering which he wished to take up with the Commission further.

The Secretary reported also that in conformance with the terms of the agreement, the Hatch Pit had been deeded to the State and the certified check of \$2,700 on deposit, by Huber had been returned to him.

Commissioner Barratt offered the following resolution relating to the construction of an interstate bridge across the Snake River at Ontario and moved its adoption:

WHEREAS, this matter has been under consideration for some time and numerous meetings have been held with members of the County Court of Malheur County, Oregon, and with members of the communities affected; and,

WHEREAS, the construction of this bridge is an interstate matter, being across Snake River, the boundary line, and provides the connecting link in the highway systems of Oregon and Idaho, including several Federal Aid projects in both states, and is a connecting unit in the Federal Highway System of both states; and,

WHEREAS, it is desired that the State of Idaho should cooperate in the construction of said bridge and should join with the State of Oregon in seeking to have a connection of the highway systems of both states designated at this point,

NOW, THEREFORE, BE IT RESOLVED, that this Commission request the State of Idaho, acting through its Department of Public Works, to cooperate in the construction of said bridge to the extent of one-half of the cost, or \$50,000, based on an estimated cost of \$100,000, and that if the whole of this amount of money is not available, that the Department of Public Works, acting for the State, petition the Secretary of Agriculture through the United States Bureau of Public Roads to appropriate and set aside out of Federal Aid funds due the State of Idaho by reason of cooperation in the future or from any money now due the State of Idaho, and unexpended, and not allotted to other projects, the maximum of Federal Aid permitted under the Congressional Act.

AND BE IT FURTHER RESOLVED, that the Department of Public Works of Idaho be requested to designate the road extending from the eastern end of said bridge, eastward to its junction with the Idaho Pacific Highway as a part of said Idaho Pacific Highway, and that the same be

improved and maintained as a part of said state highway system.

AND BE IT FURTHER RESOLVED, that upon favorable action being taken by the Idaho Department of Public Works upon the matters herein stated, that this Commission within a reasonable time make such investigations and take such steps as may be necessary, looking to the early construction of the interstate bridge above described.

AND BE IT FURTHER RESOLVED, that a copy of this resolution be sent to Mr. W. J. Hall, Commissioner of Public Works of the State of Idaho and that he be requested to present the matter to the proper officers of the State of Idaho for their earliest action.

The motion was duly seconded and carried.

The Secretary read the resolution adopted by the City Council of Oregon City relative to the Oregon City south approach. The Secretary was instructed to acknowledge receipt of the resolution and thank them for their interest and tell them that the Commission has noted their suggestion for the use of Fifth Street and to the future opening on the line proposed by the Highway Commission, when funds are available. The Secretary was instructed to ask them what assurance could be given that the road would be opened within a reasonable time if the suggestion was followed.

The Engineer reported that rock or gravel surfacing was necessary on Unit No. 2 of the Sarvice Creek-Valades Ranch Section of the John Day Highway in Wheeler County, a distance of approximately 12.5 miles, and extending from Spray to the Grant County line, and recommended that the work be done. After consideration, the project was approved and the Engineer was instructed to advertise when he thought advisable.

The Engineer reported that the revised estimate of the cost of repairing and widening the bituminous pavement between the Multnomah County line and Astoria showed a large increase on account of increase in area widened, increase in amount of patching required and increase in the estimate of haul. After consideration, it was thought advisable to continue the work under the present contract while the plant was set up and an appropriation of \$30,000 additional was approved.

A communication was received from the Secretary of the Roosevelt Highway Association advising that the Association's protest against the Commission's action in appropriating the bond fund up to the four per cent limit had been withdrawn and that the Association was well pleased with the highway improvement on the Roosevelt Highway which had been completed and was under contract, and that, further, they felt that the funds were being wisely expended and that the Commission would give the Coast Highway fair consideration.

The Engineer reported that the rock and gravel surfacing on the

Columbia River Highway from Umatilla west through Morrow County was very loose and that binder should be added. He asked that authority be given to work over and add binder on certain trial sections, not exceeding two and one-half miles on three sections, to see what could be done for its improvement. Authority was granted to proceed with the trial sections with instructions to report back the results accomplished.

The submission of the Federal Forest Highway map was deferred until the November meeting.

The matter of the next sale of highway bonds was considered and Commissioner 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, there have been issued and sold under the provisions of said Act, bonds in the sum of Three Million Five Hundred Thousand Dollars, and said Highway 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

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 Five Hundred Thousand Dollars, par value, of bonds authorized by the said statute,

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

(a) That of the bonds authorized under said Chapter 383, General Laws of Oregon of 1921, One Million Five Hundred Thousand Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 323 Capitol Building, Salem, Oregon, at eleven o'clock A. M. of the 21st day of October, 1922, and that said bids shall be opened by the Commission at Room 323 Capitol Building, Salem, Oregon, at a meeting to be held at said place at the hour of eleven o'clock A. M. of the 21st day of October, 1922.

(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, par value, of the gold bonds of

the State of Oregon, bearing interest at the rate of four and one-half per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year from the date of issue, the first installment to be payable on October 1, 1927. That said bonds shall be in denominations of One Thousand Dollars (\$1000) each, except that each thirty-eighth bond will be in denomination of Five Hundred Dollars (\$500); and known and designated as Series No. 3 and shall be numbered 3521 to 5040, 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 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 October 1, 1922, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(g) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

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

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

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

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

The motion was duly seconded and carried unanimously.

An invitation from the Commercial Club of McDermitt (Nevada) to attend a meeting at Jordan Valley in the interest of the Idaho, Oregon and Nevada road was received but was declined on account of the inability of any of the Commissioners to attend. The Commission, however, appointed Hon. P. J. Gallagher of Ontario as their representative to attend the meeting.

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

*Herbert Nunn*  
State Highway Engineer

*John Hampshire*  
Chairman

*Roy A. Klein*  
Secretary

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Salem, Oregon, October 21, 1922.

The State Highway Commission met in Room 323 Capitol Building at 10 o'clock A. M. Present were:

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

The Engineer reported that John Hampshire had agreed to widen the grade as required to meet Federal Aid standards on his contract No. 460, Hayden Creek-Jackson County Line, at the same unit prices as on his contract plus force account for the clearing and grubbing if any was required. He also agreed to widen the grade between the Klamath-Jackson County Line and Keene Creek, approximately 12.34 miles, at the same unit prices as on his contract No. 459 for grading between Jenny Creek and the Klamath County Line with force account for clearing and grubbing if any was required. The offer was accepted.

On the Keno-Hayden Creek Section of the Ashland-Klamath Falls Highway on which John Hampshire was the low bidder for grading, Mr. Hampshire refused to make any reduction in the clearing and grubbing bid if large trees were left standing in the outside 10 foot strip on each side of the right of way as had been proposed. However, in view of the fact that his bid was below the Engineer's estimate, the bid was accepted provided it is approved by the Government and the County Court of Klamath County who are cooperating.

The Engineer was instructed to gravel on the West Side Highway in Polk County from the top of the hill north of Helmick Station over the new embankment across the Luckiamute River bottom to take care of the local traffic for the winter, and an appropriation of not to exceed \$2,500 was made for this purpose.

A delegation from the Baker County Chamber of Commerce, consisting of William Duby, W. A. Steward and R. L. Stockman, also C. C. Fisher, Engineer for the Reclamation Service, were present in the interest of the "Baker" or "Thief Valley" Irrigation Project located between North Powder and Telocaset. The present improved highway would be flooded by the proposed reservoir and require a relocation of about three miles in order to be above the high water datum of the proposed reservoir. The delegation claimed that ample notice had been given of the project plans and asked that the Commission agree to reconstruct the line around the reservoir at the expense of the state if the project should be undertaken. The matter was taken under consideration until all members could be present and in the meantime the Engineer was instructed to make a survey and estimate of the cost of constructing around the reservoir as proposed.

The Commission approved the assignment of contract 562,

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surfacing the Multnomah County Line-Sandy Section of the Mt. Hood Loop Highway, Palmer Construction Company, contractors, to D. C. and A. L. Williams, a copartnership.

The Commission approved the assignment of contract 569, surfacing Unit 1 of the Island City-Elgin Section of the La Grande-Enterprise Highway, Roscoe Neal, contractor, to the Columbia Construction Company.

The Engineer reported that right of way matters had been adjusted on the Parkersburg unit of the Bandon-Coquille Section of the Coast Highway and that in accordance with instructions he had notified the low bidder, D. B. Plymale, of the award of the contract for the grading of this section using cedar log culverts. The action of the Engineer was approved and confirmed.

The Engineer reported that he had negotiated with Tillamook County Court in the matter of the three small wooden bridges on the Three Rivers Section of the McMinnville-Tillamook Highway and that the County Court had agreed to build the bridges with their own forces at cost plus a percentage for superintendence, use of tools, etc., and also agreed to cooperate to the extent of one-half of the cost. The action of the Engineer was approved and confirmed.

At 11 o'clock the bids which had been received on the State Highway Bonds were opened and read by the Secretary. After consideration of the same, Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held October 7th, A. D. 1922, 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 383, General Laws of Oregon of 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 323 Capitol Building, Salem, Oregon, up to and including the hour of 11:00 o'clock A.M. of the 21st day of October, 1922, and further directed that said bids should be opened by the Commission at Room 323 Capitol Building, Salem, Oregon, at a meeting to be held at said place at 11:00 o'clock A. M. of the 21st day of October, A. D. 1922; 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

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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 said bonds be dated October 1, 1922, bearing interest from said 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, 1922, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys of 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, 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 21st day of October, A. D. 1922, sitting in regular session at Room 323 of the Capitol Building in Salem, Oregon, with Commissioners Booth and Yeon 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:

Security Savings & Trust Co., Portland		
Blodget & Co., New York		
Curtis & Sanger, New York	101.09	\$1,516,350.00
Taylor Ewart & Co., Chicago		
Mercantile Trust Co., San Francisco		
John E. Price & Co., Seattle	101.0777	1,516,165.50
Bankers Trust Co., New York		
Freeman, Smith & Camp Co., Portland		
William R. Compton Co.		
Carstens & Earles, Inc.	101.03	1,515,450.00
Halsey, Stuart & Co.		
Hallgarten & Co.		
Ralph Schmeeloch Co. and Associates	100.92	1,513,800.00
A. M. Wright, Portland	100.65	1,509,750.00

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Lumbermens Trust Co.  
 Harris Trust & Savings Bank.  
 National City Company  
 Continental & Commercial Trust & Savings Bank

100.482 \$1,507,230.00

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 Security Savings & Trust Co., Blodget & Co., Curtis & Sanger, Taylor Ewart & Co., and Mercantile Trust Co. is the highest and best bid received in accordance with said resolution and notice;

NOW, THEREFORE, BE IT RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$1,516,350.00 by Security Savings & Trust Co., Blodget & Co., Curtis & Sanger, Taylor Ewart & Co. and Mercantile Trust Co. for One Million Five Hundred Thousand Dollars (\$1,500,000) par value bonds of the State of Oregon authorized under Chapter 383 of the General Laws of Oregon of 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 One Thousand Dollar (\$1,000) bonds and one Five Hundred Dollar (\$500) bond shall be due and payable October 1, 1927, and a like number and amount on April 1 and October 1 of each year following until the full amount has become due and payable, and that such bonds be dated October 1st, 1922, and bear interest at the rate of four and one-half per cent 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 October 1st, 1922, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 3521 to 5040, 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

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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.

Commissioner Yeon reported that the District Engineer of the Bureau of Public Roads had requested an expression from the Commission on the Grants Pass-Crescent City project, particularly on the Smith River location, which is partly in Oregon but the major portion of which is in California. It developed that the location through the Smith River Canyon was opposed by the California & Oregon Coast Railway interests, who have a projected line through the Smith River Canyon. The Commission directed that the Secretary advise the District Engineer of the Bureau that they favored the location through the Smith River Canyon as opposed to any other route and felt that the necessity of the highway to serve present needs is so urgent and the probabilities of railroad construction so remote that they were disposed to build on the present location and were opposed to changing the location in favor of a projected railroad whose rights had not been established and which had not been financed.

In the matter of the petition of Douglas County to place on the forest map of the state the section of road between Scottsburg and Gardiner, which was referred to the Chairman for report, Mr. Booth made the following report:

"I made an examination of the line and find that of the total distance of 16 miles between Scottsburg and Reedsport, that the county and subdivisions thereof have provided for the grading of the entire distance with the exception of about 3-3/4 miles which the county ask the Highway Commission to recommend for construction by funds from the Forest Service.

"If this section of road is built it will be an extension of the road from Drain to Scottsburg which substantially now, or may become, a water grade from the Pacific Highway to the Roosevelt Highway. It is the shortest distance between the two roads, very much the best line and the county propose, if their petition is granted, to make the entire road between Drain and Scottsburg a market road and improve it at the county's expense.

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"Favorable action on the petition, therefore, would mean that without state aid except in the contribution of forest reserve funds, as noted above, the county and subdivisions would build at their expense the connection between the Pacific Highway and the Roosevelt Highway which would give it a direct outlet to several thousand people living along the line over the shortest and most picturesque line of any of the connections between the two roads.

"The petition appears to be entirely reasonable and I think it should be granted. I therefore recommend that it be referred to the Commission at its next meeting for such action as appears proper at that time. I recommend that the Secretary be requested to write the officials of Douglas County stating that the action is taken and they will be expected to place upon the county records such resolutions as are proper and necessary for the carrying out of the plan for that section of the road between Drain and Scottsburg."

The Commission adopted the survey made by C. R. Burns in May-August, 1922 as the definite location of that section of The Dalles-California Highway between Dufur and Maupin.

A request having been received from the City Council of Oregon City that the Pacific Highway south approach to Oregon City be advertised, the Engineer was instructed to advertise the same for bids to be received at the November 21 meeting.

The Attorney reported on the matter of assessment of paving costs by the city on abutting state property at Jefferson, stating that the state could not be compelled to pay this assessment.

The request of the Josephine County Court that they be permitted to expend the \$10,000 which they had pledged on the Grants Pass-Crescent City road in resurfacing the present road between Grants Pass and the Applegate Bridge, was considered and referred to the Engineer for a report.

A request from the County Judges' and Commissioners' Association that the Highway Commission meeting be set so as to fall on coincident dates with their annual convention, was received, and in harmony with their wishes, the dates of December 13 and 14 were chosen.

The Engineer reported that the Southern Pacific Company had agreed to furnish approximately 600 cubic yards of quarry rock delivered free of cost to the Commission at the bridges over the high water channels south of Jefferson, this material to be used in riprapping under the highway bridges and extending the railroad improvement work on the state highway right of way, provided no claims should be made against the Southern Pacific Company in case of washouts, etc. The Engineer recommended the plan as a preventative measure and the Commission approved the same. The attorney was instructed to prepare an agreement to cover.

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The Commission approved the execution of an agreement relative to encroachments on the O.-W. R. R. & N. property between Biggs and Wasco for the Sherman Highway.

The request of Jackson County that the Blue Ledge road be placed on the forest road map was referred to the next meeting.

The Engineer reported that the county had agreed to do the grading and macadamizing of the one-half mile section in Fossil which was advertised at the last meeting and for which no bids had been received, but that they were unable to secure a satisfactory local bid on the small bridges. The Commission instructed the Engineer to do this work by day labor.

The Commission considered it advisable to call a conference with the telephone, telegraph and power companies relative to franchises for pole lines on the state highways at a future date.

