

J. O. Hannum asked that a road from the Mt. Hood Loop to Coopers Spur be placed upon the forest map. After consideration this was declined.

The Engineer reported that the macadam work on the Coos Bay-Roseburg Highway was proceeding satisfactorily and the rock selected making good macadam with the exception of Unit No. 3 of the Remote-Camas Valley Section in Douglas County, 10.7 miles in length, contract No. 541, L. B. Hickox & Co., contractor. On this unit the best rock available was a sandstone showing an abrasion of 6%, but inspection of the material under traffic in wet weather indicates that it will break down making a slippery road which cuts up badly. The Engineer offered two plans for remedying this condition. The first plan was to cancel contract No. 541, on which the base course has been laid, and haul the top course materials from the quarry on contract No. 556, adjoining on the east, and from the quarry on contract No. 540, adjoining on the west. The alternate is to complete the present contract No. 541, using the full amount of materials and building an eight inch macadam and then cover the entire section with a 2 inch course of harder materials from the quarries on adjoining sections. The Engineer stated that allowing a reasonable adjustment to the contractor for the cancellation of his contract, the change as proposed in the first plan would cost about \$26,000 in excess of the original estimate which would also be the approximate cost of the second plan. Inasmuch as this section has a very unsatisfactory sub-base and is shaded most of the year, the Engineer recommended that the second plan be adopted, giving a ten inch macadam. After consideration, the Commission approved the plan recommended by the Engineer and authorized the additional expenditure provided the same is approved and authorized by Douglas County who are co-operators, the state and county each to pay 50% of the added cost.

A request was received from the Mountain States Power Company to construct a power line along the Coast Highway for about 6 miles on the north end of the Coquille-Marshfield Section. The Engineer reported that the line as now built along the slough, being very inaccessible, must be difficult to maintain and that in view of the public benefit, the Engineer recommended that the permit be granted provided the poles be spaced not less than 24 feet from the center line of the pavement and located under the direction of the division engineer. The Commission considered the application favorably and directed the Secretary to advise the company to have their engineer work out a location satisfactory to the Engineer.

Judge Patterson and Commissioners Caverhill and Round asked for the Cummins Creek-Coles Bridge Section, stating that they had about \$41,000 in bond money and would secure the rights of way and do the necessary fencing in addition. The Engineer was instructed to prepare plans and specifications.

The Commission asked the Grant County representatives if the county would build the bridge over Canyon Creek at John Day and they said they would take the matter under advisement.

A request was received from the Pacific Telephone & Telegraph Co. to lay a cable on the Willamette River bridge at Salom. The Engineer reported that the cable could be suspended beneath the sidewalk without detriment to the structure. The Commission thereupon approved the application.

The Engineer reported on the condition of several bridges and the following action was taken:

Bear Creek bridge on the Lower Columbia River Highway near Knappa, Clatsop County. This is a timber bridge constructed about eight years ago by the county, and the Engineer recommended replacement with a concrete structure, estimated cost \$8,500, rather than replacement. Expenditure authorized and engineer instructed to advertise.

Bridge over Emigrant Creek on the Ashland-Klamath Falls Highway near its junction with the Pacific Highway. This is an old wooden structure which the Engineer recommended be replaced by a concrete structure, estimated cost \$13,000. Inasmuch as this is a cooperative project the Commission instructed the Secretary to inquire from Jackson County if they would cooperate.

Jump-Off-Joe Creek bridge on Pacific Highway near Grants Pass. The Engineer recommended that the present bridge be replaced with a concrete structure estimated to cost \$13,500. Expenditure authorized and the Engineer instructed to advertise.

Bridge at Basket Slough on the Rickreall-Holmes Gap Section of the West Side Highway. This structure is included in the section under contract for paving and was previously advertised but the award held pending. The low bidder having withdrawn his bid, the Engineer was instructed to readvertise.

McKy Creek Bridge on the Pendleton-Pilot Rock Section. The Secretary was instructed to ask the Umatilla County Court if they will co-operate.

The Engineer was instructed to make an immediate examination and report on the condition of the Willamette River bridge at Albany.

The Engineer was instructed to make an examination and report on the condition of the Klamath River Bridge at Keno.

In the matter of the construction of the Jetty Creek-Brighton Section the Engineer was authorized to confer and negotiate with the railroad company and report back to the Commission what arrangements could be made.

Mr. Frank J. Miller of Albany, Commissioner Isom of Linn County and Judge Wilson and Commissioner von Lehe of Benton County renewed their request for the designation of the Albany-Corvallis Highway as a state

highway. Mr. Miller presented a signed copy of a resolution by the County Court of Linn County, agreeing to maintain the present bridge across the Willamette River at Albany and construct a new bridge when required. Judge Wilson stated that Benton County had sufficient funds to grade the balance of the Albany-Corvallis road this present season. With this understanding, Commissioner Barratt offered the following resolution and moved its adoption:

WHEREAS, Benton County, by and through its County Court, and Linn County, by and through its County Court, have individually and jointly petitioned and requested the State Highway Commission to designate, name and adopt as a state highway that certain road between Albany and Corvallis, being the road from the Albany bridge westerly to the city limits of Corvallis; and,

WHEREAS, the County of Benton, by and through its County Court, has obligated itself to procure the necessary rights of way for constructing the necessary grades together with all necessary and required drainage on said highway between the west end of the said Albany bridge and the city limits of Corvallis, said construction work to be done according to state standards and satisfactory to the State Highway Commission; and said county further obligates itself to maintain and keep in repair, and reconstruct if necessary, at the expense of Benton County, the bridge across the Willamette River at Corvallis, Oregon; and,

WHEREAS, the County of Linn, by and through its County Court, has, by resolution duly and regularly adopted and entered in the minutes of the Court, obligated itself and agreed to assume all responsibility for the maintenance of the bridge over the Willamette River at Albany, and further agrees and obligates itself to renew or reconstruct the said bridge when in the judgment and discretion of the State Highway Commission said bridge is deemed to be unsafe or inadequate to accommodate traffic using the same; and,

WHEREAS, in the judgment and discretion of the State Highway Commission it is deemed to be of sufficient importance to the State of Oregon that said road be designated and adopted as a state highway.

THEREFORE, THE CONDITIONS AND PREMISES BEING AS HEREIN STATED, IT IS HEREBY ORDERED that the road between Albany in Linn County and Corvallis in Benton County beginning at the west end of the bridge at Albany over the Willamette River and running thence westerly and southwesterly to the city limits of Corvallis, be and the same is hereby designated and adopted as a state highway and is hereby qualified for improvement as are other state highways.

The motion was duly seconded and carried.

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Mr. Frank J. Miller stated that Linn County would make arrangements to do their part on the Santiam Highway and requested the Commission to hold the \$100,000 which the Commission had appropriated for the Albany-Lebanon Section, the same to be matched 50-50 by the county. On motion, which was duly carried, the amount was ordered held as heretofore appropriated.

L. L. Porter, City Recorder of West Linn, stated that in the matter of the buildings on the Knightly property at the west end of the Willamette River Bridge that Mr. Knightly had refused to agree to an appraisal by an arbitration board and that the only way to secure the property is to condemn. The Chairman replied that the Commission would condemn if requested by the County Court.

A conference was held with Messrs. Purcell, McKesson and Elliott of the U. S. Bureau of Public Roads, relative to post roads, and the Bureau representatives tentatively accepted the following projects for Federal Aid:

Dike Section of the Coast Highway west of Coquille, Coos County;
Port Orford-Elk River Section of Coast Highway in Curry County;
Cummins Creek-Coles Bridge Section of John Day Highway in Grant County;
Klamath Falls-Keno Section, Ashland-Klamath Falls Highway, Klamath County;
Grass Valley-Wasco County Line Section of the Sherman Highway in Sherman County;
White River and Tygh Grade Sections of The Dalles-California Highway in Wasco County;
Allen Ranch South Section of The Dalles-California Highway in Deschutes County.

The roads comprising the Forest Highway System were discussed in considerable detail with the representative of the Bureau and Mr. Dater of the Forest Service with the result that a tentative program was worked out. The Commission instructed the Secretary to prepare a map in accordance with the approved list of highways and submit the same to the Chairman for final approval before sending to the U. S. Bureau of Public Roads.

A resolution was received from the Lane County Court requesting the state to complete the Harrisburg-Junction City Section of the Pacific Highway between the Boggs place and the west bank of the Willamette River about $\frac{1}{2}$ mile, without county cooperation. Inasmuch as this is in overflow land and the river channel is not confined, the Engineer recommended that no work be done until considerable revetment work was done to protect the river banks and confine the channel. Matter was deferred for future consideration.

The Attorney presented a statement showing that the total costs of the acquisition of the additional right of way on the Loops east of Hood River was \$2,616.70 and the costs of the additional right of way on

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the Morton property acquired by condemnation was \$987.45. The Commission decided to pay the entire costs in both instances from the state highway fund without asking cooperation from Hood River County.

Judge Bunnell of Klamath County referred to a contract which Klamath County had with the State for the grading and macadamizing of approximately three miles north of Klamath Falls on The Dalles-California Highway. This was a force account contract and agreed to on a 50-50 co-operative basis, state and county. He stated that they had been paid one-half of the costs but only 5% additional and contended that they should be allowed the full 10%. After some discussion Judge Bunnell agreed to accept the 5% and consider the matter settled. He stated also that they had a further claim for culvert pipe which had not been billed, and on this matter he was advised to submit a claim which would be promptly audited.

Mr. Eugene Chadwick of the Eugene Chamber of Commerce asked that the Commission withhold decision on the routing of the Pacific Highway through Eugene, until the next meeting until the Chamber of Commerce could be heard. The Chairman explained the viewpoint of the Commission and stated that the matter would be held open as requested.

The following requests for extensions of time were received:

E. A. Webster & Co. requested an extension of time to January 1, 1923 on contract No. 491, grading Hood River-Booth Hill Section of the Mt. Hood Loop. The Engineer recommended that the extension be granted without penalty since the contract was practically completed within the contract date; work since that date has been confined principally to force account work and the building of undercrossings. Recommendation approved by the Commission.

Gus Carlson & Co. requested an extension of time to May 15, 1923 on contract No. 511, grading Cummins Creek-Valades Ranch Section of the John Day Highway. The Engineer recommended that the extension be granted without penalty, with the proviso, however, that in case the surfacing contractors are delayed in their operations due to the fact that the grading operations have not been finished, that Gus Carlson & Company be liable for any damage which may accrue to the surfacing contractors due to delay in grading. Recommendation approved by the Commission.

Sloane Construction Co. requested an extension of time to May 1, 1923, contract No. 558, surfacing, Wallowa Hill Section. The Engineer reported that the contractors had been very dilatory in beginning their work and recommended that they be charged with the full engineering costs subsequent to the contract date of completion. (November 15, 1922.) Recommendation approved by Commission.

Security Construction Company requested an extension of time to January 31, 1923 on contract No. 525, Baker-Nelson Section of the Old Oregon Trail, grading and surfacing. The Engineer reported that there had been an increase in quantities and recommended that the extension be

granted as requested without penalty. Recommendation approved by the Commission.

Portland, Oregon, January 6, 1923.

The Commission met in Room 1300 Yeon Building at 1:00 P. M. with all members present.

The following revised schedule of monthly salaries was ordered, effective February 1, 1923: Herbert Nunn, State Highway Engineer, \$500, C. C. Kelley, Assistant Engineer, \$350, C. H. Whitmore, Engineer in charge of market roads, \$350, W. D. Clarke, Division Engineer, \$300, J. C. McLeod, Division Engineer, \$300, K. S. Hall, Testing Engineer, \$250, N. J. Drew, Chief Paving Inspector, \$175.

The Commission approved the final payment recommended by the Engineer on contract No. 212, Unit No. 4, Sarvice Creek-Valades Ranch Section, grading, and contract No. 249, Wallowa Canyon Section, grading, A. D. Kern, contractor.

The Commission approved the final payment recommended by the Engineer to the Northwestern Construction Company on contract No. 137, grading and paving Yamhill-McMinnville Section of the Tualatin Valley Highway, which was accepted by Jay Bowerman, their attorney, as final and complete settlement.

The Commission instructed the Secretary that no claim should be made against Wallowa County for its share of the adjustment items on contract No. 249 nor against Yamhill County on contract No. 137.

The Engineer reported on the classification made by J. P. Newell, Consulting Engineer, on Units No. 2 and 3, Multnomah County Line-Forest Boundary Section of the Mt. Hood Loop in Clackamas County, contracts No. 390 and 391, Johnson Contract Company, contractors. Inasmuch as both parties had agreed to abide by the decision of the arbiter, the award was approved by the Commission and accepted by E. T. Johnson for the Johnson Contract Company, and the Engineer was instructed to prepare final estimates accordingly. Mr. Johnson then presented a further claim for delays which was referred to the Engineer for investigation.

The matter of the claims of the Strauss Bascule Bridge Co. for alleged infringement of their patents on the Youngs Bay Bridge was discussed and the Attorney was instructed to confer with the Attorney General and report back at the next meeting.

The Engineer's report on the bridge across the Lower Columbia River and also the Roosevelt Highway report were referred to the Chairman for further study with authority to make such changes as seemed desirable and advisable.

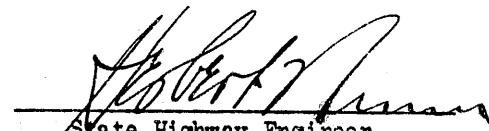
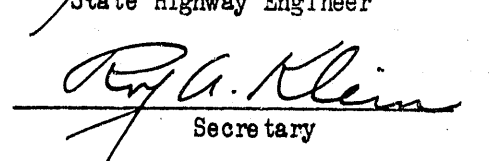
The Commission decided to deny the request of the California State Automobile Association to place their signs on the Pacific Highway


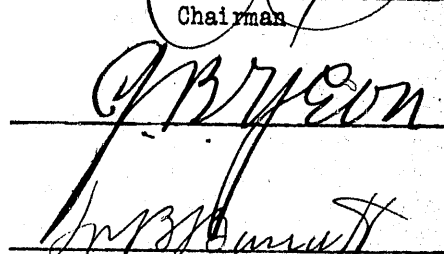
throughout the state and the Secretary was instructed to notify the Association of their decision.

The date for the next meeting was set for February 6th and the following projects were ordered advertised in addition to the Federal Aid projects referred to above:

Bear Creek Section, Oregon Caves Highway, grading;
 Hayden Creek-Jackson County Line Section, Ashland-Klamath Falls Highway, surfacing;
 Eugene-Goshen Section of Pacific Highway, resurfacing;
 Junction City-Lancaster Section of Pacific Highway, paving;
 Approach embankment Rhinehart overcrossing, La Grande-Enterprise Highway;
 Tumalo Section of the Bend-Sisters Highway, grading and surfacing;
 Oline Falls-Redmond Section of the McKenzie Highway, grading and surfacing;
 Heppner-Jones Hill Section of the Oregon-Washington Highway, surfacing, provided an acceptable cooperative agreement can be worked out with the county;
 Bear Creek Section of the Prineville-Lakeview Highway.

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


 State Highway Engineer

 Secretary


 Chairman

 Commissioner

Salem, Oregon, January 19, 1923.

The State Highway Commission met in Room 323 Capitol Building at 10:45 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 minutes of December 13, 14 and 15 and December 29 were approved.

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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 December 29th, A. D. 1922, a resolution was regularly adopted directing that bids be invited for the purchase of Five Hundred Thousand Dollars par value of the bonds authorized under 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 19th day of January, 1923, 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 19th day of January, A. D. 1923; 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 February 1, 1923, 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 February, 1923, 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 pre-requisite 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 19th day of January, A. D. 1923, sitting in regular session at Room 323 of the Capitol Building in Salem, Oregon, with all members present and participating; and

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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:

Cyrus Peirce & Company		
Paine Webber & Company	101.131	\$505,655.00
Federal Securities Corporation		
Harris Trust & Savings Bank		
National City Company		
Continental & Commercial Trust & Savings Bank	100.913	504,565.00
Lumbermens Trust Company		
Ralph Schneeloch Company and Associates	100.70	503,500.00
A. M. Wright	100.69	503,450.00
Blodget and Company		
Curtis and Sanger	100.58	502,900.00
Taylor, Ewart & Co.		
W. A. Harriman & Co.		
Barr Bros. & Co.	100.28	501,400.00
Baillargeon, Winslow & Co.		

each of which said proposals or bids was accompanied by a certified check in the amount of five per cent of the par value of the bonds, as required by said resolution and published notice; and,

WHEREAS, the bid and proposal of Cyrus Peirce & Company, Paine Webber & Company and Federal Securities Corporation 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 \$505,655.00 by Cyrus Peirce & Company, Paine Webber & Company and Federal Securities Corporation for Five Hundred Thousand Dollars (\$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 four hundred and eighty One Thousand Dollar (\$1,000) bonds and forty Five Hundred Dollar (\$500) bonds, of which twelve One Thousand Dollar (\$1,000) bonds and one Five Hundred Dollar (\$500) bond shall be due and payable April 1, 1928, 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 February 1st, 1923, 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

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of such bonds be required to pay in addition to his bid the interest accrued on all of said bonds from February 1st, 1923, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 5041 to 5560, both numbers inclusive.

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

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this state.

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

BE IT FURTHER RESOLVED that said bonds be in the form heretofore adopted by the State Highway Commission, and that they be non-registered bonds.

BE IT FURTHER RESOLVED that the premium bid and received for said bonds shall be deemed as interest, and shall be charged to the interest account and disbursed accordingly.

The motion was duly seconded and carried unanimously.

Judge Dodson and Commissioner Cartmill of Baker County and W. E. Meacham of Baker were present in the interest of the Love Bridge-Black Bridge Section of the Baker-Cornucopia Highway. They stated that the final costs would exceed the estimated costs and the amount of money which the county had available and for that reason asked the Commission to cancel the obligations of the county to the state on the Old Oregon Trail and they would apply the funds released for the completion of this section. After consideration the Commission found it necessary to decline the request.

Senator Garland and Representative Goin were present and Mr. Goin asked the Commission to designate the road from Jefferson to Scio

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as a state highway. Matter taken under consideration.

The matter of the designation of the River Road in Polk and Yamhill Counties between West Salem and Dayton was considered further and declined.

Commissioner von Lehe of Benton County, spoke of the matter of limiting loads on the Albany-Corvallis Highway. The Engineer recommended that on this highway in its present condition, the allowable loads be limited to a combined weight of vehicle and load of 5000 pounds. Recommendation approved and adopted by the Commission, the restricted loading to remain in force so long as deemed advisable by the Engineer.

The Commission conferred with Attorney General Van Winkle relative to alleged infringement of the Strauss Bascule Bridge patents in the construction of the Young's Bay Bridge. It was agreed that a reply should be made to the attorneys representing Mr. Strauss asking the amount of his claim in the present instance and that the Attorney General should send a representative to Seattle and find out the basis of settlement which the city of Seattle made with Mr. Strauss. The Attorney General stated that he would make a further study of the validity of the patent and also take the matter up with T. H. MacDonald, Chief of the U. S. Bureau of Public Roads, who had interested himself in this matter.

The Attorney was instructed to confer with C. N. Johnston, District Attorney for Lane County and assist him and the county if necessary in the condemnation of the right of way for the Pacific Highway north of Cottage Grove.

A request was received from the Woodburn Community Club requesting permission to erect an arch over the Pacific Highway at Woodburn on which would be lettered the name "Woodburn". The Commission gave its consent provided the structure is built in a substantial manner and conforms to the requirements of clearance which may be ordered by the Engineer.

Judge James of Lincoln County stated that his county would offer from \$5000 to \$7000 cooperation this year on the Coast Highway between Newport and the Siletz River.

Judge Gardner of Jackson County repeated their previous request that the nine mile gap on the Crater Lake Highway between Trail and Prospect be completed this season.

The report of G. Ed Ross, Public Accountant, on the audit of the State Highway Fund and the Engineer's payroll account and revolving fund was received and ordered filed.

A request was received from the California-Oregon Power Company that permission be granted to them to construct a high tension

power line along the Grants Pass-Crescent City Highway between Grants Pass and Wilderville. The request was granted subject to the approval of the Engineer as to location of poles.

A request was received from the city of Sheridan asking that the state take over the maintenance of the pavement laid by the city on the route of the McMinnville-Tillamook Highway within the city limits. Inasmuch as there are several similar situations in other cities, the Commission decided that this is a matter which should have the consideration of the legislature.

The State Highway Engineer presented the following letter of resignation:

"I hand you herewith my resignation to take effect on or before the next regular meeting of the Commission.

"I take this occasion to express my appreciation of the sincerity and earnestness of purpose of the Highway Commissioners, both present and past, in impartially solving the many problems presented.

"I have found the county courts of this state men of high purpose and the men of this department are earnest and efficient. I thank them all for their fine spirit of cooperation.

"I wish the new administration every success, that Oregon may grow and prosper."

On motion which was carried, the matter was laid on the table for the present.

A letter was received from the right of way agent for the Union Pacific System offering to sell approximately 13 acres in Lot 4, Section 14, T. 2 N., R. 7 E. for \$1080. This is on the Columbia River Highway between Cascade Locks and the Hood River-Multnomah County Line where a cutoff 660 feet in length has been constructed. The Commission had made previous negotiations to purchase the necessary right of way and the land lying between the present roadway and the cutoff amounting to 3.3 acres. The railroad company did not desire to sell a part but would sell the entire tract south and west of the present road. Inasmuch as this area is well adapted for park purposes, the Commission decided to purchase the entire tract of 13 acres for \$1080.00.

The Commission had a conference with Messrs. Purcell and Farmer of the U. S. Bureau of Public Roads and Cecil and Dater of the Forest Service relative to the Forest Highway map. The discussion was of a preliminary nature only and on account of the limited time, it was found necessary to defer further consideration of the map to another meeting to be held next week.

Governor Pierce conferred with the Commission in the matter of advertising construction projects and as a result the following projects were ordered advertised:

Dike Section west of Coquille on Coast Highway in Coos County, 2.4 miles of grading;
 Bear Creek Section of Lakeview-Prineville Highway in Crook County, 8.6 miles of grading;
 Port Orford-Sixes River Section of Coast Highway in Curry County, 3.3 miles grading, 6.1 miles surfacing;
 Allen Ranch South Section of The Dalles-California Highway in Deschutes County, 8.0 miles grading;
 Cummins Creek-Coles Bridge Section of the John Day Highway, grading and surfacing;
 Bear Creek Section of the Caves Highway in Josephine County, 3.0 miles grading;
 Klamath Falls-Keno Section, Ashland-Klamath Falls Highway in Klamath County, 11.0 miles grading and surfacing;
 Hayden Creek-Jackson County Line Section of Ashland-Klamath Falls Highway in Klamath County, 9.8 miles surfacing;
 Jones Hill Section of the Oregon-Washington Highway in Morrow County, 10 miles of surfacing;
 Grass Valley-Wasco County Line Section of the Sherman Highway in Sherman County;
 Approach embankment at Rhinehart overcrossing on the LaGrande-Enterprise Highway in Union County;
 White River and Tygh Grade Sections of The Dalles-California Highway, 12 miles grading.

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

J. W. & J. R. Hillstrom requested an extension of time to January 31, 1923 on contract No. 475, bridges on the Camas Hill-Winston Section. The Engineer recommended that the extension be granted subject to the condition that the engineering costs subsequent to July 31, 1922 be charged against the contractor since this is a second request for extension. Recommendation approved by Commission.

Warren Construction Company requested an extension of time to May 1, 1923 on contract No. 571 for pavement widening and repair on the Lower Columbia River Highway. The Engineer recommended that the extension be granted as requested without penalty as the quantity of work has been greatly increased and was shut down for about a month under the instructions of the Commission and weather conditions since then have prevented completion. Recommendation approved by the Commission.

Union Bridge Company requested an extension of time to May 31, 1923 on contract No. 564, which is bridge No. 705, Durkee Undercrossing, on Old Oregon Trail in Baker County. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

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Union Bridge Company requested that a reconsideration be given to the previous action of the Commission on November 23, 1922, whereby an extension of time was granted to November 1, 1922 with the provision that the engineering costs be charged against the contractor subsequent to August 31, 1922. The engineer reported that on account of bad hauling conditions and high water in the Grande Ronde River about two months were lost in beginning the contract and that during the summer there were delays in receiving materials which were not the fault of the contractor. Further, since the period actually worked was no greater than the time originally allowed, the Engineer recommended that the penalty in the form of engineering charges subsequent to contract date of August 31, 1922 be remitted. Recommendation approved by Commission.

The meeting was then adjourned.

Herbert R. ...
 State Highway Engineer

R. A. Klein
 Secretary

R. A. Booth
 Chairman

J. B. Yeon
 Commissioner

W. B. ...

Portland, Oregon, January 24, 1923.

The Commission met in Room 1300 Yeon Building, at 10:45 A. M.
 Present were:

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

Judge Dodson of Baker County asked that the Commission loan the county \$20,000 for work on the Love Bridge-Black Bridge Section of the Baker-Cornucopia Highway which it is proposed to return to the Commission out of the second one-half of the 1923 market road funds. The Commission were agreeable to this request provided the present legislature adds an additional one cent tax on gasoline, without otherwise reducing the revenues provided under the present laws. The Baker-Unity Highway was also discussed and the Commission agreed that if the legislature modified the law to permit the use of market road funds on state highways it would fulfill its former agreement as to cooperation on building said road.

A conference was held with Messrs. Cecil and Purcell on the forest map and after discussion the following roads were agreed upon by the Commission as comprising the Forest System:

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A on 7% Primary System
B on 7% Secondary System
C on State Highway System
D Roads of importance to
communities not State
Highways.

No. Project	Highway	County	Termini	Classification Mileage
1. Anna Creek Section	Crater Lake Highway	Klamath	South Park Boundary-Ft. Klamath	B 18.3
2. Applegate	Blue ledge (county)	Jackson	Ruch-Watkins	D 17
3. Pine Mountain	Prineville-Lakeview	Deschutes	Junction with Central Oregon Highway-8 miles north of Fort Rock	A 32.2
4. Crooked Creek	Prineville-Lakeview	Lake	4 miles south Valley Falls	A 12.6
5. Canyonville-Galesville	Pacific	Douglas	6 miles north of Lakeview	A 11.0
6. Carson-Cornucopia	Baker-Cornucopia	Baker	Canyonville-Galesville	C 6.3
7. Santiam	Santiam	Linn and Deschutes	Cornucopia-Carson	C 65.0
8. Crescent-Fort Klamath	Dalles-California	Klamath	Shea's Hill-Sisters	C 62.0
9. Detroit-Niagara	County	Marion	Crescent-Fort Klamath	B 14.5*
10. Dolph-Southwest	County	Tillamook	Detroit-Niagara	D 11 *
11. Flora-Enterprise	Flora-Enterprise	Wallowa	Dolph-Junction with Coast Highway, on ridge at head of Slab Creek	C 13.0
12. Florence-Blachly	Willamette Valley-Florence Lane	Lane	Point two miles east of Flora, to south Forest Boundary	C 44.8
13. Hayes Hill	Grants Pass-Crescent City	Josephine	Blachly-Junction with Coast, Highway	C 2.4
14. Hebo-Dolph	McMinnville-Tillamook	Tillamook	Hayes Hill	B 11.0
15. Heppner-Spray	County	Morrow and Wheeler	Hebo-Dolph	B 16 *
16. Klamath Falls-Lakeview	Klamath Falls-Lakeview	Lake	Parkers Mill-Township line between, Township 7 & 8 S. in Range 24 E.	C 9.5*
17. Mt. Hood Loop	Mt. Hood Loop	Clackamas & Hood River	West Forest Boundary-Range Line between Range 16 & 17 Twp. 38 S.	C 37.5
18. Mt. Hood-Wapinitia	Mt. Hood-Wapinitia	Hood River and Wasco	West Forest Boundary - North, Forest Boundary	C & D 37.0
19. Ochoco	Ochoco	Crook and Wheeler	Junction with Mt. Hood Loop 5 miles west of west Forest Boundary - East Forest Boundary	B 19.4
20. Oregon Caves	Oregon Caves	Josephine	5 miles west of West Forest Boundary - Caves	C 11.2

21. McKenzie	McKenzie	Lane and Deschutes	Blue River-Sisters	B 50.0
22. Ukiah-Range	John Day-Pilot Rock	Umatilla and Grant	Ukiah-Range	C 25.0
23. Long Creek-South Forest Boundary	" " "	Grant	Long Creek-South Forest Boundary	C 24 *
24. Canyon City-Burns	County	Grant and Harney	Canyon City - South Forest, Boundary north of Burns	D 60 *
25. Prairie City-Unity	John Day	Grant and Baker	Prairie City - Unity	B 46.5
26. Neskowin-Kefnville	Roosevelt Coast	Tillamook and Lincoln	Neskowin-Siletz River	A 21.9
27. South Beach-Gardiner	Roosevelt Coast	Lincoln Lane and Douglas	South Shore Yaquina Bay - Umpqua River	A 72.4
28. Lakeside-Coos Bay	Roosevelt Coast	Coos	Douglas-Coos County Line - North, Shore Coos Bay	A 9.0 ?
29. Port Orford-Gold Beach	Roosevelt Coast	Curry	Port Orford - Gold Beach	A 32.7
30. Tiller-Trail	County	Douglas & Jackson	Tiller - Trail	D 24 *
31. Trail-Park Boundary	Crater Lake	Jackson	Trail-Park Boundary omitting sec- tion not under contract between	C 35.9
32. Waldo-State Line	Grants Pass-Crescent City	Josephine	Trail and Prospect about 9 miles Junction with present road at O'Brien School House-California, State Line	B 14.0
33. Waldport-Benton County Line	Alsea	Lincoln	Waldport-Lincoln-Benton Co. Line	C 28.4
34. Lowell-Crescent	Willamette	Lane and Klamath	Lowell-Crescent	C 90 *
35. Weston-Elgin	County	Umatilla and Union	West Forest Boundary -	D 15 *
36. Scottsburg-Reedsport	County	Douglas	East Forest Boundary	D 19.5*
37. Sand Creek-Park Boundary	County	Klamath	Scottsburg - Reedsport Junction with Dalles-California, Highway - Park Boundary	D 5

*Approximate

The Engineer was instructed to prepare a map in harmony with the above and forward the same to the Bureau of Public Roads for the approval of the Secretary of Agriculture.

The Commission and Mr. Cecil discussed the Crater Lake Highway and Mr. Cecil declined to recommend the expenditure of further Federal forest funds on the remaining gap between Trail and Prospect but stated that they would, with their own funds without cooperation from the state, rock surface the section from the West Park Boundary to the end of the present rock surfacing about 6 miles east of Prospect. It was therefore agreed that the state should take over the improvement of the section west of Prospect not covered by contract as a state project and the engineer was instructed to prepare the same for advertising, making it a two year project so as not to interfere with the travel to Crater Lake during the open season.

The matter of the location of the Pacific Highway through Eugene, consideration of which had been deferred from the November 24th meeting, was brought up and on motion which was carried, the definite location was adopted as follows: entering the city from the north on Blair Street to Ninth, thence on Ninth to Franklin Boulevard, thence on Franklin Boulevard to a junction with the present Pacific Highway.

The Commission approved the appointment of C. H. Purcell, Bureau of Public Roads, and George H. Cecil, District Forester, as traffic officers without compensation.

Messrs. O. D. Eby, Chris Schuebel, A. A. Price, H. A. Hoss and Dr. L. A. Morris, a committee from the Live Wires of Oregon City, presented a petition from their organization asking that that part of the Pacific Highway lying south and east of the westerly right of way line of the Southern Pacific on Fifth Street, extending to Canemah, be placed under contract provided that Oregon City make an immediate connection from the end of the state work on Fifth Street and Railroad Avenue to Main and Seventh Streets by such route as the City Council may designate. The Commission replied that as expressed on previous occasions, they were convinced that the best location between Fifth and Seventh Streets, having in mind future transportation requirements, convenience and safety, is the Railroad Avenue route in preference to Main Street. There was considerable discussion in the matter, the Commission suggesting that definite action be deferred and that the delegation take the matter up with the present Commission's successors. The representatives of the city stated that one of the industries had threatened to withdraw its contribution and that they felt it necessary to close the matter at the earliest possible date. After the committee had retired, the Commission considered the matter at some length and in view of the great improvement to be secured by the abandonment of the Basin route and the lessening of danger, the Commission decided to proceed with the project from the west line of the railroad right of way at Fifth and Railroad Avenue south to Canemah provided the City Council and the Live Wires would pass an appropriate resolution conceding the right of the Commission to locate the Pacific Highway between Fifth and Seventh Streets via Railroad Avenue

and pledging their support for the construction of this route within a reasonable time as funds are available and traffic necessity demands. The Attorney was instructed to draw resolutions to fully cover the matter and forward them to the Live Wires and the City Council for adoption. If favorable action is taken, the matter is to be taken up at the next regular meeting.

The Secretary presented preliminary plans for the renewal of the present bridge structure on the Pacific Highway over Pudding River at Aurora in Clackamas and Marion Counties. The center of the river being the county line, the cost of work to be done is estimated as follows: Marion County approach \$10,653.50, channel span \$15,880.15, Clackamas County approach \$36,082.75, total \$62,616.40. Two plans were presented, the first to use the approximate amount of money available which would build the Marion County approach, the main channel span and two fifty foot spans on the Clackamas approach, Marion County having their funds available, but the Clackamas funds limited to \$13,000.00. The second plan contemplated constructing the entire improvement, the state advancing the necessary funds to complete the Clackamas County approaches. The Commission considered that it would be desirable to complete the entire project and the Secretary was instructed to take up the matter with Clackamas County Court, stating that if they will agree to repay the balance due in 1924 and 1925, the Commission will proceed with the contract at once. In the event an affirmative reply is received, the Attorney is instructed to prepare the agreement.

Division Engineer Clarke, at the request of Commissioner Yeon, reported on the condition of the Astoria-Svensen Section of the Columbia River Highway. He said that more breaks had occurred since the first patching had been done and that a further expenditure of \$5,000 was necessary for repairs. This appropriation was authorized. He also reported that it appeared necessary to resurface this section in the near future and recommended that when this was done that the width be increased to eighteen feet, which would necessitate wider roadbed. Authority was given to make a survey for this widening and distribution of materials.

The Engineer asked authority to continue the placing of filler on the loose gravel sections between The Dalles and Pendleton. After consideration, authority was given to continue this work.

D. C. and A. L. Williams, acting for the Palmer Construction Company, requested an extension of time to July 1, 1923 on contract No. 562, Multnomah County Line-Sandy Section of the Mt. Hood Loop Highway, surfacing. The Engineer reported that there had been a delay of thirty-six days in making the award of the contract, for which the contractor was entitled to an extension of equal time. Since it had been necessary to shut down for the winter, the Engineer recommended that the extension be granted as requested with the provision that the contractor be required to pay all engineering and inspection costs from the contract date of completion, November 30, 1922, to date of actual completion except an allowance of thirty-six days to compensate for the delay in

award. Recommendation approved by Commission.

E. E. Larsen asked for an extension of time to April 1, 1923 on contract No. 590, Burns Section of the Central Oregon Highway, grading and surfacing. The Engineer recommended that the extension be granted as requested without penalty inasmuch as the work had been prosecuted vigorously. Recommendation approved.

The date for the meeting following the February 6th meeting was set for March 1, 1923, and the Engineer was instructed to prepare to advertise on that date all projects which have previously been ordered and are not included in the February 6th and 7th letting.

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

Herbert Nunn
Secretary

Alaugh
Chairman

G. W. Yeon
Engineer

Portland, Oregon, February 6, 1923.

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 and read on the following projects:

ROOSEVELT COAST HIGHWAY
COQUILLE-FAT ELK CREEK SECTION - GRADING

McLeod Bros.	\$65,296.00
Pacific Bridge Co.	22,225.00*

*No bid on dredger excavation.

PRINEVILLE-LAKEVIEW HIGHWAY
UNIT 2 CROOKED RIVER-DESCHUTES COUNTY LINE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Crook County	79,267.50	76,619.50
Greenwood & Dann	87,880.00	83,561.00
Warren Construction Co.	97,926.50	93,781.50
Elliott, Scoggin & Paquet	93,585.00	92,575.00

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ROOSEVELT COAST HIGHWAY
PORT ORFORD-SIXES RIVER SECTION - GRADING AND SURFACING

	Concrete Pipe	Cedar Culverts
J. W. Sweeney	61,070.00	60,170.00
John Hampshire	65,908.00	65,643.00
Zumwalt Bros.	78,548.00	76,708.00
John Hakanson	51,040.00	49,425.00
J. W. & J. R. Hillstrom	53,578.00	51,738.00

ASHLAND-KLAMATH FALLS HIGHWAY
KENO-KLAMATH FALLS SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.	188,821.50	188,159.00
W. D. Miller	149,802.00	149,262.50
Dunn & Baker	142,473.25	142,054.45

OREGON-WASHINGTON HIGHWAY
HEPPNER-JONES HILL SECTION - SURFACING

More & Anderson	60,050.00
Morrow County	57,522.50
Bauers & Bauers	61,999.00
J. K. Shotwell	57,795.00
General Construction Co.	51,592.00
March & Bowers	54,212.50
Warren Construction Co.	58,337.50
Carlson & Nyberg	51,832.50
Security Construction Co.	60,177.50
Rigdon & Lewis	53,914.00
A. D. Kern	55,897.00
Elliott, Scoggin & Paquet	69,337.50
Porter & Conley	61,460.00

THE DALLES-CALIFORNIA HIGHWAY
TYGH GRADE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
McAuliffe & Healy	231,075.00	228,945.00
A. D. Kern	247,319.00	243,160.50
K. L. Goulter & Co.	227,580.00	225,295.50
A. Guthrie & Co.	225,707.00	220,304.50
More & Anderson	250,634.00	248,323.50
Elliott, Scoggin & Paquet	197,125.00	194,050.00
Montague-O'Reilly Co.	201,054.00	198,683.50
E. A. Webster & Co.	202,398.00	200,273.00
G. L. Stickler	255,822.50	254,142.50
Bauers & Bauers	203,690.00	196,472.50
Johnson Contract Co.	218,359.00	217,992.00
Security Construction Co.	264,905.00	262,450.00
Pacific Bridge Co.	242,380.00	241,505.00

FEB 6 1923
JAN 24 1923

WEST SIDE HIGHWAY
BASKET SLOUGH BRIDGE

Oregon Contract Co.	5,372.50
W. D. Hoffman	5,467.50
Kullander & Kullander	5,610.00
J. W. Forrester	7,864.50

A delegation from Lincoln County, consisting of A. E. Marvin of Siletz, Peter Frederick, Toledo Chamber of Commerce, and Commissioner Warren, asked that a route beginning at Kernville and following the Siletz River eastward about 6 miles be designated as a forest road and included on the forest map. The delegates also asked for consideration of the Siletz River Route north of Toledo as the route of the Roosevelt Highway. Both matters held for further consideration.

Judge Wood of Curry County stated that the county bridge over the Windchuck River on the Coast Highway in their county was in bad condition and that replacement was necessary in the near future. He asked that the Commission locate the bridge and prepare plans and specifications and if the state could not cooperate at this time, the county would go ahead and construct the bridge from their own funds and ask that credit be given later. The Engineer was instructed to look into the present bridge location and determine whether it will be in harmony with the future definite location of the road, having in mind the California Commission's location also, since it is very near the line. The Engineer was also authorized to prepare plans and specifications for the bridge at his convenience and submit same to the Commission.

P. J. Gallagher spoke of the interstate bridge at Ontario, stating that the Commercial Club of Ontario had taken up the matter with the Department of Public Works in Idaho. The following telegram was received from the Idaho authorities relating to this matter:

"Boise, Ida. 12:48 P. Feb. 6, 1923.

R. A. Booth, Chairman,
State Highway Commission,
Imperial Hotel,
Portland, Org.

Referring to bridge over Snake River near Ontario Period Idaho has no state funds available for use on this bridge Period The Department of Public Works will however set aside twenty five thousand dollars out of Idahos federal aid allotment Comma subject to approval of Bureau Public Roads Comma for use in construction of a new bridge at this point Period This allotment to be subject to a project statement being filed by Oregon not later than April fifteenth next Period Above subject to construction of standard surfaced road connections between end of Payette bridge and end of Weiser bridge and present

constructed Oregon State highway system.

Wm. J. Hall,
Commissioner Public Works."

Mr. Gallagher in behalf of the county stated that the county would grade and surface to market road standards the connections between the Oregon Trail and the ends of the Payette and Weiser bridges. The Commission stated that they would be willing to proceed on that basis; i. e., using \$25,000 to \$30,000 of Idaho's Federal Aid funds and taking up the balance with Oregon Federal Aid funds and Oregon state funds. Mr. McKesson of the Bureau of Public Roads was present and said that he did not think such an arrangement could be worked out unless Idaho state funds were made available to match Idaho's Government funds. The matter was left open for further consideration until the Bureau of Public Roads can determine the matter definitely.

Mr. Gallagher stated that if the market road bill now in the Senate, permitting the expenditure of market road funds on state highways, passed, Malheur County would designate sections of the Central Oregon Highway for improvement.

Mr. J. E. Norton, representing the Coos County Good Roads Association, asked for further work on the Coquille-Bandon Section.

George Yokum of Mt. Vernon protested the location of the John Day Highway west of Mt. Vernon on the south side of the river, claiming that the route on the north side of the river was preferable. The matter was referred to the Engineer.

Frank J. Miller of Albany, County Judge Payne, County Commissioners Isom and Thoms of Linn County, C. H. Murphy, Albany, and M. D. Morgan of Harrisburg spoke of the matter of new bridge over the Willamette River at Albany to replace the present structure and also a new bridge at Harrisburg to replace the present ferry. Mr. Miller acted as spokesman and stated that these structures would require bond issues and that they proposed to vote on both at the same time. At the Harrisburg crossing, they estimated that the present cost of ferry operation would meet a substantial amount of interest on the bonds. In connection with the Harrisburg structure, it was pointed out that if the War Department's requirement for a movable span could be eliminated that a large saving could be made. Inasmuch as there has been no navigation for several years above Harrisburg, the delegates proposed to request the Legislature to memorialize Congress that Harrisburg be declared the head of navigation. Such action was approved by the Commission. The delegation asked that the state assist them to the extent of one-half of the Albany bridge and on the Harrisburg bridge they suggested a cooperative arrangement between Linn County, Lane County and the state, each taking one-third. Matter was taken under consideration.

The minutes of the meeting of January 24 were approved.

The Engineer was instructed to place a few extra signs of standard size between Roseburg and the California State Line, giving distance and direction to the Oregon Caves and Crater Lake.

L. L. Porter, City Recorder of West Linn, and Chris Schuebel of Oregon City appeared in the matter of the Knightly property at the west end of the Willamette River Bridge. Mr. Porter stated that the city of West Linn would appropriate \$2500 and Clackamas County \$4000 for the property. However, the county had but \$2000 available and asked the state to advance the balance until next year. Also they asked the state to condemn the property, if necessary. After consideration, in order to expedite the matter, the Commission agreed to advance the two thousand dollars as requested and instructed the Attorney to file condemnation proceedings unless the matter could be settled by negotiation.

The tabulations of the bids received were read at 4 o'clock and the following action taken:

Tygh Grade Section of The Dalles-California Highway, cooperative project -- County, State and Government. On motion, which was carried, the award was made to the low bidder, Elliott, Scoggin & Paquet, at \$194,050.00, using corrugated iron culverts, subject to the approval of the Bureau of Public Roads.

Unit No. 2 (Bear Creek) Crooked River-Deschutes County Line Section of the Prineville-Lakeview Highway. On motion, which was carried, the award was made to the low bidder, the County Court of Crook County, at \$76,619.50.

Coquille-Fat Elk Creek Section of the Coquille-Bandon Unit of the Coast Highway in Coos County. Inasmuch as the bid is in excess of the Engineer's estimate, on motion which was carried, the bid was rejected and the project ordered readvertised.

Port Orford-Sixes River Section of the Coast Highway in Curry County. Cooperative project with County, State and Government. On motion, which was carried, the award was made to John Hakanson, with cedar culverts, at \$49,425.00, subject to the approval of the Bureau of Public Roads.

Heppner-Jones Hill Section of the Oregon-Washington Highway in Morrow County. On motion which was carried, the award was made to the low bidder, the General Construction Company, at \$51,592.00, subject to the execution of the contract with Morrow County.

Keno-Klamath Falls Section of the Ashland-Klamath Falls Highway in Klamath County, cooperative project -- County, State and Government. The Commission conferred with the County Court of Klamath County on this contract and in view of the fact that the bid was unbalanced and an excessive amount included in the clearing bid, the Engineer was

instructed to ascertain if the contractor would consent to the withholding of the major portion of the lump sum bid on the clearing until the grading was completed. If such an arrangement can be made, the Commission voted to award the contract to Dunn & Baker at \$142,473.25, using concrete pipe, subject to the approval of the Bureau of Public Roads.