Mr. Barratt offered the following resolution relating to the proposed apportionment of the 1923 State Market Road Appropriation, which was adopted:

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

WHEREAS, by the provisions of Section 4 of said Act the County Court of any County desiring to avail itself of the provisions and benefits of said Act in any one year, shall provide by uniform levy on all of the taxable property in 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 1923; 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 8th, 1921; and,

WHEREAS, all of the Counties of the State have heretofore

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signified their intention to comply with the provisions of said market road law for the year 1922, 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 1923; 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 1923, based on the records in the office of the State Tax Commission as of December 8th, 1921, 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 "Proposed Apportionment for 1923" of the attached table.

County	Amount which each County pays into the State Fund (1 mill levy)	Proportionate share of surplus funds	Proposed Apportionment for 1923	Valuation upon which County levies are made	Approx. levy Counties should make for 1923 funds	Amount produced by levy shown in Column 5, on valuation shown in Column 4.
Baker	\$ 22,303.21	\$8,152.78	\$30,455.99	\$25,909,638.85	1.18	\$30,573.37
Benton	14,809.65	5,413.56	20,223.21	12,450,530.44	1.63	20,294.36
Clackamas	38,722.85	14,154.87	52,877.72	29,594,960.65	1.79	52,974.98
Clatsop	30,882.21	11,288.78	42,170.99	40,596,377.95	1.04	42,220.23
Columbia	15,674.77	5,729.80	21,404.57	17,490,596.45	1.23	21,513.34
Coos	23,217.28	8,486.91	31,704.19	24,487,296.21	1.30	31,833.35
Crook	6,003.49	2,194.53	8,198.02	5,230,687.89	1.57	8,212.18
Curry	3,888.38	1,421.37	5,309.75	5,052,050.05	1.06	5,355.17
Deschutes	11,116.67	4,063.62	15,180.29	9,175,904.13	1.66	15,232.00
Douglas	28,532.49	10,429.85	38,962.34	33,582,326.29	1.17	39,291.32
Gilliam	11,099.51	4,057.35	15,156.86	15,269,564.15	1.00	15,269.56
Grant	8,225.08	3,006.62	11,231.70	8,549,274.40	1.32	11,285.04
Harney	11,664.63	4,263.92	15,928.55	11,767,799.56	1.36	16,004.19
Hood River	10,220.56	3,736.05	13,956.61	10,154,728.23	1.38	14,013.44
Jackson	27,841.13	10,177.13	38,018.26	27,661,810.44	1.38	38,174.30
Jefferson	5,820.73	2,127.73	7,948.46	5,783,245.07	1.38	7,980.88
Josephine	7,915.48	2,893.45	10,808.93	8,227,475.61	1.32	10,860.27
Klamath	18,422.98	6,734.39	25,157.37	21,965,189.52	1.15	25,259.97
Lake	11,249.75	4,112.27	15,362.02	12,037,089.94	1.28	15,407.48
Lane	40,637.04	14,854.59	55,491.63	34,784,886.53	1.60	55,655.82
Lincoln	7,924.21	2,896.64	10,820.85	11,022,448.82	1.00	11,022.45
Linn	32,510.39	11,883.95	44,394.34	29,816,304.48	1.49	44,426.29
Malheur	17,272.66	6,313.90	23,586.56	15,313,260.23	1.55	23,735.55
Marion	43,708.80	15,977.45	59,686.25	42,091,056.64	1.42	59,769.30
Morrow	11,650.78	4,258.86	15,909.64	13,356,629.19	1.20	16,027.95
Multnomah	348,014.13	.00	102,080.42	324,494,365.21	.32	103,938.30
Polk	19,076.60	6,973.32	26,049.92	13,413,413.80	1.95	26,156.16
Sherman	12,217.60	4,466.06	16,683.66	17,181,226.63	1.00	17,181.23
Tillamook	17,578.05	6,425.53	24,003.58	23,644,705.47	1.02	24,117.60
Umatilla	48,848.54	17,856.24	66,704.78	58,240,707.97	1.15	66,976.81
Union	21,602.50	7,896.64	29,499.14	26,416,451.85	1.12	29,586.43
Wallowa	14,388.02	5,259.44	19,647.46	14,295,353.15	1.38	19,727.59
Wasco	17,798.06	6,505.96	24,304.02	20,676,008.74	1.18	24,397.69
Washington	30,940.51	11,310.09	42,250.60	23,174,158.05	1.83	42,408.71
Wheeler	5,219.41	1,907.92	7,127.33	6,063,393.80	1.18	7,154.80
Yamhill	23,806.05	8,702.14	32,508.19	21,833,280.71	1.49	32,531.59

\$1,020,804.20 \$245,837.71 \$1,020,804,197.10  
\$1,020,804.20

\$1,021,214.53

The Engineer reported that when the Moro-Grass Valley Section of the Sherman Highway was placed under contract, contract No. 473, that about 600 feet within the city limits of Grass Valley was not included in the contract. The 600 feet was subsequently included in the Grass Valley Market Road and completed by the County. The County Court of Sherman County asked for 50-50 cooperation by the State on this section. After consideration, the cooperation requested was authorized and the Secretary was instructed to notify the County Court.

The following requests for extensions of time were received and considered:

Security Construction Company, contract No. 526, Arlington-Shutler Section of the John Day Highway, grading and rock surfacing, requested an extension of time to December 31, 1922. In view of the progress made on this project, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Soleim & Gustafson, contract No. 500, Rainier City Section of the Columbia River Highway, grading and surfacing, requested an extension of time to October 15, 1922. The Engineer reported that the work had not been prosecuted vigorously and the time had already been extended thirty days without penalty to August 31. He therefore recommended that the time be extended as requested, subject to the payment of engineering and inspection costs subsequent to August 31, 1922. Recommendation approved.

A. F. Saar, contract No. 528, Power Plant and Shell Rock grades, McKenzie Highway, grading and surfacing, requested an extension of time to December 15, 1922. The Engineer reported that the time had previously been extended from August 1st to September 30th without penalty and recommended that the time be extended as requested with the provision that engineering costs be charged against the contractor subsequent to September 30. Recommendation approved.

Montague-O'Reilly Company, contract No. 497, Sarvice Creek Section, John Day River Highway, grading and surfacing, requested an extension of time to January 31, 1923. In view of the difficulties encountered in handling the work, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

A. D. Kern, contract No. 427, Shedd-Halsey Section, Pacific Highway, paving, requested an extension of time to October 15, 1922. On recommendation of the Engineer, the request was approved without penalty.

H. J. Hildeburn, contract No. 388, Luckiamute River-Suwer Section, requested an extension of time to October 31, 1922. The Engineer recommended that the extension be granted with the provision that the engineering costs be assessed to the contractor subsequent to August 31, 1922. Recommendation approved.

A. Giebisch, contract No. 426, Chitwood-Toledo Section, Corvallis-Newport Highway, grading, requested an extension of time to October 31, 1922.

In view of the dilatory progress made on this project, the Engineer recommended that the extension be granted subject to a penalty of the engineering costs subsequent to July 31, 1922, the original expiration date. Recommendation approved.

Jetley Brothers, contract No. 479, Summit Springs Section, Harney County, requested an extension of time to November 1, 1922. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

McAuliffe & Healy, contract No. 482, Units Nos. 2 and 4, Madras-Wasco County Line Section of The Dalles-California Highway, requested an extension to July 1, 1922. The Engineer recommended that the extension as requested be granted without penalty. Recommendation approved.

Union Bridge Company, contract No. 564, Durkee Undercrossing, Old Oregon Trail, requested an extension to October 31, 1922. In view of delays caused by the Railroad Company, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Union County Court, contract No. 485, Island City-Elgin Section, La Grande-Enterprise Highway, requested an extension of time to November 30, 1922. This being the second request, the first extension having been made to September 30, 1922, the Engineer recommended that the extension be granted provided the engineering costs subsequent to September 30, 1922 be charged against the contractor.

H. J. Hildeburn, contract No. 465, Winston-Camas Mountain Section, Coos Bay-Roseburg Highway, grading, requested an extension to October 31, 1922. The Engineer recommended that the extension be granted with the provision that the engineering costs be charged to the contractor subsequent to August 31, 1922. Recommendation approved.

McAuliffe & Healy, contract No. 474, Cow Canyon Section of The Dalles-California Highway, requested an extension to July 1, 1922. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Gus Carlson & Company, contract No. 511, Cummins Creek-Valades Ranch Section, John Day Highway, Grant County, grading, requested an extension of time to December 31, 1922. The Engineer reported that very satisfactory progress was made on this job until the death of both partners. The settlement of the estate, the appointment of an executor, etc., had naturally slowed up the work but that progress was now being made and the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Gus Carlson & Company, contract No. 568, Cummins Creek-Valades Ranch Section, John Day Highway, Grant County, surfacing, requested an extension of time to June 30, 1923, on account of the death of the two partners and consequent disorganization. The Engineer recommended in view



of the circumstances that the extension be granted without penalty. Recommendation approved.

Curtis Gardner, contract No. 480, Unit No. 1, Ochoco Forest Boundary-Mitchell Section, requested an extension of time to October 31, 1922. The Engineer reported that the original expiration date had been February 28, 1922, which was later extended to April 30, 1922, without penalty, but with the provision that engineering costs be charged the contractor after April 30, 1922. In view of the fact that the major portion of the engineering work was done after that date, the Engineer recommended that the contractor, in lieu of his previous recommendation, be charged the engineering costs in excess of 5% of the total contract. Recommendation approved.

W. C. Stone, contract 489, Camas Valley-Winston Section, Coos Bay-Roseburg Highway, requested an extension of time to November 20, 1922. The Engineer reported that an extension of time to September 30 had been previously granted without penalty and that he recommended the extension as requested with the provision that engineering costs be charged to the contractor subsequent to September 30 and also that the contractor be required to keep the old road in repair for travel, which it had been necessary to use on account of the non-completion of the new road at his own expense. Recommendation approved.

H. J. Hildeburn, contract No. 386, Holmes Gap-Rickreall Section of the West Side Highway, grading, requested an extension of time to October 31. The Engineer reported that the contractor had been dilatory in doing this work and recommended that the extension of time be granted subject to engineering costs from July 25 to date of final completion. Recommendation approved.

Warren Construction Company, contract No. 486, Myrtle Point-Bridge Section, Roseburg-Coos Bay Highway, grading, requested an extension of time to November 30, 1922. The Engineer reported that the contract would have been completed except that preference had been given to their surfacing contract, which was an advantage to the state and county. Therefore he recommended that the extension be granted without penalty. Recommendation approved.

Scandia Shipbuilding Company, contract No. 532, Coquille-Myrtle Point Section, grading and rock surfacing, requested an extension of time to November 30, 1922. The Engineer reported that the job had been started late and recommended that the contractors be charged for engineering from September 30, the expiration date, to the completion date as a condition to the extension of time. Recommendation approved.

Tobin & Pierce, contract No. 565, bridges Nos. 893, 894, 895, 896 over Eightmile Creek on The Dalles-Dufur Section of The Dalles-California Highway, requested an extension of time to December 31, 1922. In view of the delays occasioned by grading operations, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Tobin & Pierce, contract No. 517, bridge over Ash Swale near Amity, requested an extension of time to November 30, 1922. The Engineer recommended that the extension be granted without penalty.

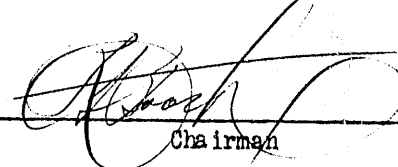
E. D. Olds, contract No. 502, bridges over Coquille River and Tenmile Creek on Roseburg-Coos Bay Highway in Douglas County, requested an extension of time to October 31, 1922. The Engineer recommended that the extension be granted without penalty.

Lindstrom & Feigenson, contract No. 552, bridges over the John Day River near Dayville, No. 888 and No. 889, requested an extension of time to June 30, 1923. The Engineer recommended an extension of time to December 31, 1922, with the provision that the engineering costs subsequent to the expiration date of the contract, September 30, 1922, be assessed against the contractor. Recommendation approved.

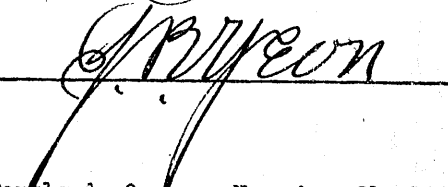
In the matter of A. D. Kern, contract No. 378, Wallowa Hill Section, grading, the Engineer recommended that, in view of the circumstances, the action taken on extension of time on this contract on August 29, 1922 by the Commission be modified and instead of making a charge for the engineering from the expiration date of the contract to date of completion, that the engineering costs assessed cover the period between April 15 and June 15, 1922 and be prorated between the amount of original construction and slide removal, which made a total of approximately \$500.00 penalty to be charged to the contractor. Recommendation approved and previous action rescinded by the Commission.

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

  
State Highway Engineer

  
Chairman

  
Secretary

  
Portland, Oregon, November 21, 1922.

The Commission met 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.

The following bids on grading, macadam and bridges were opened and read:

PACIFIC HIGHWAY  
OREGON CITY-CANEMAH SECTION - GRADING

	Unit "A"	Unit "B"	Both Units
A. Guthrie & Co.	9,965.00	121,310.00	131,275.00
E. Killfeather	1,480.00	34,925.00	36,405.00*
A. D. Kern	7,727.50	103,495.00	111,222.50
Rajotte-Winters, Inc.	8,655.00	89,955.00	98,610.00
Johnson Contract Co.	10,165.00	126,365.00	136,530.00
Elliott, Scoggin & Paquet	9,195.00	109,415.00	118,610.00
J. W. Sweeney	8,107.50	106,270.00	114,377.50
D. Samuel	6,607.50	96,350.00	102,957.50**

\*Bid on concrete and masonry only.

\*\*Based on award of both units. Rock from excavation to be used for masonry and concrete.

JOHN DAY HIGHWAY  
UNIT 2, SARVICE CREEK-VALADES RANCH SECTION - GRAVELING

	Crushed Gravel	Broken Stone
Hetrick, Cline & Gardner	44,295.00	
Elliott, Scoggin & Paquet	50,345.00	
A. D. Kern	50,895.00	
J. K. Shotwell	47,716.75	
Montague-O'Reilly Co.	45,956.50	52,952.50
A. O. Ekstrom	43,392.50	
Metzger & Johnson	38,334.00	

WASCO COUNTY ROAD  
BRIDGE NO. 939 OVER DESCHUTES RIVER AT SHEARAR'S

E. D. Olds	5,775.00
Union Bridge Co.	5,394.00

MALHEUR COUNTY ROAD  
BRIDGE NO. 943 OVER MALHEUR RIVER NEAR JUNTURA

Wm. D. Hoffman	8,080.00
Union Bridge Co.	7,616.50
Delivuk & Orino Construction Co.	8,210.00
J. J. Burke & Co.	9,342.50

Commissioners Hix and Kelly of Wasco County asked for further work on The Dalles-California Highway south of Dufur. Chairman Booth replied that no answer could be given until the status of The Dalles-California Highway as a part of the Federal Aid seven per cent system was determined.

Judge McKee, Commissioner Wilson and A. M. Wright, representing Sherman County, stated that when the present cooperative contracts on the

Sherman Highway were completed the county expected to have a balance of \$115,000, which they offered as cooperative funds 50-50 for the extension of this highway south of Grass Valley. Chairman Booth stated that the Commission could not make any promises on the Sherman Highway until its status as a part of the Federal Aid seven per cent system was determined.

Judge Patterson of Grant County asked for the construction of the Cummins Creek-Cole Bridge Section of the John Day Highway, known locally as the Mount Vernon Section. He stated that the county had expended of their own funds \$23,671.00 in grading and graveling the John Day-Danby Ranch Section and asked the state to allow credit for the same and match this expenditure and accept their unexpended bond money (about \$41,000) as their cooperative share on the Cummins Creek-Cole Bridge Section. He further stated that the county would probably be able to provide for the right of way from other sources. The matter was taken under consideration.