Bridge over Basket Slough on the West Side Highway in Polk County. On motion which was carried, the award was made to the low bidder, the Oregon Contract Company, at \$5,372.50.

The Engineer reported that there was a possibility of securing a supply of good rock for the surfacing of the Coquille-Bandon Section if a cooperative arrangement could be made with the War Department and the Port of Bandon, who are dredging a rock shoal at the mouth of the Coquille River as a harbor improvement project. This material must of necessity be loaded onto barges and it was proposed to float these barges up the river and unload the rock into storage piles where it could be crushed later and hauled to the road. The Engineer was instructed to secure samples of the rock and have the same tested and see what arrangements could be made with the War Department to carry out this plan and report back to the Commission as soon as possible.

County Judge James and Commissioners Warren and Dunn of Lincoln County, together with Morris Anderson, A. E. Marvin and A. C. Crawford of Siletz and A. W. Morgan of Portland, reported that they had visited the Bureau of Public Roads in the interest of the proposed Forest Highway up the Siletz River about six miles and that Mr. Purcell had indicated his approval of the project.

The Bridge Engineer reported on the condition of the bridge over Klamath River on the Ashland-Klamath Falls Highway at Keno, stating that it would cost \$21,200.00 to repair the present structure and a new bridge is estimated to cost \$39,000.00. The County Court of Klamath County was present at the time when the report was made, but no decision was reached as to future procedure.

February 7, 1923.

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

Bids were opened on the following projects:

OREGON OAVES HIGHWAY
BEAR CREEK SECTION -- GRADING

C. F. Rhodes Construction Co.	23,954.00
J. A. Varner	26,754.50
Calvert, Schroder & Calvert	26,058.50
Ryan & Catching	24,681.00
Warren Construction Co.	34,316.50
Joseph Wolke	26,430.00
J. F. Logan	27,966.50

ASHLAND-KLAMATH FALLS HIGHWAY
HAYDEN CREEK-JACKSON COUNTY LINE SECTION - SURFACING

A. D. Kern	72,650.00
W. D. Miller	69,815.00
Harness & Colby	62,675.00
Warren Construction Co.	74,250.00

LA GRANDE-ENTERPRISE HIGHWAY
RHINEHART APPROACH FILLS - GRADING

Johnson Contract Co.	12,834.00
Colonial Building Co.	12,122.50
Hazelwood & Galloway	15,831.55
A. D. Kern	10,794.00

THE DALLES-CALIFORNIA HIGHWAY
TYGH VALLEY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.	71,560.00	71,040.00
Cochran Construction Co.	87,610.00	84,860.00
Montague-O'Reilly Co.	107,409.00	105,028.00
Bauers & Bauers	76,360.00	73,662.00
E. A. Webster & Co.	76,770.00	75,000.00
A. D. Kern	100,020.00	96,652.00
Elliott, Scoggin & Paquet	71,470.00	68,640.00
G. L. Stickler	82,061.00	80,901.00

The single bid received on the Nimrod-Elk Creek Section was returned unopened at the request of Lane County who are cooperators and requested that the project be withdrawn.

The Commission decided to hold over the bids on Unit No. 1 Allen Ranch-Klamath County Line Section until the arrival of the Deschutes County representatives.

Judge Bunnell and Commissioner Short of Klamath County asked relative to the location of the Lakeview-Klamath Falls Highway between Dairy and the Sprague River. They stated that they favored the route

through Bonanza inasmuch as they would have to build a market road if the state highway is not built there. The Engineer presented his report on the entire situation showing the alternate lines, distances, elevation of summits, and estimated costs. Decision was reserved.

In the matter of construction of the Dalles-California Highway south of Allen Ranch through the Benham Falls Reservoir Site, Judge Sawyer of Deschutes County and T. H. Foley of Bend were present and asked that the contract be awarded, inasmuch as the irrigation district had been given ample time to perfect their plans and complete their financing but had not been able to make a showing that work would be done. Messrs. Henry Gard and Attorney Kollock representing the Jefferson Conservancy District stated that they were very hopeful of selling their bonds and putting the project under construction and were opposed to the building of a highway through the Reservoir Site if the cost of replacing it on higher ground would fall on the district later. The Chairman replied that since the whole matter was uncertain and it would take considerable time to complete the project after construction was commenced, and if it was carried out the benefits would be so great that probably the district would not be asked to pay for reconstruction. After further consideration and conference with the representatives of the Bureau of Public Roads it was decided to open the bids on this section.

THE DALLES-CALIFORNIA HIGHWAY
ALLEN RANCH-KLAMATH COUNTY LINE SECTION, UNIT NO. 1 - GRADING

	Concrete Pipe	Corr. Iron Pipe
A. E. Doty	22,413.00	22,150.50
Warren Construction Co.	29,002.50	28,375.50
F. H. May	25,463.50	25,577.50
Ward & Logan	25,509.00	25,509.00
Ken Hodgman	23,806.00	23,552.50
More & Anderson	23,766.00	23,768.00
Force & Currigan	25,672.00	25,552.00

The Engineer reported that Marion County had advised that they were ready to cooperate on the Pudding River Bridge but that no reply had been received from the Clackamas County Court. The Engineer was authorized to advertise the project at the next meeting if a favorable decision was received from Clackamas County.

The Secretary reported that the crossing of the state highway under the railroad near Perry had been completed by the railroad company. This is a situation where the original highway crossed under but the opening was widened and a steel girder and concrete substituted for timber. The Commission considered the matter of division of costs but in the absence of an order from the Public Service Commission and the shortage of county funds, decided to relieve the county from cooperation and assume the entire cost.

The Engineer reported that McLeod Brothers of Bandon, whose bid on the Coquille-Fat Elk Creek Section of the Coquille-Bandon Unit had been rejected, had submitted a proposal to do the dredging work on an hourly basis of \$5.95 per hour and would guarantee to move an average of not less than 50 yards per hour, this price not to cover shaping up and finishing grade afterward. J. E. Norton representing Coos County recommended that this arrangement be accepted. After consulting with the representatives of the Bureau of Public Roads who are cooperating, the Commission approved this plan and instructed the Attorney and Engineer to prepare a contract in harmony with the proposal. The Engineer was authorized to readvertise approximately 20,000 cubic yards of team work on the project.

A conference was held with Messrs. Purcell and Elliott relative to the forest highway map and after consideration at the request of Lincoln County a road from Kernville east along the Siletz River about 6 miles was added as a forest road of importance to the community. With this addition to the roads designated at the previous meeting, the map was signed and handed to the representatives of the Bureau of Public Roads to be forwarded to the Secretary of Agriculture.

The Forest Road program was discussed on account of Mr. Cecil's absence in only a tentative way, but the Commission indicated that they wished to include the section of the Coast Highway from Devil's Lake to the Siletz River and also a section from the Coos-Douglas County Line to Coos Bay in the program of the present year.

At 3 o'clock the tabulation of the bids was read.

Unit No. 1, Allen Ranch-Klamath County Line Section, cooperative project -- County, State and Government. On motion which was carried, award was made to the low bidder, A. E. Doty, using concrete pipe, at \$22,413.00, to be made a Federal Aid cooperative project, State and County, but if not accepted by the Government, the State and County construct without the Government.

Tygh Valley Section of The Dalles-California Highway, grading and surfacing, Wasco County, cooperative project -- County, State and Government. On motion which was carried, award was made to the low bidder, Elliott, Scoggin & Paquet, using metal pipe, at \$68,240.00, subject to approval of the Bureau of Public Roads.

Approach embankment Rhinehart Overcrossing, La Grande-Enterprise Highway in Union County. On motion which was carried, the award of the contract was made to the low bidder, A. D. Kern, at \$10,794.00.

Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway, surfacing, cooperative project -- County, State and Government. On motion which was carried, award was made to Harness & Colby at \$62,675.00.

Bear Creek Section of Oregon Caves Road in Josephine County, grading. On motion which was carried, the award of the contract was made to the C. F. Rhodes Construction Co. the low bidder at \$23,954.00.

Messrs. Chris Schuebel, Hal Hoss and O. D. Eby of Oregon City representing the Live Wires of Oregon City, stated that their organization and the City Council had passed resolutions regarding the Pacific Highway route through the city as requested by the Commission, thereupon Commissioner Yeon offered the following resolution and moved its adoption:

WHEREAS, Oregon City through its Council has duly complied with the request of the Highway Commission as far as passing a resolution committing itself to the location and improvement of the Pacific Highway through Oregon City; and,

WHEREAS, the Live Wires, who have been represented at all times in the negotiations, have passed resolutions confirming the action of the Highway Commission and agreeing to give it their moral support in the opening construction of the route as located by the Highway Commission as soon as funds can be reasonably made available, the payment of right of way and construction within the city to be paid for by the city,

THEREFORE, BE IT RESOLVED, that the Engineer be authorized and instructed to let the contract on the bid of Rajotte-Winters, Inc., of November 21, 1922 for the completion of the work as proposed in the bid as soon as the funds subscribed by the various industrial interests of Oregon City and the railroads are made available.

AND BE IT FURTHER RESOLVED, that the Attorney be instructed to prepare an agreement in harmony with this understanding to be executed by all parties.

The motion was duly seconded and carried.

In the matter of the cooperation in Wasco County it was agreed between Judge Adkisson and the Commission that the division of costs on the White River Bridge would be fifty-fifty State and County, instead of 100% of the costs previously offered by the County. This was done because of the generous cooperation of the county on The Dalles-California Highway, which was agreed to be fifty-fifty on the Tygh Grade and Tygh Valley Sections. It is further understood that when The Dalles-Dufur Section is completed and the final costs are known that the county may bring the matter up to the attention of the Commission for further consideration of cooperation.

Commissioner Barratt stated that Umatilla County had requested the reconstruction of a bridge over McKay Creek on the Pendleton-Pilot Rock Section, and also a short section of grading and surfacing. The Engineer was instructed to design a bridge and if the estimated cost is

less than the amount of the excess contribution by the county on the Oregon-Washington Highway to advertise it and if there is sufficient excess to provide for grading and surfacing the same was to be included also.

Commissioner Barratt presented the following letter from the County Court of Morrow County confirming offer of cooperation on the Oregon-Washington Highway, which was accepted by the Commission:

"To the Honorable State Highway Commission:

"In consideration of the completion of the surfacing of the Heppner-Jones Hill Section of the Oregon-Washington Highway in Morrow County by the State Highway Commission at an approximate cost of \$50,000, the contract to be let at as early date as convenient, the County Court of Morrow County, State of Oregon, hereby agrees as follows:

"That Morrow County will assume one-half of the cost of placing the surfacing on said section.

"That the said Morrow County acknowledges its indebtedness of the sum of \$5,758.14 to the State Highway Commission on account of the overhead crossing near Messner, Oregon.

"That said County agrees to repay the sum due on account of said surfacing and the sum due on account of said overhead crossing as follows: One-third of the aggregate of said sums in December, 1923, one-third in December, 1924, and one-third in December, 1925.

"That said County agrees that whatever credit said County may be entitled to on account of the construction of the Heppner-Jones Hill Section of the Oregon-Washington Highway on a 50-50 basis shall be applied upon the indebtedness of the County on account of moneys advanced by the State Highway Commission in the construction of the Oregon-Washington Highway from the Morrow-Gilliam County Line to Heppner and that an adjustment of such indebtedness shall be made and taken care of in the construction of the Oregon-Washington Highway from the east end of the Heppner-Jones Hill Section of said Highway to the Morrow-Umatilla County Line, the said County recognizing the 50-50 basis as equitable for the entire portion of said Oregon-Washington Highway in said County, but owing to financial conditions resulting from delinquent taxes and other well known causes the said County at this time is unable to say at what date a reasonable settlement can be made, on the balance of the above obligation hereby acknowledged.

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"Respectfully submitted this 23rd day of January, 1923.

Wm. T. Campbell, Co. Judge
L. P. Davidson,
R. L. Bengel,
Commissioners.

(County Seal)

Attest:

J. A. Waters,
Co. Clerk."

H. J. Tichner of Bonanza was present and urged that the Commission give consideration to the route of the Klamath Falls-Lakeview Highway through Bonanza and directly east over the mountains to Lakeview.

Mr. R. H. Hoffmark representing A. Guthrie & Co. asked for the final payment of \$6,859.61 on the Hillsboro-Multnomah County Line paving contract. This matter was taken under consideration and the Attorney was instructed to submit a report.

The Engineer was instructed to interview the proper officers of the Southern Pacific Company to determine if the company had abandoned its plan for the construction of a main line on the west side of the river at West Linn, and if so, the Engineer was instructed to advertise the unpaved gap at the railroad crossing in West Linn for paving. Further, the Engineer was instructed to request the railroad company to install a wigwag signal at this crossing on account of the heavy highway traffic.

The Engineer reported that the 2 inch paving between Astoria and Svensen was showing signs of failure and recommended that plans be made to thicken and widen this section within the next two years. As preliminary to such work he recommended that the roadbed be widened and more drain tile installed during the present year. After consideration the Engineer was authorized to make necessary surveys and estimates for widening the roadbed and report at once.

The Commission instructed the Engineer to prepare plans for a comfort station and a building for store purposes at Clatsop Crest Park.

The Engineer reported on the situation at the Miami River on the Coast Highway in Tillamook County and showed the proposed change eliminating two highway crossings and two county road crossings by reconstructing a short section parallel to the railroad track and moving the railroad over at one point. This change would also require a new highway bridge across the Miami River. The Engineer was authorized to negotiate with the railroad company to determine their attitude as to cooperation on this project.

The Engineer reported on the location of the Oregon-Washington Highway between Vinson and Lena and recommended the route from the east end of Jones Hill along the present road to Lena, thence up Franklin

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Hill on the proposed revision thence along the ridge and Hog Hollow to Vinson. This route is shorter and the estimated cost is less than any other route proposed. Commissioner Barratt stated that he had examined the route proposed on the ground and believed it to be the best location. Thereupon, on motion which was duly carried, the Commission approved the definite location of the Vinson-Lena Section of the Oregon-Washington Highway as recommended by the Engineer.

The following requests for extensions of time were received:

The Scandia Shipbuilding Company requested an extension of time on contract No. 535, Halsey-Harrisburg Section, paving, to August 1, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Lindstrom & Feigenson requested an extension of time on contract No. 552, bridges No. 888 and 889 over the John Day River in Grant County, until June 30, 1923. The Engineer recommended that the extension be granted with the provision that engineering expenses subsequent to the completion date be charged to the contractor. Recommendation approved by the Commission.

Parker-Schram Company requested an extension of time to March 15, 1923 on Contract No. 547, grading and paving the Bolton-Oregon City Section. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Montague-O'Reilly Company requested an extension of time to April 1, 1923 on contract No. 497, Sarvice Creek Section of the John Day Highway in Wheeler County, grading and rock surfacing. The Engineer recommended that the extension be granted as requested without penalty. Recommendation approved by the Commission.

A. F. Saar requested an extension of time to February 15, 1923 on contract No. 528, Power Plant and Shell Rock Sections of the McKenzie Highway, grading and surfacing. The Engineer recommended that the extension be granted as requested with the provision that engineering costs subsequent to September 30, 1922 be charged to the contractor. Recommendation approved by Commission.

Marshall & Barhan requested an extension of time to March 31, 1923 on contract No. 521, bridge over the Yamhill River on the Willamina-Grand Ronde Section of the McMinnville-Tillamook Highway. The Engineer recommended that the extension be granted subject to the assessment of engineering costs subsequent to the completion date to the contractor. Recommendation approved by Commission.

The Engineer was instructed to advertise the following projects for the next meeting, March 1, 1923:

Coles Bridge-Cummins Creek Section of the John Day Highway, 14.1 miles of grading and surfacing.

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McLeod-Cascade Gorge Section of the Crater Lake Highway, 8.6 miles of grading.

Klamath Falls-Barclay Springs Section of The Dalles-California Highway, 3,000 cu. yds. of maintenance and resurfacing materials.

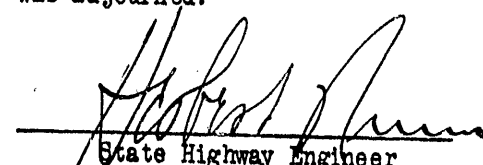
Cottage Grove-North Section of Pacific Highway, 0.6 miles of grading, county project, advertised at the request of the county.

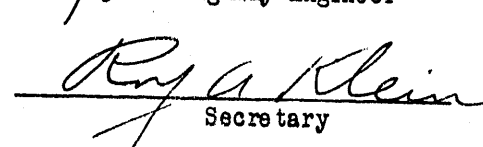
Grass Valley-Wasco County Line Section of the Sherman Highway, 20.5 miles of grading and surfacing.

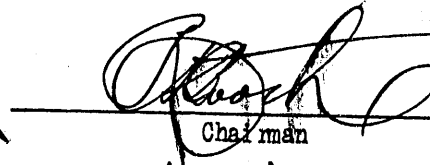
Echo-Pendleton Section of the Columbia River Highway, 12,000 cu. yds. of broken stone for maintenance and resurfacing.

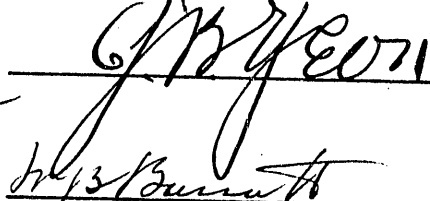
Bridges over Willow Creek and Hay Creek on The Dalles-California Highway near Madras.


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


State Highway Engineer


Secretary


Chairman


Commissioner


Commissioner

Portland, Oregon, March 1, 1923.

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

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

Bids were opened on the following projects:

MAR 1 1923

JOHN DAY HIGHWAY
COLES BRIDGE-CUMMINS CREEK - GRADING AND SURFACING

Bauers & Bauers	156,650.00
Porter & Conley	157,769.50
Montagus-O'Reilly Co.	159,263.80
A. D. Kern	160,316.00
Security Construction Co.	176,025.00

CRATER LAKE HIGHWAY
MCLEOD-CASCADE GORGE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
John Hampshire	135,175.00	132,227.50
D. M. Stevenson	155,805.00	153,427.00
Warren Construction Co.	166,791.00	165,056.00
Bauers & Bauers	175,115.00	168,970.00
Logan & Von der Hellen	177,356.00	173,543.50

THE DALLES-CALIFORNIA HIGHWAY
KLAMATH FALLS-BARCLAY SPRINGS SECTION
FURNISHING BROKEN STONE FOR RESURFACING AND MAINTENANCE

W. D. Miller	7,125.00*
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*Delivered in bunkers 1 mile north of Pelican City, 1000 feet from highway.

PACIFIC HIGHWAY
COTTAGE GROVE-NORTH SECTION - GRADING

Manerud & Vitus	3,005.00
Ryan & Catching	3,294.00
Earl L. McNutt	3,720.00
R. D. Way & Son	3,790.00
S. L. Godard	5,390.00

SHERMAN HIGHWAY
GRASS VALLEY-KENT SECTION - GRADING AND SURFACING

Bauers & Bauers	108,440.00
Carlson & Nyberg	115,107.00
Porter & Conley	120,885.00
A. D. Kern	123,041.00
Washburn & Hall	137,895.00
More & Anderson	141,340.00
Security Construction Co.	141,370.00
Elliott, Scoggin & Paquet	144,170.00
Cochran Construction Co.	147,315.00

SHERMAN HIGHWAY
KENT-WASCO COUNTY LINE SECTION - GRADING AND SURFACING

Bauers & Bauers	79,296.50
Greenwood & Dann	93,870.00
A. D. Kern	95,985.00
Carlson & Nyberg	96,459.00
Security Construction Co.	103,605.00
More & Anderson	105,066.00

COLUMBIA RIVER HIGHWAY
ECHO-PENDLETON SECTION
FURNISHING BROKEN STONE FOR RESURFACING AND MAINTENANCE

J. K. Shotwell	15,480.00
Newport Construction Co.	15,920.00
Warren Construction Co.	16,880.00
H. J. Hildeburn	18,300.00
Motor Investment Company	20,280.00
Carlson & Nyberg	21,400.00
Security Construction Co.	21,600.00

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE NO. 813 OVER HAY CREEK AND
BRIDGE NO. 971 OVER WILLOW CREEK NEAR MADRAS

Kuckenberg & Wittman	14,135.00
F. H. May	14,635.00
Tobin & Pierce	14,980.00
Lindstrom & Feigenson	14,990.00
John F. Rhyner	15,915.00
Union Bridge Co.	18,138.00

On motion which was carried, the minutes of the meetings of February 6 and 7 were approved.

Judge Patterson and Commissioners Caverhill and Round of Grant County stated that the right of way for the Cummins Creek-Coles Bridge Section on the south side of the John Day River had not been obtained and that an injunction had been threatened by certain citizens who lived on the north side of the river west of Mt. Vernon. Matter was held for further consideration.

Judge Marvin and Commissioners McCully and Plass of Wallowa County and Jay Dobbin of Enterprise asked for state aid between Enterprise and the Forest Boundary, about 12 miles in length. They stated that they had \$12,500 of county bond money available for cooperation, and asked the state to take it and improve the whole section. The Commission stated that when the connection through to Lewiston was undertaken in the State of Washington that they would assist in completing the section between Enterprise and the state line.

Judge Wilson and Commissioner von Lehe appeared in the matter of the Albany-Corvallis Highway. They asked that the state take over the road as fast as they graded it and either gravel or pave it, so that the county would be relieved of the necessity of regrading it. After consideration, the Commission agreed to take over the road as fast as the county graded it. The Engineer was instructed to report on the advisability of paving or graveling.

Judge Schannep and Commissioners Bean and Hales of Umatilla County conferred with the Commission relative to the bridge over Wild Horse Creek on the Oregon-Washington Highway near Saxe Station. The Engineer reported that the structure was in need of replacement, and that there were two culverts adjacent which needed reconstruction also but that these projects had been held up pending a decision in the matter of constructing an overcrossing of the railroad near this point. The Engineer was instructed to report on the general situation at the next meeting.

The bridge over McKay Creek between Pendleton and Pilot Rock was discussed and it was agreed that this should be constructed at once, and inasmuch as the balance between county and state expenditures on the Oregon-Washington Highway between Pendleton and Vinson showed a credit in favor of the county, the expense should be met by the state sufficient to match the excess expenditures by the county and above that to be shared fifty-fifty by state and county.

The Umatilla County representatives stated that they had had a conference with the District Forester on the Pilot Rock-John Day Highway and it was agreed that the funds available were insufficient to complete the Ukiah-Dale Section and in any event it seemed inadvisable to complete a section in the middle of the project first. Further it had seemed advisable that the county funds be expended outside of the forest which could be considered as cooperation later with the forest service. The Court then offered the Commission their \$65,000 of bond money to be expended on the Pilot Rock-Pendleton road in such place as the Commission might decide most advisable. After consideration the Commission expressed the view that there would be the greatest benefit to have the section from Nye South improved as far as the available funds would go. On motion which was carried, the Commission offered to advertise the project and supervise the construction if requested to do so by the county, but stated that no state funds would be provided except the engineering costs.

Judge Schannep reported that the county construction on the Cold Springs Highway was progressing satisfactorily but that their money would be exhausted when the present contract was completed and asked for state aid on the balance of 8 miles to connect with a market road project. Matter taken under advisement.

Jay Dunn, County Commissioner of Lincoln County, and Messrs. Middlekauf and H. F. Clark appeared and made the statement that the \$40,000 of bonds which had been voted with the understanding that the money would be used for the construction of a bridge across the river at Toledo was not sufficient to build the bridge and they proposed that the

\$40,000 be turned over to the state to be applied on the construction of a road between the south bank of the river at or near Toledo and Waldport, said section to become a part of the Roosevelt Highway. Mr. B. F. Jones was present and asked that the route proposed be investigated before decision was made. C. Pressley and Lester Martin, representing the Newport Chamber of Commerce stated that their community favored the location down the Coast crossing the bay at Newport, urging that this was the most direct location and cheapest construction. Judge James stated that the County Court had taken no action in the matter and were willing to leave the location south of the Yaquina River in the hands of the Commission.

The tabulation of bids received was read at 4 o'clock and the following action taken:

Coles Bridge-Cummins Creek Section of the John Day Highway in Grant County, grading and surfacing. The Commission announced that the low bid of Bauers & Bauers was satisfactory to the representatives of the Bureau of Public Roads, the County and the State, but that the right of way for the entire section had not been obtained and that there was a controversy over the location made by the Commission. Further there had been threats of an injunction by certain citizens of Grant County. This matter had been referred to the Attorney General and he had advised that he considered that the injunction would not hold. Therefore, on motion which was carried, the matter of the award of the contract was referred to the Engineer with power to act if the complete right of way was furnished and the matter of the injunction determined within thirty days; if not the check of the successful bidder to be returned and the funds provided diverted to some other project.

Grass Valley-Kent Section of the Sherman Highway in Sherman County, grading and surfacing, cooperative project, county, state and government. On motion which was carried, the contract was awarded to the low bidder, Bauers & Bauers, at \$108,440.00, subject to the approval of the Bureau of Public Roads.

Kent-Wasco County Line Section of the Sherman Highway in Sherman County, grading and surfacing, cooperative project, county, state and government. On motion which was carried, the contract was awarded to the low bidders, Bauers & Bauers, at \$79,296.50, subject to the approval of the Bureau of Public Roads.

McLeod-Cascade Gorge Section of the Crater Lake Highway, grading. On motion which was carried, the award of the contract was made to the low bidder, John Hampshire at \$132,227.50.

Cottage Grove-North Section of the Pacific Highway in Lane County, grading. Inasmuch as this is a county project advertised at their request, the bid was referred to the county.

Echo-Pendleton Section of the Columbia River Highway in Umatilla County, furnishing surfacing materials. On motion which was carried, the contract was awarded to the low bidder, J. K. Shotwell, at \$15,480.00.

Klamath Falls-Barclay Springs Section of The Dalles-California Highway, furnishing surfacing materials. On motion which was carried, the contract was awarded to the low bidder, W. D. Miller, at \$7,125.00.

Bridges over Willow Creek and Hay Creek in Jefferson County. The County Court, represented by Judge King, objected to the design for the Willow Creek bridge and stated that the county would withdraw its cooperation. The Engineer was instructed to confer with the low bidder and if he will accept the contract for the Hay Creek bridge without the Willow Creek structure at the same unit prices, to award the contract, otherwise return his check.

Mr. P. J. Gallagher of Ontario, Judge Test and Commissioners Dean and Oxman of Malheur County appeared in behalf of the Snake River bridge at Ontario. Mr. C. H. Purcell, District Engineer of the Bureau of Public Roads was present also, who explained the procedure necessary to cooperate with Idaho on the project. After full consideration, on motion which was carried, the Secretary was instructed to prepare a project statement for Federal cooperation on an interstate bridge over the Snake River at Ontario providing that Idaho will cooperate \$30,000 of their Federal Aid Fund and a sufficient amount will be contributed from the Oregon Federal Aid Fund to cover fifty per cent of the cost and the balance to be contributed from Oregon state funds. When the project statement has been executed by the proper Idaho officials, the same is to be forwarded to the Bureau for approval in the usual manner. In addition, it is understood that the connections between the west end of the interstate bridges at Weiser and Payette and the Old Oregon Trail will be constructed to standard and maintained by Malheur County, the County Court to confirm this arrangement by appropriate resolution. It was considered advisable to cover the whole matter with an agreement with the State of Idaho, in addition to the project statement.

The Malheur County representatives asked for cooperation on the Ontario-Vale Section. They proposed that on the section between Vale and the intersection with the Cairo-Nyssa project that the state take the westerly one-half, about 7 miles, extending from Vale to Mallet Lane, provided the county take the east one-half extending from Mallet Lane to the intersection south of Cairo, to be constructed upon the location adopted by the State Highway Commission and to state standards. There was also proposed for improvement the section between Ontario city limits and Weavers Corners, a distance of three miles, on a cooperative basis between State and County, each to contribute 50% of the cost. After consideration both proposals were approved by the Commission, on the second it being agreed that the state will advance such proportion as the county are unable to pay during the present year taking into consideration the expenditures already made by the county in building one mile of road outside of the city limits of Ontario on this project, the funds, if advanced by the state, to be returned not later than December 31, 1924. The attorney was instructed to prepare an agreement to cover the above understanding.

Mr. F. I. Fuller, Vice President of the P. R. L. & P. Company, appeared relative to the Oregon City matter. He stated that the Hawley

contribution of \$30,000 and the Crown-Willamette contribution of \$10,000 which had been withdrawn, had been reinstated and that the total contributions now stood at \$75,000, and that the P. R. L. & P. Company would stand behind another \$5,000, which will make \$80,000, which is sufficient to cover the estimate. Mr. Fuller further stated that there were certain conditions in the nature of street vacations, etc. on which the contributions were dependent, but that the associated companies would work out these matters later. Mr. Fuller stated that Mr. Ben Dey, General Attorney, would recommend to the officers of the Southern Pacific Company that the Fifth Street crossing be constructed by the railroad at its own expense entirely within the right of way limits, and that an answer was expected within a few days. The Secretary reported that the contractor had agreed to extend the time for acceptance of the bid a period of thirty days from February 19th. The attorney was instructed to prepare an agreement to cover the entire situation.

Mr. Barratt offered the following resolution relating to the distribution of the first one-half of the Market Road apportionment for 1923 and moved its adoption:

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 23rd, 1922, as to their proportionate share of 1923 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 23rd, 1922, that each County desiring to accept the benefits of said Act, would be required to make a levy on all the taxable property of their County for the specific purpose of market road construction sufficient to produce an amount equal to the apportionment 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 1923, 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 1923, 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 20, 1922, amounting to \$1,009,499.16, together with the balance of \$6,920.50 of the 1921 State Market Road appropriation unapportioned, making available for apportionment for 1923, a total of \$1,016,419.66; 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 1923 State Market Road Appropriation Fund 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 Fund, plus its proportionate share of Multnomah County Surplus and its proportionate share of the balance of the 1922 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 1923 State Market Road Appropriation, shall receive an amount equal to the amount produced by its 1923 County levy; with the exception of Multnomah County, which shall receive an amount equal to ten per cent of the State Market Road Appropriation Fund produced in 1923, 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 1922 Funds	Proportionate share of 1923 Funds	1923 Apportionment
Baker	\$ 26,470,102.25	1.3	34,411.13	\$ 22,424.63	\$ 8,369.99	\$ 30,794.62	\$ 30,794.62
Benton	12,520,673.63	1.63	20,408.70	14,657.11	5,470.76	20,127.87	20,127.87
Clackamas	29,936,864.84	1.8373	55,000.00	39,336.30	14,682.26	54,018.56	54,018.56
Clatsop	39,317,000.08	1.0	39,317.00	30,870.94	11,522.57	42,393.51	39,317.00
Columbia	17,617,233.58	2.0	35,234.47	15,328.13	5,721.22	21,049.35	21,049.35
Coos	23,915,926.86	1.37	31,704.00	23,330.64	8,708.15	32,038.79	31,704.00
Crook	5,320,732.78	1.877	10,000.00	6,010.08	2,243.26	8,253.34	8,253.34
Curry	5,046,681.03	1.1	5,551.35	3,914.81	1,461.20	5,376.01	5,376.01
Deschutes	9,360,642.95	1.62	15,164.24	10,957.87	4,090.02	15,047.89	15,047.89
Douglas	34,387,237.54	1.0	34,387.24	28,753.44	10,732.21	39,485.65	34,387.24
Gilliam	14,975,843.91	1.0	14,975.84	10,713.52	3,998.82	14,712.34	14,712.34
Grant	8,569,390.26	2.0	17,138.78	8,113.80	3,028.47	11,142.27	11,142.27
Harney	11,482,838.92	1.4	16,075.97	11,551.88	4,311.74	15,863.62	15,863.62
Hood River	10,113,706.42	1.48	14,983.46	9,866.20	3,682.56	13,548.76	13,548.76
Jackson	27,925,490.84	1.5	41,888.24	27,661.18	10,324.52	37,985.70	37,985.70
Jefferson	5,801,161.57	1.4	8,121.63	5,746.26	2,144.79	7,891.05	7,891.05
Josephine	8,173,969.43	1.5	12,260.95	7,739.40	2,888.73	10,628.13	10,628.13
Klamath	21,658,902.08	1.4	30,322.46	18,593.39	6,939.98	25,533.37	25,533.37
Lake	11,894,540.06	1.3	15,462.90	11,098.95	4,142.68	15,241.63	15,241.63
Lane	35,843,324.54	1.557	55,600.00	40,487.11	15,111.80	55,598.91	55,598.91
Lincoln	10,595,830.43	1.0	10,595.83	7,752.39	2,893.58	10,645.97	10,595.97
Limn	29,591,574.28	1.51	44,683.28	32,849.09	12,260.91	45,110.00	44,683.28
Malheur	12,952,461.28	1.45	23,735.55	16,037.34	5,985.93	22,023.27	22,023.27
Marion	42,290,018.76	1.2	61,320.53	43,219.59	16,131.70	59,351.29	59,351.29
Morrow	13,462,829.61	1.2	16,155.40	11,557.35	4,313.78	15,871.13	15,871.13
Multnomah	319,504,974.56	.314	100,949.92	342,854.36	.00	100,949.92	100,949.92
Polk	13,688,492.94	2.2	30,114.68	18,751.72	6,999.07	25,750.79	25,750.79
Sherman	15,385,897.67	1.7	26,156.03	11,518.81	4,299.39	15,818.20	15,818.20
Tillamook	23,632,911.90	1.7	24,117.60	17,693.03	6,603.92	24,296.95	24,117.60
Umatilla	54,473,706.75	1.2333	67,162.42	47,395.65	17,690.41	65,086.06	65,086.06
Union	26,212,109.26	1.13	29,619.68	21,095.77	7,873.98	28,969.75	28,969.75
Wallowa	14,015,940.71	1.4	19,622.32	13,883.28	5,181.93	19,065.21	19,065.21
Wasco	20,865,784.71	1.44	30,000.00	17,676.83	6,597.87	24,274.70	24,274.70
Washington	24,818,165.31	2.0	49,636.33	31,331.62	11,694.52	43,026.14	43,026.14
Wheeler	6,044,476.00	1.0	6,044.48	5,120.69	1,911.29	7,031.98	6,044.48
Yamhill	21,631,722.64	2.0	43,263.44	23,606.00	8,810.93	32,416.93	32,416.93
Total	\$1,009,499,160.38		\$1,091,205.85	\$1,009,499.16	\$248,324.94	\$1,016,419.66	\$1,006,266.38

Total amount produced by 1 mill State levy	\$1,009,499.16
Balance of 1922 State Fund carried over	6,920.50
Total funds available for 1923-	\$1,016,419.66
Total apportionment to Counties in 1923	1,006,266.38
Unapportioned State Market Road funds	\$ 10,153.28

The motion was duly seconded and carried.

C. R. Wade of Bandon, representing the Coos County Good Roads Association, presented a program for further work in Coos County. Grade the eight mile gap between Lamprey and Fat Elk Creeks on the Coquille-Bandon Section. Rock or gravel surface the new grade between Bandon and Beaver Creek. Work on the Coast Highway between Coos Bay and the Coos-Douglas County Line, widening present grade to standard width, completing grading through to county line and surfacing a section where subgrade is now ready. Also they asked that the state acknowledge expenditures made by county in grading and for construction of ferry as cooperation. Judge Kendall also was present. All matters taken under consideration.

The Engineer reported that he had interviewed the officers of the Southern Pacific Company and that they had stated that there was no immediate prospect of building the main line on the West Side of the river between West Linn and Oswego and in fact in their opinion the present west side line was more liable to be abandoned than a main line built. Therefore, the Engineer recommended that the short section of pavement which had been left out be completed at once and the present crossing handled as a grade crossing, the engineer to take up with the company the matter of the installation of a warning bell.

A request was received from the Coos County Court to extend the present Myrtle Point-Coquille project from the city limits into Coquille about 800 feet in order to connect up with the improved city streets and offering to cooperate fifty-fifty. On motion which was carried, this extension was approved by the Commission.

A request was received from the city of Sheridan asking that the state maintain the paving on the state highway within the city limits of Sheridan which was constructed by the city. After consideration, the Commission voted to take care of the maintenance, in consideration of the city having constructed the pavement at their own expense, which later became a part of the state highway system.

The Attorney reported that he had conferred with the owners of the Knightly property at the west end of the Willamette River Bridge and since one of the owners had seemed willing to negotiate a settlement, condemnation papers had not been filed. The owners of the property had offered to move their buildings back and if this was permitted rather than entire removal, they would be willing to accept a lesser amount. Matter taken under consideration.

Judge Gardner of Jackson County conferred with the Commission relative to the Emigrant Creek bridge on the Ashland-Klamath Falls Highway.

The Engineer had recommended a fifty foot steel span, but the county preferred to cooperate on a standard wooden trestle on concrete pedestals, claiming that if the proposed storage dam was built and water backed up, the danger from drift would be lessened. Judge Gardner stated that the county would cooperate on the same basis in the rebuilding of the bridge if a washout should occur. With this understanding the Engineer was instructed to prepare plans and specifications for a trestle structure and advertise the same for bids in the near future, the understanding being that the county will cooperate fifty-fifty and, as stated, if structure was washed out to again contribute to construction for replacement on same basis.

The Engineer reported on the comparative costs of electric and gas engine power to operate the new Lewis and Clark bridge, and the Commission approved the use of electric power.

Judge Marvin, Commissioner McCully and Jay Dobbin conferred with the Commission further on the Enterprise-Flora project. They proposed to cooperate fifty-fifty, but asked six years before repayments be made. Commissioner Barratt spoke in favor of such a plan. It was decided to consider the matter further.

Portland, Oregon, March 2, 1923.

The Commission met at 10 o'clock A. M. in Room 520 Multnomah County Court House with all Commissioners present and participating.

Commissioners Sharp and Roney of Lane County were present and spoke of right of way matters in their county, particularly referring to the McKenzie Highway and the Goldson-Cheshire Section. He stated that some property owners had refused to give a full sixty feet width and asked the Commission to accept forty feet. Commissioner Yeon stated that the standard requirements, by law, were sixty feet and the Commission had no authority or desire to change the right of way widths.

The matter of the location of a unit of the Goldson-Cheshire Section of the Willamette Highway, 2.6 miles in length, in the vicinity of the Franklin Road connection was brought up by the Lane County Commissioners, who expressed a preference for the route following the general location of the present road instead of the location recommended by the Engineer. The Engineer reported that the line recommended was 198 feet shorter, a 34 foot lower summit, has lighter grades and possibly slightly cheaper construction, but most of all to be considered is the southern exposure, better roadbed section, grade and alignment insuring lower maintenance costs. On the other hand the route proposed by the county representatives provided a better connection with the Franklin Road with the resultant saving in the grading of approximately 1200 feet of the county road connection. After consideration the Commission approved the route recommended by the Engineer, and the county representatives were requested to secure the necessary right of way at once.

Reference was made to a section of the Willamette Valley-Florence Highway about three miles in length, between the west end of the state and county cooperative project at the junction of the High and Low Pass, and the east end of the Government and County cooperative forest project two miles west of Blachly. This project was previously improved by the county, but now needs resurfacing and it is thought that a more favorable price could be secured now while contractors are at work on the adjacent projects. The Engineer was instructed to examine the project with the county officers and report to the Commission at the next meeting.

The Chairman referred to the Pacific Highway crossing of the railroad in Creswell, stating that he had conferred with Commissioner Campbell of the Public Service Commission who had advised that the railroad company had stated that they would prefer the grade crossing and keep a watchman there, and would vigorously oppose the grade separation proposed since the crossing would carry Pacific Highway travel only and it would still be necessary to maintain a grade crossing for the city street. Therefore, the Commission instructed the Engineer to prepare plans and specifications for the paving of the unimproved section. The County Commissioner of Lane County requested that the grading, which is a county obligation, be included in the contract. The Engineer was instructed to take up the matter of cooperation with the city of Creswell.

The Lane County Commissioners were asked if they favored the construction of a bridge across the Willamette River at Harrisburg on a cooperative basis, the total cost of structure, approaches and river protective work to be divided into three equal shares to be paid for by the counties of Linn and Lane and the state. Commissioner Sharp said that they approved the plan and would consider placing it in their budget this fall. The Secretary was instructed to take this matter up with each county proposing a one-third cooperative plan and asking for an expression from them as to their approval of the plan, or some assurance which would justify the Commission in proceeding with the survey, designs and estimates for the structure, the purpose being to construct in 1924.

Judge Marvin, Commissioner McCully and Jay Dobbin brought up the matter again of state help on the Enterprise-Flora Road, but the Commission deferred action until a report is received from the Engineer on the route recommended and the estimated costs, the engineer being instructed to make an early report.

The Commission went into conference with the Bureau of Public Roads and the Forest Service to formulate the forest road program for 1923. Messrs. Purcell and Elliott represented the Bureau of Public Roads and Messrs. Cecil and Dater the Forest Service. Mr. Cecil stated that the State of Oregon's share for the present year's program would be \$426,000, and that after making the required reserve, there would be \$345,000 available for forest highways out of appropriation for fiscal year ending June 30, 1924. After consideration, the following projects were agreed upon by all three parties:

Alsea Project. That a four-year program ending June 30, 1928 be entered into whereby the State and Government each pay \$18,000 per year and Lincoln County \$12,000 per year.

Rainrock-Blachly. The gap between the forest project and the county project, estimated to cost \$75,000, will be constructed by the State and Federal Government on the basis of fifty-fifty cooperation.

Prairie City-Unity. The State is to confer with Baker County regarding cooperation on this project within that county, it being agreed that either the state or the county would cooperate on the basis of fifty per cent with the Federal Government in completion of this project.

McKenzie. The State and Government will cooperate on the basis of fifty per cent for the surfacing of 8 miles from Belknap Springs east, estimated at \$45,000.

Neskowin-Siletz. To complete surfacing the present contract \$45,000 will be required and to extend the project from Devil's Lake to the Siletz River, to which both the State and Government are committed by last year's program with Lincoln County, \$172,000 is required, making a total of \$217,000 to complete this project between Neskowin and the Siletz River, fifty per cent, or \$108,500, to be paid by the State.

Trail-Prospect. Inasmuch as the State is completing the section outside the Forest at their own expense, the Government will complete the surfacing inside the forest between Prospect and the Park Boundary. It is estimated that \$135,000 will be necessary for this work, \$67,500 of which will be allotted from this appropriation.

Mt. Hood Loop. To complete the surfacing of this project \$100,000 is estimated to be required. In order to continue surfacing this year immediately following the grading, which should be completed by fall, an expenditure of \$75,000 is necessary, \$37,500 to be paid by the State. It is agreed that the State and Federal Government are obligated on the basis of fifty per cent for the entire \$100,000 necessary to complete, the balance to be provided later.

Bear Gulch. (On road between Canyon City and Burns). The estimated cost of this project is \$72,000. \$15,000 is available from Grant County as bond money, leaving a balance of \$57,000 to be provided. This money will be provided out of any savings made under this program or the previous program.

Lakeside-Cocs Bay. Approximately \$55,000 Forest highway funds will be allotted in cooperation with a like amount from the State for construction between the county line and Hauser.

Location surveys will be financed out of savings on the present program or this program as far as deemed necessary to maintain completed surveys ahead of construction and also to maintain the organization of location engineers at present employed by the Bureau.

Summarizing, the obligation of the State and Federal Government on these projects is as follows:

	Estimated Cost	Secretary's Share	State's Share
Alsea Project	\$48,000	\$18,000	\$18,000
Rainrock-Blachly	75,000	37,500	37,500
McKenzie	45,000	22,500	22,500
Neskowin-Siletz	217,000	108,500	108,500
Trail-Crater Lake		67,500	
Mt. Hood Loop	75,000	37,500	37,500
Lakeside-Coos Bay	110,000	55,000	55,000

Mr. Cecil stated that he proposed to use a portion of the Section 8 funds for the fiscal year ending June 30, 1924, which is the amount available to Oregon from the original federal aid act of 1916, in cooperation with the counties on the construction of the Detroit-Niagara Project in Marion County and the Coopers Spur Project in Hood River County. No objection was made by the Commission.

Mr. Samuel Hill appeared before the Commission and stated that he expected to attend the International Road Congress in Seville, Spain during the present year. Being President of the Pacific Highway Association, he wished to feature that Highway at the Congress as a great highway of the world and requested that he be given a letter in the form of credentials to officially represent the State of Oregon, which the Commission agreed to do. It was also suggested that Mr. Hill represent the Western States Association of State Highway Officials, which he promised to do.

The California-Oregon Power Company requested an extension of the life of their permit for pole line construction on the Grants Pass-Crescent City Highway from 25 to 40 years, stating that their power contracts with the irrigation districts covered that period and they wished to have both of equal duration. After consideration of the fact that the permits were practically revocable, if such a procedure was necessary, the Commission approved the extension in this permit from 25 to 40 years.