Judge Patterson asked in behalf of Grant County that the Pendleton-John Day road be taken off the state highway map so that market road funds could be expended on it, but retained on the forest highway map so that Federal forest funds could be secured for its improvement. The matter was taken under consideration.

Judge Wade, J. E. Norton and J. C. Kendall, representing Coos County, asked for state aid on the section of the Coast Highway north of Marshfield. They stated that the county had expended on this road, including the ferry, \$181,717.00, and urged that the work be extended to reach the Umpqua River, in which they said the Douglas County authorities were in hearty accord. They asked that the state match their expenditures previously made in extending the road north and surfacing the section which had already been graded. The matter was taken under consideration. Judge Wade stated that the county had been working on the right of way matters west of Coquille and that if the Commission would advertise the dike section west of Coquille at the December meeting, they would either have all the right of way secured at that time or would pass the matter to the Attorney General. He further stated that the county would assume responsibility for the item of \$1149.04 due the state as a balance on the cost of the cooperative paving done in the city of Coquille. Judge Wade asked the Commission to consider maintaining a traffic officer in Coos County on a 50-50 cooperative basis and have him available for service in both Curry and Douglas Counties as well as Coos. The matter was considered at some length, but being a matter involving policy and precedent, a definite decision was reserved.

Representing Klamath County, Judge Bunnell and Commissioner Short asked that the Klamath Falls-Lakeview Highway be located east of Dairy and stated that they preferred that the location pass through Bonanza and if this was done they would cooperate 50-50 from available bond funds, between Dairy and Bonanza. The matter was taken under consideration.

Judge Bunnell also asked that the bridge across the Klamath River at the lower crossing on the Ashland-Klamath Falls Highway be advertised and stated that Klamath County would cooperate 50-50. He also asked for the grading and surfacing of the Klamath Falls-Keno Section and also the surfacing between Keno and Hayden Creek on the same basis of cooperation. Summing up, Klamath County wanted the entire Ashland-Klamath Falls Highway between Klamath Falls and the Klamath-Jackson County Line put under contract for a completed road and offered 50-50 cooperation. The matter was taken under consideration.

Judge Daniels of Yamhill County stated that they were ready to proceed on the railroad crossing at St. Joseph as soon as the Commission were ready and stated that their preference was for the undercrossing one-quarter mile north of the St. Joseph station. Judge Daniels asked that the county be given a credit for the county's share of cooperation on the McMinnville-Bellevue Section of paving, their point being that the section from the McMinnville city limits to Paulus Corners, the junction of the West Side and McMinnville-Tillamook Highways, approximately 0.8 miles in length, was a part of the West Side Highway and not the McMinnville-Tillamook Highway on which they intended their cooperation to apply. After consideration, in view of the circumstances, the Commission instructed the Secretary to allow the county a credit of \$1600 on this account.

Mayor Allen and D. M. Burnett of Jefferson were present and Mr. Burnett stated that he wished to purchase two small pieces of property just north of and outside of the highway right of way across the W. E. Smith and Emma Smith property, which had been acquired by the state when the highway right of way was secured. He made an offer of \$150 for the two pieces. The matter was taken under consideration.

In the matter of city cooperation on the paving in the city of Jefferson, Mayor Allen stated that the city had instructed the County Court to pay the Highway Commission one-half of the city's share this year and one-half next year.

Commissioners von Lehe and Scott of Benton County and C. E. Ingalls, President of the City Council of Corvallis, appeared in the interests of the Albany-Corvallis road, asking that it be designated as a state highway. They stated that they had placed a sufficient sum in the budget this year to complete the grading and draining to state highway standards and that their original proposal to do this still stands. The matter was taken under consideration.

At 2 o'clock P. M. the Secretary read the summary of the bids received:

Oregon City-Canemah Section of the Pacific Highway. Motion made and carried that the low bid be referred to the Engineer for the purpose of consulting the Oregon City authorities and other interested parties.

Unit 2, Sarvice Creek-Valades Ranch Section, graveling. On motion which was carried, the award was made to Metzger & Johnson at \$38,334.00.

Bridge over the Deschutes River at Shearar's. This project being a county project, advertised for Wasco County, and the county authorities having given their approval to the low bid, on motion which was carried, the award was made to the Union Bridge Company at \$5,394.00.

Bridge over the Malheur River near Juntura. This bridge having been advertised at the request of Malheur County and no representative of the county present, the low bid was referred to the Engineer with instructions to confer with the county authorities.

Judge Campbell and Commissioner Davidson of Morrow County and S. E. Notson and R. L. Bengé asked for the surfacing of the Hinton Creek-Jones Hill Section of the Oregon-Washington Highway. The county representatives were asked what cooperation they would offer, but had nothing definite so the matter was deferred for further consideration.

Attorney A. M. Smith presented a petition from Dawson Bros. of Seaside requesting permission to construct an overhead crossing over the Coast Highway in Clatsop County near the Tillamook County line over which they propose to drag logs from their timber lands on one side of the highway into the North Fork of the Nehalem River. The petitioners represented that they would build such a structure as would provide standard clearance, both horizontal and vertical and give proper protection to highway traffic. On motion which was carried, the matter was referred to the Engineer and the Attorney with a favorable expression from the Commission and with instructions to work out with the proprietor a contract covering this to which should be attached a satisfactory bond.

Wm. J. Hall, Commissioner of Public Works of the State of Idaho, was present and conferred in the matter of the interstate bridge across the Snake River at Ontario. He stated that Idaho had no appropriation at this time but that he thought that their legislature at the coming session would provide funds for cooperation by the state and that he approved a plan whereby the Government would take 50% of the cost and each state 25%.

Judge Harvey J. Starkweather, John Risley, Stanley G. Werschkul, John R. Oatfield, Wm. McMaster, Victor A. Johnson, F. B. Peck, Dr. J. Arch Stewart, W. W. Thompson, Paul Pamblad and Major Shirley Buck, representing Clackamas County Road District No. 16, petitioned the Commission to designate the east side road north from Oregon City through Milwaukie to the Multnomah County Line as a part of the state highway system and arguments for such a course were presented by the several speakers. The matter was taken under consideration.

Judge Barnard, representing Lane County, asked that the \$12,000 which had been withheld from the payment of the first one-half of the

market road fund to cover the county cooperation on the McVaigh overhead crossing be released. He stated that the county would provide an equal amount in the budget payable after January 1, 1923. This arrangement was agreeable to the Commission and the Secretary was instructed to prepare a voucher in this amount on receipt of advice from the county authorities that the budget containing this item had been approved by the Budget Committee. Judge Barnard also advised the Commission that they were placing an item in the budget to complete the bridge and grading north of Cottage Grove.

Former Judge Duby of Baker, Engineer Fisher of the Reclamation Service, Mr. Steward and Attorney A. A. Smith appeared in the interest of the relocation and reconstruction of that section of the Old Oregon Trail which would be submerged by the proposed "Thief Valley" or "Baker" project dam. The delegation requested that the state assume the cost of rebuilding a new road around the lake which would be created by the dam. The State Highway Engineer reported that the field work had not been completed and that he was not ready to give a report on the estimated cost of such a change but that a complete report would be ready at the next meeting. The Commission advised the delegation that the matter would be taken under consideration and that an answer would be given as soon as possible.

Judge Sawyer of Deschutes County stated that they desired to have the Redmond-Cline Falls Section of the McKenzie Highway completed as early as possible and if permitted to expend market road funds on it are ready to do so, but could not provide funds from other sources. The matter was taken under advisement.

It was agreed to let The Dalles-California Highway project through the Benham Falls reservoir site rest until the December meeting, as by that date the district had promised to give a definite answer as to its future plans.

In the Tumalo project, about  $1\frac{1}{2}$  miles in length, the Commission agreed to advertise it in the near future and asked the county to bid on it when it came up, as it was a small project. Judge Sawyer said they would be glad to do so and that he thought there would be several local bidders who would be interested.

Judge Gardner and Commissioner Owens of Jackson County and Mr. W. H. Gore of Medford asked that the remaining unimproved 9 mile section of the Crater Lake Highway between Cascade Gorge and McLeod bridge be completed next season. The Commission expressed themselves as favorable to this improvement and the Secretary was instructed to ask Mr. Cecil of the Forest Service and Mr. Purcell of the Bureau of Public Roads to include this project on the 1922 forest road program on a 50-50 cooperative basis, state and Government.

Judge Gardner asked that the Blue Ledge road extending south from Medford to Copper, California, be placed upon the forest road map. After consideration, motion was made and carried that the Blue Ledge

road as requested be placed upon the forest map.

Commissioners Alley and Farmer of Tillamook County asked that the state construct the three-quarter mile gap between Jetty Creek and Brighton on the Coast Highway in Tillamook County without cooperation from the county. The matter was taken under consideration.

Messrs. Franklin T. Griffith of the Portland Railway, Light & Power Co., J. W. Moffitt, L. L. Porter, City Recorder of West Linn, and A. J. Knightly were present to discuss the acquisition of the Knightly property at the west end of the Oregon City bridge which is located at the inside of the curve and obstructs the view of the bridge from the north. Mr. Griffith offered Mr. Knightly the choice of adjoining lots which he owned which would be suitable for his business at a reasonable figure if Mr. Knightly would agree on a reasonable compensation for his property. Mr. Griffith stated that if the Knightly property was secured, he would be willing to donate to the state his property which is located immediately east of the Knightly property and extending to the river if the same is needed in the bridge development plans. After considerable discussion, Mr. Knightly agreed to accept an award by arbitration made by three people, the county to select one arbiter, the second to be selected by Mr. Knightly and these two to select a third. The Secretary was instructed to notify the County Court of this offer and ascertain if the county would so act.

Commissioner Harlow of Lane County requested that the Commission advertise the Goldson-Cheshire Section of the Willamette Valley-Florence Highway and an eight mile unit of the Goshen-Lowell Section of the Willamette Highway as county projects for grading and surfacing. This was approved by the Commission and the Engineer was instructed to advertise these two projects at the next meeting.

Mr. Barratt 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 the 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 21st day of February, 1922, apportion among the several counties of the state, complying with the provisions and accepting the benefits of said market road law, the 1922 State Market Road Appropriation, in accordance with the terms of the act; and,



WHEREAS, the market road act provides that the expenditures made by the State Highway Commission in fulfilling the obligations imposed by the market road act, shall be paid from the market road fund; and,

WHEREAS, the State Highway Commission did on May 31st, 1922, by resolution distribute and make available for payment to all counties, 50% of the total amount apportioned to them for 1922; 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 State Highway Commission, the amounts to be determined as follows:

To all counties, the unpaid one-half of the 1922 apportionment as apportioned by the State Highway Commission by resolution under date of February 21st, 1922, provided, however, 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 III of the Market Road Law; said sums authorized for payment to the various counties as follows:

County	1922 Apportion- ment	Payments made as authorized in June	Expendi- tures made by State	Balance payable to Counties
Baker	\$ 30,923.50	\$ 15,461.75	\$ 1,778.39	\$ 13,683.36
Benton	18,177.77	9,088.88	.00	9,088.89
Clackamas	49,423.58	24,711.79	5.53	24,706.26
Clatsop	42,818.32	21,409.16	16.68	21,392.48
Columbia	21,733.14	10,866.57	.00	10,866.57
Coos	32,190.86	16,095.43	.00	16,095.43
Crook	8,323.86	4,161.93	1,121.68	3,040.25
Curry	5,391.25	2,695.63	168.57	2,527.05
Deschutes	15,413.31	7,706.65	81.68	7,624.98
Douglas	39,560.42	19,780.21	.00	19,780.21
Gilliam	15,269.56	7,634.78	1,697.57	5,937.21
Grant	11,404.11	5,702.06	3.82	5,698.23
Harney	16,173.06	8,086.53	3,789.70	4,296.83
Hood River	14,170.89	7,085.44	849.92	6,235.53
Jackson	38,601.85	19,300.93	7,263.63	12,037.29
Jefferson	8,070.47	4,035.23	80.72	3,954.52
Josephine	10,974.85	5,487.43	685.51	4,801.91
Klamath	25,543.54	12,771.77	2,535.96	10,235.81
Lake	15,597.83	7,798.91	1,176.76	6,622.16
Lane	56,343.43	28,171.72	.00	28,171.71
Lincoln	10,986.95	5,493.47	7.50	5,485.98
Linn	43,829.97	21,914.99	.00	21,914.98
Malheur	23,948.62	11,974.31	1,137.59	10,836.72
Marion	60,602.44	30,301.22	.00	30,301.22
Morrow	16,027.95	8,013.97	4,733.63	3,280.35
Multnomah	103,647.38	51,823.69	.00	51,823.69
Polk	26,449.79	13,224.90	4,285.53	8,939.36
Sherman	16,939.75	8,469.87	11.06	8,458.82
Tillamook	24,372.04	12,186.02	.00	12,186.02
Umatilla	66,006.14	33,003.07	.00	33,003.07
Union	29,951.96	14,975.98	575.99	14,399.99
Wallowa	17,869.19	8,934.60	36.54	8,898.05
Wasco	24,677.09	12,338.54	5.00	12,333.55
Washington	42,899.15	21,449.58	2,711.52	18,738.05
Wheeler	7,236.73	3,618.36	776.22	2,842.15
Yamhill	33,007.19	16,503.60	2,774.45	13,729.14
Total	\$1,024,557.94	\$512,278.97	\$38,311.15	\$473,967.82

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 17, Title XXX, to draw and issue warrants to the Counties herein named for the respective amounts herein set forth.

The motion was duly seconded and carried.

Portland, Oregon, November 22, 1922.

The Commission met at 10 o'clock A. M. Present were:

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

Mr. N. H. Larson of Port Orford asked the Commission to grade and gravel from the end of the present Sixes River-Elk River contract to Port Orford, a distance of about two miles. The Commission asked what cooperation would be given by the county and he said that he would bring back a definite answer later.

Representing Wallowa County, Judge Marvin and Commissioners Johnson and McCully asked that their county be allotted a 3 ton Liberty truck and a 1½ ton light truck. The Commission instructed the Engineer to deliver the two trucks requested on the same terms as extended to other counties.

In the matter of the Wallowa County indebtedness to the state, the county representatives agreed to pay the county indebtedness on the previous contracts amounting to approximately \$53,000 with county warrants at once, drawing them in denominations of \$5,000, except the last, and taking them up as delinquent taxes are collected. On the new account for the contracts for grading, macadamizing and bridges between Lostine and Enterprise, the county agreed to make a cash payment of \$10,000 and use the \$15,000 balance out of the \$25,000 budgetted for 1922 for a revolving fund to carry on construction operations. The understanding was also that the county would budget the balance of their share of the Lostine-Enterprise contracts next month so that the funds would be available in 1923, one-half to be paid from the collection of taxes in the spring and the remainder in the fall of 1923. On the other hand, the Commission agreed to pay the complete contract estimates on the work completed to date and to continue until the contract was completed. The matter being agreed to by both parties, motion was made and carried that it be approved.

The Wallowa County representatives asked for the extension of the Flora-Enterprise Highway to the state line to connect with a road from Lewiston, Idaho and recommended that the route be changed north of the forest boundary instead of passing through Flora to swing to the east and pass through Paradise. They asked the designation of this highway as a forest road so as to make it eligible for forest aid. The Chairman stated that there would be no objection to its designation as a forest highway if the Government would build it out of the minor or development fund but not out of the forest highway fund.

Judge Gardner and Commissioner Owens of Jackson County and W. H. Gore, a member of the County Budget Committee, were present and gave notice of the failure of their bond issue to carry, leaving them unable to pay at this time the balance of county cooperation due the state on the present contracts on the Ashland-Klamath Falls Highway or to carry forward the pending contracts for the rock surfacing of the section from Keene Creek to the Klamath-Jackson County Line. However, the county representatives stated that it had been proposed to make a general levy of 1½ mills at the coming budget meeting which is to be held December 7 for the purpose of taking care of their portion, which is one-half of this contract. In consideration of the state advancing the money for their share, the county agreed to repay the same from collections in 1923, one-half in the spring and one-half in the fall. For the amounts due the state to cover other items, they offered to reduce the same between this date and December 1, 1923, as rapidly as they can from available moneys that may be received from taxes that are at present delinquent or from any other sources from which the county may spare the funds and that if the whole is not made before one year that for the remaining part they agree to place in the budget a levy sufficient to cover it, the whole to be paid not later than twelve months therefrom and the same be written into an agreement to close the accounts between the county and the state, it being understood that the items making up the open account are at present approximately \$465.06 on account of the Rogue River approach, \$4,723.00 for rentals of equipment and supplies, and \$52,544.27 due on the work already performed on the Ashland-Klamath Falls Highway. This statement being agreed to by both parties, it was moved and carried that it be approved and written into a contract. It was agreed that pending this, \$50,000 of the Jackson County bonds now on deposit be held as collateral and that, after the levy is made to cover the entire indebtedness or funds provided from other sources, the bonds will be released. In the matter of the final cooperative payments on the Medford-Crater Lake Highway, the Jackson County representatives stated that while they had agreed to turn over their entire bond fund of \$200,000, yet they had expended about \$12,000 for rights of way, etc., and asked the Commission to accept their previous payment of \$188,000 as cooperation in full. After consideration, in view of the fact that the county had expended the balance on this highway, and the county had in previous years expended large sums on this highway and also since the Medford-Agate Section had cost less than first estimated, the Commission voted unanimously to accept \$188,000 as full cooperation from Jackson County on the Medford-Crater Lake Highway.

The Secretary reported that the National Surety Company had taken over the following contracts for completion, W. C. Stone, contractor, and on which they furnished the surety bond: No. 487, Medford-Agate, No. 489, Camas Valley, grading, and No. 556 Camas Mountain Section, macadam.

The Engineer reported that the County Court of Klamath County had approved the award of all of the cooperative projects in their county advertised at the October 5th meeting, and inasmuch as the awards

had been approved also by the Federal authorities in accordance with instructions, the following awards had been made to the low bidders: Lamm's Mill-Fort Klamath, Unit No. 1, K. K. and K. E. Hodgman at \$51,923.50, Lamm's Mill-Fort Klamath, Unit No. 2, Dunn & Baker \$83,096.50, Keno-Hayden Creek grading, John Hampshire, \$114,097.50. The action of the Engineer was approved and confirmed.

The Engineer reported that the work of adding filler to the loose gravel surfacing between Umatilla and The Dalles was proceeding and that good results were being accomplished. Authority was given to continue the work until the next meeting, at which time a further report would be made as to the cost and results accomplished.

The Engineer reported that the widening work between Hood River and Cascade Locks was proceeding satisfactorily and was now 75% complete, and it was indicated that the cost would be less than the estimate.

The Engineer reported that on the repair work and widening of pavement on the Lower Columbia River Highway between the Multnomah County Line and Astoria, it had been found necessary to do more repairing than was first expected and also there was considerable widening which had not been anticipated in the first instance and asked that the authorized expenditure be increased to \$103,000. The matter was referred to Commissioner Yeon for recommendation, who recommended that the betterment work be extended to cover the work between Svensen and Astoria and that \$103,000 be appropriated for this improvement work. The Engineer reported that the contractor, in consideration of the increased work, had agreed to reduce the unit price on bituminous top and patching mixtures fifty cents per batch on bituminous base mixture sixty cents per batch, and on the haul five cents per batch mile, these prices to apply on all work done subsequent to November 3, 1922. On motion which was carried, the recommendation was approved and the expenditure authorized.

The Secretary was instructed to communicate with the authorities of Astoria, expressing the desire to have the entrance of the Columbia River Highway to Astoria from the east finished as soon as possible and asked them what are their plans for doing that work. The Engineer was instructed to report on this feature at the next meeting.

The matter of the request of Douglas County that the Reedsport-Scottsburg project be designated as a forest road on the forest highway map came up for consideration. Reference was made to the report of the Chairman on this matter at the last meeting, but which was deferred for consideration until all members could be present. On motion which was made and carried, the recommendation of the Chairman was adopted and it was ordered that the Reedsport-Scottsburg Section be designated as a forest road on the forest highway map with a condition that the county designate the entire road from Drain to Scottsburg as a market road and to continue the construction on state standards until the road is entirely completed.

Judge Wallace reported that the county had sold their bonds

which had been voted for the Bear Creek project and requested the state to accept their cooperation and construct the project. After consideration, the Engineer was instructed to prepare plans and specifications of such project as will open the road from the Crooked River up Bear Creek to Millican, the authorization being limited to \$60,000 which it is expected will open up the road through Bear Creek Gulch to a connection with the present road south to Millican.

In the afternoon, the Commission made an inspection trip over the West Side Highway through Tigard, Rex, Newberg to St. Joseph, returning by way of the Tualatin Valley Highway through Carlton, Forest Grove and Hillsboro. Special attention was given to the undercrossing at Votaw, the proposed line change at the Hunt place two miles east of Newberg, the paving operations on the Rex-Tigard road, the St. Joseph crossing of the railroad and the repairs on the Hillsboro-Multnomah County Line pavement.

Portland, Oregon, November 23, 1922.

The Commission met in Room 1300 Yeon Building, at 10 o'clock.  
Present were:

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

A resolution from the Klamath County Court was presented in which the County Court transferred to the Highway Commission without charge a bridge over Lost River about two miles north of Merrill. On motion which was carried, the Commission agreed to accept the bridge as turned over and instructed the Engineer to make such repairs as may be necessary to place it in serviceable condition.

The Engineer reported that there were seven bridges in Klamath County constructed with laminated timber decks and recommended that they be paved or covered with an asphalt "carpet coat" to prevent excessive wear. The Commission authorized an expenditure of not to exceed \$2,500.00 for this purpose.

A petition was received from Collier H. Buffington and several residents of Gold Beach relative to the location of the Coast Highway south of Euchre Creek. No action was taken on the petition pending a further report from the Engineer on the whole situation.

In order to follow out a uniform policy, the Commission agreed that the counties should not be charged for engineering on any project on state highways, this particularly referring to federal aid projects, on which it was the previous practice to charge the engineering as a part of the cost of the project of which the county was required to pay its

proportionate share. It was agreed that this would apply only on projects on which final payments had not been made and would not open up projects which had been finally settled.

The Engineer reported that the City of Bend and County of Deschutes had advised that they were ready to each take one-fourth of the cost of the bridge on The Dalles-California Highway at the north city limits of Bend and asked that the state take the other one-half. In accordance with the previous understanding, this project was authorized and the Engineer instructed to prepare plans and specifications for advertising.

In the matter of the John Day-Pilot Rock Highway, the previous order for a survey south from Nye sufficient to take up the county money was allowed to stand, but it was agreed that no cooperation would be given by the state on construction.

In the matter of the petition of Grant County to have the Pilot Rock-John Day road withdrawn from the state map, the matter was viewed with favor by the Commission, but before acting the Secretary is to write the Umatilla County Court, giving them a statement as to what Grant County had requested and asking them for their views. It was agreed that the John Day-Pilot Rock road should be placed on the forest highway map, if withdrawn from the state map. (See minutes of December 14 meeting recording objection filed by Umatilla County.)

After consideration, the members of the Commission agreed that it would be desirable to recommend to the legislature that the fines from traffic violations resulting from the activities of the state traffic officers go into the state highway fund or that the State Highway Commission be relieved of the expense of the traffic officers.

Requests were received from the County Courts of Columbia County and Wasco County, requesting the assignment of an engineer to settle a dispute in classification on county market road contracts. After consideration, it was thought advisable not to grant the request and the Engineer was authorized to so advise.

A request having come from Oregon City that the Commission set the date of the official opening of the Willamette River bridge at Oregon City, the Commission decided to set the date for December 27 if that date is satisfactory to the Oregon City people and the Secretary was instructed to so advise them.

Consideration was given to the request of Josephine County that they be permitted to expend in graveling from the junction with the Pacific Highway to the Applegate River bridge, the \$10,000 which they had promised on the Grants Pass-Crescent City road. The Engineer reported that he would recommend that the county be permitted to proceed on that program, provided it be used only on the sections which were graded to standard, and would not be changed by relocation. With this understanding,

the recommendation of the engineer was approved and the Engineer was instructed to supervise the improvement by the county.

The minutes of October 5, 6 and 7 and October 21 were approved.

Mr. N. H. Larson of Port Orford reported that Judge Wood of Curry County says that they will have \$3,000 district road money and some market road money to apply on the Elk River-Port Orford Section, but could not say just how much, but they would do all they can to cooperate on this project. The matter was referred to the Engineer for a report on the cost and a definite statement from the county as to the money which would be available for cooperation at the next meeting.

In the matter of proposed change in the West Side Highway at the Votaw Undercrossing, the Engineer reported as follows: "The contract dated October 23, 1918 between the Highway Commission and the Southern Pacific Company, under which the existing crossing, which is temporary wood construction, was built also provides for rebuilding 'with a permanent structure of steel and concrete' with horizontal clearance of 24 feet when the present structure 'needs replacing', on the same 50-50 basis as the original construction. The railroad company's estimate of such reconstruction is \$7250 and for the longer span providing the increased horizontal clearance which is now deemed necessary for a safe and satisfactory crossing, an additional cost of \$550. The Southern Pacific officials have indicated their willingness to proceed with the reconstruction at this time waiving further life in the present structure (life estimated at 2/3 expired) and cooperate 50-50 on the cost of construction contemplated by the contract of October 23, 1918, the state to pay all additional cost for longer span. Grading and other expense incidental to the change is estimated at \$800, making total cost to the state of proposed change approximately \$5000. The Washington County Court has agreed to secure necessary rights of way." After consideration, the Commission approved the recommendation of the Engineer and authorized construction.

In the matter of the Engineer's recommendation of the line change on the Hunt property on the West Side Highway about two miles east of Newberg, the Commission having made a personal inspection, the project was approved and the Secretary was instructed to ask Yamhill County to secure the right of way.

Judge Marvin and County Commissioners Johnson and McCully of Wallowa County asked that a survey be made of that section of the Flora-Enterprise Highway between Enterprise and the south forest boundary, stating that they had \$14,000 available for cooperation. A reconnaissance survey was authorized.

A petition having been received for a change in the location of the Oregon-Washington Highway through Freewater, the same was referred to Mr. Barratt for inspection with the Engineer.

In the matter of the location of the Caves Road the Commission considered the report of the Engineer recommending the route on the north



side of Sucker Creek beginning at the end of the present forest contract and extending almost directly west about three miles to a connection with the present Caves Road from Kerby. The Commission approved the route as recommended as the definite location and instructed the Engineer to readvertise the three mile section previously advertised and on which bids were rejected.

Mr. William Hanley of Burns called, stating that he was interested in the award of the contract for the Juntura bridge. He was advised that a telegram had just been received from the Malheur County Court advising of their approval of the award to the low bidder, therefore a motion was made which was carried that the contract for the bridge across the Malheur River at Juntura be awarded to the Union Bridge Company at \$7,616.50, to be paid for by Malheur County.

A request was received from citizens of Monmouth asking that the graded roadbed from the Luckiamute River to the Suver crossroads, about three miles in length, be planked. Since the expense is not justified in view of the fact that the graveled road through Independence and Suver can be used by through travel with small excess distance, the request was declined. The Secretary was instructed to advise the petitioners, however, that if the weather conditions made it possible, the engineer had been instructed to gravel a narrow strip from the top of the hill north of the Luckiamute River across the river bottom for the convenience of the local residents.

A request was received from the California State Automobile Association asking permission to erect their Association signs at intervals of five miles on the Pacific Highway through the State of Oregon. It was reported that their plan was to sign the entire Pacific Highway from Vancouver, B. C. through to the Mexican border with their standard signs and the signs would give, in addition to the distance to the nearest local city, the distances to important cities outside of the state. They stated that they would erect these signs free of cost to the state and also agree to maintain them. The Secretary was instructed to write to the State Highway Commissioner of the State of Washington in order to get his views on this plan.

A request was received from Oskar Huber asking that the penalty for engineering charges on the Merrill-California Line Section of The Dalles-California Highway, contract No. 228, be remitted. In view of the circumstances, the Engineer recommended that the penalty assessed be remitted and that no deduction be made for engineering charges. The Commission approved the recommendation of the Engineer and instructed that the final payment be made accordingly.

The Engineer requested authority to construct snow fences between North Powder and Union. After consideration, the Commission authorized an expenditure for this purpose limited to \$1900.

The Commission discussed at considerable length the matter of limiting loads on certain newly surfaced highways and it was decided that

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the Engineer be given authority to limit loads wherever he thinks it is necessary.

The following requests for extensions of time were received and the following action taken:

The Tillamook County Court requested an extension of time to November 15, 1922 on contract No. 277, which is the graveling of the Moore Cutoff Section of the Coast Highway in Tillamook County. The Engineer recommended extension of time as requested, with a provision that the engineering cost be charged to the county from September 15, 1922 to actual completion date. Recommendation approved.

The Tillamook County Court requested an extension of time to November 15, 1922 on contract No. 278, which is 4.7 miles of gravel surfacing between Beaver and Hebo on the Coast Highway in Tillamook County. The Engineer recommended that the time be extended as requested with the provision that engineering costs subsequent to September 15, 1922 be charged to the county. Recommendation approved.

The Tillamook County Court requested an extension of time to December 31, 1922 on contract No. 557, which is the Rockaway North Section of the Coast Highway in Tillamook County. The Engineer recommended that the time be extended as requested, with the provision that engineering costs be charged to the county subsequent to the completion date of the contract which is September 30, 1922. Recommendation approved.

The Tillamook County Court requested an extension of time to August 15, 1923 on contract No. 538, which is the Mohler-Clatsop County Line Section of the Coast Highway in Tillamook County. The Engineer recommended that the time be extended from the original completion date, October 31, 1922, to the date requested, without penalty. Recommendation approved.

S. A. Mocerl requested an extension of time to December 31, 1922 on the Roseburg-Wilbur Section of the Pacific Highway in Douglas County, contract No. 467. The Engineer recommended that the extension be granted without penalty since the delays on the project were caused largely by shortage of materials outside of the control of the contractor. Recommendation approved.

March & Bowers requested an extension of time to November 30, 1922 on contract No. 508, Cline Falls-Sisters Section of the McKenzie Highway, graveling. Inasmuch as the contractors were delayed on this project through the failure of the county to have subgrade prepared far enough ahead, the engineer recommended that the time be extended without penalty. Recommendation approved.

V. R. Dennis Construction Company requested an extension of time to December 1, 1922 on contract No. 393 which covers the Brunks Corner-Dallas Section of the Salem-Dallas Highway. The Engineer reported

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that the pavement proper on this contract was completed within the time granted by the previous extension and the work remaining to be done consists of shoulder work and incidental cleaning up. He recommended that the extension be granted as requested with the provision that engineering and inspection costs subsequent to October 1 be charged to the contractor. Recommendation approved.

The Union Bridge Company requested an extension of time to November 1, 1922 on contract No. 506, bridges Nos. 800 and 803 over the Grande Ronde River and Dry Creek on the La Grande-Joseph Highway in Union County. The Engineer recommended that the extension be granted with a provision that the engineering costs be charged to the contractor subsequent to the contract completion date. Recommendation approved.