The Engineer reported on slide conditions on the Columbia River Highway west of Wyeth in Hood River County. He stated that at this point the safety of both highway and the railroad was threatened on account of slides and that an inspection had been made jointly with an engineer of the railroad company and it was recommended that shafts be sunk at this time to determine the feasibility of draining by means of tunnels. The Commission was willing to undertake this preliminary investigation and agreed to cooperate to the extent of fifty per cent on a total expenditure of \$3,000 or not to exceed \$1,500 for the state, with no commitment beyond that for the permanent work, the Commission expressing the idea that the railroad should take a greater share of the cost.

The reports of J. P. Newell, Consulting Engineer, and C. H.

Whitmore, Assistant Engineer, on the claim of the Johnson Contract Company for compensation for extra costs caused by delays in bridge construction on contract No. 390, Mt. Hood Loop Highway in Clackamas County, were considered by the Commission. Mr. Newell appeared at the request of the Commission and when asked if his figures contained any profit, he said, "No, only losses." Engineer Whitmore's computations showed a loss of \$6,611.44 to the contractor on the work adjacent to the bridges carried over into the second season. After consideration, the Commission approved the payment of \$6,611.44 as an adjustment on this contract.

Commissioners Ireland and Wismer of Washington County appeared and gave notice of their willingness to build the bridge and approaches across Dairy Creek on the Tualatin Valley Highway between Hillsboro and Forest Grove, replacing the present wooden structure. The estimated cost is \$60,000, of which they have available \$43,000, and ask the Commission to lend them a sufficient amount, approximately \$17,000, to be repaid from the motor license fees in 1924. After consideration, the Commission on motion which was carried, authorized the loan as requested.

The date for the next meeting was set for March 27th and the following projects were ordered advertised:

Lamprey Creek-Fat Elk Creek Unit, Coquille-Bandon Section of Coast Highway, Coos County, 7.75 miles grading.

Redmond-Cline Falls Section, McKenzie Highway, Deschutes County, 4.78 miles grading and surfacing.

Tumalo-Deschutes River Section, Bend-Sisters Highway, Deschutes County, 1.37 miles grading and surfacing.

Approaches to Winchester Bridge, Pacific Highway, Douglas County, 0.54 miles grading.

Eugene-Goshen Section, Pacific Highway, Lane County, 4.8 miles pavement resurfacing.

Creswell Section of Pacific Highway, Lane County, 0.63 miles paving.

Otter Rock-Agate Beach Section, Roosevelt Highway, Lincoln County, 5.75 miles grading.

Willow Creek-Messner Section, Columbia River Highway in Morrow County, resurfacing materials.

Bridge over Pudding River, Pacific Highway, Marion and Clackamas Counties.

Bridge over Bear Creek near Svensen, Columbia River Highway, Clatsop County.

Bridge over Emigrant Creek near Ashland, Ashland-Klamath Falls Highway, Jackson County.

Bridge over Jump-Off-Joe Creek near Grants Pass, Pacific Highway, Josephine County.

Bridge over Klamath River at Spencer's, Ashland-Klamath Falls Highway, Klamath County.

H. J. Hildeburn requested an extension of time to April 1, 1923 on the grading of the Luckiamute River-Suver Section, contract No. 388. The Engineer recommended that the extension requested be granted provided that engineering costs subsequent to September 1, 1922 be charged to the contractor. Recommendation approved.

H. J. Hildeburn requested that he be relieved of the engineering costs assessed against him on contract No. 465, Winston-Camas Mountain Section of the Coos Bay-Roseburg Highway because of delay beyond the time limit in completing his contract. The Engineer reported that part of the delay was caused by non-completion of bridges by another contractor and shortage of cement for culverts and that, since the engineering party handled another contract also at the same time, that there was little loss to the state, therefore, he recommended that the penalty be remitted. After consideration, in view of the recommendation of the Engineer, the previous action of the Commission on October 21, 1922, whereby the engineering costs were assessed was reconsidered and the penalty remitted.

The Secretary reported that the Bureau of Public Roads had refused Federal Aid on the Allen Ranch South Section of The Dalles-California Highway because the Secretary of the Interior had protested to the Secretary of Agriculture against construction through the Reservoir Site. Since the Irrigation District had renewed its opposition to this improvement also and had stated that they were about to complete their financial arrangements, it was agreed that the award of the contract be deferred and the matter be presented before the Governor or the Irrigation Securities Commission for their information and advice.

The Engineer reported that the approval of the Bureau of Public Roads had been given on the Tygh Grade and Tygh Valley projects and therefore, acting under authority given at the previous meeting he had awarded both contracts for grading to the low bidder, Elliott & Scoggin. Award of contract approved.

The Engineer reported that on receipt of approval of the Bureau of Public Roads he had awarded the contract for the grading of the Klamath Falls-Keno Section of the Ashland-Klamath Falls Highway to Dunn & Baker, the low bidder, as authorized but that he had been unable to secure an adjustment of the clearing item. Award of contract approved.

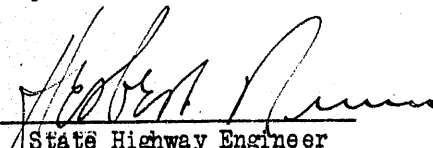
C. R. Wade, attorney for W. H. Donald, J. F. Kronenberg, C. H. Hurley and S. L. Williams, presented a petition for a permit for hauling logs, poles, lumber and timber products on and over the Remote-Myrtle

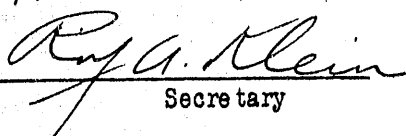
Point Section of the Roseburg-Coos Bay Highway. The applicants agreed to repair all damage which they do to the completed or uncompleted sections of the road to limit their trucks to 2½ tons capacity, to comply with the legal limits of tire widths, to follow the rules and regulations of the Commission, and to post a bond to guarantee fulfillment of their agreement. The matter was considered at some length and was referred to the Engineer for further conference with the operators and their attorney, the Commission favoring the granting of the permit provided the rights of the contractors on the uncompleted contracts were protected and the state's highway was adequately safeguarded. The plan of making a charge for the excess maintenance over ordinary maintenance to be collected monthly appeared to the Commission to be an equitable arrangement and it was suggested that this feature or another which would produce the same result be investigated by the Engineer, it being the intention of the Commission that all charges so collected would be turned back for expenditure on that road.

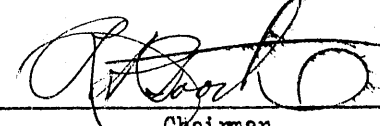
The Commission made an order as provided by law closing for a period of two months a section of the Corvallis-Newport Highway in Benton County between Blodgett and the junction with the King's Valley road just west of the bridge over Mary's River against hauling of logs, timber and timber products.

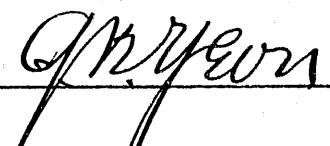

The Commission made an order, as provided by law, limiting the loads on the Albany-Corvallis Highway to 5000 pounds including weight of vehicle and load.

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


State Highway Engineer


Secretary


Chairman

Salem, Oregon, March 12, 1923.

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

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

Messrs. Cummins and La Pointe, S. E. Cummins and W. T. Vinton,

their attorney, were present in the matter of the Monmouth-South paving contract. Mr. Vinton stated that the contractors were deeply concerned on account of the litigation which had been instituted by certain residents of Independence to compel the location of the West Side Highway through Independence. He reported that the Governor had called the contractors into conference and had asked them to wait until the Supreme Court decision was handed down in this matter, but inasmuch as the decision may not be made for several months, they could not delay beginning their operations now and complete the work this season. They also stated that they had subcontracted the bridge work and had purchased expansion joints and some equipment, and wished to start at once.

One alternate was to cancel the present contract and the state reimburse them for their expenditures, but this did not seem advisable since if the decision was favorable both parties would lose by such a procedure. The principal point was the matter of gravel and sand. The contractors stated that they had contracted for approximately 40,000 cubic yards of gravel and sand at Independence for \$2.00 per cubic yard delivered on the road but that to produce the sand additional equipment would be necessary which the gravel company would not install unless assured that the whole job was going through, and also that if the job was deferred they doubted if they could hold the price.

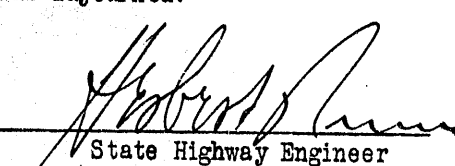
The Chairman conferred with the Governor and on return it was suggested that the contractors start on the south end of the contract at the Polk-Benton County line and work north to the point of divergence of the two routes, and it was hoped that by the time that point was reached that a decision would be reached. The Attorney was instructed to promptly file his brief in the case and endeavor to secure a hearing as early as possible before the Supreme Court.

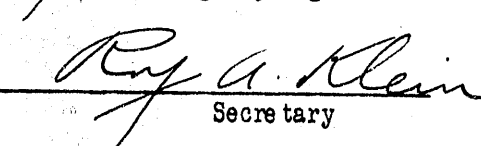
The contractors discussed the matter and it was agreed that they would proceed on the mile and one-half section beginning on the south end, the plan being to purchase the gravel and sand at Corvallis or elsewhere where it could be secured to the best advantage and the Commission to make up the difference in cost between \$2.00 and the price they have to pay for their requirements on this short section. If the contract was permitted to proceed to completion, no adjustment in price would be asked on the balance of the contract on which the unit prices of the contract would prevail. If the contract was stopped at the end of the short section by reason of an adverse Court decision, the Commission recognized that an adjustment for actual costs in excess of the bid prices would be proper and fair. This arrangement was agreed to by the contractors.

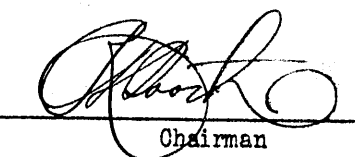
The Secretary reported that the Attorney and he had appeared before the Irrigation Securities Commission at their meeting on March 10, 1923, at which were present Governor Pierce, Attorney-General Van Winkle and State Engineer Cupper, and presented the matter of the construction of The Dalles-California Highway through the Benham Falls Reservoir Site. The Commission stated that they expected that the reservoir project would be constructed within the next few years and that they would

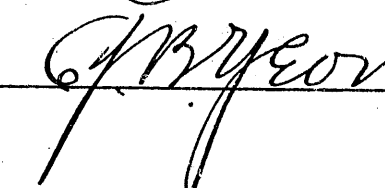
recommend against an expenditure for construction of a highway through this reservoir site in view of the reasonable certainty of its ultimate inundation and necessary reconstruction. After considering the report, the Commission considered it inadvisable to proceed further and directed the Secretary to so advise the County Court and to notify the low bidder that his deposit check or bond would be returned or if he wished to hold his bid for a limited time the check or bond would be held and his bid considered if circumstances should be so altered as to make a reconsideration of the matter advisable. The Engineer was instructed to make a reconnaissance survey of an alternate route around the reservoir site and report at the next meeting.

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


State Highway Engineer


Secretary


Chairman



Portland, Oregon, March 27, 1923.

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
Wm. Duby, Commissioner, succeeding Commissioner Barratt, resigned
Herbert Nunn, State Highway Engineer
Roy A. Klein, Secretary

At 10 o'clock bids were opened on the following grading, macadam, paving and bridge contracts:

ROOSEVELT COAST HIGHWAY
LAMPREY CREEK-FAT ELK CREEK SECTION - GRADING

	Concrete Pipe	Cedar Culverts
John Hampshire	220,350.00	225,450.00
A. J. & J. L. Fairbanks	270,102.00	282,642.00
Warren Construction Co.	244,209.00	247,234.00
E. A. Webster & Co.	234,675.00	234,600.00
A. D. Kern	246,128.00	258,628.00
Payne & Padrick	234,874.50	243,529.50

MCKENZIE HIGHWAY
REDMOND-CLINE FALLS SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
More & Anderson	51,207.50	50,985.00
Warren Construction Co.	40,365.00	39,834.00
Greenwood & Dann	39,857.50	39,247.50
Baird, Horn & Going	44,197.00	43,559.00
Geo. K. March	36,829.50	36,511.50
Newport Construction Co.	42,295.00	41,425.00
Ken Hodgman	37,387.50	37,161.50

BEND-SISTERS HIGHWAY
TUMALO-DESCHUTES RIVER SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
More & Anderson	10,839.50	10,716.00
Greenwood & Dann	12,267.00	11,864.00
Warren Construction Co.	10,646.80	10,529.30
Geo. K. March	8,824.20	8,734.70
W. H. Monarch	11,187.00	11,001.50
Ken Hodgman	12,881.90	12,850.40

PACIFIC HIGHWAY
WINCHESTER BRIDGE APPROACHES - GRADING

H. E. Doering	24,532.50
Joplin & Eldon	16,790.00
Johnson Contract Co.	16,994.00
J. T. Logan	26,996.00

PACIFIC HIGHWAY
EUGENE-GOSHEN SECTION - PAVEMENT RESURFACING

V. R. Dennis Construction Co.	124,066.40*
Warren Construction Co.	113,580.30
J. C. Compton	108,765.10
A. D. Kern	126,585.50
Guy F. Pyle	102,225.50
Force & Curigan	100,609.50*

*Gravel Aggregate

PACIFIC HIGHWAY
CRESWELL SECTION - PAVING

	Concrete	Bituminous
V. R. Dennis Construction Co.		20,853.00*
A. D. Kern		20,643.00*
J. C. Compton		18,900.00*
Guy F. Pyle	19,449.00	
Soleim & Gustafson	18,200.00	
K. L. Hall	19,370.00	
Warren Construction Co.		23,114.00

*Based on award of Eugene-Goshen also.

ROOSEVELT COAST HIGHWAY
OTTER ROCK-AGATE BEACH SECTION - GRADING

Hetrick, Cline & Gardner	181,080.50
A. D. Kern	226,977.50
Guy F. Atkinson	228,563.00
Warren Construction Co.	229,490.00

COLUMBIA RIVER HIGHWAY
CASTLE ROCK SECTION - FURNISHING CRUSHED GRAVEL

More & Anderson	27,575.00
H. J. Hildeburn	20,204.00
J. Frese	20,000.00
McCall & Sheerin	20,166.00
Newport Construction Co.	23,330.00
Motor Investment Co.	19,680.00
Warren Construction Co.	22,420.00
J. K. Shotwell	18,365.00
Frazier & Samuel	23,745.00
Porter & Conley	28,000.00

PACIFIC HIGHWAY
PUDDING RIVER BRIDGE

Tobin & Pierce	74,750.00
Parker & Banfield	78,250.00
Monson-Trierweiler Co.	81,570.00
Colonial Building Co.	88,285.00
Union Bridge Co.	88,350.00
Gilpin Construction Co.	89,590.00
Lindstrom & Feigenson	91,395.00
J. W. Sadler	91,980.00
Henry Makela	92,160.00
Jas. F. Clarkson & Co.	92,725.00
D. M. Stevenson	99,700.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER BEAR CREEK NEAR SVENSEN

W. H. Lee	6,937.50
John Slotte & Co.	7,350.00
Soleim & Gustafson	7,970.00
Henry Makela	8,325.00
Ostrom Construction Co.	9,730.00

ASHLAND-KLAMATH FALLS HIGHWAY
BRIDGE OVER EMIGRANT CREEK

E. R. Metzger	1,470.00
D. M. Stevenson	1,855.00
Lindstrom & Feigenson	2,060.00

PACIFIC HIGHWAY
BRIDGE OVER JUMP-OFF-JOE CREEK

Ryan & Catching	13,444.00
E. R. Metzger	14,400.00
Lindstrom & Feigenson	14,429.50
J. T. Logan	15,030.00

ASHLAND-KLAMATH FALLS HIGHWAY
BRIDGE OVER KLAMATH RIVER NEAR SPENCER'S

Union Bridge Co.	41,510.00
Lindstrom & Feigenson	42,155.00
W. D. Miller	52,115.00

After the bids had been opened, the Chairman stated that the bids would be tabulated and an announcement made concerning the awards at 10 o'clock the next day.

Judge Wood of Curry County asked for more work south of Gold Beach, particularly referring to the section between Hunters Creek and Myers Creek. Matter was taken under consideration.

Mr. Chester A. Groat of Seaside presented a petition for grading and surfacing the Necanicum-Seaside Section of the Coast Highway in Clatsop County. The Chairman advised that the Commission had the project under consideration and it would be placed on the program when funds were available.

Judge Sawyer and Commissioner Innes of Deschutes County appeared in the interests of the Allen Ranch South project and discussed the alternate routes around the reservoir which had been suggested. Judge Sawyer stated that if it was decided to construct around the reservoir rather than through it, the county could not cooperate fifty-fifty on the new line but they would offer an amount equal to that they had pledged on the route through the reservoir, as their funds were limited. The

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county representatives asked that a survey be made on the alternate route in the near future, so the costs could be determined. The Engineer was instructed to make the survey when field men are available.

The minutes of the previous meetings of March 1, 2 and 12 were approved.

Representative B. F. Jones of Newport asked for a survey between Newport and Agate Beach, stating that if this was made, the county and the city of Newport would do some work on it this summer. The Engineer was instructed to make the survey as soon as he reasonably can and report back to the Commission on the route recommended.

A survey between the Yaquina River and Waldport was also asked and after consideration the Commission instructed the Engineer to make the survey as requested.

Judge Wilson, Commissioners von Lehe and Scott of Benton County appeared in the matter of the Albany-Corvallis Road, stating that the county can finish the grading to the department standards this year and asked that the survey be made and after sections of the grading are completed, that the state take the road over for maintenance and surfacing. This being in fulfillment of former understanding as shown by the records, on motion which was carried, the survey was ordered and it was agreed to take over this project for maintenance and surfacing as soon as sections of the grading are finished, the time for surfacing to be determined at a subsequent meeting.

Judge Patterson was present in the matter of the Cummins Creek-Coles Bridge Section. He stated that an injunction had been filed against the county and consequently the right of way on the south side of the river had not been secured. He asked the Commission to let that part of the contract on the east end of the project where there is no dispute as to right of way. The Engineer was instructed to see if the contractor was willing to start this short section.

Judge Mast and Commissioner Kern of Coos County and J. E. Norton of Coquille urged the Commission to award the contract for grading the Lamprey Creek-Fat Elk Creek Section.

The Secretary reported that the project statements providing for the Interstate bridge across the Snake River at Ontario had been signed by the Commissioner of Public Works of Idaho, agreeing to an appropriation of \$30,000 of Idaho's Federal Aid fund. He reported further that to date the Malheur County Court had not given written assurance that they would meet the requirement to grade and gravel the connections between the Weiser and Payette bridges and the Old Oregon Trail. The Secretary was instructed to hold the agreements with Idaho until definite assurance was given by Malheur County that they would take care of these connections as previously proposed.

A telegram was received from Judge Smith of Lake County asking for construction north of Summer Lake on the Lakeview-Prineville Highway in consideration of the construction work done by the county last year. The Secretary was instructed to answer that some member of the Commission (probably Commissioner Doby) will go to Lake County as soon as weather conditions are better and look over the project and take up the matter further with them.

Theo. and Geo. C. Arenz of the Oregon Contract Company asked if their contract on the Rickreall-Holmes Gap Section is involved in the Mommouth South litigation now before the Supreme Court. The Chairman replied that the two projects were in the same status and suggested that the contractors await the Supreme Court decision before starting work, which they agreed to do.

Messrs. R. J. Hubbard, Spencer Hinsdale, Joseph Lyons and J. H. Napier of Reedsport, Judge Quine and District Attorney Neuner of Roseburg asked that the Government Forest funds be diverted from the Douglas-Coos County Line (Lakeside) to Hauser Section of the Coast Highway to the Reedsport-Scottsburg project to provide for the opening of the 3.6 miles that has not yet been placed under contract between Mill Creek and Brandy Bar. On this project the county has available sufficient funds to match the Government funds and with the total amount this remaining gap may be opened up and make possible the connection between the Coast and the Willamette Valley. The delegation stated that this was much more desired than the Reedsport-Marshfield connection and would accommodate more people. Mr. Geo. H. Cecil, District Forester, and Mr. C. H. Purcell, District Engineer of the Bureau of Public Roads were present and expressed themselves as agreeable to the revision of the previous program adopted March 2, 1923, and the substitution of this project for the Lakeside-Hauser project. Therefore, the arrangement being agreeable to all parties and it being understood that the Federal funds will be matched by county funds and that no state funds will be asked on the new project, the Commission approved the change proposed.

On motion which was carried, it was agreed that in consideration of the contribution of Douglas County on the Drain-Reedsport road, both in bond, market road and tax funds as heretofore stipulated and written into the record, that the City of Drain and Douglas County be relieved of the city and county share of paving the Pacific Highway within the city limits.

Judge Quine asked that Douglas County be furnished right of way plats for the Reedsport-Coos County Line Section and stated that they would begin at once to secure the right of way.

Mr. Neuner reported that negotiations had been completed whereby the city of Drain had agreed to furnish the embankment material required for the approaches to the Elk Creek Bridge at Drain without expense to the state.

A request having been received from the President of the Old Oregon Trail Association that Old Oregon Trail signs be erected as provided

by the Legislature, the Secretary was instructed to confer with him and endeavor to work out a plan for this work and report back to the Commission.

The Engineer reported that a drinking fountain had been erected at Rattlesnake Springs on the Old Oregon Trail and marked with a bronze plate. He asked for authority to erect two more similar fountains similarly marked, which was granted.

A request was received from Wasco County asking that the short section of two and a fraction miles between the north end of The Dalles-Dufur contract and the Columbia River Highway be widened and ditched before the gravel was placed. The county offered to cooperate fifty-fifty and would do the work with its own forces at actual cost. The estimated cost was \$3,640.00, of which the state's share would be \$1,820.00. The Engineer recommended the work be done. On motion which was carried, the Commission approved the agreement and authorized the expenditure.

Portland, Oregon, March 28, 1923.

The Commission met at 10 o'clock A. M. in Room 520 Multnomah County Court House, with all members present and participating.

The Commission had a conference regarding the letter received from the Governor asking that awards of contracts for projects advertised be deferred on account of the threatened referendum of the new gasoline tax. After consideration of the matter, the Chairman made the following statement: "With reference to the bids and the awards of the contracts, there are a number of conditions that influence the action of the Commission. Some of the projects are county projects, and in those instances where the bids are satisfactory, the contracts will be awarded subject to the approval of the counties who pay for them. Then there are the Federal Aid projects, some of which are paid for by the counties and Government together, with no state funds involved. On these the bids are satisfactory and will be awarded subject to the approval of the counties and Government. The third class are those that the state pays for entirely and are, in some instances, at least, the larger projects where a large amount of money is involved, and while the bids are satisfactory, the Commission will ask the low bidders to allow their checks or bidding bonds to remain on deposit for a period of ten days until it can be determined what action will be taken with reference to the referendum of the gasoline tax. There are ample funds to do the work, but it is also true that the action that will be taken on the referendum will have a decided influence on the program of new construction for this year and the years following. If there is any bidder who wishes to withdraw his check or bond, let him say so now." There were no withdrawals requested, whereupon the Secretary read the tabulation of the bids and the following action was taken:

Lamprey Creek-Fat Elk Creek Section of the Coquille-Bandon Unit of the Roosevelt Coast Highway in Coos County. The low bid submitted by John Hampshire is satisfactory to the Commission, but being a cooperative

project with the Federal Government, the bid is referred to the Engineer for conference with the Government, and if the award is approved, the Engineer is instructed to refer the matter back to the Commission at the end of ten days when it may be known what action has been taken on the gasoline tax referendum. Subject to these conditions, the contract is awarded to John Hampshire, the low bidder.

Redmond-Cline Falls Section of the McKenzie Highway. Judge Sawyer of Deschutes County was present and stated that the low bid was satisfactory to them. The Chairman asked Judge Sawyer about the county cooperation, and he replied that originally they intended to cooperate fifty-fifty, making it a market road project, but were prevented from doing so by the Supreme Court decision and that now the only thing they could do would be to put it in their budget and pay for it out of their tax money. After discussion as to the advisability of issuing warrants, Judge Sawyer stated that the county would issue warrants as the work progresses, with the understanding that the warrant should take its numerical order unless in the meantime there would be some funds released by act of the legislature or otherwise. On motion which was made and carried, the award was made to the low bidder, Geo. K. March, at \$36,829.50, using concrete pipe.

Tumalo-Deschutes River Section of the Bend-Sisters Highway. On motion which was carried, the award was made to Geo. K. March, the low bidder, using concrete pipe, at \$8,824.20, to be paid for entirely by the state in view of the work done by the county on the adjoining section of this highway.

The approaches to the Winchester bridge on the Pacific Highway in Douglas County. These being necessary in order to use the bridge after the completion of the structure, the award of the contract was made to the low bidder, Joplin & Eldon, at \$16,790.00.

Eugene-Goshen Section of the Pacific Highway in Lane County. This project consists of widening and strengthening the present pavement, cost to be paid for entirely by the state. The bid was satisfactory, but inasmuch as the amount involved is large, on motion which was carried, it was referred to the Engineer with the understanding that the bid be awarded at the end of ten days if the referendum on the gasoline tax is dropped.

Creswell Section of the Pacific Highway in Lane County. This project was left out of the original paving contract because there was an overcrossing proposed which has since been denied by the Public Service Commission, therefore it is advisable to pave this gap. The grading is to be done by the county and the surfacing by the state. There is also involved the question of county or city cooperation on the proportionate cost of the paving within the city, the arrangements for the financing of which have not been completed. On motion which was carried, the award was held pending until definite word is received from the city and county as to their participation in the cost.

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Otter Rock-Agate Beach Section of the Roosevelt Coast Highway in Lincoln County. The bid is satisfactory, but inasmuch as the amount of money involved is a large sum, it was decided to hold the check of the low bidder for a period of ten days until the outcome of the proposed gasoline tax referendum could be determined. Also, it was necessary to refer the bid to the Government for their acceptance since this is a Federal Aid project.

Furnishing of crushed rock on the Castle Rock Section of the Columbia River Highway in Morrow County. This being a matter of maintenance, it is paid for by the state entirely. The bid is satisfactory and the material is needed immediately, therefore, on motion which was carried, the award was made to J. K. Shotwell, the low bidder, at \$18,365.00.

Pudding River Bridge. A letter from Tobin & Pierce, the low bidders, was read, in which they stated that they had not received the notice sent out by the Engineer changing the quantities and in view of these revisions, they wished to change their unit prices on the excavation and the concrete and submitted an amended bid on these items. The Engineer advised that the circular letter containing the changes had been sent registered mail but that the return card had not been received and that he was convinced of the good faith of the bidders. If the amended unit prices are used, Tobin & Pierce would still be the low bidders and the total bid is satisfactory. The structure is to be paid for (being an intercounty bridge) by Marion and Clackamas Counties, except that the Commission agreed to take over the item of maintenance of traffic. The bid and present estimate exceeds the figure that was given to Clackamas County about a year ago, and therefore is in excess of their expectation, but it is a bridge which must be built and the Commission therefore were agreeable to extending the time for repayment over another year; that is, the original agreement provided that \$13,000 be budgeted so as to be paid in each of the years 1923, 1924 and 1925. Under the same arrangement, the Commission will be willing to carry the excess into 1926, if the county desire. The Secretary was instructed to take up the matter with the respective counties. On motion which was carried, the Engineer was instructed to make the award of the contract to Tobin & Pierce, the low bidders, on their revised figure of \$77,545.00, if it is satisfactory to the two counties.

Bridge over Bear Creek on the Columbia River Highway in Clatsop County. On motion which was made and carried, the award was made to W. H. Lee, the low bidder, at \$6,937.50.

Jump-Off-Joe Creek bridge, Pacific Highway, Josephine County. In an indirect way, this is a county cooperative project, the agreement being that the county should build the bridge over Louse Creek and the state the one over Jump-Off-Joe Creek. On motion which was made and carried, the award was made to the low bidder, Ryan & Catching, at \$13,444.00.

Bridge over Emigrant Creek. This is a cooperative project between Jackson County and the state, in which the county approve the bid. It is

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therefore, moved and seconded that the award be made to E. R. Metzger, the low bidder, at \$1,470.00.

Bridge over the Klamath River near Spencer's on the Ashland-Klamath Falls Highway in Klamath County. This is a cooperative project between the Government and Klamath County. After consideration, on motion which was carried, the bid was referred to the Engineer with instructions to award to the low bidder, the Union Bridge Company, at \$41,510.00, provided it is satisfactory to the Bureau of Public Roads and Klamath County.

Judge Adkisson of Wasco County asked for the surfacing of the Cow Canyon Section of The Dalles-California Highway, offering fifty-fifty cooperation. The Engineer reported that the grading was completed and surfacing was necessary, and also that the project had already been approved as for Federal Aid. On motion which was carried, the Engineer was instructed to advertise the project for bids to be received at the next meeting.

Mr. Harrison Allen, representing the Portland Railway, Light & Power Co., the Hawley Pulp & Paper Co. and the Crown-Willamette Co., appeared and submitted the contract agreements covering the Oregon City Pacific Highway south approach signed by the officers of the Portland Railway, Light & Power Co. and the Hawley Pulp & Paper Co. Also Mr. Allen stated that Mr. Hawley had authority to sign for the Crown-Willamette Co. and would do so. Mr. Allen offered some minor corrections to the contract covering the ownerships of certain small parcels of property so as to conform to the plat, also the Portland Railway, Light & Power Co. desired the right to maintain its power lines on the right of way for the purpose of serving its patrons as it has in the past. On motion which was carried, these changes were approved and after further consideration the members of the Commission signed also. Mr. Hawley who was present stated that he would attend the Council meeting in Oregon City that evening and secure the signatures of the Mayor and Recorder, after which it would be forwarded to the Southern Pacific officials in San Francisco.

The Chairman stated that the Commission had before it the resignation of Herbert Nunn as State Highway Engineer, who had asked that action be taken on it at this meeting. On motion which was carried, the resignation was accepted effective March 31, 1923. In the matter of filling the position, the Commission discussed the matter, but not knowing the desires of their successors and acting under the necessity of having some one to act, on motion which was carried, Roy A. Klein was appointed to fill the place. The Commission further considered the technicalities of the law as to the Secretary acting also as State Highway Engineer. It was the wish of the Commission that, if he can act in this dual capacity temporarily, it be done, but if the Attorney General should advise adversely, then the Secretary is authorized to appoint such assistant help as he may need until the next meeting. The Chairman and the members of the Commission thanked Mr. Nunn for the service he had rendered the state and extended their good wishes for his future success.

Mr. Natt McDougall and R. H. Hoffmark of A. Guthrie & Co. appeared in the matter of their claims on several contracts. On the McVeigh overhead crossing, Mr. McDougall stated that they would accept the adjustment recommended by the Engineer. Claims were presented for extra work items on the Oregon City bridge and the maintenance of the West Linn water pipe line on the bridge. On the Hillsboro-Multnomah County Line paving, the contractors asked the payment of the retained percentage. The Commission took all these matters under advisement.

A letter was received from Judge McKee of Sherman County asking state cooperation in surfacing through the city of Wasco on the Sherman Highway. The matter was referred to Commissioner Duby for investigation.

On the request of Chief Inspector Raffety, G. Max Flanery and O. O. Nichols were commissioned as traffic officers.

The Engineer reported that the Applegate River Bridge on the Grants Pass-Crescent City Highway should be replaced by a new structure during the present season. The Chairman stated that the construction of this bridge was part of a previous agreement with the county whereby the county had appropriated \$10,000 for gravel surfacing between Grants Pass and the Applegate River. After consideration the Engineer was instructed to advertise for bids on the structure, the cost to be paid by the state.

Tobin & Pierce, contract No. 583, Willow Creek bridge on the Heppner Junction-Morrow County Line Section, asked for an extension of time to May 15, 1923. The Engineer stated that this contract had not been prosecuted diligently and recommended that the extension be granted but that the matter of penalty be held in abeyance until the contract was completed. Recommendation approved.

Colonial Building Co., contract No. 586, Rhinehart Overcrossing on the La Grande-Joseph Highway, asked for an extension of time to April 30, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Oxman & Harrington, contract No. 405, Vinson-Pilot Rock Section of the Oregon-Washington Highway in Umatilla County, requested that the penalty of engineering costs charged to them on this contract subsequent to February 15, 1922 be cancelled. The Engineer reported that in view of the increased yardage moved on the project which required a longer time, he recommended that the penalty be remitted. After consideration, the action of the Commission on April 1, 1922, whereby an extension of time on this contract was granted subject to penalty was reconsidered and the penalty remitted in view of the recommendation of the Engineer.

The Engineer reported that the present wage of \$3.20 per eight hour day for maintenance men was inadequate to hold the men and that many were leaving for other work, particularly logging and saw mills. In view of the general tendency toward increased wages, the Commission authorized an increase to \$3.60 per eight hour day effective April 1, 1923 in localities where it is found necessary.

The A. Guthrie & Co. claims were considered and disposed of as follows:

On the McVeigh Point Overhead Crossing Approaches, contract No. 408, an adjustment of \$4,297.58 was recommended by Engineers Kelley, Whitmore and McLeod. On motion which was carried, the final payment on this contract was ordered in accordance with the Engineers' report.

In the matter of taking care of the West Linn water main on the Oregon City bridge during construction of the new bridge, the Commission agreed, under date of June 30, 1921, to cooperate to the extent of \$500 in addition to West Linn's contribution of \$1750 and said that if there were additional costs, the matter would be considered on the completion of the job. The total claim submitted amounted to \$3213.57, which after deducting \$1750 leaves a balance of \$1463.57. After consideration the Commission ordered this amount paid subject to a check of the details by the Engineer.

In addition, there were a large number of other claims presented on the Oregon City bridge contracts, many of which were rejected by the Engineer. On those in which there was merit, the Bridge Engineer recommended payment totaling \$7,002.36, which were approved and ordered paid by the Commission. A claim of \$4053.84, covering structural steel placed in the arch hinges but not allowed in the estimates, was referred back to the Bridge Engineer for further report.

The contractors asked that the final payment on the Hillsboro-Multnomah County Line paving contract, No. 82, be paid. On this project, although completed in 1919, the final payment has been held since the contractors did not furnish a five year maintenance bond which was required on all paving contracts let in that period and consequently the final payment had been held. The Engineer reported that while the work had developed cracks and required patching and replacements, yet the contractor had performed the work in accordance with the plans and specifications and under the supervision of the department's engineers and inspectors. The Engineer reported that in his opinion the quality of the sand, the condition of the subgrade, the inadequate thickness of the pavement and the heavy traffic were contributing causes to the breaks in the pavement rather than faulty workmanship on the part of the contractor, and recommended that the final payment be released. The Attorney, in response to a request for an opinion from the Commission, stated that since the Engineers were satisfied with the quality of workmanship and full compliance with plans and specifications by the contractor that he would recommend payment. After further consideration, the Commission on motion which was carried ordered the final estimate on this contract paid plus the interest on the retained percentage at 6% compounded semi-annually but subject to a deduction of the cost of the maintenance bond. The Secretary was instructed to find what was the premium rate charged on similar maintenance bonds.

The Secretary presented a contract agreement with Jackson County signed by the County Court providing for payment of indebtedness on the

Ashland-Klamath Falls Highway which was approved and signed by the members of the Commission.

The Secretary presented an agreement with the Grants Pass Irrigation District permitting their canal to encroach upon the state highway right of way for about one and one-half miles west of the Jackson County Line. The agreement was approved and signed by the Commission.

The Engineer presented an estimate of the guard fence required on the Old Oregon Trail. The matter was referred to Commissioner Duby for conference with Division Engineer Baldock.

In the matter of the flume at Lindsey Creek to prevent further slides proposed by the Railroad Company as a cooperative proposition, the matter was referred back to the Engineer for a further report as to the estimated costs and recommendation as to the cooperation to be provided by the state.

The Secretary was instructed to engage Mr. G. Ed Ross, Public Accountant, to make an audit of the State Highway Fund and the Revolving Fund covering the period December 1, 1922 to March 31, 1923.

On motion which was carried, Roy A. Klein, as Engineer, was instructed to receive from Mr. Nunn, the retiring engineer, the records of the department, equipment, and balances in payroll fund and to receipt therefor.

The next meeting was set for April 17th, to be held in Portland.

The Engineer was instructed to advertise the following projects when they are ready:

Oregon City-Bolton Section, 0.34 miles 18 foot pavement to close gap at railroad crossing near West Linn.

Tillamook City Section, 0.14 miles of 20 foot concrete pavement adjacent to south city limits.

Dairy Creek Section of the Tualatin Valley Highway, 0.25 miles embankment to replace trestle. County project.

Gaston Section, 0.25 miles, 16 foot pavement.

Bridge over Lewis and Clark River near Astoria.

Bridge over Pilot Butte Canal near Bend.

Bridge over Dairy Creek near Hillsboro.

The Commission considered the accounts and obligations of the various counties and ordered the following record made:

Baker County:

County cooperation on Old Oregon Trail - balance out of \$200,000 promised and voted, \$19,072.57.

County cooperation on Baker-Cornucopia Highway, obligated in 1917-1918 and 1919 remaining unpaid \$25,611.98.

Overcrossing near Huntington, county share advanced by state unpaid \$8,400.00.

Durkee Undercrossing (not completed) county share will be about \$5,000.00.

Unity Overcrossing county share \$2,200.00 advanced by state.

Total	\$60,384.55
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Benton County:

City of Monroe, grading - \$1,986.05, both city and county refused to pay.

Alsea Mountain Section, grading, county has \$100,000 in bond money available for their share which is 50% of total costs.

Clackamas County:

County share of Willamette River bridge unpaid is \$30,000 - balance of \$15,000 due each year in 1923 and 1924. 1922 share paid.

West Linn and Oregon City share of Willamette River bridge is \$50,000 to be paid for in four years, 1922, 1923, 1924 and 1925, each city to pay its share of \$12,500 each year in the ratio of the assessed valuation. Both cities and the county have paid their 1922 assessment.

Canby cooperative paving. City share 25% equals \$4,693.95. City paid \$1,611.10 on its first installment and should have paid \$600 during 1922.

Clatsop County:

Balance due on Youngs Bay Bridge \$24,681.25. Have put it in budget for 1923.

County has promised \$20,000 on Lewis and Clark Bridge.

Coos County:

Paving within city limits of Coquille \$1,149.04 to be paid by county.

Coquille-Coos-Douglas County Line Section of Coos Bay-Roseburg Highway, county has bond funds and applied credits sufficient to meet its obligations.

Repairs on Haynes and Larson Slough Bridges. County share \$2,818.13.

Crook County:

Survey - Davis Ranch to Paulina, cost \$2,128.25 to December 31, 1922. Survey made at request of county at their expense. Balance due on Primeville-Jones Mill Section is \$22,130.90.

Deschutes County:

On the Cline Falls-Sisters and Tumalo-Sisters Section, grading and graveling, and on Sisters bridges, grading was done by county and surfacing and bridges by state, agreement being that costs would be balanced and each take one-half. Account of county costs has not been received, so balance has not been determined.

Douglas County:

City of Oakland, cooperative paving within city limits \$3,116.42 due from city December 15, 1922, not paid to date.

City of Myrtle Creek, paving done in city, 10% of \$25,000 will equal \$2,500, to be divided between city and county, \$1,250.00 each. With credits allowed city and payment of \$499.35, city account is paid to date.

Grading Pacific Highway \$10,000 due on old account from county.

Grading and macadam on Coos Bay-Roseburg Highway from Pacific Highway to Coos County Line, 50-50 with state. Bonds \$200,000 - just about sufficient to meet their obligations.

Winchester Bridge - county has bonds to meet obligations.

Mill Race culvert in Myrtle Creek to be paid for by county \$1,232.13.

Gilliam County:

\$10,000 due after January 1, 1923, which will take up all of the county bonds voted on the John Day Highway.

City of Condon, work done within city limits, 15% of \$6,592.06

is \$988.81.

Heppner Junction Overhead, 25% of cost assessed to county is \$5,877.89.

Cattle passes constructed on Condon-North Section, total cost \$3,453.88. This is chargeable to county but is not included in agreement dated April 19, 1922.

Agreement of April 19, 1922 provides no further work on John Day Highway in county until county has matched state expenditures.

Heppner Junction-Gilliam County Line Section. County agrees to put up \$8,000 December 1, 1922, \$8,000 December 1, 1923 and \$9,000 December 1, 1924, from market road funds. On account of the Supreme Court decision this cooperation is not available and job is being carried as state job as county says that no other funds than market road funds will be used.

Grant County:

County had bond issue of \$440,000 of which \$200,000 was available west of John Day. County Judge says they have \$40,000 available for further cooperative work on Cummins Creek-Coles Bridge Section.

Harney County:

Cooperative project city of Burns Section of Central Oregon Highway. County share \$5,000. Payments have been made as due.

Hood River County:

County is cooperating 50-50 on Mt. Hood Loop Highway. All under contract and county has bond funds in excess of its obligation.

Jackson County:

On the Rogue River Bridge there is a balance due of \$465.06 which has been carried for three years and on which we have not secured settlement.

Present indebtedness on Ashland-Klamath Falls Highway is \$52,367.60. In addition to this there will be the grade widening between the summit of Green Springs Mountain and the Klamath County Line of which the county's share is estimated to be \$5,000 and the county's share of the rock surfacing \$40,000. County voted a tax levy of \$40,000 which will be available during present year for Ashland-Klamath Falls Highway. Contract prepared to cover indebtedness. Bonds to be deposited for security.

Jefferson County:

County has paid full amount of its cooperation \$100,000.

Josephine County:

All obligations met. Offered \$10,000 on Grants Pass-Crescent City road and wished to use it in resurfacing from Grants Pass as far as money will go, which was authorized.

Klamath County:

On The Dalles-California Highway there were bonds voted in the sum of \$235,000 in February 1922. Cooperative projects entered into as follows, 50-50 basis:

Merrill-North	\$34,000
Lamm's Mill-Fort Klamath, Unit No. 1	52,000
Lamm's Mill-Fort Klamath, Unit No. 2	53,000
Sand Creek Forest Section	242,000
	\$411,000
10%	41,000
	\$452,000
$\frac{1}{2}$ is	226,000

On the Fort Klamath-Park Boundary Section the county has voted \$40,000 which is more than ample to meet their obligations.

On the Ashland-Klamath Falls Highway total bonds voted \$235,000. Obligations under present contracts 50% cooperation:

Keno-Hayden Creek, grading	\$114,000
Hayden Creek-Co. Line, grading	71,000
Hayden Creek-Co. Line, gravel	65,000
Klamath Falls-Keno, grading and gravel	150,000
	\$400,000
10%	40,000
	\$440,000
$\frac{1}{2}$ is	220,000

All old cooperative agreements have been fully paid.

Dairy Overhead crossing, Oregon, California and Eastern Railroad Company has paid \$700 of their share of cost, \$1,347.05.

Lane County:

Agreement executed May 25, 1922, provides for cancellation of previous debts of county to state and expenditure by county of not less than \$120,000 on the Goldson-Harpole Corners Section of the Eugene-Florence Highway and the Goshen-Lowell Section of the Willamette Valley Highway. Both of these projects are now under contract.

Divide Overcrossing - Additional work was done on this structure of which the county share was \$1,531.42. Payment was refused and Commission instructed attorney to bring before Public Service Commission for adjudication of additional costs.

Springfield or McVeigh Point Overcrossing, county owes us \$12,000 which they have promised to pay April 1, 1923.

City of Creswell - city share of paving \$714.41.

Junction City owes \$168.29 balance on 1922 payments and \$1000 due in 1923 on paving in city.

Lake County:

County has agreed to pay 40% of costs on Drews Valley and Chewaucan-Valley Falls projects.

Lincoln County:

Corvallis-Newport Highway work all on cooperative basis. County payments from county bond funds which are ample to meet their obligations.

Coast Highway - cooperative project Neskowin-Devils Lake, county bond funds sufficient to meet their obligations.

Alsea Highway, cooperative funds from bond issue sufficient to meet their obligations.

Linn County:

State has advanced approximately \$13,500 for bridges over Lake Creek and Oak Creek and county share of overcrossing at Murder Creek \$7,000 which they say they will pay in May.

City of Halsey share of paving was \$2,959.78. Paid to date \$1,479.89.

Malheur County:

County owes state \$1,650.00 balance on cooperative work.

Marion County:

Right of way through Jefferson paid for by state cost \$6,304.00 of which there was a refund of \$612.50 account of sale of buildings. County says that they will pay. There is due from the county \$2,012.45 and from the city of Jefferson \$1,077.45, total \$4,024.90 as cooperation on paving in the city. City has paid \$416.00. State owes the county about \$10,000 for pavement repairs and resurfacing which they did with own plant.

Morrow County:

Messner Overcrossing, state advanced \$5,487.13 for county share which has not been paid.

Messner Overcrossing approaches \$271.01 county share which has not been paid.

Heppner-Jones Hill, surfacing, county will take 50% and pay one-third each in December 1923, 1924 and 1925.

Multnomah County:

Owes state \$170,000 on Mt. Hood Loop Highway. Was approved by Budget Commission and placed in levy for 1923.

Polk County:

On completed work Polk County owes the state \$92,314.46 on the West Side Pacific Highway. In addition the cost of the bridges required on the West Side Pacific Highway will cost \$46,000. Polk County has available from bond authorizations \$40,000 on the West Side Pacific Highway but which have not been sold.

Sherman County:

Cooperative work with county on 50-50 basis. County paying their share as work progresses. Has bond funds ample to meet their obligations.

Tillamook County:

Cooperative work is all on basis of 50% cooperation by county. On Hebo-Neskowin Section county will budget sufficient funds for 1923 payments.

Umatilla County:

It was agreed to accept previous Umatilla County expenditures on the Oregon-Washington Highway as cooperation, which gave them a credit of \$12,219.93 in excess of estimated expenditures of state. If state's claim for maintenance unpaid \$12,058.75 and equipment rental balance due \$5,256.05 is set against this there will be due the state approximately \$5,000.

On Deadman's Pass-Kamela Section, grading to be paid for by county but advanced by state to be repaid in two or three annual payments beginning December 1922. Estimated cost \$80,000. No payment made to date.

Union County:

Old Oregon Trail, grading and bridges and county share of overcrossings.

Kamela-Hilgard	\$173,756.69
Four bridges, Kamela-La Grande	22,465.44
Hilgard-La Grande	114,564.27
Bridge over Grande Ronde at Perry	23,425.08
Overcrossing at Glover	3,150.00
Overcrossing at Hilgard	6,525.00
Island City-La Grande-Lone Pine	12,074.03
Lone Pine-Hot Lake	4,509.87
Hot Lake-Union	41,641.98
Union City	14,000.00
Union-Tolocaset, grading	57,404.44
Union-Tolocaset, macadam	.00
Tolocaset-North Powder, grading	43,036.47
Tolocaset-North Powder, macadam	.00
Bridges, Wolf Creek-Jimmy Creek	7,552.12
Two bridges, Catherine Creek	15,753.84
Overcrossing at Tolocaset	3,750.00
Overcrossing at North Powder	8,013.08
Overcrossing at Hot Lake	6,502.89
Kamela-La Grande, macadam	.00

\$558,125.20

County has paid \$346,188.64

Balance on Old Oregon Trail \$211,936.56

County bonds voted on Old Oregon Trail totals \$388,500.00. In addition to payments to state, county had expended to March 23, 1922 on the Old Oregon Trail themselves for rights of way, steel and cement for Catherine Creek bridges, etc. the sum of \$36,119.99, so that it may be presumed by this time that their bond fund is exhausted.

On the La Grande-Joseph Highway, the county share was agreed to be the rock surfacing while the state took the grading and bridges. The County voted bonds in the sum of \$697,500 of which \$93,166.72 has been paid state and covers their indebtedness. Present contract estimates are being paid when due.

Wallowa County:

Wallowa County has been required to cooperate 50-50 on all projects on the La Grande-Joseph Highway within the county. The contracts let prior to 1922 require county cooperation of \$249,425.27 of which all has been paid, \$43,000 of it in county warrants. In addition payments of \$10,000 have been made on the Lostine-Enterprise Section.

The county's share of the cost of the grading, macadam and bridges on the Lostine-Enterprise Section is \$60,000 and the county claims to have budgetted the same and will pay it in 1923. The county also is obligated to one-half the cost of surfacing the section of the Wallowa Canyon within Wallowa County, less than one mile.

MAR 28 1923

Wasco County:

All previous obligations have been met. Present contract on The Dalles-Dufur Section is cooperative 50-50 and payments by county are being made on estimates as they become due.

Washington County:

County owes \$1,181.14 for paving in Gaston when job is completed.

Wheeler County:

County has bonds of \$60,000 on Ochoco-Mitchell Highway and \$80,000 on John Day Highway which have been pledged in cooperation and part paid in.

City of Fossil Section. Now under contract. County has pledged 50% to be paid in addition to bond funds.

Yamhill County:

County has met all its obligations.

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

Robert J. Hanna
State Highway Engineer

Roy A. Klein
Secretary

Blough
Chairman

E. W. Yeon

W. A. Luby

MAR 28 1923

VOLUME VIII

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1923

T O

MARCH 31, 1924

- - -

OREGON STATE HIGHWAY COMMISSION

R. A. BOOTH, EUGENE, CHAIRMAN (APRIL 1, 1923-MAY 28, 1923)
WILLIAM DUBY, BAKER, COMMISSIONER (APRIL 1, 1923-MAY 28, 1923)
" " " CHAIRMAN (MAY 28, 1923-MARCH 31, 1924)
H. B. VAN DUZER, PORTLAND, COMMISSIONER
W. H. MALONE, CORVALLIS, COMMISSIONER (MAY 28, 1923-MARCH 31, 1924)

- - -

ROY A. KLEIN, STATE HIGHWAY ENGINEER AND SECRETARY

- - -

HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT

LOCATED AT SALEM, OREGON

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	1923	
1512	April 17	Minutes of March 27 and 28 approved. Proposals received on following projects: Unit 2 Oregon City-Bolton Section, grading and paving; Tillamook City Section, paving; Cow Canyon Section, surfacing; Dairy Creek Fill, embankment construction;
1513		Bridge over Lewis & Clark River near Astoria; Bridge over Pilot Butte Canal; Bridge over McKay Creek near Pendleton; Bridge over Dairy Creek near Hillsboro; Bids opened on pneumatic tubes, casings and solid tires.
1514		Wallowa County. Flora-Enterprise Highway, section between south forest boundary and Enterprise requested; county cooperation offered. Curry County. Hunters Creek-Myers Creek Section requested. Lincoln County. Siletz Valley Route requested in lieu of Coast Route. Linn County. State aid requested in securing opening of toll road between Cascadia and Fish Lake; matter referred to Attorney General. Coos County. Request that project at north city limits of Myrtle Point be included in present improvement. Engineer to submit report.
1515		Section between Coos Bay and Umpqua River requested. Marshfield Chamber of Commerce granted permission to place sign at junction of Coos Bay-Roseburg and Pacific Highways. Wasco County. Additional work on Dalles-California Highway asked; county cooperation ready. Polk County. Holmes Gap-Rickreall Section; contractor advised to wait for Supreme Court decision. Curry County. Definite location between Geisel Monument and Gold Beach asked. Location through Gold Beach requested. Tabulation of bids read and action taken on following: Unit 2, Oregon City-Bolton Section; Tillamook City Section; Cow Canyon Section; Dairy Creek Embankment Section;
1516		Bridge over Lewis and Clark River; Bridge over Pilot Butte Canal; Bridge over McKay Creek; Bridge over Dairy Creek. Clackamas County. Joint resolution of Oregon City Commercial Club and Live Wires presented. Industrial Hospital Association; matter of hospital service for department employees.

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1516	April 17	Railroad paving plant; sale authorized.
1517		Portable paving plant; purchase authorized.
	April 18	Clackamas County. Resolution submitted by Live Wires discussed and amendment requested.
		Curry County. Engineer to report on unit or units most needed.
		Grant County. Coles Bridge-Cummins Creek Section; matter referred to Commissioner Duby.
		Cattle pass on Cummins Creek-Valades Ranch Section; construction approved.
1518		Lincoln County. Agate Beach-Otter Rock Section; award to be held for Commissioner Duby to look over project.
		Clackamas County. Pudding River bridge; definite statement of cooperation to be secured.
		Klamath County. Klamath River bridge at Spencers; construction deferred for statement of plans of California Oregon Power Co. and Long-Bell Lumber Co.
		Lake County. Narrows-Paisley Section; advertisement ordered; county cooperation offered.
		Section between Silver and Summer Lakes; matter referred to Commissioner Duby.
		Audit of accounts; report approved and adopted.
		Wallowa County. Flora-Enterprise Project; survey from south forest boundary to Enterprise via Trout Creek authorized; north one-half ordered advertised. County cooperation.
1519		Baker County. Baker-Cornucopia Highway, appropriation for completion requested.
		Extensions of time:
		Warren Construction Co., Heppner Junction-Morrow County Line Section, surfacing;
		Montague-O'Reilly Co., Sarvice Creek Section, grading and surfacing;
		Union Bridge Co., Yaquina River Bridge.
		Clackamas County. Unit 2, Mt. Hood Loop. Johnson Contract Company's request that penalty be remitted declined.
		Wheeler County. Mitchell-Dayville project requested.
		Yamhill County. Willamina; request for maintenance of city pavement on highway held in abeyance.
1520		Paving of bridge at Willamina authorized, also gap between bridge and end of paving.
		Curry County. A. F. Stearns accepted as personal surety for John Hakanson on Port Orford-Sixes River Section.
		Walter J. Hadfield commissioned as traffic officer.
		Traffic officers; salaries increased.
		Salary of Roy A. Klein set at \$500 per month.
		Resolution re distribution of first one-half of Market Road funds.
1521		Wallowa County. La Grande-Enterprise Highway, request for change of name referred to Commissioner Duby.

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1521	April 18	Clatsop County. Report on slide conditions east of Astoria. Negotiations with S. P. & S. Railroad authorized.
		Comfort station and store building at Clatsop Crest; advertisement ordered.
		Columbia County. Comfort station at Little Jack Falls; advertisement ordered.
		Clatsop County. Lewis and Clark bridge, award urged by county; held pending appropriation by county.
1522		Hood River County. Booth Hill-Hood River Section; payment of adjustment approved.
		Contracts for tires and tubes awarded.
		Special meeting set for April 24.
1523	April 24	Clackamas County. Route through Oregon City, resolution of City Council.
		Awards made on following projects:
		Oregon City-Canemah Section;
		Otter Rock-Agate Beach Section;
1524		Creswell Section;
		Pudding River bridge;
		Lewis and Clark River bridge.
		Yamhill County. Sheridan-Bellevue Section, ditching and widening; advertisement ordered.
		Clatsop County. Buildings at Clatsop Crest; advertisement ordered.
		Columbia County. Comfort Station at Little Jack Falls; advertisement ordered.
1525	May 28	Wm. Duby elected Chairman.
		Proposals received on following projects:
		Lewis and Clark River bridge approaches;
		Buildings at Bradley Park and Little Jack Falls;
		Unit 2, Lower Bridge Market Road, grading;
		Chewaucan Narrows-Paisley Section, grading and surfacing;
1526		Tillamook City Section, paving;
		Sheridan-Bellevue Section, roadbed widening and shoulder construction;
		Oro Dell Overcrossing.
		Bids opened on lubricating oils and greases.
		Lane County. Florence North Section, county funds offered, construction requested.
		Benton County. Albany-Corvallis Section, paving requested.
		Malheur County. Ontario-Vale Section, advertisement ordered.
1527		Douglas County. Scottsburg-Reedsport Road, diversion of Government funds requested.
		Coos County. Glasgow North Section, construction requested.
		Credit for previous expenditures requested.
		Cut north of Myrtle Point, widening requested. Railroad crossings discussed.

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1527	May 28	Curry County. Hunter's Creek-Myers Creek Section, county cooperation offered. Denmark-Coos-Curry County Line Section, state requested to take over maintenance. Klamath County. Bridge at Spencer's. Discussion with California Oregon Power Company of matter of raising bridge.
1528		Oregon Bureau of Mines and Geology. Commission asked to retain Mr. Parks as consulting geologist. Request declined. Deschutes County. Allen Ranch South Section, survey ordered. Fort Rock-Lapine Section, request that status be defined. Grant County. Cummins Creek-Coles Bridge project divided into two units.
1529	May 29	Tabulation of bids read and action taken on following: Unit No. 2, Lower Bridge Market Road; Approaches Lewis and Clark bridge; Tillamook City Section; Chewaucan Narrows-Paisley Section; Sheridan-Bellevue Section; Buildings at Bradley Park and Little Jack Falls; Oro Dell Overcrossing. Bids on lubricating oils and greases held for consideration. Lake County. Credit given for work between Silver and Summer Lakes.
1530		Wasco County. Maupin-Criterion Section, construction requested. Connection of Sherman Highway and The Dalles-California Highway through Shaniko; county willing to cooperate. Conference with C. H. Purcell, Geo. H. Cecil and P. H. Dater. Reedsport-Scottsburg project discussed. Neskowin-Devil's Lake Section; additional appropriation. Blachly-Rainrock Forest Project, appropriation. Snake River bridge. Permit requested from War Department; plans and specifications ordered prepared. Curry County. Hunter's Creek-Hunter's Head Section, advertisement ordered.
1531		Union County. Discussion of Oro Dell Overcrossing with county officials. Oro Dell Overcrossing approaches, advertisement requested. County asks to be relieved of further contribution on Oro Dell structure. Clackamas County. A. Guthrie & Co. claims on Oregon City bridge. Recommendation of Engineer approved. Minutes of April 17th and 18th approved. Signs at state line. Negotiations with Foster & Kleiser authorized. Hood River County. Units 1 and 2, Forest Boundary-Hood River Section. Surety Company agreeable to readvertisement on account of delay of contractor.

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1532	May 29	Lane County, Power Plant and Shell Rock Grade Section; claim for adjustments presented by surety. Jefferson County. Willow Creek Bridge; cooperation; contract awarded. Clackamas and Marion Counties. Pudding River bridge; agreement executed. Umatilla County. Wild Horse Creek bridge, plans ordered prepared. Portable paving plant. Report on bids; award. Extensions of time requested: Colonial Building Co., Rhinehart Overcrossing; Marshall & Barhan, bridge over Willamina River; Cummins & La Pointe, Newberg-Multnomah County Line Section; Pat Lonergan, Wasco-Biggs Section; Portland Bridge Co., bridges over Elk and Sixes Rivers. Next meeting set for June 25. Wallowa County. Unit 2 Enterprise-Forest Boundary Section; advertisement ordered. Wage scale for common labor; Engineer authorized to increase.
1533		Clackamas County. Right of way through West Linn; condemnation proceedings authorized.
1534	June 9	Hood River County. Units 1 and 2 Forest Boundary-Hood River Section, proposals received. All bids rejected; Surety Company to complete contract.
1535		Lubricating oils and greases; award. Signs at state line. Contract with Foster & Kleiser authorized. Deschutes County. Jefferson Water Conservancy District asked for cooperation on construction of line around reservoir. Clatsop and Columbia Counties. Buildings at Clatsop Crest and Little Jack Falls; award. Klamath County. Spencer Bridge; agreement with California Oregon Power Company. Contract awarded.
1536		Clatsop County. Letter from Pacific Bridge Company re lump sum bid on construction of Lewis and Clark bridge approaches. Award made subject to approval of Attorney.
1537		Board of Control requested to issue \$1,000,000 bonds.
1538		Union County. Oro Dell Crossing, contract awarded. Commissioner Van Duzer to attend meeting of National Park-to-Park Highway Association.
1539	June 25	Proposals received on following projects: Lewis and Clark River bridge approaches, embankment; Vale-Ontario Section, grading and surfacing; Unit No. 2, Enterprise-Forest Boundary Section, grading and surfacing;
1540		Bridges over Cummings Creek and John Day River; Bridge over Applegate River near Grants Pass.

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1540	June 25	Benton County. Albany-Corvallis Highway, paving requested. Linn County. Designation of Jefferson-Scio Road requested. Report on Albany bridge. Malheur County. Snake River bridge, preparation of plans and specifications ordered.
1541		Lane County. Florence North Section, county cooperation offered. Blachly to east end of forest project; state cooperation asked; survey and estimate ordered. Curry County. Winchuck River bridge ordered advertised. Umatilla County. Name "Cabbage Hill" changed to "Emigrant Hill". Wasco County. Maupin bridge; agreement with county. Coos County. County asking credit for funds previously expended north of Coos Bay. Statement of Commission.
1542		Location north of Myrtle Point adopted; project ordered advertised; Public Service Commission hearing requested.
	June 26	Tabulation of bids read and action taken on following: Bridge over Applegate River near Grants Pass; Bridges over John Day River and Cummings Creek;
1543		Ontario-Vale Section; Lewis and Clark Bridge approaches; Hunter's Creek-Hunter's Head Section; Unit No. 2 Enterprise-Forest Boundary Section. Josephine County. O'Brien Schoolhouse-California line, construction requested. Survey between Applegate River and O'Brien Schoolhouse asked. Park site along Rogue River near Grants Pass, county recommends purchase. Appropriation requested for maintenance of road over Oregon Mountain. Klamath County. Keno-Hayden Creek Section, surfacing ordered. Report on bridge at Keno ordered.
1544		Report on location east of Dairy ordered. Jackson County. Lost Creek bridge, construction requested. Clackamas County. Protest against proposed plan of construction at south end of Oregon City project. Lane County. Cooperation asked on Florence North project. Wallowa County. Bridge at Minam, reconstruction requested. Lincoln County. Protest against slowness of contractor between Chitwood and Toledo. Linn County. Mother's Inn at Tangent, permission requested to put in curbing, etc. Clackamas County. Claim of contractor on Oregon City bridge referred to C. H. Purcell.
1545		Wallowa County. Unit 2, Enterprise-Forest Boundary Section, lump sum deduction made and contract awarded. Minutes of April 24, May 28 and 29 and June 9 approved.

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	1923	
1545	June 26	Lake County. Chairman reports on inspection trip through Lake County. Summer Lake Section and city of Lakeview Section ordered advertised. Wasco County. Road from The Dalles up Mill Creek, addition to forest highway map requested by Forest Service. Josephine County. O'Brien Schoolhouse-California Line Section; Forest Service proposes to include with unit in California. Hood River County. Attorney reports on claim of J. W. Morton. Buildings for patrolmen in Eastern Oregon; plans submitted. Union County. Perry overhead crossing ordered advertised.
1546		La Grande-Island City Section, roadbed widening and resurfacing ordered. Clatsop County. Astoria-Svensen Section, roadbed widening ordered advertised. Tillamook County. Roosevelt Coast Highway, roadbed widening, matter of advertisement referred to Com. Malone and Duby. Lane County. Cottage Grove North Section, surfacing ordered advertised. Clatsop County. Bear Creek bridge, report on slow progress; readvertisement ordered. Jackson County. Bridge over Lost Creek ordered advertised. Tillamook County. Two bridges near Hebo, redecking and repairs ordered advertised. Benton County. Albany-Corvallis Road, graveling ordered advertised.
1547		Next meeting set for Monday, July 30. Josephine County. Extension of Caves Road contract approved. Western Association of State Highway Officials. Invitation to attend meeting at Salt Lake City declined. Lane County. Power Plant and Shell Rock Grade Section, request for adjustment denied. Extensions of time: Warren Construction Co., Heppner Junction-Morrow County Line Section; John Hampshire, Hunter's Head Section. Tobin & Pierce, bridges on The Dalles-Dufur Section. County Court of Wallowa County, Trout Creek and Wallowa River bridges. County Court of Wallowa County, Lostine-Enterprise Section. Paulus & Retrum, Cummins Creek-Valades Ranch Section. A. D. Kern, Newberg-Multnomah County Line Section. E. E. Larsen, Burns Section. Clifton, Applegate & Toole, The Dalles-Dufur Section. Roy A. Klein appointed State Highway Engineer and Secretary.
1548		Klamath Falls-Lakeview Highway. Adoption of Lorella route requested.
1549	July 30	Umatilla County. Construction of Ukiah-Dale Section urged. Bridge over Wild Horse Creek and culverts near Saxe Station requested.

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1549	July 30	Barlow Road. Cooperation on maintenance requested by Forest Service. Wasco County. Road connecting Mt. Hood Loop with The Dalles discussed. Josephine County. O'Brien Schoolhouse-California Line Section, construction requested.
1550		Tillamook County. Location across Hudson property requested, present location adopted. Proposals received on following projects: Albany-Corvallis Highway, gravel surfacing; Svensen-Astoria Section, roadbed widening;
1551		Hayden Creek-Keno Section, surfacing; Summer Lake Section, grading and surfacing; City of Lakeview Section, grading and surfacing; Cottage Grove North Section, surfacing; South Prairie-Wilson River Section, roadbed widening; La Grande-Island City Section, resurfacing and betterment; Hebo-Neskowin Section, reconstruction of two bridges;
1552		Bridge over Winchuck River near Brookings; New pier for existing bridge at Newberg; Bridge over Bear Creek near Svensen; Bridge over Grande Ronde River & O.-W. R. R. & N. tracks near Perry; Bridge over Lost Creek near McLeod. Tillamook County. Present location at Hudson Corners requested. Yamhill and Polk Counties. Commission asked to look over river road from Dayton to Salem. Josephine and Curry Counties. Reconnaissance from Merlin to Port Orford requested.
1553		Josephine County. Surfacing of Caves Road west of Forest Boundary requested. Jackson County. Crater Lake Highway, construction operations discussed. Night schedule agreed upon. Bridge over Evans Creek ordered advertised. Bridge over Rogue River at Gold Hill requested. Tillamook County. Jetty Creek-Brighton Section, request that construction be expedited. Survey from Hobsonville to Mohler requested. Lane County. Location through Harrisburg requested.
1554		Coos County. Credit asked for market road money expended north of Coos Bay. Coquille-Bandon surfacing; matter of rock to be taken up with Government engineers. Roosevelt Highway location through Bandon adopted. Wasco County. Dufur-Tygh Ridge Section, request for advertisement declined. Two sections east and west from Maupin ordered advertised for grading. Lane County. County cooperation offered and construction requested on section north of Florence.

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1555	July 31	Tabulation of bids received and action taken on following: City of Lakeview Section; Summer Lake Section; Hayden Creek-Keno Section; Cottage Grove-North Section; La Grande-Island City Section; Albany-Corvallis Section; South Prairie-Wilson River Section; Svensen-Astoria Section; Bridge over Winchuck River; Bridge over Lost Creek near McLeod; New pier for existing bridge at Newberg; Reconstruction of two bridges on Hebo-Neskowin Section; Bridge and overcrossing near Perry.
1556		Clatsop County. Bear Creek Bridge, contractor permitted to proceed and bids rejected. Linn and Marion Counties. Jefferson-Scio road, commission requested to look over. Lane County. Commission invited to go over route from Rainrock to Florence and Heceta Head. Lapine-Port Rock Section, request that it be restored to highway system and included on Federal Aid map. Deschutes County. Discussion of line around Benham Falls Reservoir Site; report on alternate survey. Discussion of participation in cost.
1557		Record of agreement with North Unit and State Engineer. Crook County. Construction of 14 mile section to connect Bear Creek project with Central Oregon Highway requested. Clackamas County. Knightly property, condemnation ordered. Baker County. Baker-Bridgeport-Unity project, county co-operation offered and state aid pledged.
1558		Minutes of June 25 and 26 approved. Next meeting set for August 27. Wasco County. Seufert-Deschutes River Section, resurfacing ordered advertised. Morrow and Umatilla Counties. Messner-Umatilla Section, resurfacing ordered advertised. Benton County. Authority for placing temporary surfacing material on one-half mile section on Alsea Mountain project. Wallowa County. Bridge over Wallowa River at Minam ordered. Linn County. Overflow conditions at Santiam River south of Jefferson. Engineer's report. von Babo patent claim ordered paid. Klamath County. Bridge at Keno; Engineer's report.
1559		Josephine County. Request for appropriation for maintenance on Oregon Mountain declined. Wasco County Chamber of Commerce, permission given to erect signs over highway at county lines. Josephine County. Request that state purchase park site near Grants Pass declined.

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1559	July 31	Extensions of time: L. B. Hickox & Co., Unit No. 3, Myrtle Point-Camas Valley Section. W. C. Stone, Camas Valley Section. H. E. Doering, Winchester bridge. S. S. Schell, Unit No. 2, Myrtle Point-Camas Valley. D. P. Plymale, Parkersburg Unit.
1560		Soleim & Gustafson, Murder Creek Section. Soleim & Gustafson, Creswell Section. Oregon Contract Company, Unit No. 2, Oregon City-Bolton Section. A. Giebisch, thirteen bridges on Corvallis-Newport Highway. A. Giebisch, Chitwood-Toledo Section. Johnson Contract Company, Booth Hill-Forest Boundary Section.
1561	Aug. 27	Sloane Construction Company, Wallowa Hill Section. Proposals received on following projects: Drainage tunnel and shaft east of Astoria; Messner-Umatilla Section, resurfacing; Nye-Lazinka Ranch Section, grading and surfacing; Seufert-Deschutes River Section, resurfacing; McMinnville-Bellevue et al Sections, miscellaneous paving and repair work; Bridge over Evans Creek near Rogue River; Bridge over Wallowa River at Minam; Bridge over Rickreall Creek at Rickreall.
1562		
1563		Tillamook County, Neskowin-Hebo Section. 28 degree curve at Hudson Corners requested. Coos County. Advance requested from state; Secretary to furnish statement of account. Wasco County. Location through Maupin adopted. Commission invited to celebration at Dufur. Guard fence on The Dalles-Dufur Section, advertisement ordered. Hood River County. Guard fence on Mt. Hood Loop, advertisement ordered. Sherman County. Request that connection from Sherman Highway to The Dalles-California Highway be constructed. Cooperation in city of Wasco.
1564		Jackson County. Brownlee Lumber Company application to haul lumber between McLeod and Medford. Umatilla County. Vinson-Morrow-Umatilla County Line Section; construction requested. Lincoln County. Temporary route through Newport adopted.
	Aug. 28	Tabulation of bids read and action taken on following: Timber lined drainage tunnel, Clatsop County; Messner-Umatilla Section; Nye-Lazinka Ranch Section; Seufert-Deschutes River Section;
1565		

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1565	Aug. 28	Miscellaneous paving and repair work on West Side, Tualatin Valley and McMinnville-Tillamook Highways; Rickreall Creek Bridge; Evans Creek Bridge in Jackson County; Wallowa River Bridge. Tillamook County, Brighton-Jetty Creek Section; completion urged by Portland Chamber of Commerce. Lane County. Section between Springfield and Pacific Highway, paving requested. Objection to location of section of Willamette Highway. Baker County. Baker-Unity project; county cooperation offered and construction requested. Klamath Falls-Lakeview Highway, location via Sprague River requested. Report on alternate routes ordered. Klamath County. The Dalles-California Highway; request that section in northern part of county be placed on 1924 program. State to cooperate 50-50 with county on crossings required on right of way across Indian lands. Umatilla County. Reconstruction of bridge at Umatilla requested. Minutes of July 30 and 31 approved. Clear Lake-Wapinitia Section, appropriation for maintenance made to Forest Service. Wasco County, connection from Mt. Hood Loop to The Dalles via Mill Creek; requested declined by Commission. Malheur County. Snake River bridge, advertisement ordered. Coos County. Coquille-Bandon Unit, advertisement deferred. Lincoln County. Siletz River-Otter Rock survey requested. Snow fences, authority for expenditure approved. Benton County. Survey between Wren and Corvallis; completion ordered.
1566		
1567		Crook and Wheeler Counties. Appropriation requested for additional surfacing on forest section of Ochoco Highway. Linn County. Jefferson-Scio project, designation as state highway requested. Wallowa County. Request that highway be extended from Joseph to head of Wallowa Lake. Clackamas County. Resolution re condemnation of premises of Albert James Knightly, Fritz Griessen and Josephine Griessen.
1568		Union County. La Grande-Island City Section, crushed gravel substituted; lump sum reduction made. Extensions of time: Metzger & Johnson, Winston-Camas Mountain Section; D. C. & A. L. Williams, Multnomah County Line-Sandy Section; Warren Construction Co., Pilot Butte Canal bridge.
1571		

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1572	Aug. 28	More & Anderson, Madras-Wasco County Line Section; A. D. Kern, Rhinehart Approach Fills; Sloane Construction Company, Unit No. 2, Island City- Elgin Section; Washburn & Hall, Blodgett-Eddyville Section; J. K. Shotwell, Echo-Pendleton resurfacing project. Union County, route through Elgin adopted. Date for next meeting set for September 24. Baker County. Baker-Unity Road, construction urged.
1573	Sept. 24	Proposals opened on following projects: Drainage tunnel and shaft east of Astoria; Mt. Hood Loop and The Dalles-California Highways, wood guard fence;
1574		Deschutes River Crossing Section, grading. Linn County. Willamette River bridge at Albany; state aid requested. Willamette River bridge at Harrisburg, county to vote on bond issue.
1575		Fort Rock north, designation as part of Federal Aid system discussed. Deschutes County; Allen Ranch-South Section, grading and surfacing ordered advertised. Malheur County. Nyssa-Jordan Valley project, designation as state highway requested. Clackamas County. East side road through Milwaukie be- tween Oregon City and Multnomah County Line, designa- tion as state highway requested. Coos County. Coos Bay-Lakeside Section, grading and sur- facing requested. Hood River County. Connection between Columbia River Highway and Hood River-White Salmon Interstate Bridge, state cooperation requested.
1576	Sept. 25	Tabulation of bids read and action taken on following: Drainage tunnel near Astoria; Mt. Hood Loop and The Dalles-Dufur Section, guard fence; Deschutes River Crossing Section. Curry County. Survey between Mussel Creek and Euchre Creek requested. Lane County. Paving between Springfield bridge and Pacific Highway requested. Hood River and Wasco Counties. Guard fence; award of con- tract to Soleim & Gustafson protested. Minutes of July 30 and 31 approved. Wasco County. Seufert-Deschutes resurfacing project; award approved.
1577		Polk County. Rickreall bridge; arrangement with county approved. Union County. La Grande-Island City project, substitution of Warrenite specification approved.

Page	Date	Subject
	1923	
1577	Sept. 25	Santiam River dike. Cooperation agreed upon. Resolution authorizing condemnation suit to secure rock.
1579		Yamhill County. Sidewalk construction at Chehalem Creek bridge authorized. Mile posts; matter discussed.
1580		Resolution limiting loads on following highways: Medford-Crater Lake Highway Ashland-Klamath Falls Highway Roosevelt Coast Highway Coos Bay-Roseburg Highway Corvallis-Newport Highway McMinnville-Tillamook Highway Mt. Hood Loop in Clackamas County Willamette Valley-Florence Highway Alsea Highway Albany-Corvallis Highway
1582		Grader equipment, contract awarded. Engineer authorized to set out approximately 2000 locust trees between The Dalles and Pendleton. Next meeting set for October 22 and 23. Resolution authorizing sale of bonds.
1583		Lane County. Location of Willamette Highway east of Coast Fork bridge, request for change declined.
1585		Extensions of time: A. D. Kern, Newberg-Multnomah County Line Section; A. D. Kern, Rainier City Section; H. E. Doering, Winchester bridge; New Amsterdam Casualty Company, Units 1 and 2, Mt. Hood Loop in Hood River County; Metzger & Johnson, Unit No. 2, Sarvice Creek-Valades Ranch Section; A. Giebisch, Unit No. 2, Blodgett-Toledo Section; A. Giebisch, Chitwood-Toledo Section; Geo. K. March, Redmond-Cline Falls Section; John Hampshire, Hunter's Head Section; Force & Currigan, Eugene-Goshen Section.
1586		Lane County. State requested to take over for maintenance section of Willamette Highway between east end of present Goshen-Lowell contract and the bridge. Tillamook County. Jetty Creek-Brighton project, letter from Southern Pacific presented. Basis of cooperation with county. Polk County. Requested to sell bonds to repay advances by Highway Commission.
1587		Linn County. Cooperation on Willamette River bridge at Albany.
1588		Gilliam County. Agreement as to funds confirmed. Baker County. Agreement on Baker-Unity Highway confirmed.

Page	Date	Subject
	1923	
1589	Sept. 25	Columbia County. Resolution authorizing condemnation of tract of land at Little Jack Falls.
1592	Oct. 15	Resolution correcting date in bond resolution adopted September 25, 1923.
1593	Oct. 22	Proposals received on following: Stices Gulch Section, grading;
1594		Unit 1, Paulina Prairie-Lava Butte Section, grading; Bridge over Snake River near Ontario; Patrolman's house near Huntington. Lincoln County, Agate Beach-Otter Rock project; Commission requested to expedite. Wasco County. Tygh Grade-Dufur Section, advertisement requested; county cooperation offered. Resolution re sale of bonds.
1597		Curry County. Survey ordered from Chetco River to California state line. Hunters Creek-Myers Creek project; consideration in 1924 program requested.
1598		Coos County. Glasgow-Hauser project ordered for 1924. Coos Bay Highway Improvement District, matter presented. Umatilla County. Cold Springs Highway, state aid requested. McKay bridge-Pendleton, construction requested. County obligations discussed. Pilot Rock-John Day Highway; Albee-Ukiah Section, forest funds requested. McKay Creek bridge approaches, construction authorized.
	Oct. 23	Tabulation of bids read and action taken on following: Unit No. 1, Paulina Prairie-Lava Butte Section; Stices Gulch Section; Snake River bridge near Ontario; Patrolman's house near Huntington. Fort Rock-Lapine connection. Definite location requested. Klamath County; agreement re state paying current estimates. Section between north end of Fort Klamath-Sand Creek Forest project and Deschutes County line, county to clear and grub. Klamath Falls-Lakeview Highway, location discussed.
1599		
1600		Sand Creek entrance to Crater Lake Park discussed. Multnomah County, Mt. Hood Loop Highway. Lauderback condemnation suit, county authorities asked to expedite. Douglas County, Umpqua project. Additional forest funds. Ochoco Forest project, Government cooperation increased. Wasco County. Tygh Grade-Dufur Section, advertisement ordered. Industrial accident insurance, discussion.
1601		Minutes of September 24 and 25, 1923. Hood River County. Proposed road from Hood River to new Columbia River Bridge and spur roads up Whisky Creek and to Odell; matter discussed. Josephine County. O'Brien School House-California Line Section; advertisement authorized and agreement executed.

Page	Date	Subject
	1923	
1601	Oct. 23	Southern Oregon Highway Association. Request for reconnaissance from Grants Pass to Port Orford declined. Washington County. Extension of time on obligation on Dairy Creek bridge requested. Warrant to be accepted. R. B. Reinhart appointed traffic officer. Storage shed at Klamath Falls; lease agreement approved. Resolution limiting loads on following highways: Klamath-Crater Lake Highway; The Dalles-California Highway; Klamath Falls-Lakeview Highway; Prineville-Lakeview Highway.
1603		La Grande-Joseph Highway; name changed to La Grande-Wallowa Lake Highway. Extensions of time: J. K. Shotwell, Echo-Pendleton Section; F. P. Obee, Camas Mountain Section; Paulus & Retrum, Cummins Creek-Valades Ranch Section; Tillamook County Court, Units A and C, Clatsop County Line-Mohler Section; Tillamook County Court, Unit B, Clatsop County Line-Mohler Section; Tillamook County Court, Hebo-Meskowin Section; Warren Construction Company, Goshen-Lowell Section; H. O. Oliver, Cottage Grove North Section; Scandia Shipbuilding Company, Halsey-Harrisburg Section; W. D. Miller, Klamath Falls-Barclay Springs Section; Montague-O'Reilly Company, Cow Canyon Section; Joplin & Eldon, Winchester bridge approaches; Pacific Bridge Company, Lewis and Clark River bridge approaches; Joplin & Eldon, Alsea Mountain Section; A. D. Kern, Rhinehart Overcrossing approach fills; Tobin & Pierce, bridges on The Dalles-Dufur Section; W. H. Lee, Bear Creek bridge; Clifford Burgess, buildings at Bradley Park; John Hakanson, Port Orford-Sixes River Section; D. P. Plymale, Parkersburg-Bandon Section; Soleim & Gustafson, Creswell Section; A. C. Mathews, Goldson-Cheshire Section; D. C. & A. L. Williams, Multnomah County Line-Sandy Section.
1605		Multnomah County. Discussion of approval of plans and specifications of Ross Island and Burnside Street bridges. Next meeting set for November 26. Public hearing at North Bend in matter of Coos Bay Highway Improvement District.
1606		
1607	Nov. 8	
1610	Nov. 26	Proposals received on following projects: Tygh Grade-Dufur Section, grading; Bridge over Marys River and railroad at Blodgett

Page	Date	Subject
1610	Nov. 26	Bids for auditing - opening deferred until next day. Malheur County. Jordan Valley Road, discussion. Benton County; division of costs on Blodgett Overcrossing. Deschutes and Jefferson Counties. Location at Crooked River Crossing determined.
1611		Coos and Curry Counties. Additional work requested. Curry County. Bridges on Coos County Line-Denmark Section; Euchre Creek-Mussel Creek; Myers Creek Section. Claim of S. P. Kimball for damages to automobile presented. Lincoln County. Project between South Beach and Waldport requested.
1612	Nov. 27	Klamath County. Klamath Falls-Lakeview Highway; definite location adopted. Tillamook County. Bank protection work on Three Rivers Section requested by A. B. Wood. Tabulation of bids read and action taken on following: Tygh Grade-Dufur Section; Blodgett Overhead Crossing. Bids for auditing read. Award made to Whitcomb, Piepenbrink & Co. Clackamas County. Designation of East Side or River Road from Oregon City to Multnomah County Line requested.
1613		Wasco County. Agreement re Shaniko and Criterion Sections. Industrial Accident Insurance. Matter discussed. Lane County. Payments on Harrisburg bridge; agreement. McKenzie Highway, state cooperation asked on section between Nimrod and Cook's Place. Maintenance of section east of Goshen-Lowell project requested.
1614		Coos County. Credits requested by county discussed. Coquille-Bandon Section, surfacing ordered advertised. Curry County. Further work requested. Linn County. Halsey; commission requested to build up intersections. Malheur County. Jordan Valley road; funds discussed. Wasco County. Mt. Hood Loop-The Dalles connection added to forest highway map. Mile posts. Engineer authorized to place on Pacific Highway. Minutes of October 15, 22 and 23, 1923 approved. Hood River County. Report on park site at Blue Lake presented; negotiations with owner authorized.
1615		Linn County bond election for bridges carried. Permit from War Department requested. Location of Albany bridge adopted; plans for crossing over railroad tracks approved. Umatilla County. Petition for sidewalk from Freewater to state line declined. Next meeting to be held same week as County Judges' and Commissioners' Convention. Umatilla County. Section between Umatilla and point 4 miles south of Echo ordered resurfaced.

Page	Date	Subject
1615	Nov. 27	Market road resolution, distribution of second half of 1923 apportionment.
1618		Oregon Local Telephone Association Convention, Messrs. Clarke and Devers to attend. Klamath County. Embankment at Spencer bridge; bids received and contract awarded. Minutes of November 8, 1923 approved. Extensions of time: Warren Construction Co., Island City-La Grande Section; Oregon Contract Company, Rickreall-Holmes Gap Section; A. D. Kern, Tangent-Shedd Section; Elliott, Scoggin & Paquet, Tygh Grade and Tygh Valley Sections; J. K. Shotwell, Castle Rock Section; Schell & McKy, Hunter's Creek-Hunter's Head Section; Force & Currigan, Eugene-Goshen Section; Bauers & Bauers, Grass Valley-Kent Section; Bauers & Bauers, Kent-Wasco County Line Section; Wallowa County Court, Lostine-Enterprise Section; Joplin & Eldon, Winchester bridge approaches; L. B. Hickox & Company, Unit 3, Myrtle Point-Camas Valley Section;
1619		W. H. Lee, Bear Creek bridge; A. D. Kern, Cherryville-Forest Boundary Section; A. D. Kern, Sandy-Cherryville Section; H. J. Hildeburn, Drews Valley Section. Coos County, Unit No. 1, Myrtle Point-Camas Valley Section, engineering penalty waived.
1620		Proposals received on following projects: Coquille-Bandon Section, surfacing; Umatilla-Nolin Section, resurfacing; Coquille-Bandon Section, timber trestle.
1621	Jan. 8	Curry County. Myers Creek Section, including bridge, requested. Wallowa County. Lostine-Enterprise Section, Commission asked to waive engineering penalty. Malheur County. Jordan Valley Road, state aid requested. Josephine County. Work on Grants Pass-Crescent City and Caves Highways requested. Bridge over East Fork of Illinois River, engineer to report on cost of new bridge and connections.
1622		Lincoln County. Survey between Otter Rock and Siletz River requested. Construction from Newport to Agate Beach requested. Alsea Highway, change of route requested.
1623		Umatilla County. Request for extension of forest highway from Ukiah about six miles north. Interested in completion of gap between Vinson and Jones Hill.

Page	Date	Subject
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1623	Jan. 8	Morrow County. Completion of Oregon-Washington Highway urged. Forest funds on Heppner-Spray road via Hardman asked.
1624	Jan. 9	Tabulation of bids read and action taken on following: Coquille-Bandon Section, timber trestle; Coquille-Bandon Section, surfacing; Umatilla-Nolin Section, resurfacing. Grant County. Request that John Day forest project be extended east from Austin. County willing to complete highway through town of John Day and build bridge over Canyon Creek if they had surplus bond funds. Engineer to send county statement of costs on new John Day River bridge. Clatsop County. Seaside-Necanicum Section, county cooperation offered. Survey and report ordered. Lane County. Florence North project requested. Request that section of Willamette Highway be submitted on forest highway program for 1924.
1625		Klamath County. Dairy-Beatty Section, cooperative construction requested by county. Klamath Falls-Lakeview Highway, section through Fremont National Forest presented as prospective forest project; expenditure of forest money on The Dalles-California Highway preferred. Wallowa County. Request that Enterprise-Flora Road be extended as a forest project. Benton County. Construction of bridge over Mill Creek requested; cooperation offered. Lincoln County. Newport-Waldport Section, state aid asked. Old Oregon Trail, purchase of signs authorized.
1626		Jackson County. McLeod-Cascade Gorge Section, surfacing; advertisement requested. Approval of Blue Ledge forest project south from Ruch requested. Baker County. Matter of unit prices on cattle passes on Baker-Nelson contract. Haines-Rock Creek market road contract; county requests that Market Road Engineer adjudicate claims. Claim of Wm. Gossett, subcontractor on Baker-Nelson contract, agreement. Curry County. Endorsement of resolution by Del Norte Chamber of Commerce addressed to California State Highway Commission. Hood River County. State aid requested by city of Hood River in paving Columbia River Highway through city. Morrow County. County ready to pay \$10,000 on Jones Hill surfacing. Grading of Jones Hill-Lena Section requested.

Page	Date	Subject
	1924	
1627	Jan. 9	Applications for 1924 forest projects ordered prepared: Mt. Hood Loop McKenzie Prairie City-Unity Hauser-Coos-Douglas County Line Alsea Euchre Creek Mussel Creek Sand Creek-Crescent
	Jan. 10	Umatilla County. Statement of accounts on Pendleton-Pilot Rock-Vinson Section. Agreement as to maintenance and equipment accounts. Deadman's Pass-Kamela Section, county to pay one-third about April 1. Pendleton-McKy Creek Section, improvement requested. Forest road program for 1924 discussed. Following projects presented: Ukiah-Albee Mussel Creek-Euchre Creek 7 mile project leading up Siletz River Unit of Waldport-Newport Section Survey from Bee Ranch to Lincoln County Market Road at Salmon River Alsea Willamette Highway Florence North Hauser-Lakeside-County Line Following program agreed upon for 1924: Prairie City-Unity Alsea Highway Mt. Hood Loop McKenzie Highway Roosevelt Coast Highway, Douglas-Coos County Line to Hauser Roosevelt Coast Highway, Mussel Creek-Euchre Creek The Dalles-California Highway, Crescent-Fort Klamath Funds necessary for maintenance reported by Mr. Purcell. Applegate or Blue Ledge Project included in 1924 program. Second unit of Detroit-Niagara project included in 1924 program.
1628		
1629		
1630		Coos County. Previous expenditures by county on Coquille-Marshfield project considered as cooperation on rock surfacing of Coquille-Bandon Section. Request of county for credit for cost of ferry and ferry slips declined. Coquille-Bandon surfacing, proposals rejected and re-advertisement ordered. Baker County. Further work on Baker-Cornucopia Highway requested.