Marshall & Barhan requested an extension of time to December 1, 1922 on contract No. 521, which covers the construction of a steel bridge five miles west of Willamina on the McMinnville-Tillamook Highway in Polk County. The Engineer recommended that the extension be granted as requested with a provision that the engineering costs subsequent to the date of completion, September 30, 1922, be charged to the contractor. Recommendation approved.

A. D. Kern requested an extension of time to December 31 on contract No. 516, which is the paving of the Sexton Mountain Section of the Pacific Highway. The Engineer recommended that the extension as requested be granted with the provision that the contractor be charged with the engineering cost subsequent to October 31, 1922. Recommendation approved.

March & Bowers requested an extension of time to November 20, 1922 on contract No. 499, which is the Baker County Line-Weiser Section of the Old Oregon Trail in Malheur County. In view of the circumstances, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Schell & McKy requested an extension of time to May 1, 1923 on contract No. 543, which is the grading and surfacing of the Harrisburg-Junction City Section of the Pacific Highway in Lane County. The Engineer reported that there remains on this job only a small amount of dressing up of earth shoulders which can not be done until next spring and which will require no engineering. The Engineer, therefore, recommended that the extension as requested be granted without penalty. Recommendation approved.

Parker-Schram Company requested an extension of time to December 31 on contract No. 547 which is the paving of the Oregon City-Bolton Section of the Pacific Highway in Clackamas County. The Engineer recommended that in view of the circumstances the extension requested be granted without assessment of engineering costs. Recommendation approved.

Metzger & Johnson requested an extension of time to May 15, 1923 on contract No. 533, graveling the Winston-Camas Mountain Section of the Coos Bay-Roseburg Highway. The Engineer recommended that the extension be granted as requested, with the provision that the engineering cost be

charged to the contractors subsequent to the contract completion date. Recommendation approved.

John Hampshire requested an extension of time to July 1, 1923 on contract No. 542 for clearing and grading of the Hunter's Head Section of the Roosevelt Highway in Curry County. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Joplin & Eldon requested an extension of time to November 15, 1922 on contract No. 440 which is the clearing and grading of the Booth Hill Section of the Mt. Hood Loop Highway in Hood River County. The Engineer reported that, while this job had progressed very slowly, the contractor had had unusual weather and labor conditions to contend with and that there was also considerable delay on account of changes to irrigation ditches which could not be done during the irrigating season. The Engineer therefore recommended that the engineering charges be remitted and that the extension be granted without penalty. Recommendation approved.

More & Anderson requested an extension of time to December 1, 1922 on contract No. 471 for broken stone surfacing of the Lexington-Heppner Section of the Oregon-Washington Highway. The Engineer reported that the work had not progressed satisfactorily and recommended that the extension be granted with the provision that engineering costs be charged to the contractor. The recommendation was approved.

S. S. Schell requested an extension of time to June 30, 1923 on contract No. 540 for surfacing Unit No. 2 of the Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway. On account of changes in the original contract which required the furnishing of a part of the rock from a different quarry than originally provided, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

Warren Construction Company requested an extension of time to June 30, 1923 on contract No. 548 for the surfacing of Unit No. 1, Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway. The Engineer recommended that the extension requested be granted with the provision that the engineering costs be charged to the contractor subsequent to the original contract date of completion. Recommendation approved.

A. Giebisch requested an extension of time to July 31, 1923 on contract No. 513, which is the surfacing of the Eddyville-Toledo Section of the Corvallis-Newport Highway and also includes .8 mile of grading on the Hayes Hill Section. On account of the delay in connection with the grading work necessitated by negotiations with the railroad company, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

After due consideration, the Commission by unanimous vote definitely located the Klamath Falls-Lakeview Highway east of Dairy through

Bonanza, thence north to the Sprague River Valley by the most feasible route to be investigated and recommended by the Engineer.

The Commission by unanimous vote decided to route the present Lakeview-Lapine Highway north from Fort Rock east of Pine Mountain, intersecting the Central Oregon Highway east of Millican, instead of the present Lapine connection, in order to secure a more open route and one freer from snow in winter.

The Commission by unanimous vote designated as a state highway the route from its junction with the Central Oregon Highway east of Millican north through the Bear Creek and Crooked River Valleys to Prineville. It was agreed that the entire highway be called the Lakeview-Prineville Highway extending from the California line through Lakeview, Paisley, Summer Lake, Bear Creek to Prineville, subject to such local changes as may be found desirable and necessary when a definite location survey is made.

In order to make a more definite record of the previous acts of the Commission, the Engineer was instructed by unanimous vote to place upon the state highway map the Willamette Highway extending from Goshen on the Pacific Highway up the Coast Fork of the Willamette River to a junction with The Dalles-California Highway at or near Crescent.

After consideration, on motion which was made and carried, the Commission voted unanimously to award the contract for the paving of the Monmouth-Benton County Line Section of the West Side Highway in Polk County, which has been held in abeyance, to Cummins & La Pointe, the low bidders, at their bid of \$249,165.00.

On motion which was made and carried, the Commission voted unanimously to award the contract for the paving of the Holmes Gap-Rickreall Section of the West Side Highway in Polk County, which has been held in abeyance, to the Oregon Contract Company, the low bidder, at \$135,168.00.

In response to a petition from Benton and Linn Counties and several civic organizations in the two counties, the whole matter having been under consideration for a considerable period, it was unanimously voted to designate the Albany-Corvallis Road as a state highway and pave the same when funds are available, provided Benton County would grade the road to state standards with necessary bridges and Linn County would build a new bridge across the Willamette River satisfactory to the Commission at such location as may be agreed upon, the grading to be completed by the end of the year 1923 and the bridge to be completed at such time as may be agreed upon between the county and the state.

The Attorney was instructed to examine the Gilliam County bond election proceedings and give an opinion as to whether it would be lawful for the county to use on the Condon-Arlington Section of the present John Day Highway, the funds from bonds voted on the Condon-Cottonwood road at that time designated as the route of the John Day Highway.

In the matter of the investigation and report on the prospective bridge across the Lower Columbia River which was ordered by the legislature, the Engineer was instructed to prepare a report on the feasibility of such a structure and also to call attention in the report to the desirability of a bridge across the river at Rainier.

Portland, Oregon, November 24, 1922.

The Commission met in Room 1300 Yeon Building 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. C. H. Purcell, J. A. Elliott and C. L. McKesson were present and the forest highway map was discussed in a tentative way. The Federal representatives approved the Scottsburg-Reedsport road as a forest road and also the John Day-Pilot Rock road. On the latter, they thought there should be an extension south from Canyon City to Burns.

In Wallowa County, the extension of the Flork-Enterprise road to the state line was tentatively approved. The Secretary was instructed to notify the other states that Oregon is willing to put this on if they are willing to join Oregon at the state line.

The Heppner-Spray road was approved also as a forest road.

The Federal representatives reported that the grading will be finished next year on the McKenzie Highway, but there remains 22 miles unsurfaced and it was proposed to surface 8 miles next year extending east from Belknap Springs, at an estimated cost of \$40,000.00.

On the Mt. Hood Loop, it was stated that \$90,000 would be required to surface the remainder of the Mt. Hood Loop but that the money would not be needed until 1924.

The seven per cent Federal Aid system was discussed at some length and also the Federal Aid program for 1922.

On The Dalles-California Highway, tentative approval was given for the improvement of a unit of the Dufur-Maupin Section; on the Sherman Highway a unit was approved between Shaniko and Grass Valley; also there was considered the undercrossings on the Pacific Highway in Southern Oregon previously submitted; the Roosevelt Coast Highway between Devil's Lake and Newport; and also a project between the Umpqua River and Coos Bay on the same highway.

Representing Oregon City, Dr. Mount of the City Council and



O. D. Eby appeared in response to an invitation from the Commission to discuss the bids which had been received for the Pacific Highway south approach, which was advertised at their request. The Commission stated that the figures on the cost were now available and asked if the county would go ahead on the Railroad Avenue route between Fifth and Seventh. Dr. Mount said that the only reason that the Council hesitates is the matter of expense, taking into consideration the financial condition of the city. If some way may be worked out so that the city would not be required to pay it, the City Council would agree to the Commission's choice of routes. Chairman Booth stated that the Commission insisted on the Railroad Avenue route as public safety demands it. The Commission had agreed to complete the improvement from the south city limits to Canemah provided the new location was accepted and acted upon. It is now up to the city to decide whether they will go ahead on the project. Dr. Mount and Mr. Eby stated that their City Council meeting would be held November 28th, at which time this matter would come up for consideration.

At 2 o'clock, Judge Cross, Commissioners Proctor and Harris and members of the Budget Committee, A. D. Gribble, H. W. Canne and J. J. Thornton, were present on invitation of the Commission to discuss the financing of the Pudding River bridge on the Pacific Highway near Aurora. The plan proposed was for each county to build the approach in its county and the main span to be divided equally between the two. The Clackamas County share is estimated at \$39,000. After conference with the Budget Committee, the county authorities agreed to place one-third of the amount in the budget for next year and proposed one-third in each of the two years following.

Mayor Shannon of Oregon City was present and the Commission discussed the Pacific Highway south approach matter with him further.

On motion made and carried, the Engineer was instructed to prepare plans and specifications for the grading of the section of the Pacific Highway uncompleted at the Winchester Bridge and advertise at the proper time.

The Engineer reported that the bridge over Elk Creek at Drain was finished except grading the approaches. In order to make the embankment, it is necessary to borrow material and the most advantageous location for the borrow is to excavate a steep grade on an adjoining city street. The city has notified the Engineer that a royalty of seven cents per yard for the material taken will be charged. The Commission instructed the Secretary to write a letter to the city authorities, sending a copy to the County Court, that the Engineer has been instructed to leave the approaches uncompleted until they recede from their position.

The Federal Aid seven per cent map was discussed further.

The Federal representatives agreed to accept both The Dalles-California Highway through Wasco County and the Sherman Highway through Wasco and Sherman Counties, at the request of the Commission.

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The Albany-Corvallis road was added by mutual agreement.

The Federal representatives favored the Mitchell-Dayville connection as a link in the east and west McKenzie-Ochoco-John Day Highway rather than a north and south connection between Mitchell and Fossil. An agreement was reached on this point, the Commission accepting the Mitchell-Dayville location.

The Federal representatives insisted on the inclusion of the Umatilla or Wallula Cutoff on the Federal map and stated that they would not approve the map without it. After further consideration, in order to secure the approval of the map as a whole, the Commission agreed to include the Umatilla Cutoff.

The Commission agreed also that if requested to do so by the Federal authorities, they would make a state highway connection between the Old Oregon Trail and the Idaho system at Weiser, with the understanding that Idaho make a similar connection with Oregon at Ontario.

The map was then approved and signed by the Commission and Mr. Purcell, representing the Bureau of Public Roads. Following are the highways which make up the Federal seven per cent system on the map as adopted:

## PRIMARY HIGHWAYS

		Net Mileage*
Columbia River	Astoria to Pendleton	315.5
Umatilla Cutoff	Umatilla to State Line	19.8
Old Oregon Trail	Pendleton to Idaho Line	186.4
Pacific	Portland to California Line	322.5
Roosevelt	Astoria to California Line	400.9
		1245.1

## SECONDARY HIGHWAYS

West Side Pacific	Portland-Junction City	104.9
Albany-Corvallis	Albany-Corvallis	10.0
McMinnville-Tillamook	West Side Highway-Hebo	48.7
Coos Bay-Roseburg	Pacific Highway to Coast Highway west of Coquille	65.5
Grants Pass-Crescent City	Pacific Highway-Calif. Line	42.8
Medford-Crater Lake	Medford-Trail	23.6
Ashland-Klamath Falls	Pacific Highway-Klamath Falls	55.9

(cont'd on next page)

\*"Net" mileages exclude distances within incorporated cities of over 2500 population.

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McKenzie	Pacific Highway-Redmond	112.5
The Dalles-California	Seufert-Junction with Sherman Highway	68.0
The Dalles-California	Biggs-Redmond-Klamath Falls	297.3
Prineville-Lakeview	Prineville-California Line	201.8
Ochoco	Redmond-Dayville	113.0
John Day	Arlington-Ontario	311.2
Oregon-Washington	Heppner Junction-Pendleton-State Line	143.9
La Grande-Enterprise	La Grande-Enterprise	66.4
Crater Lake	Forest Boundary-The Dalles-California Highway	10.2
		1675.8

Primary 1245.1 miles  
Secondary 1675.8 "

Total 2920.9 "

On motion of Commissioner Yeon, which was carried unanimously, it was voted, in order to make the state highway system coincident with the Federal Aid seven per cent system to designate the Umatilla Cutoff following the Columbia River from Umatilla to the Washington State line as a part of the state highway system which is demanded by the Federal authorities and requested by the State of Washington.

Also in order to make more definite, it was unanimously voted to designate the Mitchell-Dayville Section as a part of the highway system instead of the Mitchell-Fossil Section which has been previously considered.

After conferring with Judge Quine by telephone and receiving the consent of Douglas County, the Tiller-Trail project was taken off the state highway map by unanimous vote and placed upon the forest highway map.

The Commission agreed unanimously to take the Burns-Lakeview Highway off the map.

On motion of Commissioner Yeon, which was carried, a vote of thanks was extended to Mr. C. H. Purcell, District Engineer of the Bureau of Public Roads, and his associates at Portland for their consideration and courtesy in adjusting the State Highway System and interstate connections to fit the Federal requirements.

The Engineer was instructed to submit as a Federal Aid project and prepare for advertising the section of The Dalles-California Highway between the top of the Tygh Grade on the north side and the plateau south of White River.

The Engineer was instructed to submit as a Federal Aid project

and prepare for advertising the section of the Sherman Highway extending south from Grass Valley through Shaniko to a connection with The Dalles-California Highway, the total project not to exceed \$230,000.00.

The Engineer was instructed to prepare plans and specifications and advertise at the next meeting paving within the city of Rainier on the Columbia River Highway nine-tenths of a mile, the Murder Creek undercrossing of the Pacific Highway north of Albany six-tenths of a mile, and the section across the Calapooia River bottoms between Tangent and Shedd on the Pacific Highway in Linn County 2.2 miles.

The Engineer was instructed to prepare for advertising resurfacing and widening of the Eugene-Goshen Section of the Pacific Highway in Lane County, the plan adopted being a 7 inch concrete curb on each side of the present paving 24 inches in width with a 2 inch bituminous resurface, with the necessary binder, on the present paving, making 20 feet over all.

In the matter of the location of the Pacific Highway through Eugene, Chairman Booth reported that there were three possible routes -- Eighth, Ninth and Eleventh Streets -- but there being double track street car line on two of the streets (Eighth and Eleventh) Ninth Street was recommended from Blair Street to Franklin Boulevard and thence to a junction with the present Pacific Highway. Mr. Booth requested that action be deferred until the next meeting.

On motion which was carried, the Engineer was requested to submit a list of the employees of the department and the salaries paid, with a statement as to the probable number of employees of all classes that will be required to carry on the 1923 program, and the salaries recommended.

Messrs. Jay Bowerman, I. N. Day and G. E. Kibbe, representing A. D. Kern Co., asked for reimbursement for their costs in connection with the Morton right of way case. This matter came up in connection with the grading of the Hood River-Multnomah County Line Section of the Columbia River Highway in Hood River County, the Morton property being at Ruthton Hill. The matter was referred to the Engineer and Attorney for further conference with the contractor's representatives.

Portland, Oregon, November 25, 1922.

The Commission met in Room 1300 Yeon Building 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

The Commission considered in detail an itemized statement showing

the obligations of such counties as were indebted to the Commission on cooperative projects.