Page	Date	Subject
1630	Jan. 10	Salaries of traffic officers Flanery, Nichols and Hadfield increased. Next meeting set for February 4 and 5. Following projects ordered advertised: Lone Pine-Telocaset, resurfacing; Criterion-Cow Canyon, grading; Cow Canyon-Shaniko-Sherman County Line, grading and surfacing; Quinton-Morrow County Line, resurfacing; Bridge over Mary's Creek; 2 culverts, 2 timber spans, 1 steel span between Pendleton and Adams; Coquille-Bandon, surfacing; Concession at Bradley Park. Bids for furnishing six road graders rejected; engineer to receive bids at next meeting on eight graders. Engineer authorized to receive bids on tires at next meeting. Extensions of time: Cummins & La Pointe, Monmouth-Benton County Line Section; D. P. Plymale, Parkersburg Section; Wallowa County, Enterprise-Forest Boundary Section; Dunn & Baker, Klamath Falls-Keno Section; John Hakanson, Port Orford-Sixes River Section; Metzger & Johnson, Albany-Corvallis Highway; H. W. Oliver, Cottage Grove North Section; H. J. Hildeburn, Chewaucan-Paisley Section; Union Bridge Company, Applegate River Bridge; Illinois Steel Bridge Company, Oro Dell Overcrossing; Joplin & Eldon, Winchester Bridge approaches; Hetrick, Cline & Gardner, Otter Rock-Agate Beach Section; Harness & Colby, Hayden Creek-Jackson County Line Section; A. C. Mathews, Goldson-Cheshire Section; J. J. Badraun, Wallowa River bridge; Bauers & Bauers, Unit No. 1, Coles Bridge-Cummins Creek Section; Elliott, Scoggin & Paquet, Tygh Grade Section; Elliott, Scoggin & Paquet, Tygh Valley Section; A. D. Kern, Goldson-Blachly Section; Marshall & Barhan, Willamina bridge.
1631		
1632		
1633		
1634		Minutes of November 8, 26 and 27 approved. Clatsop County. Survey and estimate ordered on Seaside-Mecanicum project. Union County. Condemnation ordered to secure strip parallel to right of way for construction of snow fence between Union and Telocaset. Klamath County. Dairy overcrossing, attorney instructed to file suit to collect balance due from O. C. & E. Rr. Co. Benton County. Blodgett overhead crossing agreement with S. P. Co. executed.

Page	Date	Subject
1634	Jan. 10	Hood River County. Engineer reported matter of acquisition of park site including Blue Lake. Negotiations dropped. Cooperation with county on construction of lateral stub roads to Mt. Hood Loop. Wasco County. Mayer Park accepted and Secretary instructed to thank Mr. Mayer.
1635		Lane County. Construction between Cheshire and Harpole Corners requested by Triangle Grange. Resolution limiting loads on West Side Highway between Monmouth and Luckiamute River.
1636		General maintenance budget approved by Commission.
1637		Division engineers' salaries increased to \$350 per month.
1638	Feb. 4	Proposals received on following projects: Coquille-Bandon Section, surfacing; Lone Pine-Telocaset Section, resurfacing; Criterion-Cow Canyon Section, grading; Bridge over Mary's Creek; 2 culverts, 2 timber spans, 1 steel span near Pendleton. Bids received for concession privileges at Bradley Park. Bids on pneumatic tires and tubes and solid tires. Bids on graders.
1639		
1640		Umatilla County. Bridge over Umatilla River at Umatilla urged. Coos County. Low bid on Coquille-Bandon surfacing satisfactory to county. Lincoln County. Improvement of Newport-Agate Beach Section asked. Morrow County. State requested to grade Jones Hill-Lena Section. Curry County. Plans and specifications ordered prepared for Myers Creek Section and Winchuck River Section. Deschutes County. Allen Ranch-Lapine Section ordered advertised.
	Feb. 5	Tabulation of bids read and action taken on following: Bridge over Mary's Creek; Two culverts and three bridges near Pendleton; Criterion-Cow Canyon Section; Lone Pine-Telocaset Section.
1641		Proposals opened on following projects: Morrow County Line-Quinton Section, resurfacing; Sherman County Line-Cow Canyon Section, grading and surfacing.
1642		Clatsop County. Seaside-Cannon Beach Junction unit, engineer to report on estimated cost. Lake County. Summer Lake Section requested. County co-operation offered. New estimate of cost ordered. Morrow County. Discussion of Jones Hill-Lena project. Estimate of cost ordered prepared. Douglas County. Bridge at Winchester named "Robert A. Booth Bridge."

Page	Date	Subject
1642	Feb. 5	Coos County. Commission asked to take steps necessary to acquire right of way through Bandon. Baker County. Grading Black Bridge-Eagle Creek Section requested. Tabulation of bids read and action taken on following: Sherman County Line-Shaniko-Cow Canyon Section; Morrow Co. Line-Quinton Section. Benton County. Albany-Corvallis paving, advertisement requested. Linn County. Harrisburg bridge construction requested. Sherman County. Commission thanked for placing last unit of Sherman Highway under contract. Tires and tubes. Bids on solid tires rejected; bids on pneumatic tires and tubes held for consideration. Graders. Purchase of eight Russell Special graders authorized. Mt. Hood Loop Highway, Clackamas County. Request that load restriction be raised. Coos County. Coquille-Bandon surfacing project awarded to Johnson Contract Co. with reduction. Klamath County. Advertisement of Dairy-Bonanza project requested.
1643		Mile post survey, continuance authorized. Bradley Park, concession privileges; contract awarded. Wallowa County. Agreement in matter of claim of County Court re warrants. Lostine-Enterprise Section, discussion of engineering penalty; original order to stand. Union County. Bank widening on Lone Pine-Hot Lake-Union-Telocaset project authorized by state forces. Polk County. Attorney to take up matter of sale of bonds to meet obligations.
1644	Feb. 6	Gilliam County. Olex-Base Line Section, completion urged. Josephine County. Engineer's report submitted on costs of bridge and connecting roads across East Fork of Illinois River. Mt. Hood Loop Highway. Load limitation to stand. Jackson County. Matter of application of California Oregon Power Co. to appropriate waters of Mill Creek, etc. discussed. Secretary to file remonstrance. Benton and Lincoln Counties. Bid for extra maintenance and resurface material on Blodgett-Chitwood Section accepted. Industrial accident insurance. Provision requiring state insurance to be enforced. Claim for additional compensation for witness in Warren case by Milton Hersey Co. rejected. Tillamook County. Secretary to file request for rehearing on railroad crossing at Bay City.
1645		

Page	Date	Subject
1645	Feb. 6	Yamhill County. Report on status of undercrossing at St. Joseph. Minutes of January 8, 9 and 10, 1924 approved. Date set for next meeting. Following projects ordered advertised: Albany-Corvallis, paving; Glasgow-Hauser Section, grade widening and surfacing; McLeod-Cascade Gorge Section, surfacing; McKay Creek-Pendleton Section, grading, surfacing and resurfacing; St. Joseph Section, grading. Dairy-Bonanza Section, including resurfacing between Dairy and Olene. Clackamas County. Johnson Contract Co. claim on Mt. Hood Loop contract referred to engineer. Extensions of time: Oregon Contract Company, Rickreall-Holmes Gap Section; Warren Construction Co., Goshen-Lowell Section; Rajotte-Winters, Inc., Oregon City-Canemah Section; Tobin & Pierce, Pudding River bridge.
1646		Grant County. Cooperation offered on unit of John Day Highway through John Day. Offer accepted; Engineer to prepare estimates. Baker County. Discussion of Black Bridge-Eagle Creek project. No member nor employe of Commission to leave state on department business unless approved by Commission. Load limit on highways in Eastern Oregon reduced.
1647		Bids opened on following projects: Glasgow-Hauser Section, regrading and surfacing; McLeod-Cascade Gorge Section, surfacing; Olene-Bonanza Section, grading, surfacing and resurfacing; McKay Creek-Pendleton Section, grading and surfacing; St. Joseph Section, grading.
1648	Feb. 27	Trask River route. Survey requested by delegation. Benton County. Attorney General's opinion re Albany-Corvallis paving. Bids returned unopened. Ordered readvertised.
1649		Lincoln County. Newport-Agate Beach project requested. Commission to look over project. Morrow County. Jones Hill-Lena project taken under consideration.
1650		Umatilla County. Umatilla River bridge at Umatilla, cooperation discussed. Market road litigation, Attorney Devers to assist.
1651		Coos County. Petition relating to location through Myrtle Point referred to Engineer for report. Bond issue being considered.

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	1924	
1651	Feb. 27	Minutes of February 4, 5 and 6 approved. Deschutes County. Secretary to thank Shevlin-Hixon Company for policy in preserving timber along highway. Secretary to look up ownerships of timber along Ashland-Klamath Falls Highway.
1652		Morrow County. Jones Hill-Lena Section, grading of approximately 2½ miles ordered.
	Feb. 28	Action taken on following projects: Glasgow-Hauser Section; McLeod-Cascade Gorge Section; Olene-Bonanza Section; McKay Creek-Pendleton Section; St. Joseph Section. Hood River County. Delegation present in interest of spur roads to Parkdale, Odell and up Whiskey Creek. County bond funds offered. Resolution designating spur roads as part of Mt. Hood Loop Highway.
1653		
1654		Clatsop County. Seaside-Cannon Beach Junction ordered advertised. County cooperation. Crook County. Request that balance of approximately 15 miles of Prineville-Lakeview Highway be put under contract during present year. Polk and Lincoln Counties. Salmon River Road connection requested. Klamath County. Klamath Falls-Lakeview Highway west of Beatty; survey authorized to furnish descriptions of right of way through Indian Lands.
1655		Olene-Bonanza Section, bid reduced and contract awarded to Klamath County Court. Hood River County. Pacific Telephone & Telegraph Co. Matter of cutting trees on park site. Benton County, Albany-Corvallis paving. Conference with C. H. Purcell, relative to design of bituminous pavement. Awards for casings and tubes.
1656		Baker and Malheur Counties, survey of remaining link between Unity and Cow Valley authorized. Lincoln and Lane Counties, completion of survey between Yachats and Heceta Head and between Otter Rock and Siletz River authorized. Trask River route, request for survey declined. Jackson County. Paving between Medford and Jacksonville and between Summit and Ruch to be advertised for county. Linn and Lane Counties. Bridges at Albany and Harrisburg; advertisement to be commenced prior to election, bids to be received subsequent to election date.

Page	Date	Subject
	1924	
1656	Feb. 28	Clackamas County. Adjustment of claim of A. Guthrie & Co. on Oregon City bridge. Yamhill County. Contract for grading of St. Joseph Undercrossing awarded.
1657		Extensions of time: Wallowa County, Lostine-Enterprise Section; A. C. Mathews, Goldson-Cheshire Section; Crook County Court, Unit No. 2, Crooked River-Deschutes County Line Section; Pacific Bridge Company, Lewis and Clark River Bridge approaches. Next regular meeting set for March 27th.
1658	Mar. 10	Bids opened on following: Albany-Corvallis Section, paving. Gilliam County. Completion of remaining section of John Day Highway requested. Advertisement authorized, contingent upon county cooperation. Trask River route survey requested. Declined. Clackamas County. East Side Route through Milwaukie, adoption requested.
1659		Albany-Corvallis paving project awarded to J. C. Compton. Hood River County. Paving strip between city limits and end of present city pavement discussed. Old Oregon Trail markers. New design presented, order placed. Josephine County. Further work on Grants Pass-Crescent City Highway requested. Clackamas County. Johnson Contract Co.'s claim allowed. Cancellation of engineering penalty, request denied. Advertisement of following projects ordered: Medford-Ruch paving; Myers Creek Section; Winchuck Section; Mill Creek Section; Stanfield Section; Oro Dell and Perry Overcrossing Approaches.
1660		Plans ordered prepared for following projects: Jetty Creek-Brighton Section; Seaside-Cannon Beach Section; Allen Ranch-Lapine Section.
	Mar. 27	Proposals received on following: Mill Gulch Section, grading; Myers Creek Section, grading and surfacing; California-Winchuck Section, grading and surfacing; Jacksonville-Medford Section, paving; Ruch-Summit Section, paving; Stanfield Line Revision Section, grading; Perry and Oro Dell-La Grande Section, grading and surfacing.

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1924	
1662	Mar. 27	Jackson, Josephine & Curry Counties. Reconnaissance from Merlin to Port Orford requested. Coos County. Hauser-Lakeside forest project, funds. Lincoln County. Further work requested.
1663		Hood River County. Report that bond money must be spent in cooperation with state. Blue Lake Park, condemnation proceedings requested. Standard Oil Company commended for removing advertising signs. Minutes of February 27 and 28 and March 10 approved. Next meeting April 29; following projects ordered advertised: Jetty Creek-Brighton Section, grading; Seaside-Cannon Beach Junction Section, grading and surfacing; Jones Hill-Lena Section, grading; Maintenance material at Cloverdale; Maintenance materials on Coos Bay-Roseburg Highway.
1664		Market Road Funds, resolution relating to 1924 apportionment.
1667		Linn County. Santiam Road, claim from Forest Service for repair work. Gilliam County. Advertisement for market road work authorized. Polk County. Monmouth-Luckiamute River Section, request that wider pavement be laid declined. Coos County. Glasgow-Hauser project, personal surety accepted. Lane County. Report on Blachly-Triangle Lake survey. Umatilla County. Park site at Emigrant Springs, matter referred to Chairman. Pine stumpage along Blue Mountain Summit, matter to be investigated by Baldock. Wallowa Lake Highway. Standing timber, discussion of trade for timber in forest reserve. Lane County. Petition asking for construction north of Florence. Extensions of time: Sloan Construction Co., Unit No. 2 Island City-Elgin; A. D. Kern, Vale-Ontario; Root & Joslin, Seufert-Deschutes River Section.
1668	Mar. 28.	Curry County. Discussion of bids received on Winchuck Section. Tabulation of bids read and action taken on following: Jacksonville-Medford Section; Ruch-Summit Section; Myers Creek Section; California State Line-Winchuck Section; Mill Gulch Section; Perry and Oro Dell Overhead Crossing approaches; Stanfield Line Change.
1669		Umatilla County. Stanfield South Section, resolution re right of way condemnation.

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1672	Mar. 28	Lake County. Summer Lake project authorized as continuing project. Basis of cooperation. Coos County. Coos Bay Improvement District failed in election. Curry County. Denmark-Curry-Coos County Line project asked. Lincoln County. Alsea project discussed with Bureau of Public Roads and County Court.
1673		Douglas County. Overcrossings, petition for rehearing discussed. Morrow County. Extension of time for payment from County on Jones Hill project.

Portland, Oregon, April 17, 1923.

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

R. A. Booth, Chairman
William Duby, Commissioner
H. B. Van Duzer, Commissioner, succeeding Commissioner Yeon
Roy A. Klein, State Highway Engineer and Secretary

The minutes of the meeting of March 27 and 28 were approved.

At 10 o'clock bids were opened for grading, surfacing, paving
and bridge projects, as follows:

PACIFIC HIGHWAY

UNIT 2 OREGON CITY-BOLTON SECTION - GRADING AND PAVING

A. D. Kern	13,956.00
Oregon Contract Co.	12,140.00
C. P. Archer Co.	14,101.00

ROOSEVELT COAST HIGHWAY

TILLAMOOK CITY SECTION - PAVING

F. C. Feldschau	7,722.00
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THE DALLES-CALIFORNIA HIGHWAY

COW CANYON SECTION - SURFACING

More & Anderson	38,991.00
Geo. K. March	44,260.00
E. A. Webster & Co.	39,405.00
Motor Investment Co.	39,968.00
Newport Construction Co.	38,501.00
Albert L. Smith	39,320.00
Montague-O'Reilly Co.	38,458.00
Security Construction Co.	54,425.00
Greenwood & Dann	46,824.00

TUALATIN VALLEY HIGHWAY

DAIRY CREEK FILL - EMBANKMENT CONSTRUCTION

Johnson Contract Co.	41,300.00
Greenwood & Dann	30,800.00
E. A. Webster & Co.	24,500.00
Joplin & Eldon	25,800.00
Nick Casciato	33,500.00
A. D. Kern	24,200.00
Montague-O'Reilly Co.	25,400.00
Hetrick, Cline & Gardner	24,400.00
H. O. Wood	19,850.00
Otto Brose	21,760.00
Iver J. Rosten Co.	29,000.00

APR 17 1923

ROOSEVELT COAST HIGHWAY
BRIDGE OVER LEWIS & CLARK RIVER NEAR ASTORIA

	Alt. "A"	Alt. "B"	Alt. "C"	Alt. "D"
Pacific Bridge Co.	170,836.50	172,192.50	170,407.50	171,167.50
Henry Makela and Monson-Trierweiler Co.	177,978.40	178,361.40	177,180.40	177,393.40
Gilpin Construction Co.	188,452.00	189,202.00	188,012.00	188,252.00
Parker & Banfield	184,572.50	185,784.50	184,162.50	185,318.50

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE OVER PILOT BUTTE CANAL

Warren Construction Co.	3,668.00
Kuckenberg-Wittman Co.	3,905.00
F. H. May	3,925.00

OREGON-WASHINGTON HIGHWAY
BRIDGE OVER MCKAY CREEK NEAR PENDLETON

Union Bridge Co.	24,546.00
Lindstrom & Feigenson	24,560.00
Colonial Building Co.	26,845.00
Illinois Steel Bridge Co.	26,680.00
J. W. Sadler	26,890.00
Jas. F. Clarkson	26,890.00
Tobin & Pierce	28,550.00
Porter & Conley	28,890.00
Columbia Construction Co.	30,076.00
Sam Boudrye	30,810.00

TUALATIN VALLEY HIGHWAY
BRIDGE OVER DAIRY CREEK NEAR HILLSBORO

Wm. D. Hoffman	28,720.00
Lindstrom & Feigenson	31,571.50
J. W. Sadler	34,202.00
Union Bridge Co.	34,400.00
Parker-Schram Company	35,395.00
E. A. Webster & Co.	35,857.50

At 11 o'clock bids were opened on pneumatic tubes, casings and solid tires as follows:

Lee Tire & Rubber Co., Portland
Chas. Combs, Portland
Cascade Sales Co., Portland
Firestone Tire & Rubber Co., Portland
Ballou & Wright, Portland
B. F. Goodrich Tire & Rubber Co., Portland
Goodyear Tire & Rubber Co., Portland

United States Rubber Co., Portland
G. G. Quackenbush, Salem
Smith & Watkins, Salem
Malcom Tire Co., Portland
Cummins-Carsen Co., Portland
Cassidy Tire Co., Portland

Judge Marvin and Commissioners McCully and Plass of Wallowa County asked for the improvement of the Flora-Enterprise Highway between the south forest boundary and Enterprise. Commissioner Duby reported that he had investigated the project and endorsed the Engineer's recommendation that the route via Trout Creek be adopted in preference to the present traveled road or Ant Creek Route. The Engineer also reported on the feasibility of alternate routes from the Forest Boundary westerly toward Wallowa which would effect a saving in distance for through travel if this highway is opened through to Lewiston. The County representatives asked for state aid on a 14 mile project between the south forest boundary and Enterprise, stating that the county would cooperate to the extent of 50% of the cost. The County representatives said that they had \$12,500 left of their bond issue which would be immediately available and wanted three years to pay the balance, commencing in 1924. Matter of issuing warrants or making a contract agreement was discussed. Matter taken under consideration.

Judge Wood of Curry County asked that the state put under construction the section between Hunters Creek and Myers Creek south of Gold Beach. Matter taken under consideration.

Judge McCamant, A. E. Marvin and A. T. Peterson appeared in the interest of the Siletz Valley Route proposed in lieu of the Coast Route. Judge McCamant presented the argument and the Chairman replied that the matter of the routing would be considered in executive session.

Frank J. Miller, representing Linn County, said that his county and the Forest Service were trying to find a method of opening the toll road held by the Oregon and Western Colonization Co. between Cascadia and Fish Lake on the Santiam Highway. The county seeks to secure the right of way so that further cooperation may be secured from the Forest Service, but the Company asks that the right of way be purchased. Mr. Miller asked that the state aid in securing the opening of this toll road. After consideration the Chairman replied for the Commission that the matter would be referred to the Attorney General to determine just what are the state's rights in the premises.

C. W. Parker, representing the Coos County Good Roads Association, asked that the mile project at the north city limits of Myrtle Point be included in the present improvement of the Coos Bay-Roseburg Highway. This is the section which was left out of the contract because of a choice of alternate routes and expensive construction. The Engineer was instructed to prepare a report on the situation and submit it at the next meeting.

Mr. Parker asked that the section of the Coast Highway between Coos Bay and the Umpqua River be taken up. The Chairman replied that the Commission were committed to opening it when funds are available.

Permission was asked by the Marshfield Chamber of Commerce to place a large sign reading "To Coos Bay" at the junction of the Coos Bay-Roseburg Highway and the Pacific Highway which was granted.

Judge Adkisson asked for more work on The Dalles-California Highway in Wasco County stating that the county was ready to continue on a fifty-fifty cooperative basis. It was decided that Commissioners Duby and Van Duzer would look over the situation in the near future.

Mr. Geo. C. Arenz of the Oregon Contract Company appeared and asked relative to commencing work on his contract on the Holmes Gap-Rickreall Section. He was advised to wait until the Supreme Court decision was handed down.

Mr. Roderick Macleay asked that the location of that section of the highway between the Geisel Monument and Gold Beach be made definite so that several industries which were to be located in Wedderburn may determine where to locate their plants so as to be on the highway. Mr. Macleay stated that he did not favor any particular routing of the highway, but wished to have the location made definite so that his plans could be made accordingly.

Mr. Macleay also asked that the highway be located through the unincorporated town of Gold Beach so as to relieve the uncertainty there and enable the town to develop. The Engineer was instructed to report on both of these matters at the next regular meeting of the Commission.

At 4 o'clock, the tabulation of the bids was read:

Unit No. 2 Oregon City-Bolton Section in Clackamas County. On motion which was carried, the award was made to the Oregon Contract Company, the low bidder, at \$12,140.00.

Tillamook City Section. On motion which was carried, the bid which was received was rejected and the Engineer instructed to readvertise the project for the next meeting.

Cow Canyon Section of The Dalles-California Highway in Wasco County, rock surfacing. On motion which was carried, the award of the contract was made to the low bidder, the Montague-O'Reilly Company at \$38,458.00.

Dairy Creek Embankment Section of the Tualatin Valley Highway between Hillsboro and Forest Grove, Washington County. This is a county project advertised at their request and to be paid for by them. Inasmuch as the second bidder proposes to make the fill with dump wagons which is preferred over the method of cars and track proposed to be used by the low bidder, and inasmuch also as there will be a saving in bridge materials by accepting the second bid, the County Court recommended that the

award be made to the second bidder, Otto Brose. This award also having the recommendation of the Engineer, the Commission approved the award to Otto Brose at \$21,760.00.

Bridge over Lewis and Clark River, Clatsop County. Inasmuch as the Commission desires some further cost data as to the cost of the approach embankment and paving, the award of the contract was held pending for the present.

Bridge over Pilot Butte Canal at the city limits of Bend. This is a cooperative project between the state, city and county, the state taking fifty per cent of the cost and the city and county each twenty-five per cent. Judge Sawyer, who was present, stated that the bid was satisfactory to the city and county, therefore on motion which was carried, the award was made to the Warren Construction Company, the low bidder, at \$3,668.00.

Bridge over McKay Creek between Pendleton and Pilot Rock on the Oregon-Washington Highway. Judge Schanep of Umatilla County stated that the award was satisfactory to the county and therefore, on motion which was carried, the award was made to the low bidder, the Union Bridge Company, at \$24,546.00.

Bridge over Dairy Creek on the Tualatin Valley Highway between Hillsboro and Forest Grove in Washington County. This project was advertised for Washington County to be paid for by them and they advised that the bid was satisfactory. On motion which was carried, the award was made to the low bidder, W. D. Hoffman, at \$28,720.00.

Mr. R. L. Shepherd, representing the Oregon City Commercial Club and the Live Wires, Mr. Lynn E. Jones and Mr. W. A. Huntley, representing the business interests, and Mayor James Shannon presented a joint resolution of the Live Wires and the Oregon City Commercial Club asking that the proposed contract be modified so as not to require the improvement of Railroad Avenue unless necessitated by the congestion of traffic on Main Street and the time for such improvement to be decided by the council. The delegates stated that there was a movement proposed to improve Water Street and shift the railroad tracks to that location. The Chairman in replying thanked them for their efforts to find a satisfactory solution of the matter, but indicated that the solution offered was not satisfactory and the Commission desired it left in their hands to say when the traffic congestion was too great. Matter was taken under further consideration.

Mr. Will T. Kirk, representing the Industrial Hospital Association, presented the matter of hospital service for department employees. The matter was referred to the Engineer for a report.

The Engineer reported that an offer of \$3500 had been made for the Department's railroad paving plant. Inasmuch as this is a large plant and of an obsolete type and there seemed to be no work immediately in prospect on which it could be used, the Commission authorized the sale to the Willamette Equipment Company.

The Engineer recommended the purchase of a portable paving plant which could be mounted on trailers and which could be used for patching and paving bridge floors and also for the paving of small gaps. The Commission approved the purchase and instructed the Engineer to advertise for bids to be received on a plant which would be guaranteed to mix not less than 150 square yards of 2 inch bituminous pavement per eight hours.

Portland, Oregon, April 18, 1923.

The Commission met in Room 520 Multnomah County Court House at 9:00 A. M. with all members present and participating.

The Commission discussed the resolution submitted by the Live Wires of Oregon City, and it was agreed that if the resolution was amended to provide "that if at any time in the opinion of the Highway Commission the traffic congestion on Main Street in Oregon City, between Fifth and Seventh Streets becomes so great as to necessitate the opening of another route, then the City Council of Oregon City will, upon request from the State Highway Commission, proceed to take the necessary steps to provide another street or streets adequate in every way for the accommodation of traffic, such street or streets to be designated by the State Highway Commission", and passed by the City Council, then the Commission would agree to a modification of the former contract by the substitution of a clause similar in form to the resolution above.

In the matter of further improvement south of Gold Beach, the Engineer was instructed to report on the unit or units most needed.

On motion which was carried, it was agreed that on the Coles Bridge-Cummins Creek Section of the John Day Highway where right of way matters are delaying the award of the contract, that the matter be referred to Commissioner Duby who expects to visit the county soon, proposing that the section from Coles Bridge through Mt. Vernon to the point of divergence west of the town about 2½ miles be readvertised for bids to be received at the next meeting. It was also proposed to include in the improvement the bridge replacing the Coles Bridge structure over the John Day River and a new structure at Beech Creek. Under this plan, the county would contribute its \$40,000 on the project and the state would take up the balance.

Judge Patterson of Grant County in a written request asked that if, in the future, a cattle pass was required in Section 7, Township 13 South, Range 28 East W. M. on the Cummins Creek-Valades Ranch Section of the John Day Highway, would the Commission grant the request, said cattle pass to be located and constructed as required by the engineer at the expense of the property owners, the Eastern Oregon Land Company or its assigns. It was stated that if this was agreed to, the right of way could be secured at a reasonable compensation without the necessity of condemnation proceedings. On motion which was carried, the construction of the cattle pass under the terms above stated was approved by the Commission.

In the Agate Beach-Otter Rock Section, it was agreed to hold the award until Commissioner Duby has an opportunity to look over the project.

In the matter of the Pudding River Bridge, the Secretary was instructed to secure from Clackamas County a definite statement of their cooperation and bring the matter up at the next meeting.

The Engineer reported that the California-Oregon Power Company had proposed to build a dam below the bridge over the Klamath River near Spencers on the Ashland-Klamath Falls Highway which would raise the height of the water about twelve feet above the present high water and cover the bridge. It was also reported that the Long-Bell Lumber Co. proposed to use the river at this point for log storage. In view of these circumstances, the Engineer was instructed to notify the low bidder to defer beginning construction until the Power and Lumber Companies had made a definite statement of their plans.

Mr. B. J. Crowley, representing the Lake County Court, asked for the improvement of the Narrows-Paisley Section, stating that the county has arranged for the right of way and will cooperate 25% on the cost of construction. The Commission stated that they would be willing to put on the project provided the county cooperation was increased to 33-1/3%. Mr. Crowley later reported to the Commission that Judge Smith had agreed to one-third cooperation by telegraph and, with that understanding, the Commission instructed the Engineer to advertise the project at the next meeting.

Mr. Crowley also asked in behalf of the County Court for the improvement of a section between Silver and Summer Lakes. Matter was referred to Commissioner Duby, who expects to visit the county soon.

The Engineer reported that Mr. G. Ed Ross, Public Accountant, who had been instructed to make an audit of the revolving payroll fund of Herbert Nunn, Highway Engineer, had filed a report showing that all receipts and disbursements had been properly accounted for and to be in balance with the bank statement of March 31, 1923. Report approved and adopted.

Judge Marvin and Commissioners McCully and Flass appeared on the Flora-Enterprise Project and the Chairman advised them that the Commission would be willing to put on as a project the section from the south forest boundary to the junction of the Trout Creek and Ant Flat routes about seven miles in length, provided the county would cooperate fifty-fifty. The county representatives said they would do this, paying \$12,500 in cash and the balance to be placed in the budget for 1924 and 1925, one-half to be paid in each year, no interest to be charged on the deferred payments, and the whole matter to be covered by a written agreement. On motion which was carried, the county offer of cooperation was accepted and the Engineer was authorized to make a survey from the south forest boundary to Enterprise via Trout Creek route and to advertise for bids for the north one-half or the section from the south forest boundary

to the junction of the Ant Flat and Trout Creek routes about seven miles in length.

Judge Dodson and Commissioner Marker, also A. S. Shockley, O. C. Correll, A. L. Denny, W. A. Caulder, G. B. Saunders, Dr. I. N. Sanders, G. W. Miller and Irvin Rand, residents of Baker and Pine and Eagle Valleys, asked the state to make an appropriation for the completion of the Baker-Cornucopia Highway equivalent to the amount the county has expended on the Love Bridge-Black Bridge Section, approximately \$150,000. The delegation asked the Commission to help them in whatever manner seemed advisable and left the matter in Commissioner Doby's hands. Matter taken under consideration.

The following requests for extensions of time were received:

The Warren Construction Company requested an extension of time to May 31, 1923 on contract No. 546 which is the rock surfacing of the Heppner Junction-Morrow County Line Section. The Engineer recommended that the extension be granted without penalty inasmuch as the work had been prosecuted vigorously but had been delayed by an unfortunate shot in their quarry which did considerable damage to their equipment. Extension of time approved by the Commission as recommended.

The Montague-O'Reilly Company requested an extension of time to May 31, 1923 on contract No. 497, grading and surfacing the Sarvice Creek Section of the John Day Highway in Wheeler County. The Engineer recommended that the extension requested be granted without penalty inasmuch as the surfacing was suspended during the winter months under the Engineer's instructions on account of soft subgrade conditions. Extension of time approved as recommended.

The Union Bridge Company requested an extension of time to April 30, 1923, on contract No. 582, bridge over the Yaquina River near Eddyville. The Engineer recommended that the extension requested be granted subject to the penalty of engineering costs subsequent to February 28, 1923. Extension of time approved subject to above conditions.

A request of the Johnson Contract Company that the penalty for engineering costs on contract No. 390, Unit No. 2 Mt. Hood Loop, grading in Clackamas County, subsequent to July 1, 1922 be remitted, was presented. After consideration, on motion which was carried, the Commission declined to reconsider their previous action of December 15, 1922.

A request was received from Wheeler County for the construction of the Mitchell-Dayville project. The Secretary was instructed to advise them that all agreements with the county on the Ochoco and John Day Highways have been fulfilled and nothing further can be taken up at this time.

The matter of the request of the city of Willamina for maintenance of city pavement on the highway location through the city by the state was held in abeyance.

The Engineer was authorized to pave the bridge at Willamina, also the gap about fifty feet between the end of the bridge and the end of city paving.

A. F. Stearns of Oakland was accepted as personal surety for John Hakanson on contract No. 628, Port Orford-Sixes River Section.

On recommendation of Chief Inspector Raffety, Walter J. Hadfield was commissioned as a traffic officer.

The matter of adjustment of salaries of traffic officers employed by the department was considered and it was voted to increase the salary rate from \$125 to \$150 per month, with traveling expenses for men employed over one year, to make it uniform with officers employed by the Secretary of State, effective May 1, 1923.

The salary of Roy A. Klein as State Highway Engineer was set at \$500 per month.

In the matter of the distribution of the first one-half of the Market Road funds, Commissioner Doby 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 1st day of March, 1923, apportion among the several Counties of the State, complying with the provisions and accepting the benefits of said market road law, the 1923 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.

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 1923 "State Market Road Appropriation", to the various counties by resolution adopted by the State Highway Commission on March 1st, 1923, 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:

CASH PAID COUNTY BY STATE

Baker	\$15,397.31	Lake	\$ 7,520.82
Benton	10,063.94	Lane	27,799.45
Clackamas	27,009.28	Lincoln	5,297.99
Clatsop	19,658.50	Linn	22,341.64
Columbia	10,524.67	Malheur	11,011.63
Coos	15,852.00	Marion	29,675.65
Crook	4,126.67	Morrow	7,935.56
Curry	2,688.00	Multnomah	50,474.96
Deschutes	7,523.95	Polk	12,875.40
Douglas	17,193.62	Sherman	7,909.10
Gilliam	7,356.17	Tillamook	12,058.80
Grant	5,571.13	Umatilla	32,543.03
Harney	7,931.81	Union	14,484.87
Hood River	6,774.38	Wallowa	9,532.61
Jackson	18,992.85	Wasco	12,137.35
Jefferson	3,945.53	Washington	21,513.07
Josephine	5,314.07	Wheeler	3,022.42
Klamath	12,766.68	Yamhill	16,208.46
		Total	\$503,133.19

The motion was duly seconded and carried.

A request having been received from the Branch Line Club of Wallowa County to change the name "La Grande-Enterprise Highway" to "La Grande-Wallowa Lake Highway", the matter was referred to Commissioner Duby.

The Engineer reported on slide conditions on the Columbia River Highway one and one-half miles east of Astoria and the plan of draining by tunnelling recommended by S. Murray, employed in a consulting capacity. The plan was approved by the Commission and the Engineer was authorized to negotiate with the S. P. & S. Railroad to see if they will cooperate in the work.

The Engineer was instructed to advertise for bids on the comfort station and store building at Clatsop Crest and the comfort station at Little Jack Falls.

Commissioners Frye and Peterson of Clatsop County were present and urged that the Lewis and Clark Bridge contract be awarded. Commissioner Frye was asked if Clatsop County would cooperate on the approach

embankments and he said that he thought the Court would contribute \$20,000 (this being in addition to their \$20,000 share of the cost of the structure) to be paid one-half in 1924 and one-half in 1925, and that he would take it up with the County Judge on his return to Astoria. The Engineer was instructed to hold the bid on the Lewis and Clark Bridge, but if a favorable reply was received from the Clatsop County Court making an appropriation of \$20,000 on the embankments, then he was authorized to award the contract to the low bidder, the Pacific Bridge Company.

The Commission approved the payment of \$4,702.92 to E. A. Webster & Co., as an adjustment item on contract No. 491, on the recommendation of the Engineer.

The Commission awarded contracts for tires and tubes on the bids submitted as follows:

Lee Tire & Rubber Co.,	30 - 35x5 DeLuxe Tubes	@ 3.72	111.60
Broadway & Flanders,	96 - 30x3½ Zig Zag Cord Cl.	10.43	1001.28
Portland, Oregon.	48 - 35x5 " " " S.S.	34.41	1651.68
	Total		\$2764.56

Firestone Tire & Rubber Co.,	48 - 30x3 Fabric Cl. N.S.	7.32	351.36
16 No. Park St.,	10 - 36x5 Cushion Solid	43.70	437.00
Portland, Oregon.	10 - 36x6 " "	54.39	543.90
	Total		\$1332.26

United States Rubber Co.,	120 - 31x4 U. S. Grey Tubes	2.00	240.00
111 No. 6th St.,	20 - 36x5 Solid, Plain	31.63	632.60
Portland, Oregon.	30 - 40x14 Solid, Monotwin	136.61	4098.30
	Total		\$4970.90

Goodyear Tire & Rubber Co.,	120 - 31x4 Grey tubes	1,986	238.32
104 No. 14th St.,	96 - 30x3½ Wingfoot Cord Cl.	10.08	967.68
Portland, Oregon.	48 - 33x4 " " S.S.	19.82	951.36
	Total		\$2157.36

Smith & Watkins,	96 - 30x3½ Fisk Premier Cord		
Salem, Oregon.	Cl.	10.50	1008.00
	Total		\$1008.00

B. F. Goodrich Tire & Rubber Co.,	24 - 36x6 Solid Tractor Type	52.10	1250.40
12th & Glisan Sts.,	48 - 36x8 " " "	76.26	3660.48
Portland, Oregon.	Total		\$4910.88

It was decided to hold a special meeting on April 24, to be held in Salem.

No further business coming before the Commission, the meeting

was adjourned.

Roy A. Klein
State Highway Engineer and
Secretary

[Signature]
Chairman
W. B. Van Duzer
H. B. Van Duzer

Salem, Oregon, April 24, 1923.

The Commission met in Room 323 Capitol Building, at 2:30 P. M.
Present were:

R. A. Booth, Chairman
H. B. Van Duzer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Commissioner Van Duzer reported that the City Council of Oregon City had adopted a satisfactory resolution regarding the routing of the Pacific Highway as proposed by the Commission reading as follows:

"Be it Resolved by the City Council of Oregon City that in view of the urgent need of diverting the traffic from the present Basin Road and in view of the present state of Oregon City's finances, we urge the Highway Commission to modify that portion of the proposed contract relating to the routing to provide that if at any time in the opinion of the Highway Commission the traffic congestion in Main Street of Oregon City, between 5th Street and 7th Street, becomes so great as to necessitate the opening of another route, then the City Council of Oregon City will, upon request from the State Highway Commission, proceed to take the necessary steps to provide another street or streets adequate in every way for the accomodation of traffic, such street or streets to be designated by the State Highway Commission."

On motion of Commissioner Van Duzer, which was carried, the award of the contract for the Oregon City-Canemah Section was awarded to the low bidder, Rajotte-Winters, Inc.

On the Otter Rock-Agate Beach project, Commissioner Duby having advised that the award of the contract was satisfactory to him if agreeable to the other two members, on motion which was carried, the contract was awarded to the low bidder, Hetrick, Cline & Gardner, at \$181,080.50.

On the Creswell paving project, Chairman Booth advised that the city of Creswell and the County Court of Lane County had agreed upon a plan of meeting the city and county share of the costs and recommended the award of the contract which had been held pending. After consideration, on motion which was carried, the contract was awarded to the low bidder, Soleim & Gustafson, at \$18,200.00.

The Engineer reported that the Clackamas and Marion County Courts had approved the arrangement for the distribution of costs of the Pudding River Bridge as proposed by the Commission; i. e., each county to take one-half of the main channel span together with its supporting piers and foundations and the entire cost of the approaches in its county, the state to pay for the maintenance of traffic and engineering. A condition of the Clackamas County cooperation, however, was that it be limited to \$39,000; \$13,000 of which is to be paid in 1923 and an equal amount to be budgetted in 1924 and 1925. The state also agreed to assume the difference, \$13,000, between \$39,000 and the complete Clackamas County share, which is estimated to be \$52,000. On motion which was carried, the contract for the Pudding River structure was awarded to the low bidder, Tobin & Pierce, at \$77,545.00. The Engineer was instructed to cover the matter of cooperation with the counties by a written contract.

The Engineer reported that a letter had been received from the Clatsop County Court, pledging \$20,000 cooperation on the embankment approaches to the Lewis and Clark River bridge, to be divided \$10,000 in 1924 and \$10,000 in 1925. This being satisfactory to the Commission, on motion which was carried, the award of the contract for the construction of the Lewis and Clark River bridge was made to the Pacific Bridge Company, the low bidder, at \$170,836.50.

The Engineer reported on the need of ditching and widening the roadbed section of the McMinnville-Tillamook Highway between Sheridan and Bellevue and adding broken stone shoulders in order to protect the pavement and give a wider travel width, the project being four miles in length. After consideration, the improvement was approved and the Engineer authorized to advertise for bids to be received at the next meeting.

The Engineer was also authorized to advertise for bids for the construction of comfort stations at Little Jack Falls and Clatsop Crest and, in addition, caretaker's quarters at Clatsop Crest.

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

Roy A. Klein
State Highway Engineer
and Secretary

[Signature]
Chairman
H. B. Van Duzer

Portland, Oregon, May 28, 1923.

The Commission met in Room 520 Multnomah County Court House at 2 o'clock P. M. Present were Commissioners Wm. Duby, H. B. Van Duzer and W. H. Malone, succeeding R. A. Booth, and Roy A. Klein, State Highway Engineer and Secretary.

The Commission met in executive session and Wm. Duby was elected Chairman.

At 2:15 P. M. bids were opened on the following grading, macadam, paving and bridge projects:

ROOSEVELT COAST HIGHWAY
LEWIS AND CLARK BRIDGE APPROACHES
BULKHEAD AND EMBANKMENT CONSTRUCTION

Pacific Bridge Co.*	33,210.00
Gilpin Construction Co.	45,438.00
The J. H. Tillman Co.	46,703.00
Henry Makela	32,642.75

COLUMBIA RIVER HIGHWAY
BUILDINGS AT BRADLEY PARK AND LITTLE JACK FALLS

Soleim & Gustafson	9,777.50
Hindmarsh & Noble	10,443.50
W. H. Lee	9,300.00
Clifford Burgess	7,456.95

TUMALO-CLINE FALLS HIGHWAY
UNIT 2, LOWER BRIDGE MARKET ROAD - GRADING

Concrete Pipe Corr. Iron Pipe

A. E. Doty	11,951.00	11,881.80
Harrington, Edgington & Scott	11,229.74	11,322.94
W. F. Keifer	17,426.00	17,194.90
L. B. Baird, A. H. Horn, T. E. Going	13,720.20	13,473.20
R. H. Bayley	10,910.60	10,974.40

PRINEVILLE-LAKEVIEW HIGHWAY
CHEWAUCAN NARROWS-PAISLEY SECTION - GRADING AND SURFACING

More & Anderson	79,958.00
J. K. Shotwell	56,439.50
H. J. Hildeburn	54,354.50
Lake County	62,488.50

*See letter for alternate proposal.

MAY 28 1923

ROOSEVELT COAST HIGHWAY
TILLAMOOK CITY SECTION - PAVING

F. C. Feldschau	6,943.00
A. T. Dolan	7,460.00
Cummins & La Pointe	9,363.00

McMINNVILLE-TILLAMOOK HIGHWAY
SHERIDAN-BELLEVUE SECTION
ROADBED WIDENING AND SHOULDER CONSTRUCTION

V. R. Dennis Construction Co.	24,240.00
Elliott, Scoggin & Paquet	21,825.00

OLD OREGON TRAIL
ORO DELL OVERCROSSING

Monson-Trierweiler Co.	48,200.00
Porter & Conley	61,425.00
Union Bridge Co.	49,475.00
Illinois Steel Bridge Co.	44,885.00
J. W. Sadler	49,950.00

Bids were opened and read on lubricating oils and greases from the following bidders:

The Texas Company
Wiggins Company, Inc.
Shell Company of California
The Pure Oil Company
Standard Oil Company
The R. M. Hollingshead Co.
Ballou & Wright
Union Oil Company of California

All bids were referred to the Engineer for tabulation.

Judge Barnard and Commissioner Sharp asked for work on the Roosevelt Highway in Lane County north of Florence. They stated that their county had \$36,500 of bond money available and asked that the state match their money and use Federal funds to equal the sum total of the state and county money. Matter was taken under advisement.

Judge Wilson and Commissioners Scott and von Lehe of Benton County reported that the county had completed the grading of six miles of the Albany-Corvallis road and were proceeding rapidly with the balance, which it was expected to complete August first. They asked that a contract for paving be let immediately. Matter taken under consideration.

Judge Test and Commissioners Dean and Oxman of Malheur County asked for the advertisement of the Ontario-Vale Section. Inasmuch as the county cannot use Market Road funds on this highway, they asked that their former agreement whereby it was agreed that the county take the east one-half of the project and the state the west one-half be cancelled and

MAY 28 1923

instead they proposed to let the work all in one contract, and the county agreeing to pay fifty per cent of the total cost, the former provision that the county be given credit for the mile of constructed work west of Ontario to be retained in the new agreement. After consideration, the Commission approved the revised agreement and instructed the engineer to advertise the project as soon as plans and specifications can be prepared.

Judge Quine and Commissioners Weaver and Long of Douglas County, accompanied by F. C. Frear, R. J. Hubbard, Spencer Hinsdale and J. Lyons, appeared in the interest of the Scottsburg-Reedsport Road, stating that the combined Government and county funds were not sufficient to construct the section and no further county or state funds were available. They asked the state to permit the diversion of Government funds from another project in order to make up the deficiency. Matter taken under consideration for conference with Mr. Purcell and Mr. Cecil.

Judge Mast of Coos County and C. W. Parker of Marshfield asked for work on the Glasgow North Section of the Coast Highway in Coos County. Matter taken under consideration. The Coos County representatives asked that their expenditures in grading and bridging the Glasgow-Hauser Section and the costs of the ferry and ferry slips be considered as cooperative work and they be given credit for these expenditures. On motion of Commissioner Van Duzer, which was carried, the Engineer was instructed to check over the figures submitted and report back to the Commission.

Mr. Parker asked that the cut on the north side of the railroad crossing, approximately one mile north of Myrtle Point, be widened to increase the sight distance. The Engineer was instructed to report on this improvement. He stated also that they were petitioning the Public Service Commission to require the railroad companies to install electric warning signals at this crossing and also at the crossing of the Powers Logging Company railroad north of Coquille, called Cunningham Crossing, and asked the cooperation of the Commission. On motion of Commissioner Van Duzer which was carried, the Attorney was instructed to represent the Commission in this matter and assist the county in carrying the matter through to a successful conclusion.

Judge Wood of Curry County asked for the grading and rock surfacing of the Hunter's Creek-Myers Creek Section of the Coast Highway south of Gold Beach, stating that the county had \$32,500 which they offered in cooperation. He also asked that the state take over for maintenance the unimproved section between Denmark and the Coos-Curry County Line. Both matters taken under consideration.

Messrs. Thompson and Crawford of the California Oregon Power Company appeared in the matter of the proposed Spencer Bridge over the Klamath River on the Ashland-Klamath Falls Highway. This is the point where the Company had proposed to construct a dam which would raise the water level above the proposed bridge, the award of the contract for which had been deferred at the request of the Power Company to permit them more time for investigation. The Company representatives stated that they now had determined six feet as the height which would be necessary to raise the bridge, if their dam was built. After consideration, on motion of Commissioner Van Duzer which was carried, the Engineer was instructed to

award the contract for the structure at the present level at the end of a ten day period unless the Power Company would make a definite agreement to pay the difference in cost between the structure and approaches constructed at the present level and the higher level which they requested. If the Power Company agreement is received, the Engineer is authorized to revise the plans and specifications accordingly and award the contract.

W. B. Dennis, Chairman of the Oregon Bureau of Mines and Geology stated that no appropriation had been made for the Bureau of Mines and Geology and that it would be necessary to suspend its activities but that it was desired to retain Mr. Parks, the present Director of the Bureau, if this could be done by cooperation on the part of the University, the Agricultural College, the Corporation Commissioner, the State Highway Commission and other agencies which would benefit by his services. Mr. Dennis suggested that Mr. Parks be retained as consulting geologist by the Commission to report on geologic features such as quarry sites and other sources of surfacing materials, slides, etc., at a nominal retaining fee -- say \$100 to \$125 per month and necessary traveling expenses -- and be subject to call when needed. After consideration, the Commission expressed themselves in sympathy with the idea advanced by Mr. Dennis to make the records of the Bureau and Mr. Parks' services available to the Commission, but felt it necessary to decline his request inasmuch as they considered such an arrangement could not be entered into with propriety and might be construed as an attempt to evade the will of the legislature.

Judge Sawyer asked that the route of The Dalles-California Highway south of Allen Ranch be decided upon and the improvement of that section follow. The Engineer reported on the alternate routes and after consideration, on motion of Commissioner Van Duzer which was carried, a survey on the route to the east of the reservoir site was ordered.

Judge Sawyer asked that the status of the Fort Rock-Lapine Section be defined. Consideration of the matter deferred for conference with Engineer of Bureau of Public Roads.

Judge Patterson of Grant County wired asking that the Cummins Creek-Coles Bridge Project be divided into two units, the Coles Bridge-west end McKern Lane (1 mile west of Mt. Vernon) to be paid for by the County and the McKern Lane-Cummins Creek Section to be paid for by the State. This arrangement being acceptable to the Commission, the Secretary was instructed to reply in the affirmative.

Portland, Oregon, May 29, 1923.

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

The Engineer reported the result of the tabulation of the bids and the following awards were made:

Unit No. 2, Lower Bridge Market Road, Deschutes County. On motion which was carried, the contract was awarded to the low bidder, R. H. Bayley, at \$10,910.60, using concrete pipe, at the request of the Deschutes County Court for whom the project was advertised.

Approaches Lewis and Clark Bridge, Clatsop County. These bids being in excess of the Engineer's estimate, on motion which was carried, all were rejected and the project ordered readvertised.

Tillamook City Section, Roosevelt Coast Highway, 0.14 miles paving. On motion which was carried, this contract was awarded to F. C. Feldschau, the low bidder, at \$6,943.00.

Chewaucan Narrows-Paisley Section of the Prineville-Lakeview Highway, grading and surfacing. This is a county, state and Government cooperative project and the low bid being acceptable to both the County and the Government, on motion which was carried, the award was made to H. J. Hildeburn at \$54,354.50.

Sheridan-Bellevue Section, McMinnville-Tillamook Highway, road-bed widening and shoulder construction. The low bid received being in excess of the Engineer's estimate, all bids were rejected and the Engineer was instructed to do the work with state forces by day labor.

Buildings at Bradley Park and Little Jack Falls. On motion which was carried, the low bid was held pending advice from the Attorney General as to the legality of expenditures for this purpose.

Oro Dell Overcrossing of the railroad and Grande Ronde River on the Old Oregon Trail in Union County. On motion which was carried, this award was held pending advice from the railroad company on their request for a rehearing before the Public Service Commission, and also until the matter of cooperation by Union County was definitely determined.

The bids on lubricating oils and greases were held for further consideration.

Judge Smith of Lake County asked that the State give them credit for work done on the Lapine-Lakeview Highway in 1922 between Silver and Summer Lakes. The Engineer reported that approximately \$6,000 had been expended on line and grade. On motion of Commissioner Van Duzer the amount expended by the county was accepted as cooperation on other work. The section to be improved to be held in abeyance until Commissioners Doby and Malone visit Lake County.

Judge Adkisson of Wasco County asked for more work on The Dalles-California Highway, referring in particular to the section from the south end of the present Tygh Valley project through Maupin across the Deschutes River to the top of the hill on the east side, the total length of which is approximately twelve and one-half miles. County cooperation on a fifty-fifty basis was offered. After consideration, on motion of Commissioner Van Duzer which was carried, the Engineer was instructed to prepare plans

and specifications and advertise for the grading of the section above referred to, provided state funds are available.

Judge Adkisson stated that Wasco County was agreeable to cooperating on the connection of the Sherman Highway and The Dalles-California Highway through Shaniko as soon as the completion of the Dalles-California Highway through Wasco County was assured.

A conference was held with C. H. Purcell of the Bureau of Public Roads and Geo. H. Cecil and P. H. Dater of the Forest Service on the Forest Road program. Present also were Judge Quine and Commissioners Weaver and Long of Douglas County and Messrs. Hubbard, Hinsdale and Frear. The Reedsport-Scottsburg project was discussed and ways and means were considered how to make up the deficiency, or should the project be dropped and the Government funds diverted to another project. After considerable discussion, it was agreed that the project should rest until fall and at that time the county would make up the shortage in their budget, and the county and the Government would work out the problem together.

The Federal representatives reported that bids had been received on the extension of the Neskowin-Devil's Lake Section of the Coast Highway from Devil's Lake to the Siletz River and also for rock surfacing a part of the Neskowin-Devil's Lake Section and that the cooperative funds provided were not sufficient to cover the engineering and contingency items. On motion of Commissioner Van Duzer which was carried, an appropriation of \$56,000 was made from state funds in addition to the previous state obligation of \$108,500 on this project, there being no further Federal funds available.

Confirming previous agreement, an appropriation of \$77,500 was made for the Blachly-Rainrock Forest Project, this being necessary since both county and forest funds are exhausted, the revised agreement being Government \$150,000, county \$150,000, state \$77,500.

G. B. Aiken of Ontario reported that he had had assurances that the approach on the Idaho side of the proposed Snake River Bridge at Ontario would be graded by the State of Idaho, but if they did not, the people of Ontario would do it. He asked that the preparation of plans and specifications proceed. Mr. Aiken reported also that the War Department engineers were advised that this project provided a new bridge on practically the site of the old one and when these facts were shown, their previous advice that an act of Congress would be necessary was withdrawn. The Engineer was instructed to file a request for permit with the War Department and prepare plans and specifications.

After consideration of further work in Curry County, the Commission on motion of Commissioner Van Duzer voted to put on a project between Hunter's Creek and the north end of the present Hunter's head project, about 2.2 miles in length, for grading and surfacing and also include in the project approximately four miles of the Hunter's Head Section on which the grading is completed for surfacing. The total cost of this work is estimated to be \$82,000 of which the county offers \$32,500

cooperation. The Engineer was instructed to prepare plans and specifications and advertise the project for the next regular meeting.

Judge Couch and Commissioner Hutchinson of Union County were present in the matter of the Oro Dell Overcrossing. The Commission were advised that the railroad company had filed a request for a rehearing with the Public Service Commission. The representatives advised that the city of La Grande would withdraw their claim for an undercrossing in the city if the railroad would cooperate on the Oro Dell improvement as provided in the Public Service Commission order and had so notified the railroad company.

In the matter of grading and surfacing the Oro Dell approaches, the county representatives asked that this work be advertised at the next meeting, it being understood that the work within the city will be done by the city itself.

In the matter of county cooperation on the Oro Dell structure, the county representatives stated that inasmuch as they had cooperated to the full extent of their bond issue on the Old Oregon Trail, they thought that they should be relieved of any further contribution. The members of the Commission asked the Secretary to furnish them with an abstract from the minutes of the various agreements with Union County on the Old Oregon Trail.

R. H. Hoffmark, representing A. Guthrie & Co., asked for a reconsideration of some of their claims for adjustment on the Oregon City bridge, contract No. 414. The Engineer reported that on the claim for the arch hinge, which had been referred back for further consideration, at a previous meeting, that he would recommend that the metal in the hinge be paid for at the base rate of seven cents per pound, the cost to the contractor on the job, the sum total being \$2,364.74. The Engineer also recommended that an adjustment be made to the contractor for the amount of wet excavation equal to the volume represented by the difference between the stream bed as actually found and the ground line shown on the plans. The total adjustment recommended on this claim is \$3,540.00. After consideration, on motion of Commissioner Van Duzer, the adjustments recommended by the Engineer were approved.

On motion of Commissioner Van Duzer, the minutes of the meetings of April 17th and 18th were approved.

The Engineer presented the matter of large billboard signs at the state line, giving a digest of the motor vehicle laws of the state and the distance to important cities. A contract offered by Foster & Kleiser for four signs at \$150 a year was considered but rejected, and the Engineer was instructed to negotiate with them further on the basis of \$100 per year per sign.

Mr. James L. Conley, representing the New Amsterdam Casualty Company, appeared in the matter of the Albert Anderson Company contract No. 585, rock surfacing Units Nos. 1 and 2 of the Mt. Hood Loop in Hood

River County. The Engineer reported that the work had proceeded in a very dilatory manner and the present output was but a small fraction of the daily output required to complete the project on contract time, in fact, within the past few days the plant had been closed down entirely due to lack of financial resources. Mr. Conley said that the Surety Company had been working on the problem and had asked several contractors to look over the work and give them a bid on it with the idea of subcontracting it if a favorable tender was received. The Engineer reported that it was very necessary that immediate action be had as the surfacing must be completed early so that the road could be used for apple hauling, and asked the Commission to order the project readvertised. Mr. Conley agreed to this and offered to waive the requirement of the customary ten day notice. After consideration, the Engineer was instructed to advertise the projects for bids to be received June 9, 1923 at a special meeting, it being understood that, if the Surety Company receives a satisfactory bid in the meantime and makes a satisfactory showing, the advertisement will be withdrawn.

Mr. Conley also presented a claim for adjustments on contract No. 528, A. F. Saar, contractor, which was referred to the Engineer for a report.

The Engineer reported that definite assurances had now been received from the city of Madras and Jefferson County, each pledging cooperation of 25 per cent on the cost of the Willow Creek Bridge. With this understanding, the award of the contract was made to the low bidder, Kuckenberg & Wittman, at \$6,265.00, whose bid was received on March 1, 1923, and has since been held pending receipt of definite pledge by the local authorities.

The Commission approved and executed an agreement with Clackamas and Marion Counties providing for the construction of the Pudding River Bridge on the Pacific Highway.

The Engineer was instructed to prepare plans and specifications for a bridge across Wild Horse Creek on the Oregon-Washington Highway in Umatilla County near Saxe Station.

The Engineer reported that two bids had been received for a portable paving plant; one from the Clyde Equipment Company for \$4,890.00, and the second from the Willamette Equipment Company at \$7,500.00. The Engineer recommended that the bid of the Willamette Equipment Company be accepted, inasmuch as the plant they proposed was better construction and better adapted to the work. With the understanding that the bidder accepted the old railroad paving plant at \$3,500.00 as part payment, the Commission approved the award to the Willamette Equipment Company at \$7,500.00.

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

Colonial Building Co., contract No. 566, Rhinehart Overcrossing

on the La Grande-Joseph Highway, requested an extension of time to May 20, 1923. The Engineer recommended that the extension be granted with the provision that engineering costs be charged subsequent to April 30. Recommendation approved by Commission.

Marshall & Barhan, contract No. 584, bridge over Willamina River in Yamhill County, requested an extension of time to June 1, 1923. The Engineer recommended that the extension be granted with the provision that engineering costs be charged subsequent to contract date of completion. Recommendation approved by Commission.

Cummins & La Pointe, contract No. 589, concrete paving, Newberg-Multnomah County Line Section of the West Side Highway requested an extension of time to July 1, 1923. The Engineer recommended that the extension be granted without penalty.

Pat Lonergan, contract No. 537, grading and rock surfacing the Wasco-Biggs Section of the Sherman Highway in Sherman County, requested an extension of time to August 1, 1923. The Engineer reported that the contractor had tried hard to complete the work on time, but had been seriously handicapped by I. W. W. strikes and recommended that the extension of time requested be granted without penalty. Recommendation approved by Commission.

Portland Bridge Co., contract No. 574, bridges over Elk and Sixes Rivers, Roosevelt Coast Highway, Curry County, requested an extension of time to July 31, 1923. The Engineer reported that the concrete work and timber approaches on these structures had been completed but that the slow delivery of the steel from the east for which the contractor was not responsible, had been the cause of delay in completing the structures. Therefore, he recommended that the extension be granted without penalty. Recommendation approved by Commission.

The next regular meeting was set for 2 P. M. June 25, 1923.

The Engineer was instructed to advertise for grading and surfacing at the next meeting a section of the Flora-Enterprise Road beginning at the Forest Boundary and extending south approximately seven miles to the junction of the Ant Flat and Trout Creek Routes.

The Engineer was authorized to increase the rate of pay for common labor above the present scale of 45 cents per hour in some localities where the local rate is considerably above that scale.

The Attorney was instructed to negotiate with the Moody Investment Co., J. R. and Florence M. Hickman, Hue and Dora E. Matheson, a portion of whose property is needed for right of way for the Pacific Highway through West Linn. In the event he is unable to secure the property required at a reasonable price, he is authorized to institute condemnation proceedings. This course is made necessary by the formal refusal of the County Court of Clackamas County to take action in the matter.

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

Wm. Dwyer
Chairman

Roy A. Klein
State Highway Engineer
and Secretary

W. H. Malone
Commissioner

Portland, Oregon, June 9, 1923.

The Commission met in Room 201 Multnomah County Court House at 11:00 A. M. Present were:

H. B. Van Duzer, Acting Chairman
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened for surfacing Units 1 and 2 of the Mt. Hood Loop Highway in Hood River County, and the following is the tabulation of the bids received:

MT. HOOD LOOP HIGHWAY
UNITS 1 & 2 FOREST BOUNDARY-HOOD RIVER SECTION - SURFACING

	Unit 1 Spec. "A"	Unit 2 Spec. "B"	Units 1 & 2 Spec. "A"	Units 1 & 2 Spec. "B"
Elliott, Scoggin & Paquet*	67,614.00	69,364.00	49,970.00	51,255.00
United Contracting Co.	75,913.75	76,498.75	54,586.05	55,022.55
Greenwood & Dann		74,655.00		
Joplin & Eldon**	65,714.50	64,184.50	52,247.50	49,713.50
			115,462.00	111,398.00

This is a project in which the contractor, Albert Anderson, has defaulted and the project was readvertised by agreement with the surety. Mr. Jas. L. Conley, attorney for the New Amsterdam Casualty Company, was present and stated that the bids which had been received were in excess of private bids which the Company had received and asked that all be rejected, stating that the Surety Company would give the contract to an acceptable contractor and carry the work through to completion. Acting on this request,

*Accept one unit only.

**\$2500 reduction for award of both units.

the Commission rejected all bids received.

In the matter of bids on lubricating oil and greases received on May 28, the following award was made, which carried the recommendation of the Engineer:

LUBRICATING OILS

1.	Hyvis Medium	@ .6483)	2500 gallons.
	Heavy	@ .679)	
2.	Zerolene #5	@ .325)	
	#7	@ .47 $\frac{1}{2}$)	5000 gallons.
	#9	@ .525)	
3.	Aristo Heavy	@ .325)	
	Extra Heavy	@ .46)	7500 gallons.

CUP GREASE

4.	Shell	Bbls.	@ .06	3500 pounds.
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TRANSMISSION GREASE

5.	Transmission B (S.O. Co.)	@ .07	10000 pounds.
	Whiz Grease	@ .10-1/5	2500 pounds.

Mr. H. P. Duerber, representing Foster & Kleiser, appeared in the matter of the information signs which it was proposed to erect at the California state line near Ashland, interstate bridge near Portland, Oregon-Washington Highway near the Washington state line, and on the Old Oregon Trail near Ontario. He stated that his company would enter into a contract to furnish and maintain these signs for a three year period at a cost of \$100 per sign per year. On motion which was carried, preparation of a contract covering these signs was authorized.

The Secretary was instructed to direct a letter to the Jefferson Water Conservancy District, whose plan includes the flooding of the Benham Falls Reservoir Site, asking them what cooperation they would give on the construction of a line around the reservoir.

A favorable opinion having been received from the Attorney, on motion which was carried, the award of the contract for the construction of a comfort station and caretaker's quarters at Clatsop Crest and a comfort station at Little Jack Falls was made to Clifford Burgess, the low bidder, at \$7,456.95, his bid submitted at the previous meeting.

The Engineer reported that the California Oregon Power Company had agreed to meet the additional cost of raising the Spencer bridge over Klamath River on the Ashland-Klamath Falls Highway in Klamath County. The elevation which they asked that the bridge be raised is 5 feet, and the cost is estimated to be \$7,900.00. This being agreeable to the Commission, their proposition was accepted and the Engineer was instructed to award

the contract to the Union Bridge Company, the low bidder, and the Attorney was instructed to prepare an agreement with the Power Company in harmony with this understanding.

The Engineer presented the proposal of the Pacific Bridge Company to construct the approach embankments at each end of the Lewis and Clark bridge for a lump sum as described in the following letter:

"Portland, Oregon, June 9, 1923.

"Oregon State Highway Commission,
Portland, Ore.

"Gentlemen:

"We propose to furnish all material, labor, equipment and tools necessary to construct and complete the approach fills to the Lewis and Clark Bridge all according to the quantities, plans and specifications of your letter of June 6th, 1923 for the lump sum price of \$26,147.82, using the method described below for constructing same.

"The West approach fill from its East end to the dyke on the West bank of the Lewis and Clark River to be constructed by sluicing methods, using 12" splash board, which splash boards are to remain in place as a part of the fill construction upon completion; the slopes to be rip rapped to a thickness of eighteen inches along the northerly side of the fill, and around the East end, and for a distance of one hundred feet along the southerly side of the fill from the East end of the crown of the fill towards the West end, and twelve inches over the remaining portion of the southerly side of the fill, such rip rap to extend from the bottom of the fill, covering the entire slope to the finished grade of the fill; specified thickness of the rip rap to be measured at right angles to the slope of the fill from the top of the splash boards, being thereby a minimum thickness of rip rap on the slope; such rip rap to consist of quarry run rock, reasonably well graded from fine up to stones of a dimension corresponding to the thickness of the rip rap in which it is to be used, and containing sufficient of the finer material to form a layer upon the sand slopes sufficient to prevent washing of the sand out through the coarse particles of the rip rap by the sucking action of the waves.

"And it is further understood that without additional compensation, we agree to maintain this fill and rip rap for a period of one year from the date of final completion thereof against any and all damage or deterioration due to wave action or washing, sloughing, subsidence or other defects due to any cause whatsoever, leaving the fill and rip rap at the end of one year in substantially the same shape and dimensions as specified and in condition satisfactory to the State Highway

Engineer.

"The East approach and that portion of the West approach west of the dyke on the West side of the Lewis and Clark River to be constructed by ear method, the material to be dredged from the Lewis and Clark River, loaded in cars and deposited in fill while material is still wet. The reason for placing material behind dykes by ear method is that surplus water used in sluicing method cannot be disposed of and would tend to flood surrounding country (private property).

"Respectfully submitted

"Pacific Bridge Company

"By (sgd) PHILIP HART
Treas."

The Engineer reported that he had invited the other bidders who had bid on this work to submit a bid on the same plan of construction, but as no other bids had been received, he recommended acceptance of the bid. After consideration, the Commission awarded the contract to the Pacific Bridge Company, provided, however, that the same is approved as to legality by the Attorney.

After consideration of the Forest and Post Road projects under contract, Commissioner Malone offered the following resolution and moved its adoption:

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 \$6,200,000; 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 \$5,200,000 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 \$5,200,000, the sum of \$1,000,000; and

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

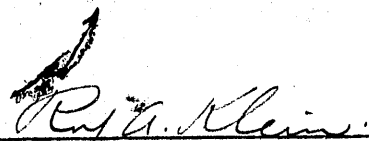
THEREFORE, BE IT RESOLVED, that the Board of Control of the State of Oregon be and said Board is hereby requested to issue and sell bonds of the State of Oregon in the sum of \$1,000,000 for the term hereinbefore mentioned, the funds derived therefrom to be used as herein stated.

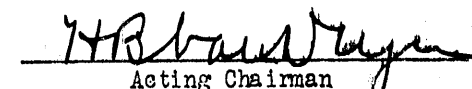
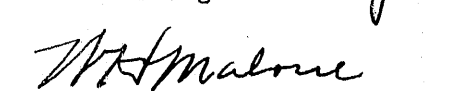
The motion was duly seconded and declared adopted.

The Secretary reported that the O.-W. R. R. & N. Co. had advised that they had withdrawn their request for a rehearing before the Public Service Commission for a division of costs on the Oro Dell Crossing, and with that understanding, the Engineer was instructed to award the contract for the structure to the low bidder, the Illinois Steel Bridge Company, at \$44,885.00, it being understood that in view of the fact that the county would contribute \$8,000.00 on the grading between the north city limits and the structure, the Commission agreed to take the entire cost of the structure less the railroad's share as assessed by the Public Service Commission.

In the matter of the National Park-to-Park Highway Association meeting to be held in Portland on June 16th, Commissioner Van Duzer agreed to attend and represent the Commission.

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


State Highway Engineer
and Secretary


Acting Chairman


Portland, Oregon, June 25, 1923.

The Commission met in Room 520 Multnomah County Court House at 2 o'clock P. M. Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened and read on the following grading, surfacing and bridge projects:

ROOSEVELT COAST HIGHWAY
LEWIS AND CLARK RIVER BRIDGE APPROACHES - EMBANKMENT

Pacific Bridge Company 26,147.82

ROOSEVELT COAST HIGHWAY
HUNTER'S CREEK-HUNTER'S HEAD SECTION - GRADING AND SURFACING

	Concrete Pipe	Cedar Culverts
Schell & McKy	77,880.00	78,440.00
Elliott, Scoggin & Paquet	79,150.00	79,710.00
John Hampshire	83,465.50	83,745.50

JOHN DAY RIVER HIGHWAY
VALE-ONTARIO SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
More & Anderson	148,824.00	149,668.00
The J. H. Tillman Co.	170,960.50	169,876.50
Warren Construction Co.	152,472.50	151,423.50
Morrison-Knudsen Co.	133,216.50	134,676.00
Johnson Contract Co.	150,304.00	152,420.90
Porter & Conley	121,530.00	122,258.10
A. D. Kern	121,313.50	122,185.40
W. E. Lees & Co.	149,541.30	149,920.40
Greenwood & Dann	157,139.50	154,043.00
W. E. Storm	137,595.50	138,251.00

ENTERPRISE-FLORA HIGHWAY
UNIT NO. 2, ENTERPRISE-FOREST BOUNDARY SECTION
GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Wallowa County Court	80,059.75	80,085.75
Sloane Construction Co.	82,004.00	80,744.00
A. D. Kern	98,131.75	97,716.75
Johnson Contract Co.	89,135.25	87,480.25
Warren Construction Co.	93,029.00	91,941.00

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JOHN DAY RIVER HIGHWAY
BRIDGES OVER CUMMINGS CREEK AND JOHN DAY RIVER NEAR MT. VERNON

Monson-Trierweiler Co.	53,315.00
A. L. Smith	65,355.00
Lindstrom & Feigenson	58,900.00
Union Bridge Co.	65,765.00
J. W. Sadler	58,655.00*
Illinois Steel Bridge Co.	58,310.00

*Local lumber to be used.

GRANTS PASS-CRESCENT CITY HIGHWAY
BRIDGE OVER APPLIGATE RIVER NEAR GRANTS PASS

Monson-Trierweiler Co.	32,912.75
Portland Bridge Co.	34,310.00
Union Bridge Co.	31,767.50
Lindstrom & Feigenson	36,250.00

Judge Wilson and Commissioner von Lehe of Benton County and S. M. P. Dolan of Corvallis stated that the grading of the Albany-Corvallis Road by the county was proceeding satisfactorily and asked the state to pave. The matter was referred for future consideration.

Judge Payne, Commissioners Thoms and Isom of Linn County, I. V. McAdoo, J. D. Densmore, Fred Bilyeu, S. H. Goin of Scio and Milton Miller and Jefferson Myers of Portland asked for the designation of the road from Jefferson through Green's Bridge to Scio as a state highway. They stated that Marion County was now paving from Jefferson to Green's Bridge and Linn County would grade from the bridge to Scio if the state would pave. After consideration the matter was indefinitely postponed.

The Engineer reported that an investigation of the condition of the Willamette River bridge at Albany had been completed, which showed that the bridge was very greatly overstressed and that in order to make the structure safe for limited traffic, it would be necessary to replace the present floor system, adding heavier stringers and new floor plank to make a smoother roadway and thus reduce the impact from moving vehicles. The County Court of Linn County who were present said that they would re-deck the present bridge at once. The matter of a new bridge was discussed and the County Court expressed themselves as favorable, provided the county could raise the funds.

Judge Test of Malheur County and Geo. K. Aiken of Ontario appeared in behalf of the Snake River interstate bridge at Ontario and urged that the design be prepared. The Chairman asked what assurance would be given that the approach on the Idaho side would be graded. Mr. Aiken said he was sure that the State of Idaho or Payette County would do this when the time came. Judge Test said that Malheur County would guarantee that it would be done. It was pointed out that inasmuch as this was a

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connection of the Federal Highway System that the Government would, no doubt, insist on this connection. The Engineer was instructed to proceed with the preparation of plans and specifications for the structure as soon as the preliminary plans have been approved by the War Department.

Commissioners Sharp and Roney of Lane County asked that the Commission put on the Florence North Section of the Coast Highway, stating that the county had \$36,500 available to cooperate. The matter was taken under further consideration.

The Lane County representatives also asked that the state cooperate with the county fifty-fifty in improving the three mile gap from Blachly to the east end of the forest project. The Engineer was instructed to make a survey and prepare an estimate on the cost of this project.

Judge Wood of Curry County said that the county wished to build a bridge over Winchuck River on state plans and specifications and would pay for the same out of their bond money, asking the state to give them credit for the expenditure when further state work was done in the county. Judge Wood said that the county would grade the approaches with their own forces. On motion of Commissioner Van Duzer which was carried, the Engineer was instructed to prepare plans for this structure and advertise the same for bids as soon as convenient to do so.

Mr. Walter E. Meacham, President of the Old Oregon Trail Association, requested that the name "Cabbage Hill" as applied to the hill on the Old Oregon Trail south of Pendleton in Umatilla County, be changed to "Emigrant Hill". After consideration, on motion of Commissioner Van Duzer, which was carried, the change of name from "Cabbage Hill" to "Emigrant Hill" was approved and the Engineer was instructed to make the necessary changes in future road maps and records of the Commission.

Judge Adkisson of Wasco County spoke of the repairs required on the present county bridge over the Deschutes River at Maupin. The Engineer furnished a report on the repairs needed with estimates of cost and also estimate of cost for a new bridge. After consideration, on motion of Commissioner Van Duzer, which was carried, it was agreed that repairs should be made to the present bridge costing approximately \$4,000, which would be divided fifty-fifty between the state and the county, and that when the replacement of the bridge was necessary, that it be done on the same basis of cooperation; i. e., fifty-fifty, so far as this agreement can bind Wasco County and the Commission. This arrangement was approved by Judge Adkisson.

Judge Mast of Coos County and C. W. Parker of Marshfield brought up the matter of the Glasgow-Hauser Section of the Coast Highway north of Coos Bay. The county is asking credit for funds expended by them previously, \$184,618.00. This figure includes the cost of grading the section as well as the cost of ferry boat, ferry slips and dredging. After consideration, Mr. Van Duzer made the following statement for the Commission, "Answering the request of the Coos County representatives in reference to the credit to be placed on the Roosevelt Highway between North

Bend and Hauser for funds expended by the county with the knowledge and under the supervision of the State Highway Department, it is agreed that it be made a matter of record that up to date, the county is entitled to a credit of \$118,838.58, which represents the cost of grading and bridging. In the matter of the ferry 'Roosevelt', it is the understanding between the Commission and the representatives of Coos County that while the Commission have not given any allowance for the ferry on the expenditures on this section of the Roosevelt Highway, yet it is agreed that that matter be made the subject of adjudication at a future time when the policy of the Commission is determined as to the operation of the ferries on the Roosevelt Highway." The Coos County representatives expressed themselves as satisfied with this arrangement.

Judge Mast asked that the state widen the approach to the railroad crossing about a mile and a half north of Myrtle Point, using the material to grade a part of the proposed location on the east side of the railroad track. The Engineer was asked for his recommendations on the section mentioned, and reported that the location of this section on the east of the railroad track, avoiding two grade crossings, was much more desirable than the present location on account of this feature. The Chairman reported that he had looked over the proposed location on the ground and supported the Engineer's recommendation. After further consideration, on motion of Commissioner Van Duzer, which was carried, the Commission adopted the route adjacent to and on the east side of the railroad tracks for the first mile and one-half north of Myrtle Point as the definite location. In the matter of the work requested by the County Judge, he was asked if the county would assume fifty per cent of the cost and, on being assured that the county would be willing to do this, on motion of Commissioner Van Duzer which was carried, the Engineer was authorized to advertise this project which is estimated to cost approximately \$13,000. The Attorney was instructed, however, to petition the Public Service Commission for a hearing on the elimination of this crossing asking for participation in the cost of the improvement as a whole (new location east of the railroad track) from the railroad company.

Portland, Oregon, June 26, 1923.

The Commission met at 10 o'clock in Room 520 Multnomah County Court House, with all members present and participating.

The tabulations of the bids received the previous day were read and the following disposition made:

Bridge over the Applegate River on the Grants Pass-Crescent City Road. On motion which was carried, the award of the contract was made to the Union Bridge Company, the low bidder, on their bid of \$31,767.50.

Bridges over the John Day River in Grant County, Coles Bridge-Cummins Creek Section. On motion which was carried, the award of the

contract was made to the low bidder, the Monson-Trierweiler Company, at \$53,315.00.

Ontario-Vale Section of the John Day River Highway. This being a county cooperative project and Judge Test of Malheur County having expressed his approval of the bid and agreed to provide the county cooperation, on motion which was carried, the award was made to the low bidder, A. D. Kern, on concrete pipe, at \$121,313.50.

Lewis and Clark Bridge approaches. On motion which was made and carried, the award was made to the low bidder, the Pacific Bridge Company, at \$26,147.82.

Hunter's Creek-Hunter's Head Section of the Roosevelt Highway in Curry County. This being a county cooperative project with Curry County, and Judge Wood being present and having expressed his approval of the low bid, on motion which was carried, the award of the contract was made to the low bidder, Schell & McKy, at \$77,880.00.

Unit No. 2 Enterprise-Forest Boundary Section. Award held for further consideration.

Representing Josephine County, Judge Pollock, Commissioners McCabe and McFadden asked that further work be done on the Grants Pass-Crescent City Highway, making particular reference to the construction of the new section from the O'Brien Schoolhouse south to the California line. The answer was made that the Commission was ready to put this project on when the California Commission had placed the work in their state under contract. The Josephine County representatives also asked that a survey for the definite location be made between Applegate River and the O'Brien Schoolhouse. Matter taken under consideration.

Reference was also made to a park site along Rogue River south and east of Grants Pass a few miles, which could be purchased for \$2000 and which the county recommended be acquired by the state. Matter taken under consideration.

Mr. Fred A. Williams asked for a state appropriation of \$400 to be used with county funds of equal amount and private subscriptions to maintain the present road over Oregon Mountain from Crescent City. Matter taken under consideration.

Judge Bunnell and Commissioners Short and Martin asked that a contract be let for rock surfacing the Keno-Hayden Creek Section which is now being graded. The Engineer recommended that this be done and on motion which was carried, the project was ordered advertised for bids to be received at the next meeting.

The Klamath County representatives asked what the Commission was willing to do on the bridge over the Klamath River at Keno. The Engineer was instructed to report at the next meeting on the condition of the present structure and the cost of repairs or replacement.

The matter of the location of the Klamath Falls-Lakeview Highway east of Dairy was discussed, the County Court indicating that they prefer the routing by way of Bonanza. The Engineer was instructed to furnish the Commission with a complete report on the alternate routes at the next meeting.

Commissioner Bursell of Jackson County asked that the Lost Creek bridge on the McLeod-Cascade Gorge Section of the Crater Lake Highway be constructed during the present season. Matter taken under consideration.

A delegation from Canemah, consisting of Frank Quinn, Ferd Quinn, W. A. Hedges and W. R. Wentworth, protested against the proposed plan of construction at the south end of the Oregon City project where connection is made with the existing pavement in Canemah. They asked that the state construct a wall to hold back the embankment and provide a twenty foot width instead of permitting the material to take its natural slope which would allow a 12 foot passageway to their property. Request was declined after hearing the Engineer's report.

Commissioner Sharp of Lane County again appeared asking the state to match Lane County's \$36,500 on the Roosevelt Coast Highway north of Florence.

Commissioners Plass and McCully of Wallowa County asked that the present bridge across the Wallowa River at Minam be reconstructed. The Engineer was asked to submit a report on the condition of the present bridge and the estimate of the cost of the new structure at the next meeting.

The Wallowa County representatives asked that the La Grande-Enterprise Highway be renamed the La Grande-Wallowa Lake Highway. The Chairman answered that the Commission was willing to make the change but was awaiting receipt of resolutions requesting the change from the civic organizations of the cities along the route.

Lester Martin, representing the Newport Chamber of Commerce, protested against the slowness of the grading contractor in completing the Hayes Hill unit between Chitwood and Toledo, which made necessary using the old road which is narrow and dangerous. The Commission promised an investigation of the matter at once.

W. D. Bennett of Portland appeared in behalf of the Mother's Inn restaurant at Tangent. The owners asked permission to put in curbing in front of their place of business at their own expense and make other arrangements for the parking of cars. The Engineer was instructed to investigate the matter.

Messrs. Natt McDougall and R. H. Hoffmark of A. Guthrie & Co. appeared in the matter of their claim on the Oregon City bridge. They stated that they were unwilling to accept the settlement offered by the Commission. After discussion, it was agreed that the matter be referred

to Mr. C. H. Purcell of the Bureau of Public Roads, with the request that he examine the claims of the contractor and advise the Commission of his findings, and if Mr. Purcell can not serve, that the matter be referred to Mr. S. Murray.

Commissioners Plass and McCully of Wallowa County discussed the bid on Unit No. 2 of the Enterprise-Forest Boundary Section. The Engineer recommended against the award of the contract to the county on their present bid since it exceeded the estimate by a considerable amount. After discussion, the Wallowa County Court agreed to a lump sum deduction of \$2500 and the contract was awarded with that understanding.

On motion which was carried, the minutes of April 24, May 28 and 29 and June 9 were approved.

The Chairman reported on his inspection trip through Lake County and particularly the one and one-quarter mile section on the Summer Lake unit of the Prineville-Lakeview Highway on which state aid was requested by the Lake County Court to match expenditures which they had made with their own funds between Summer Lake and Silver Lake. The Chairman also reported that the city of Lakeview and the county of Lake requested that the one-quarter mile section within the city of Lakeview, connecting the state highway to the north be included as a cooperative project on the basis of one-third by each of the cooperators. The Chairman recommended that both of these projects be accepted by the state and on motion which was carried, it was so ordered.

Mr. J. A. Elliott of the Bureau of Public Roads and P. H. Dater of the Forest Service presented the matter of the addition to the forest highway map of a road from The Dalles up Mill Creek connecting with the Mt. Hood Loop Highway on the east side. After consideration it was agreed to defer the matter until the next meeting of the Commission.

The Government representatives also presented the matter of the construction of the O'Brien Schoolhouse-California Line Section of the Grants Pass-Crescent City Highway at this time and proposed to include it with a short unit which was to be let on the California side. This is a forest project which had previously been agreed upon and for which funds had been set aside, but the construction of which had been deferred until the entire project in California was financed. The Commission hesitated to approve the advertising of the project at this time until a further showing was made as to the intentions of the California Commission, so the matter was held for further consideration.

The Attorney reported on the claim of J. W. Morton in the matter of the seepage water and the drinking water supply on his property at Ruthton Hill. The Attorney was instructed to handle the matter.

The matter of buildings for patrolmen in remote locations in Eastern Oregon was discussed and plans for buildings were submitted. It

was thought, however, that for the present the situation could be met by erecting suitable temporary camp buildings which would be inexpensive. The Engineer was authorized to proceed under that plan for the present.

The matter of the desirability of constructing an overhead crossing of the railroad at Perry was discussed at some length and acting on the recommendation of the Chairman, the Commission ordered the structure for the Perry overhead crossing advertised for bids at the next meeting.

The matter of resurfacing the pavement between Island City and La Grande was brought to the attention of the Commission by the Engineer, who advised that a bituminous paving plant was now set up in La Grande and should be in a position to give a favorable bid on this resurfacing project. The Commission considered the advisability of increasing the width of the present pavement and it was finally agreed to advertise the same for widening to 18 feet as well as thickening by the addition of a $1\frac{1}{2}$ inch binder course and 2 inch top. The Engineer was instructed to advertise the project for the next meeting.

The matter of advertising for the roadbed widening of the Astoria-Svensen Section and also the roadbed widening and rock shoulders on the Roosevelt Coast Highway in Tillamook County near Tillamook City was referred to Commissioners Malone and Doby, who expected to visit these projects in the near future.

The Engineer was authorized to advertise the Cottage Grove North Section of the Pacific Highway on which the grading has been completed for .64 miles of run-of-bank gravel surfacing.

The Engineer reported that very slow progress was being made on the construction of the bridge over Bear Creek on the Columbia River Highway near Svensen and he was authorized, if better progress is not being made, to notify the contractor and the surety and readvertise the project for the next meeting.

The Engineer was authorized to advertise a bridge over Lost Creek on the Crater Lake Highway near Prospect.

On the Neskowin-Hebo Section of the Roosevelt Coast Highway in Tillamook County, the Engineer reported that there were two existing bridges which needed redecking and some repairs on substructures. This being on a county cooperative project and the county having agreed to cooperate fifty-fifty, the project was ordered advertised.

An adjourned meeting of the Commission was held in Room 541 Imperial Hotel at 8 P. M.

The matter of the improvement of the Albany-Corvallis Road was discussed at some length. The Engineer submitted a report showing what sections could be paved this year. After consideration, it was agreed to instruct the Engineer to advertise for bids for run-of-bank graveling

sufficient to carry the travel this winter on newly graded portions with the understanding of making it preparatory to paving next year.

The next meeting of the Commission was set for Monday, July 30, at 2 P. M.

The Engineer reported that it was desirable to extend the present Caves Road contract about 1900 feet westerly from the present terminus which would give a better connection with the present road, the cost of which is approximately \$1100 and which the contractor agrees to construct at the same unit prices. The extension was approved by vote of the Commission.

An invitation was received from the Western Association of State Highway Officials to attend a meeting at Salt Lake City on July 11th and 12th, but was declined.

The Engineer reported on the request for adjustment which had been filed by Jas. L. Conley, Attorney for A. F. Saar, contract No. 528, grading and surfacing Power Plant and Shell Rock Grade Section of the McKenzie Highway. In view of the circumstances, the Commission denied the request for adjustment.

The following extensions of time were requested:

Warren Construction Company requested an extension of time to July 15 on contract No. 546, rock surfacing, Heppner Junction-Morrow County Line Section of the Oregon-Washington Highway. The engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

John Hampshire requested an extension of time to August 15, 1923 on contract No. 542, Hunter's Head Section of the Roosevelt Coast Highway in Curry County. The engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Tobin & Pierce requested an extension of time on contract No. 565, bridges on The Dalles-Dufur Section of The Dalles-California Highway, to August 1, 1923. The Engineer recommended, in view of the circumstances on this project, that the extension requested be granted without penalty. Recommendation approved by the Commission.

The County Court of Wallowa County requested an extension of time to July 31, 1923 on contract No. 576, Trout Creek and Wallowa River bridges on the La Grande-Enterprise Highway in Wallowa County. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Wallowa County Court requested an extension of time to August 15 on contract No. 570, grading and surfacing the Lostine-Enterprise Section of the La Grande-Enterprise Highway in Wallowa County. The

Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Paulus & Retrum, contract No. 568, surfacing the Cummins Creek-Valades Ranch Section of the John Day Highway in Grant County, requested an extension of time to September 15, 1923. In view of the circumstances attending this contract, including the death of both partners who had the original contract and the necessary reorganization of the work, the engineer recommended that the extension requested be granted without penalty. Recommendation approved.

A. D. Kern, contract No. 581, surfacing the Newberg-Multnomah County Line Section of the West Side Highway, requested an extension of time to July 31, 1923. The Engineer reported that an extension was necessary because of continued wet weather during which satisfactory work could not be accomplished and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

E. E. Larsen, contract No. 590, grading and surfacing Burns Section of the Central Oregon Highway, requested an extension of time to August 1, 1923. The Engineer recommended that the extension requested be granted provided that the engineering costs subsequent to May 31, 1923 be charged to the contractor. Recommendation approved.

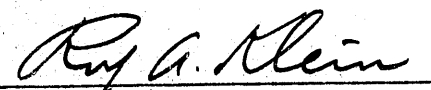
Clifton, Applegate & Toole, contract No. 527, grading and surfacing The Dalles-Dufur Section of The Dalles-California Highway, requested an extension of time to September 1, 1923. In view of the fact that the original contract had been extended and more work had been required, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.



The Commission retired to executive session.

Motion made, seconded and carried unanimously that Roy A. Klein be appointed State Highway Engineer and Secretary, at a salary of \$500 per month.

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


Chairman


State Highway Engineer and
Secretary

Portland, Oregon, July 30, 1923.

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

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Mr. Harry Holgate, attorney for the Reclamation Service, W. H. Pankey and H. J. Tichnor appeared in the matter of the location of the Klamath Falls-Lakeview Highway, urging the adoption of the southern or Lorella route. Matter taken under consideration.

A delegation from Umatilla County, composed of E. B. Aldrich, J. R. Raley, I. M. Schannep, County Judge, R. E. Bean and J. Hales, County Commissioners, Claude Barr, James A. Fee, Jr. and Congressman N. J. Sinnott urged the construction of the Ukiah-Dale Section of the Pilot Rock-John Day Highway. Mr. Geo. H. Cecil, District Forester, P. H. Dater, C. H. Purcell and J. A. Elliott were also present. The delegation asked that the county bond money of \$60,000 be taken, that \$50,000 of forest money be made available and the state take up the difference. The Engineer reported that the cost of the project for grading a 16 foot roadbed, bridges and rock surfacing would be approximately \$360,000. Matter taken under consideration.

Judge Schannep asked that the state construct a new bridge over Wild Horse Creek and culverts at the railroad crossing near Saxe Station, stating that the county could not cooperate. The matter of division of costs was taken under consideration, but the engineer was instructed to prepare estimates of costs and report back to the Commission.

Mr. Cecil asked the Commission to cooperate to the extent of \$500 in maintenance work on the Barlow Road between Wapinitia and Government Camp, the Forest Service to put in an equal amount. Matter taken under consideration.

The matter of a road connecting the Mt. Hood Loop with The Dalles by means of a forest road up Mill Creek was discussed. Mr. Cecil and Judge Adkisson urged that it be done. Matter taken under consideration.

Judge Pollock and Dr. Flanagan of Grants Pass urged that the Commission put under contract that section of the Grants Pass-Crescent City Highway between O'Brien Schoolhouse and the California state line. Mr. Purcell and Mr. Cecil urged that this be done so that the contractors on the California side could move in heavy equipment. The Commission replied that they would build this section when California put their last gap under contract, but did not wish to do so now on account of tying up funds in a road which cannot be used until the road is connected all the way through.