The Commission considered the matter of county cooperation by Umatilla County on state highways. The original offer of cooperation provided for \$225,000 on the Pendleton-Washington State Line Section of the Oregon-Washington Highway and \$240,000 on the Pendleton-Morrow County Line Section of the Columbia River Highway from their county bond funds. A later cooperative project was the Pendleton-Cabbage Hill Section on which they offered cooperation of approximately \$56,000. On all of these projects the county expended their own funds in grading, bridging, etc. under the supervision of the State Highway Engineer, which added to cash payments to the Commission exceeded their obligations under the cooperative agreement. These figures have been verified by the County Treasurer and checked by the Engineer. After consideration, the Commission by unanimous vote accepted the cash cooperation and the work done as payment in full of the county obligations under this particular agreement, the cooperative agreement on the Oregon-Washington Highway west of Pendleton and the charges for maintenance and equipment to be considered as a separate matter and not included.

Messrs. Laing and Hall, attorney and engineer respectively, for the Portland Gas & Coke Co., requested that a blanket permit be given to their company and a single bond be posted to cover their operations on state highways, the object being to avoid the necessity of securing a new permit for each extension or service connection of their pipe lines. The Commission was disposed to consider the matter favorably and it was referred to the Engineer and Attorney to work out a satisfactory agreement.

The Chairman presented a list of projects for new construction, which were discussed at some length.

The Attorney was instructed to file application with the Public Service Commission for a railroad stop crossing at St. Joseph in Yamhill County and if that could not be secured, to refer the matter back to the Commission for further instructions.

On motion which was carried, permission was given to C. B. McCullough, Bridge Engineer, to attend the annual convention of the American Association of State Highway Officials, to be held in Kansas City, December 4 to 8, inclusive, since his attendance has been requested on account of his membership on the Bridge Standardization Committee and the U. S. Bureau of Public Roads has agreed to pay his traveling expenses.

On motion, which was carried, the State Highway Engineer was authorized to attend the annual convention of the American Association of State Highway Officials at Kansas City to represent the State of Oregon. The payment of traveling expenses was authorized.

The Secretary was instructed to ask for bids to be received at the next meeting for auditing the accounts of the Commission and the

Engineer's payroll account for the period, December 1, 1921 to November 30, 1922.

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

*Robert R. ...*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*R. A. Booth*  
Chairman

*J. B. Yeon*

*W. B. Barratt*

Portland, Oregon, December 13, 1922.

The Commission met at Room 360 Multnomah County Court House at 10 A. M. Present were:

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

At 10 o'clock, bids were opened on the various paving, macadam, grading and bridge projects, as follows:

MT. HOOD LOOP HIGHWAY  
SANDY-CHERRYVILLE SECTION - SURFACING

D. C. & A. L. Williams	41,600.00
Rigdon & Tweedie	28,802.00
Warren Construction Co.	41,392.00
A. D. Kern	24,336.00
John Hampshire	44,824.00
A. O. Ekstrom	29,016.00
March & Bowers	34,668.00
Elliott, Scoggin & Paquet	30,740.00

COLUMBIA RIVER HIGHWAY  
RAINIER CITY SECTION - PAVING

	Concrete	Bituminous
W. D. Andrews Construction Co.	25,748.10	
A. D. Kern	23,713.25	
Cochran Construction Co.	25,522.15	
United Contracting Co.	27,488.40	25,751.50
C. P. Archer	24,450.25	
Soleim & Gustafson	23,976.10	

WILLAMETTE HIGHWAY  
GOSHEN-LOWELL SECTION - GRADING AND SURFACING

Hetrick, Cline & Gardner	108,080.00
Elliott, Scoggin & Paquet	103,091.00
Warren Construction Co.	82,571.00
Washburn & Hall	89,159.50
John Hampshire	105,571.00

At 10:30, the reading of the bids was discontinued and a committee from Astoria, consisting of Senator Kinney, Frank Parker, County Commissioner John Frye, Mayor Baker of Portland and William Grant, City Attorney of Portland, were given a hearing. Mr. Parker stated that the Astoria Committee of Ten had asked him to arrange a conference with the Commission and that he had requested Mayor Baker to make the presentation of their case. Mayor Baker said that outside aid was necessary to help rebuild Astoria after the great fire on account of their present financial condition, and that the plan had been suggested to ask the Commission for assistance in the form of reconstructing the Columbia River Highway through the burned area and also at the same time to complete the grading and paving of the highway through the entire city and thus relieve the city of further expenditures on this project. He stated that this was absolutely necessary as the property was so heavily bonded that no further funds could be raised and that if this is not done the highway could not be opened up through the burned district.

Mayor Baker further stated that it was well known that there was a legal limitation preventing the Commission from doing work in incorporated cities of 2000 population or over, but that it had been proposed to secure the passage of a law by the Legislature permitting the Commission to construct the highway through Astoria as a relief measure, and in the meantime, it was proposed to secure sufficient signatures of the members of the Legislature to guarantee the passage of such a measure. Senator Kinney, representing the Clatsop County Court and the Chamber of Commerce, said that it was necessary for the state to help if the highway was kept open.

Chairman Booth replied for the Commission that the help which had been asked had the fullest sympathy of the Commission and they would not hesitate to act if assurance was given of the support of a substantial majority of the Legislature and the support of the incoming administration. The Chairman stated further that thus far state aid to the smaller towns had been limited to paving the standard roadbed width, but to do as they asked would require a very large expenditure for the construction of retaining walls, filling, curbing and paving. However, it was the idea of the Commission that the one-quarter mill tax which had been diverted to the Boys' Training School in the case of an emergency for two years ago might now in a greater emergency be diverted to Astoria for the purpose they requested. On motion which was carried, the Engineer was instructed to prepare an immediate report and estimate of cost of reconstruction through the burned area and also the cost

necessary to complete the highway through the entire city.

The Commission stated that they would withdraw their previous request to the city authorities to improve the east approach in the city and if permitted by proper authority the Commission would do that work themselves. In the matter of the Lewis and Clark bridge, Clatsop County had agreed to put \$20,000 in their budget for it this year and if they do that, the Commission will relieve them of further responsibility and pay for the balance of the bridge from state funds. The Commission also offered the city of Astoria the free use of a fleet of the Commission's trucks if they desired to use them.

Senator Kinney asked the Commission to give consideration to the designation of the Inland Loop Highway through Vernonia, Mist, Jewell and Olney to Astoria as a state highway. The Commission replied that the matter had been before them before but would be filed for future consideration.

The reading of the bids was resumed:

WILLAMETTE VALLEY-FLORENCE HIGHWAY  
GOLDSON-CHESHIRE SECTION - GRADING AND SURFACING

A. C. Mathews	40,920.00
Warren Construction Co.	48,617.00
McKy & Culver	49,535.00
Washburn & Hall	42,167.50
John Hampshire	55,407.50
A. D. Kern	47,437.40
Hetrick, Cline & Gardner	43,019.00

PACIFIC HIGHWAY  
TANGENT-SHEDD SECTION - PAVING

	Concrete	Bituminous
Cochran Construction Co.	56,030.60	
Warren Construction Co.		60,800.00
W. D. Andrews Construction Co.	59,524.60	
A. D. Kern		50,606.00

PACIFIC HIGHWAY  
MURDER CREEK SECTION - PAVING

	Concrete	Bituminous
W. D. Andrews Construction Co.	18,006.00	
Cochran Construction Co.	17,561.00*	
Warren Construction Co.		17,675.10
C. P. Archer	16,437.00	
Guy F. Pyle	17,826.00	
Soleim & Gustafson	15,273.20	
A. D. Kern	16,238.20	

\*Reduction of \$500 if awarded Tangent-Shedd Section also.

WILLAMETTE HIGHWAY  
GOSHEN-LOWELL SECTION - LOST CREEK BRIDGE

E. D. Olds	9,053.50
Monson-Treirweiler Co.	9,220.50
Geo. W. Stewart	9,752.50
Curtis Gardner	11,077.00
W. D. Hoffman	11,606.00
Union Bridge Co.	12,501.00

At the completion of the reading of the bids, they were referred to the Engineer for tabulation.

Judge Wood of Curry County was present and stated that the Forest Service had offered to put in \$15,000 on a forest road up the Rogue River, provided the county will cooperate, but they had no funds except market road funds. It was suggested by the Commission that the matter be deferred until the Legislature had an opportunity to act and if the expenditure of market road funds on state highways was authorized that it might be more advisable to cooperate with the state on the Coast Highway.

Judge Adkisson and Commissioner Hix of Wasco County urged that The Dalles-California Highway project south of Dufur be put on at once. The Chairman replied that they proposed to put this on as a Federal Aid project, but that the Federal funds had been authorized but not appropriated and that, therefore, it was unwise to assume obligations until the Government funds were definitely appropriated. It was also pointed out that there was an alternate route following down White River to the Deschutes River crossing to the east side and going up the river to Maupin if the O.-W. R. R. & N. railway grade was abandoned. This route would avoid an adverse grade and make a water grade between the White River crossing and Maupin. The county representatives did not favor this proposed route.

The matter of the surfacing on the north five miles of The Dalles-Dufur Section, contract No. 527, was considered, the contractor having offered to substitute crushed rock the same as has been used on the south end of the section for pit-run gravel at an increase of 60 cents per cubic yard which approximately equals the cost of the extra haul. About 10,000 cubic yards or \$6,000 is involved. The Engineer recommended the change since crushed rock would make a better roadbed and the county representatives stated that they favored it and that they would pay one-half of the additional cost. After consideration, the Commission voted to authorize the Engineer to make the change, substituting crushed rock for pit-run gravel at an increased cost of 60 cents per yard on the north section of approximately 5 miles on this contract.

Between the north end of the present Dalles-Dufur contract at Eightmile Creek and the Columbia River Highway, there is approximately 2½ miles of roadbed which was graded and surfaced by Wasco County but which needs additional surfacing material. The contractor on the

Dalles-Dufur contract has offered to place crushed rock on this section at a price of \$2.27 per cubic yard or \$1.67 per cubic yard for crushed pit-run gravel. The Engineer recommended that this work be done at this time in view of the economy which could be effected by having the work done under the adjoining contract and recommended that crushed stone rather than pit-run gravel be used. The county representatives also urged that it be done and agreed to cooperate 50-50. After consideration, the Commission accepted the proposal of the contractor, Clifton, Applegate & Toole, and on motion unanimously agreed to extend the contract to cover the 2½ miles between the north end of the present Dalles-Dufur contract No. 527 and the junction of the Columbia River Highway about 2½ miles, at a price of \$2.27 for crushed rock. The quantity required is estimated to be approximately 4000 cubic yards.

Judge Sawyer renewed his previous request for work on the Tumalo and Redmond-Cline Falls Sections. He stated that the county had no funds this year for the Redmond-Cline Falls project unless the use of market road funds was permitted, by new legislation, but in the event this was not done, they would put a portion of their share in the budget from year to year.

Judge Sawyer and Mr. McPherson of the Bend Commercial Club asked that the road from Lapine to Fort Rock be left on the map as a state highway and made a part of the federal highway system. The matter was taken under consideration.

Chris Schuebel, Mayor Shannon and W. B. Caufield were present in the interests of the Oregon City south approach matter. Mr. Schuebel stated that he had a petition on which there were a large number of signers, protesting against the Railroad Avenue route and said that an injunction would be filed if the Commission insisted upon using that route. It developed that the principal objection of the City Council was to expending that amount of money in constructing the two blocks of Railroad Avenue. The Chairman responded that the agreement with the various parties at interest had covered the entire section from the bridge through to Canemah and that the Commission had agreed to construct the section from the city limits to Canemah at the sole expense of the state, but if the project is withdrawn now or materially altered, involving a location other than that designated by the Highway Commission, the Commission will consider themselves released from the obligation heretofore proposed. Further, it was very evident that there was a wide divergence of views which it did not appear could be reconciled and an agreement reached at this time, but the Commission were quite willing to leave it to their successors.

Mr. F. A. Hutto of Yainax, who is Stockman for the Indian Service, appeared in behalf of a change in location for the Klamath Falls-Lakeview Highway east of Dairy. He claimed that there were two improved roads now between Olene and Bonanza which would be shorter than the proposed road between Bonanza and Olene by way of Dairy, and he argued in favor of a location directly north from Dairy, passing through Yainax. The matter of location northeast of Dairy was re-referred to the Engineer for a further report.



Tabulation of the bids received was read at 3:20.

Sandy-Cherryville Section of the Mt. Hood Loop Highway, Unit No. 2, surfacing. The Chairman announced that this is a project where the former contractor failed and the bonding company is concerned. Therefore, on motion which was carried, the award was referred to the engineer for a conference with the agent of the bonding company.

Rainier City Section of the Columbia River Highway, paving. On motion which was carried, the award was made to the low bidder, A. D. Kern, for concrete on his bid of \$23,713.25.

Tangent-Shedd Section of the Pacific Highway in Linn County, 2.2 miles of paving. The bridge paving not having been covered in this contract, on motion which was carried, the matter was referred to the Engineer with authority to act if a favorable price was received for paving of bridge floors.

Murder Creek Undercrossing Section of the Pacific Highway in Linn County, 0.6 miles of paving. On motion which was carried, the contract was awarded to Soleim & Gustafson, the low bidders, at \$15,273.20 for concrete type.

Goshen-Lowell Section of the Willamette Highway, grading and rock surfacing. On motion which was carried, the matter was referred to the Engineer for conference with the county.

Goldson-Cheshire Section, Willamette Valley-Florence Highway, grading and rock surfacing. On motion which was carried, the matter was referred to the Engineer for conference with the county.

Bridge over Lost Creek, Goshen-Lowell Section of the Willamette Highway. On motion which was carried, this job also was referred to the Engineer for conference with the county, who are cooperating on this project.

Jackson County, represented by Judge Gardner, Commissioners Bursell and Owens, asked for a joint conference with the Bureau of Public Roads and Forestry Department officials in the matter of the completion of the Crater Lake Highway. The Commission stated that the state's interests in completing this highway were identical with Jackson County's and that the matter would be presented to the Federal officials at the next opportunity, and that nothing would be gained by a joint conference.

Judge Barnard of Lane County presented the matter of the extension of the East Side Pacific Highway south from Harrisburg through Coburg to Eugene as a state highway and stated that if that route was chosen, they would have bond money between Armitage and the Linn-Lane County line. The Commission advised him to confer with the Linn County Court in the matter.

Judge James and Commissioner Warren of Lincoln County stated that on the Newport-Devils Lake Section, the county would have available

from \$5,000 to \$10,000 this year. They asked that the so-called Salmon River road, connecting with the McMinnville-Tillamook Highway at Midway and the Coast Highway at Taft, be placed on the forest road map. The matter was taken under consideration.

The Lincoln County representatives asked the Commission to prepare plans and specifications and advertise for a bridge across the Yaquina River just above Toledo for which they have \$40,000 bond money available, no state aid being asked. The Commission instructed the Engineer to prepare a design and specifications at once.

Gilliam County was represented by Judge Fowler, Commissioner Sherman Wade, G. W. Parman, Dr. J. W. Donnelly and T. A. Weinke, District Attorney, who spoke with reference to closing the remaining gap on the John Day Highway, 17 miles, between Gwendolen and Olex. The Commission stated that they would like to see this done, but could not consider it unless county cooperation was given in accordance with the previous arrangement whereby the excess state expenditures on the John Day Highway between Condon and Arlington must be equalized by the county before further state funds would be made available. Reference was made to the Condon-Ajax or Cottonwood Canyon Road bond fund of \$75,000, but the Chairman advised them that the Attorney General's opinion precluded the use of this fund on the John Day Highway or any other highway except the road particularly described in the order of the County Court calling for the election.