Dr. Steiner and Dan J. Fry, representing several property owners in Neskowin and vicinity, asked the Commission to adopt the diagonal line across the Hudson property rather than taking the present road at Pacific City Junction or Hudson Corners, pointing out the saving of approximately 700 feet in distance to through travel. Chairman Doby and Commissioner Malone reported that they had looked over the location and recommended that in view of the connection with Pacific City and the fact that the county would have to keep up the present road, and also because of the fact that the county bond issue designated Hudson Corners, the location along the present road be adopted, provided free right of way was given for widening to 60 feet and at Hudson Corners sufficient right of way was given for a 14° curve. Recommendation adopted by Commission.

At 2:15 P. M. bids were opened and read on the following projects:

ALBANY-CORVALLIS HIGHWAY GRAVEL SURFACING

More & Anderson	22,080.00
Metzger & Johnson	18,820.00
K. E. Hodgman	20,284.00
Pacific Bridge Co.	38,376.00
Bullis & Morrison	19,900.00
Scheil & McKy	20,096.00
Warren Construction Co.	23,800.00
Frazier & Samuel	24,676.00
Washburn & Hall	21,992.00
W. G. De Haven	30,984.00
Simonsen & Hefty	22,960.00
Peterson & Scott	24,260.00
Ryan & Catching	24,240.00
Madden & Wood	24,056.00*
J. C. Compton	24,080.00
L. B. Hickox & Co.	31,700.00
D. C. & A. L. Williams	19,460.00
Joplin & Eldon	23,420.00
Johnson Contract Co.	47,400.00
Greenwood & Dann	21,740.00

*No bid on maintenance material

COLUMBIA RIVER HIGHWAY SVENSEN-ASTORIA SECTION - ROADBED WIDENING

City Motor Trucking Co.	111,833.50
J. H. Tillman Co.	143,337.00
Henry Makela	101,976.50
John Slotte & Co.	81,232.00
Johnson Contract Co.	94,968.53

ASHLAND-KLAMATH FALLS HIGHWAY
HAYDEN CREEK-KENO SECTION - SURFACING

	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Metzger & Johnson	72,602.50*	66,950.00*	39,130.00*	34,050.00*
John Hampshire	55,201.00	52,407.00	35,350.00	34,715.00
More & Anderson	59,810.00	54,730.00	31,297.50	25,087.50
W. D. Miller	55,002.50	55,002.50	26,512.50	25,862.50
Schell & McKy	71,437.50	71,400.00		
D. C. & A. L. Williams	77,982.50**			
Warren Construction Co.	65,480.00	63,067.00	33,330.00	30,790.00
Ken Hodgman	76,487.50	67,597.50	56,812.50	46,652.50
Dunn & Baker	64,455.00	55,610.00	44,180.00	36,590.00

*Based on using 1½" Grizzly ahead of crusher on base course, will not maintain road if base is not completed this fall.

**See special bid. Run-of-bank gravel both courses.

PRINEVILLE-LAKEVIEW HIGHWAY
SUMMER LAKE SECTION - GRADING AND SURFACING

F. C. Bentz	14,185.00
H. J. Hildeburn	16,045.00

PRINEVILLE-LAKEVIEW HIGHWAY
CITY OF LAKEVIEW SECTION - GRADING AND SURFACING

F. C. Bentz	2,997.30
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PACIFIC HIGHWAY
COTTAGE GROVE NORTH SECTION - SURFACING

H. W. Oliver	3,072.00
S. L. Godard	4,400.00

ROOSEVELT COAST HIGHWAY
SOUTH PRAIRIE-WILSON RIVER SECTION - ROADBED WIDENING

F. C. Feldschau	23,957.50
A. T. Dolan	25,925.00

LA GRANDE-ENTERPRISE HIGHWAY
LA GRANDE-ISLAND CITY SECTION - RESURFACING AND BETTERMENT

Warren Construction Co.	48,649.00
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ROOSEVELT COAST HIGHWAY
HEBO-NESKOWIN SECTION - RECONSTRUCTION OF TWO BRIDGES

E. D. Olds	7,885.00
Ostrom Construction Co.	7,660.00
Mallory & Fletcher	6,202.50

ROOSEVELT COAST HIGHWAY
BRIDGE OVER WINCHUCK RIVER NEAR BROOKINGS

	Steel	Steel, fir piling	Wood, fir throughout
Union Bridge Co.	34,885.00		
Portland Bridge Co.	34,540.00	31,955.00*	
A. B. Gidley		26,895.00**	24,530.00**

*Bids 70 cents on Fir Piling

**Bids on Fir Lumber and Piling

COUNTY HIGHWAY
NEW PIER FOR EXISTING BRIDGE AT NEWBERG

J. W. Sadler	7,570.00
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COLUMBIA RIVER HIGHWAY
BRIDGE OVER BEAR CREEK NEAR SVENSEN

Henry Makela	9,010.00
Ostrom Construction Co.	8,300.00

OLD OREGON TRAIL
BRIDGE OVER GRANDE RONDE RIVER & O. W. R. R. & N. TRACKS NEAR PERRY

J. W. Sadler	45,678.50
John J. Badraun	46,575.00
A. Guthrie & Co.	48,586.25
Union Bridge Co.	39,135.00

MEDFORD-CRATER LAKE HIGHWAY
BRIDGE OVER LOST CREEK NEAR McLEOD

John Hampshire	8,842.50
Lindstrom & Feigenson	7,930.00
Ryan & Catching	9,905.00
Kuckenberg & Wittman	10,005.00

Attorney Richard Montague appeared in behalf of several property owners of Pacific City urging that the present road at Hudson Corners be used rather than the proposed cutoff. He was advised that a decision favoring the route asked for had already been made subject to right of way conditions.

Mr. L. L. Thornton and Mr. Tompkins invited the Commission to look over the river road from Dayton to Salem with the view of putting it on the state highway system.

Judge Pollock of Josephine County, Judge Gardner of Jackson County and N. H. Larson of Port Orford asked for a reconnaissance survey from Merlin in Josephine County through to Port Orford in Curry County.

This being largely in the National Forest, it was suggested that the matter be taken up with the Forest Service.

Mr. R. L. Sabin, representing the Grants Pass Chamber of Commerce, and Judge Pollock asked that the Commission rock surface the section of the Caves Road west of the Forest Boundary on which the grading has recently been completed. Matter taken under consideration.

Judge Gardner of Jackson County spoke about construction operations on the Crater Lake Highway between McLeod and Cascade Gorge saying that even though the contractors were limited to night work, the hotel and park managers felt that the fact that the road was under construction was keeping some visitors away. The Engineer reported that construction operations were limited to the period from 9 P. M. to 6 A. M., with an opportunity to pass at midnight, and that very few were traveling the road at night. Also if the contractor was closed down entirely, it would probably mean carrying the work into the tourist season next year. After some further discussion it was agreed to carry on the work on the night schedule as at present arranged unless it is found unsatisfactory.

Judge Gardner asked that the Commission advertise for bids on a bridge over Evans Creek near the city of Rogue River for Jackson County, to be paid for entirely by the county. The Engineer was instructed to prepare plans and specifications and advertise the same as requested at the next meeting of the Commission.

Judge Gardner also asked that plans be made for a new bridge across Rogue River at Gold Hill, eliminating the present grade crossing, and offered county cooperation. The Engineer reported that the present structure would serve present traffic but that a new bridge would be necessary in the future and when constructed should be built on the west side of the railroad and eliminate the present grade crossing, in which event application should be made to the Public Service Commission for adjudication of construction costs.

Commissioners Alley and Richards of Tillamook County asked that the Jetty Creek-Brighton Section be expedited. They were advised that an application to encroach on the railroad right of way had been made to the company, but that no decision had been received. However, the whole matter will come up before the Public Service Commission at a hearing next month and the Commission will take action on the matter after a reply is received from the railroad company or the matter adjudicated by the Public Service Commission.

Commissioner Alley asked for a survey from Hobsonville north to Mohler so that the County could get the necessary right of way. He said that if this is done, the people of Tillamook County would probably vote a special tax to complete the unfinished portion of the road.

W. E. Wadsworth of Harrisburg asked that the highway be located through the city. He stated that Harrisburg had voted bonds to take care of the city's share of the paving and asked that it be done this year. He

was advised that the location of the highway depended in a measure on the location of the Willamette river bridge which had not yet been definitely determined, and also that the plan had been to include the paving through Harrisburg at the same time that the paving was done between Junction City and the west end of the bridge.

Judge Mast of Coos County asked that the county be given full credit for the market road money expended (\$40,000) on the Roosevelt Coast Highway north of Coos Bay, instead of one-half or \$20,000 agreed to at the previous meeting. After consideration, the request was declined.

Judge Mast, Mayor C. R. Wade of Bandon, and J. E. Norton of Coquille asked that a contract be let for rock surfacing the entire Coquille-Bandon Section which is now under contract for grading. The Engineer reported that the surfacing material supply was very limited and that the best material obtainable within reasonable hauling distance was from the quarry at Bandon, from which the jetty rock had been taken, but that the supply available there was somewhat limited and it was the present property of the Government. The Engineer was authorized to take up with the Government engineers the matter of securing rock from the Government quarry and report back.

Mayor Wade of Bandon asked that the Highway Commission locate the route of the Roosevelt Coast Highway through Bandon. The Engineer reported on surveys of alternate routes which had been made and recommended the location from the present entrance to the city of Bandon on the east side, thence west along Second Street as now traveled to an intersection with Chicago Avenue, thence in a general southwesterly direction to an intersection with the Oregon Avenue township line at or near the jog in Seventh Street, thence south along the present located Roosevelt Highway to the corporate limits. On motion of Commissioner Van Duzer which was carried, the route as above recommended by the Engineer was adopted.

Judge Adkisson of Wasco County asked that the Commission advertise the entire section of The Dalles-California Highway from Dufur to the top of Tygh Ridge and also the section from Tygh Valley through Maupin to a point approximately 6 miles east and south of Maupin. The Commission declined the Dufur-Tygh Ridge Section but ordered the two sections, each approximately 6 miles long, extending east and west from Maupin for grading only.

Messrs. Bergman and Kyle of Florence and Commissioner Sharp of Lane County asked for the grading and surfacing of an 8 mile section of the Roosevelt Coast Highway north of Florence, offering county bond money in the sum of \$36,500 on this section. Matter taken under consideration.

Portland, Oregon, July 31, 1923.

The Commission met at 10:30 A. M., with all members present and participating.

JUL 31 1923

JUL 30 1923

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

City of Lakeview Section, Prineville-Lakeview Highway, grading and surfacing. On motion which was carried, the contract was awarded to F. C. Bentz of Lakeview at \$2,997.30.

Summer Lake Section, Prineville-Lakeview Highway, grading and surfacing. Bids taken under advisement.

Hayden Creek-Keno Section of the Ashland-Klamath Falls Highway. On motion which was carried, the award of the contract was made to W. D. Miller, the low bidder, on Alternate No. 1 at \$55,025.00. This alternate requires crushed gravel surfacing -- hauling to be done by the contractor.

Cottage Grove-North Section of the Pacific Highway, run of bank surfacing. On motion which was carried, the contract was awarded to H. W. Oliver, the low bidder, at \$3,072.00.

La Grande-Island City Section. On motion which was carried, the award of the contract was made to the Warren Construction Company, the low bidder, at \$48,649.00.

Albany-Corvallis Section, run of bank gravel surfacing. On motion which was carried, the contract was awarded to the low bidder, Metzger & Johnson, at \$18,820.00.

South Prairie-Wilson River Section of the Roosevelt Coast Highway in Tillamook County, roadbed widening. The low bid being in excess of the engineer's estimate, on motion which was carried, the bids were rejected and the engineer was instructed to do the work by day labor.

Svensen-Astoria Section, Columbia River Highway, roadbed widening and shoulder construction. On motion which was carried, the contract was awarded to John Slotte & Co., the low bidder, at \$81,232.00.

Bridge over Winchuck River on the Roosevelt Coast Highway in Curry County. This project having been advertised at the request of the Curry County Court, the bids received were referred to the County Court for disposition.

Bridge over Lost Creek near McLeod on the Medford-Crater Lake Highway. On motion which was carried, the contract was awarded to Lindstrom & Feigenson at \$7,930.00.

New pier for existing county bridge over the Willamette River at Newberg. This project having been advertised at the request of Yamhill and Marion Counties as a joint county project, the bid received was referred to the counties for disposition.

Reconstruction of two bridges on the Hebo-Neskowin Section of the Roosevelt Coast Highway in Tillamook County. The bids received being

in excess of the engineer's estimate, they were ordered rejected and the engineer instructed to do the work with state forces.

Bridge over Grande Ronde River and O.-W. R. R. & N. tracks near Perry. On motion which was carried, the contract was awarded to the Union Bridge Company, the low bidder, at \$39,135.00.

Messrs. Watkins and Seabrook, attorneys representing W. H. Lee, contractor on the Bear Creek bridge on the Columbia River Highway in Clatsop County, asked that Mr. Lee be given an extension of time and be permitted to finish the contract rather than awarding it to another. The Chairman asked if an extension of time was granted would the contractor agree to waive the customary ten days notice if unsatisfactory progress was being made and the Commission desired to take over and finish the work. Mr. Lee was present and answered, "Yes." With this understanding, the contractor was permitted to proceed and the bids received on this project were rejected.

Jefferson Myers asked the Commission to look over the road between Jefferson and Scio. Commissioner Malone agreed to go when opportunity offered.

Judge Barnard of Lane County invited the Commission to go over the route from Rainrock west to Florence and up the coast to Heceta Head. Reply was given that the Commission would try to make that trip this coming month.

Judge Sawyer of Deschutes County and Judge Wallace of Crook County asked that the Lapine-Fort Rock section be restored to the state highway system and also included on the Federal Aid map. The Commission stated that they would confer with the Federal authorities in this matter.

Mr. Percy A. Cupper, State Engineer, Judge Wallace and Judge Sawyer were present in the interest of the North Unit of Jefferson Water Conservancy District, in particular referring to the construction of The Dalles-California Highway around the flow line of the proposed reservoir rather than construction on the present route through the reservoir site. The Engineer reported that a survey of the alternate line had been completed and the estimated cost of constructing around the reservoir, using as much of the old road as possible, would be approximately \$104,000 in excess of the improvement through the reservoir site.

The matter of participating in the cost of construction of the alternate line by the district was discussed and Judge Wallace stated that any arrangement which was made would have to be approved by the State Irrigation Securities Commission. Mr. Cupper stated that he thought that the Securities Commission would be willing to have the North Unit stand part of the cost but did not think that the entire cost should be charged to irrigation. The matter of cooperation by Deschutes County was discussed, Judge Sawyer stating that his county could not cooperate to a greater extent than 50 per cent on the cost of the original line. After consideration, the following record was made:

In consideration of the agreement had with Judge Wallace, representing the North Unit, that they will advance to the Highway Commission from their first funds available, entering into a contract to so do, the sum of \$50,000 on account of the change of location on the Allen Ranch Section of The Dalles-California Highway, and in further view of the fact that Judge Sawyer is pledging Deschutes County as a part of the cooperation of Deschutes County of \$75,000 to be due from the bond issue voted upon August 31st, 1923 in Deschutes County plus approximately \$5,000 which he now has on hand, the State Highway Commission agrees to grade and surface from point marked "B" (on the new location around reservoir about one and one-quarter miles southeast of Allen Ranch) on sketch map of The Dalles-California Highway, Deschutes County, to point marked "C" (junction of new location with present graded road one-half mile south of Paulina Creek) and to surface from "C" to the Klamath County line, it being understood that Deschutes County, in providing approximately \$80,000 will have furnished the measure of cooperation that they are entitled to give the state in the said construction, the project to be immediately let on Deschutes County making available the \$75,000 from "B" to Lapine only; it being understood that the \$50,000 advanced by the North Unit is in full settlement of any cost of changing the location via the Allen Ranch. It is understood that the State Engineer will enter the necessary order pledging future allottees of water from Benham Falls Reservoir storage to contribute to the cost of said road in the same proportion that the North Unit has agreed to contribute to the cost of constructing the road around the reservoir site based on the pro rata share of each in said storage.

Judge Wallace asked that the Commission review the records on the history of the Crooked River Highway -- the extension to Paulina and the Bear Creek project. Crook County asks that the Commission at this time provide for the construction of an additional 14 miles south of the present Bear Creek project to make a connection with the Central Oregon Highway near Millican. The Secretary was instructed to supply the Commission with a copy of the record.

L. L. Porter, City Recorder of West Linn, asked the Commission to condemn the Knightly property at the west end of the Willamette River bridge at Oregon City, the object being to remove the present buildings to secure better sight distance and provide a park at the end of the bridge. He stated that Clackamas County will pay \$4,000 and the city of West Linn the balance if a reasonable award is made by the jury. On motion of Commissioner Van Duzer, which was carried, the Attorney was authorized to act in conjunction with West Linn and Clackamas County to bring a condemnation suit for this property.

A letter was received from the Baker County Court offering their \$100,000 bond money and asking state aid on a section of the Baker-Bridgeport-Unity project. After consideration, the Commission pledged 50-50 cooperation with the county on a section of this project and left it to the Chairman to take the matter up with the County Court as to where the money could be expended to the best advantage.

The minutes of the meetings of June 25 and 26, 1923 were approved.

The next meeting was set for August 27, at 2 o'clock P. M.

The Engineer recommended that the Seufert-Deschutes River Section and the Umatilla-Messner Section of the Columbia River Highway be resurfaced with 3 or 4 inches of crushed materials. After consideration, on motion of Commissioner Van Duzer which was carried, both of these projects were approved and the engineer authorized to advertise for bids for the same at the next meeting.

The Engineer was authorized to place temporary surfacing material on a one-half mile section of roadway on the Alsea Mountain project where the present road has been destroyed by grading operations in order to carry travel through the winter. Cost to be divided 50-50 with Benton County.

The Engineer reported on the condition of the bridge across the Wallowa River at Minam as instructed, and recommended that a new structure be built. On motion of Commissioner Van Duzer which was carried, the engineer was instructed to advertise the project for bids to be received at the next meeting.

The Engineer reported on the matter of the overflow conditions at the Santiam River south of Jefferson, stating that he had taken up in a tentative way a cooperative project with the railroad company engineers providing for the restoration of the river bank to prevent further erosion and consequent damage to railroad and highway bridges from overflow and drift. The Commission were agreeable to such an arrangement provided the cost to the state not exceed 25 per cent.

The Engineer reported on the matter of the von Babo patent No. 1,001,800, covering the internal rack feature used on the bascule lift spans of the Young's Bay bridge and proposed to be used on the Lewis and Clark bridge. The owners of the patent had made a claim for \$2,000 for the use of the patent on the Young's Bay bridge which is a double leaf trunnion bascule and \$1000 on the Lewis and Clark bridge which is a single leaf span of the same type. The Engineer recommended that it be paid inasmuch as it would cost more to evade the patent than was claimed as royalty as well as have a clumsy substitute and also that many other engineers had recognized the validity of the patent and had approved the payment of royalty charges. The Attorney reported that he had had considerable correspondence with the Attorneys for the inventor and had also conferred with the Attorney General who stated that, in his opinion in the absence of a court decision, the patent appeared valid and that he advised settlement at the price asked rather than to litigate it. After consideration, the Commission authorized the payment of the claim in the sum of \$3,000 in full payment for the use of the patent on the Young's Bay and Lewis and Clark Bridges. The Attorney was instructed to prepare the proper release.

In the matter of the bridge across the Klamath River at Keno, on which a report was requested at a previous meeting, the engineer reported that the present bridge appeared adequate for present traffic and would

recommend that reconstruction be deferred until next year.

In the matter of the request of Josephine County Court for a \$400 appropriation to be used for repairs on the Oregon Mountain section of the Grants Pass-Crescent City Highway, the Commission declined the request as a matter of precedent.

A request was received from the Wasco County Chamber of Commerce requesting that permission be given to erect signs over the highway near the county lines advising tourists of their entrance into Wasco County. The Commission granted approval providing the construction was substantial and that proper clearance to be designated by the engineer was provided.

The request of the County Court of Josephine County that the state purchase for park purposes a strip of land between the Pacific Highway and the Rogue River east of Grants Pass owned by a party named Adams and extending from Green's Creek easterly to the barn on the north side of the road which had been offered for \$2000 was declined.

The following requests for extensions of time were received and the following action taken:

L. B. Hickox & Co., contract No. 541, rock surfacing Unit No. 3, Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, requested an extension of time to August 31, 1923. The Engineer recommended, in view of the difficulties which had been experienced on this contract, that the extension requested be granted without penalty. Recommendation approved.

W. C. Stone, contract No. 489, grading the Camas Valley Section of the Coos Bay-Roseburg Highway, requested an extension of time to August 20, 1923. Inasmuch as there had been a large amount of extra work on this contract, largely on account of slides which required extra time for removal, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

H. E. Doering, contract No. 573, bridge over the South Umpqua River at Winchester, requested an extension of time to August 15, 1923. In view of the circumstances surrounding this contract, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

S. S. Schell, contract No. 540, rock surfacing Unit No. 2, Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, requested an extension of time to September 30, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

D. P. Plymale, contract No. 605, grading on the Parkersburg Unit of the Coquille-Bandon Section of the Roosevelt Coast Highway in Coos County, requested an extension of time to September 30, 1923.

The Engineer reported that the weather conditions this spring in Coos County had made it very difficult to secure reasonable progress, and recommended that the extension requested be granted without penalty. Recommendation approved.

Soleim & Gustafson, contract No. 618, paving Murder Creek Section of the Pacific Highway in Linn County, requested an extension of time to July 31, 1923. The work being completed except for the shoulders and the public having had use of the road, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Soleim & Gustafson, contract No. 650, paving Creswell Section of the Pacific Highway in Lane County, requested an extension of time to August 31, 1923. Satisfactory progress having been made, the Engineer recommended that the extension requested be granted without penalty.

Oregon Contract Company, contract No. 654, paving Unit No. 2, Oregon City-Bolton Section of the Pacific Highway in Clackamas County, requested an extension of time to September 30, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

A. Giebisch, contract No. 505, construction of thirteen wooden trestle spans on the Corvallis-Newport Highway, requested an extension of time to August 1, 1923. In view of the dilatory manner in which this contract has been handled, the Engineer recommended that the extension be granted with the provision that the contractor be charged the engineering costs from the original time limit, July 31, 1922, to date of completion, and recommended further that if these bridges are not completed on August 1 that the state complete the work with their own forces and charge the contractor for the same. Recommendation approved.

A. Giebisch, contract No. 426, 10.6 miles of grading, Chitwood-Toledo Section, Corvallis-Newport Highway, requested an extension of time to July 31, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Johnson Contract Company, contract No. 492, grading the Booth Hill-Forest Boundary Section of the Mt. Hood Loop Highway in Hood River County, requested an extension of time to August 10, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Sloane Construction Company, contract No. 558, surfacing, Wallowa Hill Section of the La Grande-Enterprise Highway, requested an extension of time to July 15, 1923. The Engineer recommended that the engineering costs be charged to the contractor subsequent to May 1, 1923. Recommendation approved by the Commission.

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

Roy A. Klein
State Highway Engineer

Wm. D. Doby
Chairman

H. B. Van Duzer

W. H. Malone

Portland, Oregon, August 27, 1923.

The Commission met in Room 520 Multnomah County Court House at 2 P. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids on the following grading, surfacing and bridge projects were opened and read:

COLUMBIA RIVER HIGHWAY
EAST OF ASTORIA, - DRAINAGE TUNNEL AND SHAFT

Soleim & Gustafson 7,640.00

COLUMBIA RIVER HIGHWAY
MESSNER-UMATILLA SECTION - RESURFACING

	Alternate "A"	Alternate "B"
Dunn & Baker	64,480.00*	37,800.00*
Warren Construction Co.	64,875.00	
Geo. K. March	65,200.00	34,250.00
D. C. & A. L. Williams	52,005.00	
J. K. Shotwell		22,780.00

*Based on completion March 31, 1924.

PENDLETON-JOHN DAY HIGHWAY
NYE-LAZINKA RANCH SECTION - GRADING & SURFACING

	Concrete Pipe	Corr. Iron Pipe
Newport Construction Co.	73,164.00*	72,576.00*
Greenwood & Dann	74,964.00	73,104.00
Geo. K. March	70,112.50	69,803.50
Carlson & Nyberg	64,064.00	63,692.00

Cont'd

Nye-Lazinka Ranch Section - Cont'd

Warren Construction Co.	81,908.00	81,773.00
Bauers & Bauers	72,797.50	72,542.50
Morrison-Knudsen Co.	67,409.00**	66,497.00**

* No bid on filler.

**No bid on overhaul.

COLUMBIA RIVER HIGHWAY
SEUFERT-DESCHUTES RIVER SECTION - RESURFACING

	Alternate "A"	Alternate "B"
Dunn & Baker	52,152.00	37,800.00
Warren Construction Co.	55,170.00	
D. C. & A. L. Williams	41,007.00	
Root & Joslin	45,925.00	27,940.00
Geo. K. March	50,625.00	31,925.00

WEST SIDE, TUALATIN VALLEY, McMINNVILLE-TILLAMOOK HIGHWAYS
MISCELLANEOUS PAVING AND REPAIR WORK

Warren Construction Co.	23,446.20*
J. C. Compton	20,113.20**

* See letter.

**Tandem roller to be used; crushed gravel in wearing surface.

JACKSON COUNTY ROAD
BRIDGE OVER EVANS CREEK NEAR ROGUE RIVER

E. D. Olds	7,446.00
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LA GRANDE-JOSEPH HIGHWAY
BRIDGE OVER WALLOWA RIVER AT MINAM

J. W. Sadler	22,540.00
Jas. J. Burke & Co.	26,082.50
Union Bridge Co.	24,810.00
Illinois Steel Bridge Co.	22,165.00
J. J. Badraun	21,830.00

WEST SIDE HIGHWAY
BRIDGE OVER RICKREALL CREEK AT RICKREALL

	Wood	Concrete
J. W. Sadler	16,595.00	21,840.00
Barhan & Marshall	17,222.70	
Portland Bridge Co.	15,980.00	21,566.00
Union Bridge Co.	17,105.00	
Lindstrom & Feigenson	16,098.60	21,752.00
Wm. D. Hoffman	15,264.00	20,330.00

AUG 27 1923

Commissioners Alley and Richards of Tillamook County and Mr. Hudson asked the Commission to accept a 28 degree curve at Hudson Corners on the Neskowin-Hebo Section of the Roosevelt Coast Highway instead of the 14 degree curve which had previously been agreed upon. The Commission declined to make any changes in the former arrangement.

Judge Mast of Coos County stated that the county bond funds on the Coos Bay-Roseburg Highway were exhausted and it was estimated that the county would be \$26,500 short in meeting their obligations. He asked that the state advance this amount for the County on going contracts and stated that he would endeavor to have the amount included in the county budget for next year to reimburse the state for the advances made. The Secretary was instructed to send Judge Mast a statement of the account so that he might have the definite figures to present to the County Tax Supervisory Commission.

Judge Adkisson of Wasco County appeared in the matter of revising the location of The Dalles-California Highway so as to pass through the main street of Maupin. The Engineer reported that the change would increase the distance about 600 feet and that the cost would be slightly greater. Judge Adkisson urged that this change be made in order to develop the town and offered in behalf of the county to cooperate to the extent of 50 per cent of the additional cost. The Engineer recommended that the line passing through the town be approved inasmuch as there were no other towns of equal size for many miles in either direction and it would be a convenience to through travel. On motion of Commissioner Van Duzer the location passing through the main street of Maupin was adopted for the location of The Dalles-California Highway.

Judge Adkisson invited the Commission to be present at a celebration to be held in Dufur on August 30th, the occasion of the opening of The Dalles-Dufur Section. The Commission stated that some one would be present to represent the Commission on that date.

Judge Adkisson asked that the necessary guard fence be built on The Dalles-Dufur Section and offered 50 per cent cooperation by the county. The offer was accepted and the Engineer was instructed to advertise the same for bids to be received at the next meeting.

The Engineer reported that some guard fence was needed on the Hood River Section of the Mt. Hood Loop Highway and that Hood River County had offered fifty per cent cooperation. The offer was accepted and the engineer was instructed to advertise the same for bids to be received at the next meeting.

Mr. Homer Wall, Roadmaster of Sherman County, asked in behalf of Sherman County that the 20 mile section south of the Sherman-Wasco County Line in Wasco County connecting The Dalles-California Highway and the Sherman Highway be considered for early construction. Matter taken under consideration.

Mr. Wall referred to state cooperation in the city of Wasco,

Sherman County, for the improvement of the main street (which is also the route of the Sherman Highway). The Engineer recommended that the state pay the county the equivalent cost of one-half of an eighteen foot width of macadam which is estimated and agreed to be \$1,250. On motion which was carried, the Commission approved the payment of \$1,250 to Sherman County as recommended.

Mr. D. N. Brownlee of the Brownlee Lumber Company made an application to haul lumber over the Crater Lake Highway between McLeod and Medford by means of a heavy tractor and a string of trailers. The matter of interference with traffic and also the question as to whether the trailers would track on the curves was discussed at some length. After giving the matter considerable study and thought the Commission decided to decline the request and the Secretary was instructed to so notify Mr. Brownlee.

Judge Schanep, Commissioners Bean and Hales of Umatilla County asked the Commission to consider in their next year's program the construction of that section of the Oregon-Washington Highway between Vinson and the Morrow-Umatilla County Line. Matter taken under consideration.

Mr. C. C. Pressley of Newport representing the Chamber of Commerce of Newport asked that the Commission designate a temporary route connecting the Toledo-Newport Section at Cape Street in the city of Newport with the water front on the Bay to be used until the traffic requirements justify better ferry service or a bridge connecting at South Beach. After hearing the report of the Engineer and giving the matter further consideration, the Commission adopted as a temporary route connecting the state highway with the Bay water front the survey made by Engineer F. N. Drinkhall in July, 1923, described as follows: South on Cape Street from 6th to Newport Street, thence southwest on 6th Street to Lee Street cutting across the northwest corner of Block 52, thence south on Lee Street to 5th Street, thence in a general southerly direction cutting diagonally across Blocks 45, 37, 36, 10 and 3 to an intersection of Abbey Street and Ferry Street.

Portland, Oregon, August 28, 1923.

The Commission reconvened in Room 520 Multnomah County Court House at 10 A. M., all members present and participating.

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

Timber lined drainage tunnel, Clatsop County. On motion which was carried, the bid received was rejected since it was in excess of the engineer's estimate.

Messner-Umatilla Section, Columbia River Highway, Morrow and Umatilla Counties. On motion which was carried, the award of the contract was made to the low bidder J. K. Shotwell on his bid of \$22,780.00 for

furnishing crushed rock in the bunkers.

Nye-Lazinka Ranch Section, John Day-Pilot Rock Highway, Umatilla County. This project being a county project and the award to the low bidder being agreeable to the county court, with the proviso that one-half mile be cut off the south end of the project which had been agreed to by the contractor, the award was made to Carlson & Nyberg, using corrugated iron pipe, at \$63,292.00, less a deduction for the one-half mile unit which has been excluded from the contract.

Seufert-Deschutes River Section, Columbia River Highway in Wasco County. On motion which was carried, the bids received on this project were held for further consideration.

Paving bridges and bridge approaches and repair work between McMinnville and Bellevue in Washington and Yamhill Counties, West Side, Tualatin Valley and McMinnville-Tillamook Highways. On motion which was carried, the contract was awarded to J. C. Compton on his revised bid of \$19,663.00.

Bridge over Rickreall Creek at Rickreall, West Side Highway, Polk County. Inasmuch as this is a contract which was advertised for Polk County, on motion which was made and carried, it was referred to the County Court of Polk County for approval. Commissioner Malone and the Engineer were also instructed to confer with Polk County in reference to the acceptance of the concrete alternate and were authorized to cooperate with the county on this structure in the amount of one-half the difference in cost on the approaches between the wooden and the concrete design.

Bridge over Evans Creek in Jackson County. Inasmuch as this structure was advertised for Jackson County, on motion which was carried, the proposals received were referred to the Jackson County Court for approval.

Bridge over the Wallowa River at Minam, Wallowa County. On motion which was carried, the award was made to the low bidder, J. J. Badraun, at \$28,230.00.

H. J. Ottenheimer, representing the Recreation Committee from the Chamber of Commerce, urged that the Brighton-Jetty Creek Section of the Roosevelt Coast Highway in Tillamook County be completed as early as possible so that it may be available for use in 1924. Commissioner Van Duzer reported that he had the matter up with the General Attorney of the Southern Pacific Company and hoped for early action by the officials of that company permitting the Highway Commission to encroach on the railroad property at that point.

Commissioner Sharp of Lane County asked the Commission to pave the 500 foot section on the McKenzie Highway between the bridge over the Willamette River near Springfield and the junction with the Pacific Highway. He stated that the county would grade it according to state

specifications if the state would pave, and urged that the work be done now while the paving contract was in progress immediately adjoining on the Pacific Highway. The Engineer reported adversely on the project inasmuch as a new bridge will be required in the near future over the Willamette River and that a better connection with the main street of Springfield could be made by placing the bridge farther down stream. The matter was taken under advisement.

Commissioner Sharp objected to the location of a section of the Willamette Highway between Goshen and Lowell on account of damage to farm property. The Commission agreed to look over the location in the near future.

Judge Dodson of Baker County appeared in the interests of the Baker-Unity project. He asked that the section between the foot of Stice's Gulch over the summit of Dooley Mountain to the foot of Mill Gulch be constructed and offered in behalf of Baker County 50 per cent cooperation, of which \$100,000 was to be paid in cash and asked the state to carry the county for the balance, their share to be repaid at the rate of \$10,000 per year. Matter taken under consideration.

Mr. F. A. Hutto asked that the Klamath Falls-Lakeview Highway be located north from Dairy to the Sprague River to Beatty, Bly and Lakeview. Mr. Hutto made a presentation of the facts and figures in support of this matter.

Judge Bunnell of Klamath County was also present and stated that he favored the so-called Royston route which passes through Bonanza and goes thence in a northeasterly direction to Bly. The Engineer was asked for a complete report on these alternate routes and the Commission indicated their intention to visit Lake and Klamath Counties and go over the entire situation before making a decision.

Judge Bunnell asked that the section of The Dalles-California Highway in the northern part of the county be placed on the 1924 program. The Commission advised him that they hoped to secure forest funds for such a project.

Judge Bunnell stated that the Court of Klamath County had received a grant of right of way across the Indian lands on the Klamath Reservation where required by the construction of the Fort Klamath-Barclay Springs Section of The Dalles-California Highway, from the Interior Department but it required that any future irrigation or drainage pipes or structures required to cross the road would be put in at the expense of the county. This, he stated, would be contrary to the policy of the county but that he did not think the Government officials would recede from their position. He stated that the section was well developed at the present time and did not think that excessive improvements of this nature would be required but asked that in view of the circumstances would the Commission agree to divide the costs equally with the county on such as might be required. After consideration the Commission agreed to cooperate fifty-fifty with the county on such crossings as are required

in the future with the understanding that it is not to be taken as a precedent.

D. C. Brownell of Umatilla spoke of the bridge at Umatilla and asked that this structure be rebuilt inasmuch as the present bridge is submerged at flood stage of the Columbia and it is necessary to use a ferry. Commissioner Van Duzer, speaking for the commission, stated that if the county were ready to cooperate on this bridge the Commission would be willing to consider the project for next year's program.

The Commission approved the minutes of July 30 and 31, 1923.

On motion of Commissioner Van Duzer, an appropriation of \$500 was made to the Forest Service for maintenance work on the Clear Lake-Wapinitia Section of the Old Barlow Road to be matched by an equal appropriation by the Forest Service, the purpose of the work proposed being to put the road in condition for summer travel.

In the matter of adding the connection from the Mt. Hood Loop to The Dalles via Mill Creek to the Forest Highway map requested by the Forest Service, on motion of Commissioner Van Duzer which was carried, the request was declined, because the Commission is not in favor of adding any more forest roads to the map until further progress is made on the roads already designated as forest highways.

A letter was received from the Spokane, Portland & Seattle Railway Company offering \$500 cooperation in the construction of drainage tunnels at the slide $1\frac{1}{2}$ miles east of Astoria. The cooperation offered was accepted by the Commission.

The Engineer was authorized to advertise for bids on the Snake River bridge at Ontario as soon as a permit has been received from the War Department and the plans and specifications are ready.

The advertising of the Coquille-Bandon Unit for surfacing was deferred in order to give more time to study the materials supply.

The County Court of Lincoln County requested that the survey of the Roosevelt Coast Highway between the Siletz River and Otter Rock be made during the present season. The Commission declined the request for the reason that there is no engineering party available at this time for the work.

The Engineer requested authority for the expenditure of approximately \$8,000 to construct additional snow fences on the Oregon-Washington Highway between Pendleton and the state line and on the Old Oregon Trail between La Grande and Pendleton across the summit. On motion which was carried, the expenditure was approved.

The Engineer was instructed to complete the survey of the Corvallis-Newport Highway in Benton County between Wren and Corvallis during the fall and winter.

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The Engineer reported that additional surfacing was needed on the forest section of the Ochoco Highway in Crook and Wheeler Counties to carry the traffic through next winter and spring and asked for an appropriation of \$13,000 for this purpose, proposing to take talus material from pits near the east and west ends of the forest project and cover those portions where necessary, the work to be done with state trucks and forces.

The matter of designating the Jefferson-Scio project as a state highway came up again through a letter from Scio Business Men's Association. Matter passed without action.

A request was received from F. D. McCully, County Commissioner of Wallowa County asking that the state highway be extended from Joseph to the head of Wallowa Lake a distance of approximately 6 miles southward. The matter was referred to the Chairman.

Commissioner Van Duzer 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 designated as Chapter 4 of Title XXX, Oregon Laws, the road hereinafter described is a road designated as a state highway of first importance to the general public of the State of Oregon, and a road which the State Highway Commission is directed and authorized to locate and permanently construct and improve and maintain, and which said road is described as follows, 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 at Junction City;

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

AND WHEREAS, said highway has been definitely surveyed and located upon the ground, and is being permanently improved through Clackamas County, a portion of which said highway within said County, as located, surveyed and adopted, encroaches and abuts upon the premises claimed to be owned by and in the possession of Albert James Knightly, Fritz Griessen and Josephine Griessen, which said premises are needed and required in connection with the proper maintenance, construction and improvement of said highway, the said premises being described as follows:

"Being a part of Unit B, West Oregon City, as dedicated by the Moody Investment Company June 4th, 1913, and recorded August 1st, 1913, at page 5 Book 13,

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Record of Town plats for Clackamas County, State of Oregon, more particularly described as follows, to-wit:

Beginning at the initial point of the survey of this tract, which is the Northwest corner of the tract, said initial point being marked by a fir stake three inches square, painted white, driven in the ground one foot, on the Southeast line of County Road No. 195, South eighty-eight (88) degrees, fifteen (15) minutes west, one hundred eighty-five and seventy-six one hundredths (185.76) feet, and South sixty-one (61) degrees, twenty-three (23) minutes West, seventy-four and fifteen one hundredths (74.15) feet from the re-established southeast corner of the Southwest quarter of Section thirty (30), Township Two (2) South, Range Two (2) East of Willamette Meridian, Clackamas County, Oregon; thence south fifty-four (54) degrees, thirty-six (36) minutes East ninety-four and thirty-five one hundredths (94.35) feet to a fir stake three inches square; thence in a southerly direction around a curve to the left, said curve having a central angle of fourteen (14) degrees, four (04) minutes and a radius of two hundred sixty-four and seventy-five (264.75) feet, a distance sixty-four and ninety-one one hundredths (64.91) feet to a fir stake three inches square, said stake marking the beginning of a curve to the right, said curve having a central angle of twenty-two (22) degrees, forty-eight (48) minutes and a radius of seventy-five (75) feet; thence around said curve to the right a distance of thirty-seven and sixty-two one hundredths (37.62) feet to a fir stake three inches square, on the Northeast side of County Road No. 195, thence North thirty-four (34) degrees thirty-five (35) minutes West forty-nine and ninety-seven one hundredths (49.97) feet to a fir stake three inches square, said stake marking the beginning of a curve to the right, said curve having a central angle of forty (40) degrees, thirty-one (31) minutes and a radius of one hundred seventy and four one hundredths (170.04) feet thence around said curve on the northeast line of County Road No. 195, to the right a distance of one hundred twenty and thirty one hundredths (120.30) feet to the point of beginning, comprising an area of twelve one hundredths (.12) acres, more or less.

AND WHEREAS, it is necessary that the State of Oregon acquire title to the above described parcel of land for right-of-way purposes, and for the purpose of aiding the State and the State Highway Commission in properly improving and maintaining said highway, and in order to make it possible for the State and the State Highway Commission to preserve the attractions and scenic beauties along and adjacent to said highway in close

proximity to the bridge constructed by the State over the Willamette River between Oregon City and West Linn, and in order to make possible a safe and convenient highway for the traveling public, and to make it possible for the Highway Commission to prevent the obstruction of the sight view in close proximity to said bridge.

AND WHEREAS, the County of Clackamas has failed and neglected to acquire sufficient right-of-way for the highway connecting with the approach to said bridge, and has failed and neglected to acquire title to the parcel of land herein described, for the purposes herein set forth, and by reason of said failure and neglect it has become necessary for the State, through its State Highway Commission, to acquire title to said parcel of land, either by agreement, purchase, condemnation, or by the exercise of the power of eminent domain, as provided by law.

AND WHEREAS, the State Highway Commission has heretofore attempted in good faith to agree with the owners of said parcel of land, and said State Highway Commission has attempted to agree upon the terms and conditions upon which said parcel of land might be acquired for the purposes herein set forth, but said Commission is unable to reach any satisfactory or reasonable agreement with said owners, and therefore now requests the Attorney General of the State of Oregon to prosecute the necessary proceedings to acquire title to said parcel of land for the purposes herein set forth.

AND WHEREAS, the above described parcel of land is required and is necessary for the purposes herein stated, and in the judgment and opinion of the Highway Commission the acquisition of said parcel of land for the State will be for the benefit of said state highway, and will aid in the preservation and maintenance of the roadbed of said highway, and for the preservation and maintenance of the attractions and scenic beauties along and adjacent to said highway, and in the judgment and opinion of the Highway Commission it is hereby declared that the acquisition of said parcel of land for the purposes herein stated, is necessary in the interests of the State and of said highway.

THEREFORE, BE IT RESOLVED, that the above described parcel of land be and the same is hereby declared to be necessary, and that a need exists for the acquisition of the same for the purposes herein set forth, and that the procurement of said parcel of land will be for the benefit of said highway and will aid in the maintenance and preservation of the attractions and scenic beauties along said highway, and will likewise aid in the maintenance and preservation of the roadbed of said highway.

AND BE IT FURTHER RESOLVED, that a further effort be

made by the Highway Commission, through its attorney, and through the Attorney-General's office of the State of Oregon, to agree with the owners of said parcel of land with respect 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 made, then

IT IS 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 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, franchises and privileges for the proper location, establishment, maintenance and improvement of said highway over and across the said premises, and for the preservation of the roadbed and the attractions and scenic beauties of said highway.

The motion was carried unanimously.

The Warren Construction Company offered to reduce their bid on the La Grande-Island City paving project, a lump sum of \$4,600.00 if permitted to substitute crushed gravel instead of crushed rock. The Engineer reported that he had investigated the crushed gravel proposed to be used and found that it contained about 75 per cent of fractured surfaces and under these conditions he recommended the acceptance of the change provided the lump sum deduction was reduced to a unit price basis. After consideration the Commission accepted the proposal and instructed that the contracts be drawn in accordance with the revised figures.

The following requests for extensions of time were made:

Metzger & Johnson, contract No. 533, surfacing, Winston-Camas Mountain Section, requested an extension of time to August 15, 1923. Inasmuch as the contractors had maintained this section of the highway during a portion of the winter months, the Engineer recommended that the extension be granted with no penalty for extra engineering costs. Recommendation approved by the Commission.

D. C. & A. L. Williams, contract No. 562, Multnomah County Line-Sandy Section of the Mt. Hood Loop Highway in Clackamas County, surfacing, requested an extension of time to September 15, 1923. The Engineer recommended that the extension be granted subject to the assessment of engineering costs, except as provided in the first extension which covered the period to July 1, 1923.

Warren Construction Company, contract No. 660, bridge over Pilot Butte Canal at Bend, requested an extension of time to August 31, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

More & Anderson, contract No. 601, Madras-Wasco County Line Section, The Dalles-California Highway in Jefferson County, requested an extension of time to October 31, 1923. In view of the difficulties encountered on this project and the progress made, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

A. D. Kern, contract No. 626, Rhinehart Approach Fills on the La Grande-Enterprise Highway, requested an extension of time to August 15, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Sloane Construction Company, contract No. 580, surfacing, Unit No. 2 Island City-Elgin Section of the La Grande-Joseph Highway in Union County, requested an extension of time to October 15, 1923. In view of the poor progress which had been made on this project, the Engineer recommended that the extension of time be granted with full engineering penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 524, surfacing, Blodgett-Eddyville Section of the Corvallis-Newport Highway, requested an extension of time to October 31, 1923. In view of the fact that the quantities on this project had been increased the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. K. Shotwell, contract No. 640, furnishing surfacing materials for the Echo-Pendleton resurfacing project, requested an extension of time to August 15, 1923. In view of the fact that the quantities had been increased the Engineer recommended that the extension be granted without penalty. Recommendation approved.