Mayor Young of Albany, Commissioners Pierce and Thoms of Linn County, Judge Wilson and Commissioners von Lehe and Scott of Benton County and Senator A. J. Johnson of Corvallis appeared in the interests of the designation of the Albany-Corvallis Road as a state highway. The Benton County representatives stated that they wished to reiterate their previous agreement and would grade and construct the necessary small bridges on the entire section between Albany and Corvallis. The Linn County representatives were advised that before the road would be designated a state highway the Commission must have assurance from the proper authorities that the present bridge across the Willamette River at Albany would be maintained and rebuilt when required by the Commission, at the sole expense of the county, without any state obligation. The Linn County representatives wished to confer on this matter further and said that they would give a definite answer later. The Benton County representatives stated also that if the new bridge was located farther down the river, they would grade to the new bridge site at the expense of the county.

Commissioner Thoms, Commissioner Pierce, Dr. A. J. Prill, Mayor of Scio, J. B. Dinsmore, A. C. Peery and Jefferson Myers asked for the designation as a state highway of the road between Jefferson and Scio. The Chairman replied for the Commission and stated that it is not the purpose of the Commission to add any further roads to the state highway map at this time, but that their petition would be filed for future reference.

Portland, Oregon, December 14, 1922.

The Commission met in Room 360 Multnomah County Court House at 1:30 P. M. Present were:

R. A. Booth, Chairman  
W. B. Barratt, Commissioner  
Roy A. Klein, Secretary

Commissioner Dean of Malheur County asked for state aid on the Cairo-Vale Section but said that the only county funds which were available were the Market Road funds. The Commission advised that unless the present law was changed the market road funds could not be used and that at this time no state funds could be promised.

Commissioner Dean asked that a charge of \$2061.77 against Malheur County for siphons installed on the Baker County Line-Weiser Section as a right of way consideration be cancelled. A recommendation having been made by the State Highway Engineer that the charge be cancelled, in view of the fact that these siphons connected new irrigation ditches, the same was approved and the Secretary was instructed to so advise Malheur County.

J. C. Kendall and J. E. Norton, representing Coos County, requested state aid north of Coos Bay and filed a statement showing the county expenditures, particularly urging that first the sections which had been previously graded be rock surfaced. The Commission said that they hoped to include in the program the grading between Coos Bay and the Umpqua River.

Commissioner Alley of Tillamook County says that the county will place \$10,000 in their budget for 1923 and \$15,000 the following year for county cooperation on the Jetty Creek-Brighton Section of the Coast Highway. The Chairman advised that if the County Court would present the matter in a formal resolution that the Commission would act upon it at their next session.

Senator W. G. Hare presented a remonstrance against the change in location of the present road at the junction of the road to Pacific City with the Coast Highway (Hudson Corners). He stated that the county bond issue provided that the road be located that way. The matter was referred to the Engineer and Attorney for a report.

L. A. Grote and Paul Wallace appeared in the interest of the West Side River road in Polk and Yamhill Counties from the west end of the Salem bridge through Hopewell to a connection with the paved highway between Dayton and McMinnville and asked its designation as a state highway. Matter was taken under consideration.

Judge Schannep, Commissioners Bean and Dunning, representing Umatilla County, stated that they strongly opposed taking the Pilot Rock-John Day Road off the state highway map and wished it placed on the forest highway map. They also asked that the Weston-Elgin road be placed upon

the forest map. The Commission advised that these matters would be considered when the forest road map was submitted.

The Commission gave favorable consideration to the former request of Umatilla County that the entire Oregon-Washington Highway from Pendleton to the head of Vinson Canyon be considered a 50-50 cooperative project and that the expenditures previously made by the county, amounting to \$111,341.02 on the Pendleton-Pilot Rock Section be considered as a credit to the county. The projects considered and the best available cost figures not including engineering charges are as follows:

	Total Cost	State Paid	County Paid
Pendleton-Pilot Rock, grading and macadam	\$111,341.02	0	\$111,341.02
Pilot Rock-Vinson, grading	85,218.53	51,581.78	33,636.75
" " " bridges	8,797.93	8,797.93	
" " " surfacing	42,160.00	42,160.00	
Vinson Section	18,000.00	18,000.00	
Totals	\$265,517.48	\$120,539.71	\$144,977.77

One-half of the total costs is \$132,758.74 or a credit of \$12,219.03 in favor of the county for further cooperative work. It is understood that there is the sum of \$12,058.75 due on maintenance work from the county and also an equipment account of approximately \$5250.00, which the county agrees to pay when funds are available. On motion which was carried, the above settlement and agreement was approved by the Commission and for Umatilla County by Judge Schannep and Commissioners Bean and Dunning.

Commissioner Harlow of Lane County stated that the County Court had considered the bids received on the Lane County projects the previous day, the Goshen-Lowell Section, the Goldson-Cheshire Section and the Lost Creek bridge, and asked that the Commission award the contracts on all three projects to the low bidders. On the Goshen-Lowell Section, however, the total county funds available is \$84,000 for grading, surfacing, right of way and the Lost Creek bridge, and therefore, the County Court requested that on the contract for grading and surfacing that the amount of work be reduced approximately \$3000 or a further amount if necessary, on account of lack of funds, and the uncompleted section to be between the Coast Fork bridge and the foot of Wilson Hill. Mr. Harlow reported that the low bidder would agree to this reduction in quantities without change in unit prices.

Conforming to the request of the county, on motion which was carried, the contract for the grading and surfacing of the Goshen-Lowell Section with the changes noted above, was awarded to the Warren Construction Company, the low bidders.

On motion, which was carried, the contract for the construction of the bridge over Lost Creek was awarded to E. D. Olds, the low bidder, at \$9,033.50.

On motion, which was carried, the contract for the construction of the Goldson-Cheshire Section was awarded to A. C. Mathews, the low bidder, at \$40,920.00.

Commissioner Harlow stated that Lane County had some special local funds, in amount \$2,500 for the section between Nimrod and Cook Inn on the McKenzie Highway, engineer's station 60+50 to 70+50, which they offered in cooperation with the state for the improvement of that section. They asked that the state match their funds and advertise the project, which is estimated to cost \$4189, or if the state does not wish to co-operate now, permit the county to do the work on state standards and give them credit on future work. Division Engineer McLeod reported that there was a surplus resulting from the original \$50,000 state appropriation for cooperation on this highway sufficient to meet the requirements, therefore, on motion which was carried the request of Lane County was granted and the Engineer was instructed to prepare the project for advertising.

Commissioner Davidson of Morrow County asked that the state complete the Oregon-Washington Highway through their county. Mr. Booth replied for the Commission that the state was ready to help but that some cooperation should be given by the county. He asked if a bond issue could be voted and it was thought not and it was then suggested that a tax levy be made to cover from year to year until the full amount is paid. Commissioner Davidson said that he would take up the matter with their budget committee and see what could be done. Judge Campbell also discussed the same matter further but no plan was offered to meet the situation.

Judge Bunnell and Commissioner Fordyce asked that the other projects in Klamath County be advertised. The Commission stated that they were willing to go ahead as soon as the appropriation bills for Federal Aid had passed Congress, thus insuring the Government share, but until this was done, the obligations of the contracts should not be assumed.

The Commission approved the minutes of November 21, 22, 23, 24 and 25.

A letter was received from the attorneys for the Strauss Bascul Bridge Co., making claim for alleged infringement of patent on the construction of the Youngs Bay Bridge. The matter was referred to Bridge Engineer and Attorney for a report.

Portland, Oregon, December 15, 1922.

The Commission met in Room 1300 Yeon 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

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W. D. B. Dodson, H. J. Ottenheimer and R. Price of the Portland Chamber of Commerce stated that the Chamber were squarely behind the efforts of Jackson County and the Commission to secure the completion of the Crater Lake Highway with Government cooperation. The Commission stated that the matter would be taken up with the Government officials in the very near future.

A hearing was given the Johnson Contract Company on their claim on Units 2 and 3 of the Mt. Hood Loop in Clackamas County. Representing the contractors were Jay Bowerman, attorney, J. P. Newell, Lyman Griswold and H. S. Huson, consulting engineers, and E. T. and Herman Johnson. They claimed that they were entitled to increased classification and that the \$15,000 deduction offered in their proposal should not be made. Also some extra bills were presented and a protest was made against the deduction of engineering costs subsequent to March 31, 1922. The matter was referred to the Engineer for a report with a recommendation as soon as he can do so.

At the request of the State Highway Engineer, J. C. Russell, Resident Engineer at Dolph, was appointed a traffic officer without additional compensation.

In the matter of the petition from the residents of Indian Creek, Lane County, that the Commission designate the route of the Lane-Coos Highway from Rainrock to Florence via the North Fork, the Commission were of the opinion that this is a matter of location which must be considered jointly with the Forest Service since it is a forest project.

The Engineer reported that more snow fences were needed between North Powder and Union. After consideration, an expenditure of \$3300 was authorized for this purpose.

In the matter of the construction of the Bear Creek Section of the Prineville-Lakeview Highway, the Engineer was instructed to make a recommendation as to the most needed section and which could be constructed for the funds available, \$60,000.

In response to a resolution received from the Kiwanis Club of Astoria, the Secretary was instructed to advise them of the work which has already been done on the Coast Highway, including the surveys which have been made.

Bids for auditing the State Highway Fund and the State Highway Engineer's Payroll Account were opened and read. Proposals were received from the following:

Arch J. Tourtellotte  
Haskins & Sells  
Whitfield, Whitcomb & Co.  
Arthur Berridge & Co.  
Alexander Young & Co.  
Max Grandall  
E. G. Shorrock & Co.  
Paul R. Chaney Co.  
John Y. Richardson  
G. Ed Ross  
G. E. Conner

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After consideration, the award of the contract was made to G. Ed Ross of Salem on his bid of \$20.00 per day for himself and \$14.00 for assistant, with no living or traveling expenses allowed and the maximum cost of audit to be \$750.00.

The Commission authorized the Secretary to prepare contracts with the Oregon Portland Cement Company for the furnishing of 3300 barrels of cement at Rainier for the city of Rainier Section, this company having given the lowest bid.

The Commission authorized the Secretary to prepare contracts with the Beaver Portland Cement Company for the furnishing of 2400 barrels of cement at Albany for the Murder Creek Undercrossing section, this company having given the lowest bid.

Judge Gardner and Commissioner Bursell of Jackson County appeared in behalf of the Crater Lake Road stating that they believed it to be of the utmost importance to grade and gravel the remaining gap between McLeod Bridge and Cascade Gorge in preference to rock surfacing the section within the forest adjacent to the park boundary which the federal officials had said they favored. The Jackson County representatives stated that if this was done they would sprinkle the section near the Park Boundary when necessary at their own expense if the state would furnish a tank truck as was done in other years on the Prospect Section.

The Jackson County representatives stated that their Budget Committee had approved the inclusion of \$40,000 on the Ashland-Klamath Falls Highway and asked that the contract for surfacing the Keene Creek-Klamath County Line Section be awarded. This having been promised by the Commission when county funds were assured, on motion which was carried the Commission awarded the contract to S. S. Schell, the low bidder, on his proposal dated October 6, 1922, which has been held in abeyance pending completion of the county financial plans.

The attorneys for A. D. Kern reported that they were able to secure a reduction of \$200 in the event that an appeal was not taken in the Morton right of way case in Hood River County. They stated that the total costs were \$3,468.12 of which they asked the Commission to take two-thirds or \$2,312.08. After consideration, the Commission offered a cash settlement of \$2000 which was accepted by the contractor.

In the matter of the contract for surfacing the Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway, the Secretary reported that the contracts had been sent to the low bidder, W. C. Stone, but that he had failed to execute and return them. The Attorney was instructed to notify both the bidder and the surety that if the contracts were not executed on or before December 29, 1922, that the bonds would be declared forfeited and the projects readvertised.

Judge Bunnell and Commissioner Fordyce asked that the rock and gravel surfacing on The Dalles-California Highway between Iamm's Mill and Fort Klamath be widened from 14 to 16 feet and stated that they would be

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willing to cooperate 50-50 on the additional costs. After consideration, the Commission approved the plan and instructed the Engineer to increase the width accordingly.

The Engineer reported that the rock in one of the quarries on the Sarvice Creek project, contract No. 497, in Wheeler County had turned out soft and it appeared desirable to complete the top course with harder rock from another quarry. The contractor had offered to furnish the better rock at an increase of 35 cents per yard which represents the extra cost of haul. This change was approved by the Commission.

The Engineer reported that it was desirable to secure crushed gravel for shoulders on the inside of curves on the Wolf Creek-Grave Creek Section and on the Grave Creek-Pleasant Valley Section, 1200 cubic yards being required on the first project and 500 cubic yards on the latter, total estimated cost \$3,400.00. On motion which was carried, the expenditure for this purpose was approved and the engineer authorized to make such arrangements as seem desirable.

As instructed at the previous meeting, the Engineer reported on the proposed relocation of a section of the Old Oregon Trail around the Thief Valley or Baker Irrigation Project Reservoir. This would be made necessary by the construction of a dam for water storage which would flood the present roadway in the vicinity of Jimmy Creek between North Powder and Telocaset in Union County. The Engineer submitted maps, profiles and cost estimates of alternate locations on the basis of a flood water elevation of 3205. The Engineer recommended the adoption of a route marked on his report as "G" which had the best grade and alignment and lower construction costs. The estimated cost for grading, rock or gravel surfacing, bridging and culverts for standard construction was stated to be \$25,000. After consideration, on motion which was carried unanimously, the plan was approved and this Commission recommended that, if the project is carried through to completion, the state make this change in the present alignment and construct around the reservoir at the sole expense of the state.

Greenwood & Dann requested an extension of time to June 30, 1923 on Unit No. 2, Ochoco-Mitchell Section of the Ochoco Highway, contract No. 559. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Cummins & La Pointe requested an extension of time to May 1, 1923 on contract No. 589, which is the concrete paving sections of the Newberg-Multnomah County Line project. The Engineer reported that their inability to complete the work on time was caused by delays in securing cement and therefore, recommended that the extension be granted without assessment of engineering costs. Recommendation approved by the Commission.

E. D. Olds requested an extension of time to December 1, 1922 on contract No. 502, which covers the bridges over the Coquille River and Tenmile Creek on the Coos Bay-Roseburg Highway. The Engineer recommended that the extension be granted as requested without penalty. Recommendation approved by the Commission.

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Colonial Building Company requested an extension of time to February 28, 1923 on contract No. 566, which is the Rhinehart overcrossing on the La Grande-Joseph Highway in Union County. The Engineer requested that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. D. Kern requested an extension of time to October 31, 1923 on contract No. 529, which is the surfacing of the Goldson-Blachly Section of the Willamette Valley-Florence Highway in Lane County. On account of unforeseen difficulties which the contractor met on this project, the Engineer recommended that the extension be granted as requested without penalty. Recommendation approved by the Commission.

John Hakanson requested an extension of time to February 28, 1923 on contract No. 555, which is the grading of the Elk River-Sixes River Section. The Engineer reported that the work had been prosecuted diligently and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clifton, Applegate & Toole requested an extension of time to March 1, 1923 on contract No. 527, which is The Dalles-Dufur Section of the Dalles-California Highway in Wasco County. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Warren Construction Company requested an extension of time to March 1, 1923 on contract No. 546, Heppner Junction-Morrow County Line Section of the Oregon-Washington Highway in Gilliam County. The Engineer reported that this work had been prosecuted diligently in the face of adverse conditions and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

A. Giebisch requested an extension of time to May 31, 1923 on contract No. 426, which is the Chitwood-Toledo grading. The Engineer reported that unsatisfactory progress had been made on the work thus far, but recommended that the extension be granted as requested, with a provision that the contractor be charged engineering costs incident to grading operations subsequent to May 30, 1922. Recommendation approved by Commission.

Pat Lonergan requested an extension of time to May 1, 1923 on contract No. 537, Wasco-Biggs Section of the Sherman Highway. The Engineer reported that the work which is now being done is on new location throughout and the old road is still available and since the traveling public is not inconvenienced, he recommended that the extension be granted without penalty. Recommendation approved by Commission.

The Johnson Contract Company requested an extension of time to June 30, 1923 on contract No. 492, which is the Booth Hill-Forest Boundary Section of the Mt. Hood Loop Highway in Hood River County. The Engineer reported that heavy snows had made it necessary to carry over the job into the next season and therefore recommended that the extension

requested be granted without penalty. Recommendation approved by Commission.

Soandia Shipbuilding Company requested an extension of time to May 31, 1923 on contract No. 532, which is the grading and surfacing of the Myrtle Point-Coquille Section of the Coos Bay-Roseburg Highway. The Engineer recommended that the extension be granted with a provision that engineering charges subsequent to the contract date of completion (September 30, 1922) be charged to the contractor. Recommendation approved.

W. C. Stone requested an extension of time to June 30, 1923 on contract No. 489, Camas Valley Section, Coos Bay-Roseburg Highway, grading. The Engineer reported that the original date of completion on this job was set for July 31, 1922 and the time extended to September 30, 1922 and later to November 20, 1922, with the provision that the engineering costs subsequent to September 30, 1922 be paid by the contractor and that he be required to keep up the old road around the uncompleted work. The Engineer recommended that the penalty condition of the previous extension be reconsidered and that the engineering costs be charged to the contractor subsequent to November 20, 1922, and in addition the contractor pay for rock placed on the old road around the uncompleted sections during the summer of 1922, the state to maintain the old road during the winter. A further condition was that after the rains have ended in the spring of 1923, contractor shall reshape all roadbed and remove such slides as have come in and replace such settlement as has occurred during the winter, the unit prices for material moved shall be those in the original contract and no extra payment to be made for reshaping roadbed or on such other work as cannot be conveniently cross-sectioned. Recommendation approved by the Commission.

W. C. Stone requested an extension of time to August 31, 1923 on contract No. 556 for surfacing the Camas Mountain Section of the Coos Bay-Roseburg Highway. In view of the fact that the applicant is also the contractor on the grading of the same section, and that certain penalties have been imposed for delays in completion of the grading, the engineer recommended that the time be extended as requested without further penalty. Recommendation approved by the Commission.

The Johnson Contract Company asked for an extension of time on contract No. 390, which is the grading of Unit No. 2 of the Multnomah County Line-Forest Boundary Section of the Mt. Hood Loop Highway and asked for a reconsideration of the penalty of engineering costs imposed upon them. The Engineer reported that the previous extension had been granted to April 30, 1922 with provision that engineering costs be charged against the contractor subsequent to April 30, 1922; this provision being recommended on the understanding that a considerable amount of work was to be carried on during the winter, requiring an appreciable expense for engineering. It later developed that no winter work was done and that little or no work was practicable before April 30, 1922. The Engineer therefore recommended that an extension sufficient to complete the project be granted and that the date for beginning of the assessment of engineering costs be extended to July 1, 1922. Recommendation approved by Commission.

The Commission authorized the final payment to Oskar Huber on contract No. 134, Benton County Line North, in amount \$743.17.

The Commission approved and executed an agreement with Dawson Bros. providing for the construction of a fore and aft log chute across the Coast Highway in Clatsop County near the county line.

Inasmuch as N. G. Wallace, Attorney for the North Unit Irrigation District, had stated that no arrangements had been made for the financing of their project, and since they had previously agreed that if such arrangements were not completed by December 1, 1922 that they would not ask for further postponement, the Commission decided to adopt the location through the Benham Falls Reservoir site and ordered the Engineer to prepare plans and specifications for that section of The Dalles-California Highway, and advertise the same for grading and surfacing.

The Commission adopted as the definite location of the Sherman Highway from Grass Valley south, the route as surveyed by the Engineer passing about one-half mile west of Kent south through Shaniko, thence southwesterly to a junction with The Dalles-California Highway near the head of Cow Canyon.

The Engineer reported that pursuant to instructions, he had made an inspection of the Columbia River Highway through the city of Astoria and submitted a hasty report of approximate costs. He stated that the grading and paving of the entire Columbia River Highway through the city from the east city limits to the west would be not less than \$500,000. He further reported that the distance through the burned area on Commercial Street is 2100 feet and it is estimated that the cost of retaining walls, filling and paving is \$175,000 without an allowance for engineering and contingencies. The Engineer estimates the cost of grading and paving the east approach to the city at \$50,000 and the cost of the grading and paving of a section at Date Street and 42d Avenue, about 750 feet in length, \$20,000. The Commission expressed their willingness to undertake to construct from state highway funds the section through the burned area, the east approach, and the section at Date Street estimated by the Engineer to cost approximately a total of \$245,000, provided the city will make the street traversed not less than fifty foot roadway, and provided the expenditure of state funds for this purpose has the approval of the legislature and Governor-elect.

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*

*W. B. Barratt*

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Portland, Oregon, December 29, 1922.

The State Highway Commission met in Room 1300 Yeon Building at 10 o'clock A. M. Present were:

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

As instructed, the Engineer submitted a report showing the estimated costs of constructing the Columbia River Highway through Astoria but no recommendation having been received from the legislative committee or the Governor-elect, the report was ordered filed for future consideration.

The Engineer reported a schedule of salaries for the coming year and a statement of the estimated field engineering forces required to handle the work, both of which showed substantial reductions compared with the present year. On motion, which was carried, the report was adopted.

The Engineer reported that A. D. Kern, the low bidder on the 2.2 miles of paving on the Pacific Highway across the Calapooia River Bottom between Tangent and Shedd, had submitted a satisfactory bid on the paving of the bridge floors and recommended the award of the contract. Motion made and carried that this contract be awarded to A. D. Kern on his bid of December 13th and the supplementary bid for paving the bridge floors.

The Engineer reported that the acceptance of the low bid of A. D. Kern for the rock surfacing of the Sandy-Cherryville Section of the Mt. Hood Loop Highway was satisfactory to the surety on the bond of the Palmer Construction Company, the former contractor on this project, and recommended the award of the contract. On motion which was carried, the contract was awarded to A. D. Kern, the low bidder, at \$24,336.00.

A petition was read from the Hermiston Commercial Club, requesting the routing of the Umatilla Cutoff through Hermiston. This routing appearing to be indirect and longer than the route proposed by the Engineer, the request was rejected.

A petition was received from Paul Wallace, L. A. Grote, C. C. Page, A. H. Steiner and endorsed by the Salem Chamber of Commerce and the County Courts of Marion and Yamhill Counties, requesting the designation of the river road in Polk County, beginning at the west end of the Willamette River bridge at Salem and extending north to a connection with the paved road between Dayton and McMinnville as a state highway. Petitions ordered filed for future consideration.

A petition was received from the Commercial Clubs of McMinnville and Lafayette and endorsed by the County Court of Yamhill County urging that the three-quarter mile gap on the West Side Highway at St. Joseph be completed, and expressing a preference for a grade crossing on account of

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the difficulties in the way of the proposed undercrossing. The Attorney was instructed to ask the Public Service Commission for authority to construct a grade crossing with a requirement that the railroad company stop its trains, or if that fails, to ask for the grade elimination.

A letter was received from the County Court of Tillamook County asking the Commission to grade and rock the Jetty Creek-Brighton Section of the Coast Highway in 1923 and offering the sum of \$10,000 in 1923 and \$15,000 in 1924 to be raised from tax funds. On motion which was carried, the offer was accepted and the engineer was instructed to make the necessary surveys and estimates.

In the matter of location of the Oregon-Washington Highway through Freewater via Evans Street, proposed by Howard Evans, Commissioner Barratt reported that if the congestion on the present route via Washington and Depot Streets became sufficiently great in the future as to make a new location desirable, that he would recommend that an entirely new location be made passing to the west of the city, requiring new construction but eliminating several right angle turns on both the Evans Street and the present Depot Street route. The Secretary was instructed to advise the interested parties that the Commission did not favor the Evans Street route but if the congestion on the present route necessitated a change they would favor an entirely new location as proposed by Commissioner Barratt and that, further, the Commission decline to take up with the Public Service Commission the matter of a railroad crossing on Evans Street since it is a matter outside of their jurisdiction.

The Secretary was instructed to notify the City Council of Oregon City that if there was no possibility of reaching an agreement in the matter of routing between Fifth and Seventh Streets, the bidder's bond given by the low bidder on the Oregon City-Canemah Section, which has been held since the November 21st meeting, will be returned.

The Engineer reported that approximately 4000 cubic yards of 3/4 inch crushed stone were needed to redress the first twelve miles of The Dalles-California Highway north of Klamath Falls, estimated to cost \$10,000. After consideration, authority was given for this expenditure for this purpose.

The following requests for extensions of time were received:

A. D. Kern requested an extension of time to March 1, 1923 on contract No. 409, Grants Pass-Sexton Mountain Section. The Engineer recommended that in view of the fact that construction of this unit had been retarded in order to complete the Sexton Mountain Section, that the extension requested be granted without penalty, provided the contractor keep the unsurfaced portions of the roadway maintained in good condition, it being understood that the contractor shall pay the labor and other expenses of maintenance, but that he will be paid for all materials used at the unit prices of the contract. Recommendation approved by the Commission.

Wallowa County Court requested an extension of time to June 30, 1923 on contract No. 576, bridges over Trout Creek and Wallowa River near Lostine. The Engineer recommended that the extension be granted as requested. Recommendation approved by Commission.

L. B. Hickox & Company requested an extension of time on contract No. 541, Unit No. 3, Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway. The Engineer recommended that the extension be granted to June 30, 1923 with the provision that engineering costs subsequent to the contract completion date (September 15, 1922) be charged against the contractor. Recommendation approved by the Commission.

A. Giebisch requested an extension of time to June 30, 1923 on contract No. 505, thirteen wood trestle spans on the Benton County Line-Toledo Section of the Corvallis-Newport Highway. The Engineer recommended that the extension be granted but that engineering costs subsequent to the contract completion date (October 31, 1922) be charged against the contractor. Recommendation approved by Commission.

S. A. Mocerri requested an extension of time to February 28, 1923 on contract No. 510, Canyonville-Galesville Section of the Pacific Highway. The Engineer recommended that the extension be granted without penalty since it was largely delays in receiving materials beyond his control which had delayed completion of the work. Recommendation approved by Commission.

Carlson & Nyberg requested an extension of time to June 15, 1923 on the grading part of their contract No. 560, Deadman's Pass-Kamela Section of the Old Oregon Trail. The Engineer reported that good progress had been made and recommended that the extension be granted without penalty. The Commission approved the Engineer's recommendation with the understanding that on the surfacing part of the contract, the surfacing not having been completed in 1922, the unit prices bid for 1923 completion would govern and not the 1922 bid prices.

The Engineer reported that acting on the instructions of the Commission he had negotiated with the V. R. Dennis Construction Company, contract No. 530, Albany-Tangent Section, paving, to substitute broken stone for gravel in the wearing course, and that the contractor had agreed to do this provided as a partial offset to the additional cost that the Commission would furnish without rental charges an industrial crane, an asphalt kettle and a ten ton steam roller. This arrangement was confirmed and approved by the Commission.

Mr. Arthur Murphy of the Legal Department of the O.-W. R. R. & N. Co. presented a claim for watchman service at railroad Mile Post 67 1/2, which is at a point about 4 miles east of Hood River at the west portal of the Twin Tunnels, the service having been rendered during construction operations. The Engineer recommended that that part of the bill covering services during the eight hour working period be paid which was one-third of the total claim. After consideration, as a compromise, a payment of \$300 was agreed upon.

The date for the next meeting was set for January 5th to be held in Room 1300 Yeon Building, Portland, and the date for the following meeting was set for January 19th, to be held in the Capitol Building in Salem.

The matter of the next sale of highway bonds was considered and Commissioner 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, there have been issued and sold under the provisions of said Act, bonds in the sum of Five Million Dollars, and said Highway 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

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 Five Hundred Thousand Dollars, par value, of bonds authorized by the said statute,

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

(a) That of the bonds authorized under said Chapter 383, General Laws of Oregon of 1921, Five Hundred Thousand Dollars par value thereof, shall be issued and sold at the present time for the purpose of carrying out the provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 323 Capitol Building, Salem, Oregon, at eleven o'clock A. M. of the 19th day of January, 1923, and that said bids shall be opened by the Commission at Room 323 Capitol Building, Salem, Oregon, at a meeting to be held at said place at the hour of eleven o'clock A. M. of the 19th day of January, 1923;

(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 Thousand Dollars, par value, of the gold bonds of the State of Oregon, bearing interest at the rate of four and one-half per cent per annum, interest payable April and October first of each year. Of the issue two and one-half per cent will be payable on April 1st and two and one-half per cent October 1st of each year beginning with the sixth year



from the date of issue, the first installment to be payable on April 1, 1928. That said bonds shall be in denominations of One Thousand Dollars (\$1000) each, except that each thirteenth bond will be in denomination of Five Hundred Dollars (\$500); and known and designated as Series No. 3 and shall be numbered 5041 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 par value of the bonds, and that the advertisement contain information as to such requirement;

(f) That said bonds be dated February 1, 1923, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from February 1, 1923, 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 Five Hundred Thousand Dollars, par value, of said bonds.

The motion was duly seconded and carried.

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

*Herbert Nunn*  
State Highway Engineer

*Roy A. Klein*  
Secretary

*J. B. Yeon*  
Acting Chairman

Portland, Oregon, January 5, 1923.

The Commission met in Room 1300 Yeon 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 matter of the Astoria relief work was discussed but it was agreed that nothing further could be done until after the legislature had acted.

The Engineer reported on the costs of adding filler on trial sections of the Columbia River Highway between Pendleton and The Dalles. He stated that the results accomplished were very satisfactory and requested authority to continue the work. Action deferred.

Roderick Macleay was present in the interest of the Coast Highway location between Geisel Monument and Gold Beach and urged that the highway be located through Wedderburn. Matter taken under consideration.

The Engineer requested authority for an expenditure of \$7,500 on the Ochoco Forest Section of the Ochoco Highway for the purpose of widening embankment, superlevating curves and constructing guard fences. He reported that the Forest Service would cooperate to the extent of \$2000 on the work. After consideration, an expenditure of \$7,500 for this purpose was authorized, accepting the Forest Service cooperation.

Judge Mast and Commissioner Kern of Coos County and J. E. Norton of Coquille stated that they had the right of way matters in hand for the Coquille west or dike section and that if the Commission will advertise for bids, the county will guarantee that all of the right of way will be secured before the bids are opened. The Engineer was instructed to advertise the project for bids to be received at the next regular meeting.

The Coos County representatives asked for work on the Coast Highway north of Coos Bay and that the county expenditures made for the ferry and such grading as has been done be equalized by the state. The Chairman replied that the Commission was committed to the project from Coos Bay to the Umpqua River as well as the project from Coquille to Bandon and would proceed as funds were made available.

Messrs. Hamilton, Foley and Antles, representing the Bend Commercial Club, asked that the road between Lapine and Fort Rock be placed upon the state highway map and made eligible for Federal Aid. The Chairman responded that it could not be placed upon the Federal Aid map since the allowable mileage is all taken up, but the matter would be kept under consideration.