The Chairman reported on the matter of the route of the La Grande-Joseph Highway through the city of Elgin and recommended that the following route be adopted: "North on Front Street to B Street, thence east on B Street to Balm Street, thence diagonally across the block to the bridge across the Grande Ronde River as surveyed by the engineer and designated as Route 2." Recommendation approved by Commission and above route adopted.

The date for the next meeting was set for September 24 at 2 o'clock P. M.

A delegation from Baker County urged that a section of the Baker-Unity Road be put under construction using \$100,000 of county bond money as cooperation to be matched by the state and asked the Commission to advance such additional funds for the county as are required, to be repaid out of future tax levies. The inability of the present county officers to pledge future funds was discussed. The matter was held for further consideration and the Chairman authorized to confer with the county officials relative to the unit of the project which they considered most important.

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

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Doby
Chairman
W. H. Malone

Portland, Oregon, September 24, 1923.

The Commission met in Room 201 Multnomah County Court House at 2:00 P. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

At 2:00 o'clock, the Commission opened bids on the following projects:

COLUMBIA RIVER HIGHWAY
DRAINAGE TUNNEL AND SHAFT EAST OF ASTORIA

J. A. Barnard	7,750.00*
Henry Makela	Cost plus 10%
Lungo & Nelson	6,975.00
Joplin & Eldon	7,097.50
Iver J. Rosten Co.	6,030.00
J. W. Forrester	5,425.00
John Slotte & Co.	6,340.00
Theodore Knudson	23,650.00**
Soleim & Gustafson	7,640.00

*\$3.00 per cu. yd. for solid rock; cost plus 10% for extra cost account ground movement.

**See letter.

MT. HOOD LOOP AND THE DALLES-CALIFORNIA HIGHWAYS
WOOD GUARD FENCE

Tom R. Pearce	13,702.00
Frazier & Samuel	17,000.00
Gordon Wilson	15,603.50
Johnson Contract Co.	14,504.00
Sears & Peterson	13,032.40
DeHaven & Son Hardware Co.	11,885.50
Soleim & Gustafson	11,692.00

THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES RIVER CROSSING SECTION - GRADING

Concrete Pipe Corr. Iron Pipe

Unit No. 1

Elliott, Scoggin & Paquet	51,490.00	51,035.00
Morrison-Knudsen Co.	40,816.00	39,596.00
Montague-O'Reilly Co.	46,334.40	45,532.00
Johnson Contract Co.*	50,262.00	49,457.00
Bauers & Bauers	39,978.00	38,569.00
Cochran Construction Co.**	54,510.00	53,986.00
Porter & Conley	50,900.00	51,001.00

Unit No. 2

Elliott, Scoggin & Paquet	72,764.00	72,265.50
Morrison-Knudsen Co.	77,972.00	76,632.00
Montague-O'Reilly Co.	73,914.80	73,144.80
Johnson Contract Co.*	79,500.00	78,728.00
Bauers & Bauers	61,041.50	59,641.50
Cochran Construction Co.**	92,285.00	91,905.00

Units No. 1 and No. 2 Combined

Elliott, Scoggin & Paquet	124,254.00	123,300.50
Morrison-Knudsen Co.	117,288.00	114,728.00
Montague-O'Reilly Co.	118,999.20	117,426.80
Johnson Contract Co.*	128,762.00	127,185.00
Bauers & Bauers	100,519.50	97,710.50

* Will not accept one unit.

**Will not accept both units.

Representing the County Court of Linn County and the Albany Chamber of Commerce, Mr. Frank J. Miller, Mr. E. D. Cusick and Mr. Sears asked for special consideration on the part of the Highway Commission in the construction of a bridge across the Willamette River at Albany. They stated that the county was unable to finance the entire cost of this structure, the tentative estimate of which is \$294,000. The delegation asked that the Highway Commission aid to the extent of taking one-half of the cost. They further stated that it will be necessary to raise the county funds by a bond issue and if the Highway Commission would contribute one-half of the cost, the County Court would agree to put it on the ballot at the November election. They also stated that it was proposed that the city of Albany take one-quarter of the county's share. The matter was taken under consideration.

In the matter of the bridge over the Willamette River at Harrisburg, the Linn County delegation stated that they proposed to vote on a

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bond issue for their share of the cost at the November election also. The Commission reaffirmed the previous arrangement whereby one-third of the cost would be provided by the state whenever the two counties would each make available an equal amount; i. e., one-third of the total cost.

Judge Wallace of Crook County and Judge Sawyer of Deschutes County appeared in the matter of the designation of the road north of Fort Rock as a part of the Federal Aid system. Judge Sawyer stated that he objected to the road from Fort Rock north to connect with the Central Oregon Highway unless the Fort Rock-Lapine connection was also included.

Judge Sawyer stated that their county bond issue had carried and asked that bids be received for the grading of the Allen Ranch South Section around the reservoir and the surfacing of the entire section to Lapine, the cooperation to be in harmony with the previous agreement. After consideration, on motion of Commissioner Van Duzer which was carried, the Engineer was instructed to advertise for bids on grading and surfacing, either or both, at the most advantageous time.

Commissioner Dean of Malheur County, W. S. Bruce, J. R. Blackaby and T. T. Kohout presented a petition asking that the Nyssa-Jordan Valley project be designated as an all Oregon road and designated a state highway. Their statement was that 20 miles have already been graded and there are some local funds available for further construction. On motion of Commissioner Van Duzer, the Engineer was instructed to report to the Commission on this project with estimates of cost.

Mr. Harvey Starkweather asked that the east side road through Milwaukie between Oregon City and the Multnomah County Line be designated as a state highway, presenting figures as to county expenditures on this road and the amount of travel during the present season. Matter taken under consideration.

Mr. O. W. Parker of Coos Bay asked the Commission to include in their budget for next year a sufficient sum to complete the grading and surfacing of the Coast Highway from the north side of the bay to Lakeside. Matter taken under consideration.

A letter was received from Judge Hasbrouck of Hood River County, asking cooperation by the state on the connection between the Columbia River Highway and the Hood River-White Salmon Interstate Bridge. After consideration, it was decided to decline the request.

Portland, Oregon, September 25, 1923.

The State Highway Commission met in Room 201 Multnomah County Court House at 10 o'clock A. M. Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, Secretary and State Highway Engineer.

The Secretary read the tabulation of the bids received. The following action was taken:

Timber lined drainage tunnel near Astoria, Clatsop County. On motion which was carried, the bid was referred to the Engineer for further consideration.

Guard fence on Mt. Hood Loop and The Dalles-Dufur Section in Hood River and Wasco Counties. On motion which was carried, the contract was awarded to the low bidder, Soleim & Gustafson at \$11,692.00.

The Deschutes River Crossing Section of The Dalles-California Highway, Units 1 and 2. The low bid of Bauers & Bauers for combined Units 1 and 2 at \$100,519.50 is satisfactory, but since formal approval of the project has not been received from the Secretary of Agriculture, the Secretary was instructed to hold the bid until formal approval is received from the Government authorities.

Dr. Wheeler, President of the Gold Beach Chamber of Commerce, and N. H. Larson of Port Orford asked for a survey of the four mile stretch of the Roosevelt Coast Highway between Mussel Creek and Euchre Creek this year. The Engineer reported that tentative arrangements for the survey of this section had been made with the Bureau of Public Roads and in view of this, the Engineer was instructed to take the matter up again with Mr. Purcell.

Judge Barnard of Lane County again presented the matter of paving between the Springfield bridge and the Pacific Highway, which is a short gap on the McKenzie Highway about 500 feet in length. The Commission declined, believing that the necessary funds could be spent to better advantage on other sections of the McKenzie Highway.

W. T. Vinton, representing De Haven & Son Hardware Company, objected to the award of the contract for guard fence in Hood River and Wasco Counties to Soleim & Gustafson, since their bid came in late by mail. Because the Commission had given the bidders opportunity to object at the time of the opening and no protest had been made, the Commission considered the matter closed and declined to reconsider their previous action.

The Commission approved the minutes of July 30 and 31, 1923.

The Engineer reported that negotiations had been completed with Root & Joslin, the low bidders on the Seufert-Deschutes resurfacing project on which bids had been received at the last meeting whereby a reduction of ten cents per cubic yard had been secured. The Commission approved the award to Root & Joslin on that basis.

Commissioner Malone reported that he and the Engineer had had a conference with the Polk County Court about the Rickreall Bridge and that the county had agreed to put in \$17,500 on a concrete structure provided the state would make up the balance, which is estimated to be \$2,500. As a further consideration, the state agrees to construct the embankment approaches on each end. The Commission approved this arrangement and authorized the Secretary to prepare the contracts with the low bidder, W. D. Hoffman.

The Engineer presented the proposal of the Warren Construction Company to substitute the Warrenite bitulithic specification on the La Grande-Island City project, instead of the standard bitulithic specification on which bids were called, at the same unit price. The Warren Construction Company agreed to make this change without additional cost to the state for royalty, which was also confirmed by the Warren Brothers Company. The Engineer recommended that the substitution be made, conditioned upon the usual inspection and control. On motion of Commissioner Van Duzer, which was carried, the Engineer was authorized to change the specifications accordingly.

The Engineer reported that the Southern Pacific were unwilling to go ahead with the proposed dike at the Santiam River near Jefferson unless the state would cooperate 50%. The Engineer recommended that the work be done on that basis of cooperation inasmuch as it is very important to the protection of the highway structures. After consideration, on motion of Commissioner Van Duzer, the Commission voted to cooperate fifty-fifty with the railroad company on the basis of a total cost of \$20,000 for this improvement, and the Engineer was authorized to proceed with that understanding.

The Engineer reported that it would be necessary to secure approximately 10,000 cubic yards of rock for the bank protection work proposed and for riprapping the roadway embankment and bridge ends, and that negotiations with the owners of the only available material near the site had not been successful thus far. Thereupon, Commissioner Van Duzer 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 4 of Title XXX, Oregon Laws, and by virtue of Chapter 237 of the Laws of 1917, now known as Chapter 1 of Title XXX, Oregon Laws, that road hereinafter described has been designated as a state highway of first importance to the general public, 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 state highway at Junction City;

and by the terms of said statutes, and by the provisions of the other laws of the State of Oregon it is provided and determined that said

highway shall be permanently constructed and finished with a hard surface improvement and shall be so maintained;

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, pursuant to the provisions and requirements of the laws of the State of Oregon, the State Highway Commission has permanently constructed and improved the said highway and is maintaining the same as a permanently constructed and finished public highway;

AND WHEREAS, the Santiam River at a point in close proximity to said highway has as a result of floods and freshets broken and washed away the bank, thereby permitting the river to cut a channel over and across property located between the Pacific Highway and said River and through this channel during floods and freshets great volumes of water flow, and drift and other debris are carried and washed with great force and violence against the bridges, trestles and roadbed of the Pacific Highway, with the result that the said bridges, trestles and roadbed have on several occasions been washed out and carried away, to the damage and injury of the State of Oregon, and the State has been required at great expense to restore and reconstruct the said roadbed and replace the said bridges and trestles;

AND WHEREAS, in the restoration and reconstruction of said roadbed, trestles and bridges large quantities of rock, sand, gravel and other mineral deposits are required;

AND WHEREAS, it is the judgment and opinion of the State Highway Commission and its engineers that in order to protect the said highway against the results of said floods and freshets it will be for the best interests of the State to replace the said river bank by the construction of a rock wall or revetment for the purpose of retarding and checking the said current, and for the purpose of preventing the drift and debris from being carried over and against the said roadbed, trestles and bridges;

AND WHEREAS, in the construction of said rock wall and revetment and in the reconstruction and maintenance, betterment and improvement of the said highway there will be required large quantities of rock, sand, and gravel, and it is the opinion and judgment of the Highway Commission that a tract of land should be acquired from which to procure the said materials;

AND WHEREAS, W. V. Glascock, E. W. Hood and May Hood are the owners of a parcel of land upon and under which there is rock, gravel, sand, earth and other mineral deposits suitable for highway construction, repair, betterment, maintenance and improvement; and likewise suitable for the construction of a rock wall or revetment such as is contemplated by the State Highway Commission, which said parcel of land is described

as follows:

Beginning at a point in Section 14, T. 10 S. R. 3 W. W. M., 1477' South and 308' West of the N. E. corner of tract set off to Effie Tweedie by decree of Circuit Court (18-383), said point being S. E. corner of Tract conveyed by Clem Van Nice to L. E. Hannon, thence W. 273'; thence S. 8° 12' W. 690'; thence S. 81° 15' E. 266' to left bank of Santiam River, thence N. 16° E. along said bank 424', thence northerly continuing along said bank 310' to point of beginning, containing 4.87 acres more or less, in Linn County, Oregon.

AND WHEREAS, in the judgment and opinion of the Highway Commission and its engineers the said rock, sand, gravel and other mineral deposits which are found upon and under the above described parcel of land are valuable and will be useful in the construction and maintenance and the preservation of the said highway and in the interests of said highway, and for the protection and preservation of the same, it is hereby deemed necessary that the said above described parcel of land be acquired by the State;

THEREFORE, BE IT RESOLVED, that the said above described tract of land be and the same is hereby declared to be necessary for the uses and purposes herein stated, and a need and necessity for the acquisition of said parcel of land is hereby declared to exist, and based upon the reasons heretofore stated, IT IS HEREBY ORDERED, that the said parcel of land be acquired for use in connection with the construction and preservation of said highway;

BE IT FURTHER RESOLVED, that an effort be made by the Attorney-General of the State of Oregon to agree with the owners of the said tract of land upon the compensation to be paid for the same, 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 be and they are hereby requested to commence and prosecute to a final determination such suit or action as may be necessary to acquire title to said premises and to acquire such interest as the defendants may have in the same for the purposes herein stated.

The motion was duly seconded and carried.

The matter of the construction of a sidewalk at the Chehalem Creek bridge on the West Side Highway south of Newberg was considered. The Engineer reported that a sidewalk was very desirable at this point in order to protect pedestrians. After consideration, the Commission authorized the construction of this sidewalk.

The Engineer presented the matter of the desirability of setting

mile posts on all main state highways. On motion of Commissioner Van Duzer, the Engineer was instructed to report more fully on this matter at the next meeting and submit an estimate of cost.

Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, the following roads or highways have been designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

Medford-Crater Lake Highway
Ashland-Klamath Falls Highway
Roosevelt Coast Highway
Coos Bay-Roseburg Highway
Corvallis-Newport Highway
McMinnville-Tillamook Highway
Mt. Hood Loop in Clackamas County
Willamette Valley-Florence Highway
Alsea Highway
Albany-Corvallis Highway

AND WHEREAS, the said above named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them that the maximum weights permitted and authorized by law, be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that loads of the maximum weight moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum weight of load which shall be permitted upon any of said roads shall be reduced from 22,000 pounds to 16,500

pounds, and that the maximum weight of 600 pounds for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum allowable load for tires having a width of less than 30 inches shall be reduced from 500 pounds per inch width of tire to 375 pounds per inch width of tire;

IT IS HEREBY ORDERED, that the maximum weight of load which shall be permitted upon any of the within named roads shall not exceed 16,500 pounds, and that on any vehicle having a total tire width of less than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle, multiplied by 375 pounds; and on any vehicle having a total tire width of 30 inches and more than 30 inches, the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force and effect for a period of six months, to-wit: From the 15th day of October, 1923, to the 15th day of April, 1924, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to-wit:

Medford-Crater Lake Highway, between the city limits of Medford and the National Park Boundary in Jackson County.

Ashland-Klamath Falls Highway, between the junction with the Pacific Highway south of Ashland and the city limits of Klamath Falls in Jackson and Klamath Counties.

Roosevelt Coast Highway between the south city limits of Bandon in Coos County and Corbin in Curry County.

Roosevelt Coast Highway between Neskowin in Tillamook County, through Hemlock and Beaver to Tillamook City, thence north to the crossing of the Miami River, excepting that portion within the corporate limits of Tillamook, also from Mohler north to the junction with the Hamlet Road in Clatsop County.

Coos Bay-Roseburg Highway between the junction with the Pacific Highway near Dillard and the city limits of Coquille in Douglas and Coos Counties.

Corvallis-Newport Highway, between the west city limits of Corvallis and the north city limits of Newport, excepting within the corporate limits of Philomath and Toledo in Benton and Lincoln Counties.

McMinnville-Tillamook Highway, between the junction with the West Side Pacific Highway approximately one mile south of McMinnville in Yamhill County and Hebo in Tillamook County.

Mt. Hood Loop in Clackamas County, between the Multnomah County Line and Government Camp.

Willamette Valley-Florence Highway between Cheshire and Blachly in Lane County.

Alsea Highway, between the Fish Hatchery and Waldport in Lincoln County.

Albany-Corvallis Highway between the north end of the bridge over the Willamette River at Albany and the city limits of Corvallis in Benton County.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above named highways, and at every cross-roads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of said roads or highways are located, and that a certified copy of said order be furnished the Secretary of State for the information of the Chief State Traffic Officer.

The motion was duly seconded and carried.

The Engineer submitted proposals which had been received on grader equipment and on recommendation of the Engineer, a contract was awarded to the Willamette Equipment Company to furnish eight Adams 8 foot Road King Graders at \$969.00 each.

The Engineer reported on the desirability of setting out shade trees along the Columbia River Highway between The Dalles and Pendleton, and on motion which was carried, he was authorized to set out approximately 2000 locust trees between these points.

The next meeting of the Commission was set for October 22 and 23, the meeting on the first date to begin at 2:00 P. M.

The matter of the next sale of highway bonds was considered and Commissioner Malone 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 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 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 2:30 o'clock P. M. of the 22d day of October, 1923, 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 2:30 o'clock P. M. of the 22d day of October, 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 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, 1923. 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 5561 to 6560, 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, 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 October 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 One Million Dollars, par value, of said bonds.

The motion was duly seconded and carried.

The matter of the location of the Willamette Highway in Lane County just east of the Coast Fork bridge was discussed. This is at the point where the Lane County Court wish to adhere to the old road rather than accept the location proposed by the Engineer. Chairman Doby and Commissioner Malone reported that they had looked the location over on the ground and approved the location as made by the engineer, with the suggestion that if the line could be shifted to miss a barn without detriment to the balance of the line, that it be done. With this understanding, the request of the Lane County Court for a change of location was declined.

The Commission considered the following requests for extensions of time:

A. D. Kern requested an extension of time to September 15, 1923 on contract No. 581, which is the Newberg-Multnomah County Line Section of the West Side Highway. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

A. D. Kern requested an extension of time to September 1, 1923 on contract No. 614, which is the paving of the Rainier City Section of the Columbia River Highway. The Engineer recommended that the extension requested be granted with the condition that engineering costs be assessed from the original date of completion, June 30, 1923. Recommendation approved by the Commission.

H. E. Doering requested an extension of time to October 15, 1923, on contract No. 573, which is the North Umpqua River bridge at Winchester. The Engineer recommended that the extension be granted, provided engineering costs were charged against the contractor subsequent to August 15, 1923. Recommendation approved by the Commission.

New Amsterdam Casualty Company requested extension of time to January 1, 1924 on contract No. 585, surfacing Units 1 and 2 of the Mt. Hood Loop in Hood River County. Inasmuch as the surety company have taken this work over from the previous contractor who had defaulted, and since satisfactory progress is being made, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Metzger & Johnson requested an extension of time on contract No. 609, surfacing Unit No. 2, Sarvice Creek-Valades Ranch Section of the John Day Highway. The Engineer reported that this job had been dragged along and the work should have been completed on the contract date, which was August 31, but inasmuch as the base course will all be completed before the rains set in and as the travel is very light in this section, the public will not be greatly inconvenienced by the delay, therefore recommendation was made that the extension be granted to December 1, 1923 without penalty. Recommendation approved by the Commission.

A. Giebisch requested an extension of time to July 31, 1924 on contract No. 513, Unit No. 2, Blodgett-Toledo Section, surfacing. Inasmuch as the quantities required on this contract exceed the original estimate by a large amount, due to the failure of a quarry on an adjoining section, the Engineer recommended that an extension of time be granted without penalty, but recommended that the completion date be made November 30, 1923, rather than the date requested by the applicant. Recommendation approved by the Commission.

A. Giebisch requested an extension of time to October 1, 1923 on contract No. 426, grading the Chitwood-Toledo Section of the Corvallis-Newport Highway. Inasmuch as there is a very limited amount of work to do to complete the project, the Engineer recommended that the extension

of time be given as requested with the provision that engineering costs be charged against the contractor. Recommendation approved by Commission.

Geo. K. March requested an extension of time to September 30, 1923 on contract No. 642, which is the grading and surfacing of the Redmond-Cline Falls Section. Because of the satisfactory manner in which work has progressed, the Engineer recommended that the extension requested be granted without penalty.

John Hampshire requested an extension of time to September 30, 1923 on contract No. 542, Hunter's Head Section of the Roosevelt Coast Highway, grading. The Engineer recommended that the extension be granted without penalty. Recommendation approved.

Force & Currihan requested an extension of time to October 15, 1923 on contract No. 649, Eugene-Goshen resurfacing. Because of the satisfactory manner in which this job has been handled, the Engineer recommended that the extension be granted without penalty.

In the matter of the request of Lane County Court that the state take over for maintenance the section of the Willamette Highway one and one-half miles in length located between the east end of the present Goshen-Lowell contract and the bridge which had been previously graded and rock surfaced by the County, the Engineer was instructed to make an examination of the section and show the Court what work would be required to bring it up to state highway standards, and if this was done, the Commission would consider taking it over for maintenance.

Commissioner Van Duzer presented a letter from the General Attorney of the Southern Pacific Company stating that the Jetty Creek-Brighton project has been forwarded to the officials of the Southern Pacific Company at San Francisco with the recommendation of the local officers. The Commission expressed themselves as favorable to the construction of this project on the same basis of cooperation that the previous Commission had agreed with Tillamook County; i. e., \$25,000 by the county and the balance by the state.

The Secretary was instructed to request the County Court of Polk County to sell their bonds, amounting to \$40,000, which had been voted for the West Side Pacific Highway, and turn over the proceeds to repay in part advances heretofore made by the Commission on grading and bridges on that highway.

The Commission discussed at some length the request of the Linn County delegation that the state cooperate on the bridge over the Willamette River at Albany, after which by unanimous vote the Commission decided to cooperate to the extent of one-third of the cost and the following telegram was ordered sent as expressing the Commission's decision:

"ALTHOUGH THE RECORDS OF THE COMMISSION ARE VERY EXPLICIT IN INDICATING LINN COUNTY'S INTENTION TO REBUILD THE ALBANY WILLAMETTE BRIDGE WHEN THE NECESSITY ARISES THE COMMISSION IN VIEW OF THE STATEMENT MADE YESTERDAY BY YOURSELF COUNTY COURT AND CITIZENS OF ALBANY ARE WILLING TO OFFER THE SAME COOPERATION ON THIS BRIDGE AS UPON THE HARRISBURG BRIDGE VIZ ONE THIRD OF THE TOTAL COST WE FEEL THAT THE ALBANY BRIDGE HAS OUTLIVED ITS USEFULNESS AND THAT THE INTERESTS OF THE PEOPLE OF THE STATE AT LARGE MUST BE TAKEN INTO CONSIDERATION WE ARE TAKING THIS ACTION WITH A DESIRE TO ASSIST YOU IN FINANCING YOUR PORTION ON BOTH BRIDGES"

The Commission confirmed the agreement reached with the representatives from Gilliam County the previous evening, whereby the Commission agreed to match Gilliam County on a fifty-fifty basis on all the funds which the county could raise by special road district tax or general levy to be expended on the improvement of that section of the John Day Highway between the Base Line and a point six miles north of Condon. It was understood also that if there are not sufficient funds to complete the entire project, the work will be begun at the Condon end and extended as far north as funds will permit and if the work is divided into parts it will be divided so as not to leave a section which cannot be handled economically. The representatives from Gilliam County were Judge Fowler, Commissioner Wade, and Messrs. Macdonald of Arlington and Burns of Condon.

The Commission confirmed the agreement reached with the County Court of Baker County the previous evening whereby Units 3, 4, and 5 of the Baker-Burnt River project were made cooperative projects on the basis of fifty-fifty cooperation by state and county. The description of these units and estimated costs are as follows: Unit 3 beginning at the junction with the present road about one and one-half miles south of the present bridge across Powder River to the summit of Dooley Mountain, 6.2 miles, estimated cost \$121,600. Unit 4 from the summit of Dooley Mountain down the south slope 1.5 miles, estimated cost \$41,063, and Unit 5 extends from this point 3.5 miles to an intersection with the present road on the floor of Mill Gulch, about 3 miles north of the mouth of the gulch, estimated cost \$100,265. The total estimated cost of these units 3, 4 and 5 is \$262,928 for grading, clearing, draining, etc., but not including surfacing which it is expected will not be required on account of the nature of the material. Baker County was represented by the County Court, Judge Dodson and Commissioners Cartmill and Miller, who agreed to put up \$100,000 in county bond money as part of their share of the cooperation on above mentioned units 3, 4 and 5. On the balance of the county share of the total cost, the Court agreed to pay one-half in 1924 and the second one-half in 1925 from the first one-half of the taxes, unless sooner paid. The Engineer was instructed to advertise Unit No. 3 for bids to be received at the October meeting, the balance of the project, Units 4 and 5, to be advertised in February or March.

The Attorney reported that he had been unsuccessful in negotiating with the owners for the purchase of a tract of land at Little Jack Falls on the Lower Columbia River Highway in Columbia County for park purposes. Thereupon, Commissioner Van Duzer 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 designated as Chapter IV of Title XXX, Oregon Laws, the road hereinafter described as a road designated as a state highway of first importance to the general public of the State of Oregon, and a road which the State Highway Commission is directed and authorized to locate and permanently construct, improve and maintain, and which said road is described as follows, to-wit:

The Columbia River Highway, from the Multnomah County line to Astoria, Seaside, and south into Clatsop County to the Tillamook County line.

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

AND WHEREAS, said highway has been definitely surveyed and located upon the ground, and is being permanently improved and maintained through Columbia County, a portion of which said highway within said county, as located, surveyed and adopted traverses and crosses property belonging to James N. T. McIntire and Laura E. McIntire, from whom a quantity of land was previously acquired by Columbia County for right of way purposes, but it now appears in the judgment of the Highway Commission that additional land is required from said persons for the proper maintenance, construction and improvement of said highway, and for the preservation of the roadbed of the said highway and the scenic beauties and attractions along and adjacent to said highway through the property of said persons;

AND WHEREAS, the additional land required for the proper construction, maintenance and improvement of said highway, and for the other purposes herein stated, is described as follows:

Parcel No. 1

"Beginning at a point 20 feet easterly at right angles from the centerline of the Columbia River Highway 60 feet southerly from Little Jack Falls in Section 26, Township 7 North, Range 2 West,

W. M., and running thence northerly along the easterly line of the Columbia River Highway and 30 feet distant from the centerline thereof, a distance of 200 feet; thence east 50 feet; thence southerly parallel with the centerline of said Columbia River Highway and 80 feet distant therefrom 200 feet, thence westerly to the point of beginning." All in Columbia County, Oregon.

Parcel No. 2

"Beginning at a point 30 feet westerly at right angles from the centerline of the Columbia River Highway 60 feet southerly from Little Jack Falls in Section 26, Tp. 7 North, Range 2 West, W. M., and running thence northerly along the westerly line of the Columbia River Highway and 30 feet distant from the center line thereof, a distance of 200 feet; thence West 100 feet; thence southerly parallel with the centerline of said Columbia River Highway and 130 feet distant therefrom 200 feet, thence easterly to the point of beginning." All in Columbia County, State of Oregon.

AND WHEREAS, it is necessary that the State of Oregon acquire title to the above described parcels of land for right of way purposes, and for the purpose of aiding the State and the State Highway Commission in properly improving and maintaining said highway, and for the purpose of enabling the State and the State Highway Commission to preserve the attractions and scenic beauties along and adjacent to said highway, and for the purpose of affording a more safe and convenient roadway for the travelling public, and for the further purpose of making it possible to more efficiently and effectively preserve the roadbed of said highway;

AND WHEREAS, at the point on said highway where the above described parcel of land is located there is a spring which flows down the hillside, and unless controlled and directed by the State Highway Commission will flow over and across said highway, and will damage and injure said highway and the pavement thereon, and will interfere with the proper maintenance of the same, and further, the presence of said spring is an invitation to the travelling public to stop, and the travelling public does stop and park cars on said roadway, which under the present conditions results in a congestion of traffic, which in the judgment of the State Highway Commission is unsafe and will be unsafe unless the Commission can procure the said additional right of way in order to make possible a widening of said roadbed, and in order to make possible the construction of other conveniences necessary to the public using said highway;

AND WHEREAS, the County of Columbia has failed and neglected to acquire sufficient right of way for necessary highway construction, and has failed and neglected to acquire title to the parcels of land herein described, for the purposes herein set forth, and by reason of said failure and neglect it has become necessary for the State through its State Highway Commission to acquire title to the said parcels of

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, and said Highway Commission has attempted to agree upon the terms and conditions upon which said parcels of land might be acquired for the purposes herein set forth, but said Commission is unable to reach any satisfactory or reasonable agreement with said owners, and therefore now requests the attorney-general of the State of Oregon to prosecute the necessary proceedings to acquire title to said parcel of land for the purposes herein set forth;

AND WHEREAS, the above described parcels of land are required and are necessary for the purposes herein stated, and in the judgment and opinion of the Highway Commission the acquisition of the said parcels of land by the State will be for the benefit of said state highway, and will aid in the preservation and maintenance of the attractions and scenic beauties along and adjacent to said highway, and in the judgment and opinion of the Highway Commission it is hereby declared that the acquisition of said parcels of land, for the purposes herein stated, are necessary in the interests of the State and of said Highway Commission.

THEREFORE, BE IT RESOLVED, that the above described parcels of land be and the same are hereby declared to be necessary, and that a need exists for the acquisition of the same by the State for the purposes herein set forth, and that the procurement of said parcels of land will be for the benefit of said highway and will aid in the maintenance and preservation of the attractions and scenic beauties along said highway, and will likewise aid in the maintenance and preservation of the roadbed of said state highway, and will afford and make possible conveniences and accommodations required and needed by the public using and travelling upon said highway.

AND BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, through its attorney, and through the Attorney-General's office of the State of Oregon, to agree with the owners of said parcels of land, with respect to the compensation to be paid for the taking of the same and the damage if any there be, to the remaining portions of defendants' property in the event that no satisfactory agreement can be made.

IT IS 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 in the event that a satisfactory agreement cannot be made with the said owners to prosecute to 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, franchises and privileges for the proper location, establishment, maintenance and improvement of said highway, and for the preservation of the attractions and scenic beauties along

and adjacent to said highway, and for the preservation of the roadbed of said highway over and across the said premises.

The motion was duly seconded and carried.

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

W. B. Dyer
Chairman

Roy A. Klein
State Highway Engineer and
Secretary

W. H. Blandry

W. H. Malone

Salem, Oregon, October 15, 1923.

The State Highway Commission met in Room 323, Capitol Building, at 2 P. M. Present were:

H. B. Van Duzer, Commissioner

W. H. Malone, Commissioner

Roy A. Klein, State Highway Engineer and Secretary

The Secretary reported that the attorneys for the Commission, Messrs. Storey, Thorndike, Palmer and Dodge, had advised that in their opinion the maturity date of the first serial installment of the bonds proposed to be sold on October 22, 1923 should be changed from October 1, 1928 to April 1, 1929. After consideration, on motion which was carried, the following resolution was adopted:

WHEREAS, the attorneys for the Commission appointed to examine the proceedings relating to the sale of \$1,000,000 State of Oregon Highway Bonds, which it is proposed to offer for sale on October 22, 1923, have advised that in their opinion the maturity date of the first serial installment provided in the resolution adopted September 25, 1923 should be changed from October 1, 1928 to April 1, 1929,

THEREFORE, BE IT RESOLVED by the State Highway Commission in special session assembled with Commissioners Van Duzer and Malone present, that the resolution of the Commission adopted at the regular session held September 25, 1923 be amended and corrected to read "the first installment to be payable on April 1, 1929" instead of October 1, 1928, as

previously designated, and

BE IT FURTHER RESOLVED that the Secretary be instructed to correct the notice of sale accordingly.

The motion was duly seconded and carried.

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

Roy A. Klein
State Highway Engineer and
Secretary

H. B. Van Duzer
Commissioner
W. H. Malone
Commissioner

Portland, Oregon, October 22, 1923.

The State Highway Commission met in Room 520 Multnomah County Court House at 2:00 o'clock P. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

On motion of Commissioner Malone which was carried, adjournment was taken to Room 360 in the same building, and the Secretary was instructed to give due notice of the change.

At 2:00 o'clock, bids were opened and read on the following projects:

BAKER-UNITY HIGHWAY
STICES GULCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Johnson Contract Co.	142,781.70	142,014.46
Iver J. Rosten Co.	121,738.24	121,026.76
E. A. Webster & Co.	132,825.00	131,527.00
Montague-O'Reilly Co.	130,018.00	128,924.00
Theo. Knudson		146,153.00

THE DALLES-CALIFORNIA HIGHWAY
UNIT 1, PAULINA PRAIRIE-LAVA BUTTE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.	52,181.00	52,154.00
Jetley Bros.	39,617.00	39,536.00
Greenwood & Dann	48,095.00	47,717.00

OLD OREGON TRAIL
BRIDGE OVER SNAKE RIVER NEAR ONTARIO

Union Bridge Co.	146,697.50
Missouri Valley Bridge & Iron Co.	159,345.00
M. W. Payne	134,927.50
Illinois Steel Bridge Co.	143,880.00
Beason Construction Co.	189,455.00
Portland Bridge Co.	134,295.00
Jas. J. Burke & Co.	178,477.50

OLD OREGON TRAIL
PATROLMAN'S HOUSE NEAR HUNTINGTON

Van Petten Lumber Co.	1,550.00
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B. F. Jones of Newport urged that the contractors on the Agate Beach-Otter Rock project be required to expedite their operations so that the road could be opened next season. Matter referred to the Engineer.

Judge Adkisson and Commissioner Hix of Wasco County asked that the state advertise for grading the section between Dufur and the top of the Tygh Grade. The Engineer reported that the estimated cost of the section is \$86,000 for grading. The county officials offered to cooperate 50-50 and in addition pledged the \$35,000 of county funds which it had previously been agreed would be applicable to this section on account of the expenditures made by the Commission on The Dalles-Three Mile paving project which had been abandoned as a state highway at the request of the county and had been taken over as a county road. Matter held for further consideration.

At 2:30 o'clock P. M. the bids which had been received on the State Highway Bonds were opened and read by the Secretary. After consideration of the same, Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, at a meeting of the State Highway Commission held September 25, 1923, 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 2:30 o'clock P. M. of the 22nd day of October, 1923, 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 2:30 o'clock P. M. of the 22nd day of October, A. D. 1923; 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 October 1, 1923, 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, 1923, 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 pre-requisite 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 2:30 o'clock P. M. of the 22nd day of October, 1923, sitting in regular session at Room 360 Multnomah County Court House, Portland, Oregon, to which room the Commission had adjourned from Room 520, same building, with all members 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:

Dillon, Read & Co.	99.012	\$990,120.00
The National City Company	98.831	988,310.00

Stacy & Braun		
Eldredge & Company		
Anglo London Paris Company		
Kissell, Kinnicutt Company	98.659	986,590.00
Wells Dickey Company		
Ralph Schneeloch Company		

Freeman, Smith & Camp Co.		
William R. Compton Company		
Hallgarten & Company	98.579	985,790.00
Carstens & Earles, Incorporated		
Halsey, Stuart & Company		

John E. Price & Co.		
Bankers Trust Co.		
Guaranty Trust Co.	98.419	984,190.00
E. H. Rollins & Sons		
Ames, Emerich & Co.		

G. E. Miller & Company		
Clark Williams & Co.	98.282	982,820.00

Blodget & Company, New York	97.90	979,000.00
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A. M. Wright	97.69	976,900.00
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Baillargeon, Winslow & Co.		
Barr Brothers & Company	97.597	975,970.00

Harris Trust & Savings Bank, Chicago	97.244	972,440.00
Lumbermens Trust Company		

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 Dillon, Read & 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 \$990,120.00 by Dillon, Read & Co. 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 One Thousand Dollar (\$1,000) bonds shall be due and payable April 1, 1929, 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 October 1st, 1923, 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, 1923, until the purchase price therefor has been paid; said bonds to be designated as Series No. 3 and numbered 5561 to 6560, 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.

The motion was duly seconded and carried unanimously.

Judge Wood of Curry County, N. H. Larson of Port Orford and Harry Caltoft of Brookings asked for a survey for the Coast Highway from the Chetco River to the state line. They urged that the survey be made at this time so that the location would be definitely established and connection could be made by California at the state line. Commissioner Van Duzer stated that he believed everything should be done to expedite the California connection. On motion which was carried, the Engineer was instructed to make the survey from Chetco River to the California state line at his convenience.

Judge Wood asked that the two mile project from the south end of the Hunters Creek project to Myers Creek be considered in the 1924 program. Matter taken under consideration.

C. W. Parker of Coos Bay asked for the widening of the present grade between Glasgow and Hauser and surfacing the same, also grading Hauser to Lakeside. Mr. Archie Philip, representing the farmers that live between Glasgow and Hauser, asked that that project be placed on the 1924 program for rock surfacing, stating that their local tax money was sufficient to gravel the lateral roads but that the Coast Road was impassable and that they could not get out in the winter. Judge Mast was present and endorsed the project. After consideration, the Commission ordered the Glasgow-Hauser project for 1924 construction to be advertised in the early season for such widening of the grade as is necessary and rock surfacing a length of approximately 6 miles.

J. T. Brand and C. W. Parker, representing a committee appointed by the Marshfield and North Bend Chambers of Commerce, presented the matter of the Coos Bay Highway Improvement District. Mr. Brand stated that it was proposed to organize this super road district for the purpose of constructing a highway from Marshfield through North Bend and Empire then south as far as funds would permit. After consideration, the Commission approved the form of petition presented and instructed the Secretary to advertise a meeting to be held in North Bend on November 8, 1923 at which time a hearing would be held on the proposed boundaries of the district.

Judge Schanep, Commissioners Bean and Hales of Umatilla County asked for state aid on the Cold Springs Highway. They also asked for the section from McKay bridge into Pendleton. The matter of the county obligations on the Oregon-Washington Highway west of Pendleton and the Old Oregon Trail south of Pendleton were discussed. No action taken.

The county representatives asked that the state agree to the expenditure of forest funds on the Pilot Rock-John Day Highway between Albee and Ukiah. Inasmuch as they were uncertain whether forest highway or forest development money was proposed, further consideration was deferred until the county officials conferred with the District Forester.

The Engineer was authorized to construct the approaches to the McKay Creek bridge either by contract with local residents or by day labor, the estimated cost being less than \$2,000.

Portland, Oregon, October 23, 1923.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock with all members present and participating.

The tabulation of the bids received the previous day was read by the Secretary.

Unit No. 1, Paulina Prairie-Lava Butte Section. On motion which was carried, the contract was awarded to Jetley Bros., the low bidder, on concrete pipe at \$39,617.00, pending the approval of the Irrigation Securities Commission to the contract between the Jefferson Water Conservancy District and the Highway Commission, whereby the

former agrees to reimburse the state in the sum of \$50,000 as part payment on the cost of constructing around the reservoir site, this sum to be paid when the district sells its bonds. Judge Sawyer of Deschutes County was present and approved the award on the bid submitted and agreed in behalf of the county to cooperate on 50 per cent of the cost.

Stices Gulch Section of the Baker-Unity Highway, grading 6.2 miles. On motion which was carried, the contract was awarded to Iver J. Rosten & Co. of Portland, the low bidders on concrete pipe.

Bridge over Snake River at Ontario. On motion which was carried, the contract for this structure was awarded to the Portland Bridge Company, the low bidders, at \$134,295.00.

Patrolman's house near Huntington. On motion which was carried, the contract was awarded to the Van Petten Lumber Co. of Ontario at \$1550.00.

Judge Sawyer asked if the Commission would make the definite location of the Fort Rock-Lapine connection at this meeting. The Chairman replied that the Commission were not ready to decide at this time.

Judge Bunnell and Commissioner Short of Klamath County stated that they were selling a block of their bonds the latter part of the present month but at present did not have sufficient funds on hand to meet their share of the estimates on current contracts and asked the state to pay these estimates until the county received returns from its bond sale. After consideration the Commission agreed to do this and instructed the Secretary to handle the current estimates accordingly.

Judge Bunnell stated that they expected to have a surplus from their bond fund voted for The Dalles-California Highway and proposed to clear and grub the remaining section of The Dalles-California Highway between the north end of the Fort Klamath-Sand Creek Forest project and the Deschutes County line with their funds, if the state and Government will grade and surface later. After consideration, the Commission agreed to accept the county offer, provided no definite date was set for the completion of the grading and surfacing and the county representatives were so advised. Inasmuch as this has been considered a progressive forest project, this arrangement was approved by Mr. Purcell who was present.

Judge Bunnell presented the matter of the location of the Klamath Falls-Lakeview Highway urging the adoption of the Dairy-Bonanza-Royston-Bly route. The Engineer recommended that the proposed Bonanza-Lorella easterly route and the Dairy-Yainax-Beatty route be eliminated from consideration, the former because of the distance in high altitudes and the latter because of excess distance. The Engineer further reported that the Dairy-Hildebrand-Beatty route while about one and one-half miles longer had much less distance above the 5000 foot elevation than the Dairy-Bonanza-Royston-Bly route. No definite decision was reached, the Chairman expressing a desire to look the situation over on

the ground in the near future.

The improvement of the Sand Creek or East entrance to the Crater Lake Park was discussed with Mr. Purcell who agreed that improvement was necessary.

W. M. Davis stated that the Mt. Hood Loop work in Multnomah County had been stopped because of a right of way condemnation suit with a party named Lauderback which had been lost by the county. Mr. Davis urged that the Commission request the county to appeal the case to the Supreme Court at the earliest possible date so that construction work could proceed in Multnomah County and the full benefits of the completed section in Clackamas County be received. The Secretary was instructed to take up the matter with the county authorities and request them to expedite the matter as much as possible.

Messrs. R. J. Hubbard and Judge Lyons of Reedsport appeared in the interest of the Umpqua Road in the vicinity of Scottsburg. This is the Forest Project for which the Commission previously approved the expenditure of \$55,000 of forest highway funds to be matched by equal county cooperation. On examination of the plans for the project it was found, however, that this would not be sufficient and that further funds would be necessary. Mr. Purcell, representing the Bureau of Public Roads, who was present, stated that there was available out of the 1923 funds the sum of approximately \$30,000 which had been reserved for contingencies, which was not needed, and recommended that the expenditure of this amount be authorized in addition to the previous \$55,000 appropriation, it being understood that the county would match the entire Government appropriation of \$85,000 and if necessary a sufficient sum to complete the project. After consideration, the Commission approved the expenditure of the additional \$30,000 of forest highway funds on the Umpqua project under the conditions stated above.

Mr. Purcell stated that in view of the additional resurfacing work being done by the state on the Ochoco forest project that the Government would be willing to increase the cooperation on the project from \$2000 to \$4000 which was accepted by the Commission.

The matter of the grading of the Tygh Grade-Dufur Section of The Dalles-California Highway in Wasco County was discussed and the Commission agreed to accept the offer of Wasco County and advertise the project at a date not later than the December meeting and sooner if it could be prepared, provided federal aid could be secured. The Engineer was instructed to advertise the project accordingly.

Mr. K. V. Lively, representing the Aetna Casualty Company, appeared in the matter of permitting contractors to take accident insurance in the private companies rather than requiring state insurance exclusively. The matter was discussed at some length and in order to hear both sides of the subject, the Secretary was instructed to invite the Industrial Accident Commission to have a representative at the next meeting to present their views in the matter.

On motion of Commissioner Van Duzer, the minutes of the meetings held on September 24 and 25, 1923 were approved.

The matter of the inclusion of the proposed road from Hood River to the new Columbia River Bridge and spur roads up Whisky Creek and to Odell as parts of the Mt. Hood Loop Highway as requested by the County Court of Hood River came up again for consideration and the previous action whereby their request was declined was reaffirmed.

The matter of the construction of the O'Brien School House-California State Line Section of the Grants Pass-Crescent City or Redwood Highway came up for consideration, and in view of the statements of the California Commission that the remaining units in California would soon be put under contract, the Commission authorized the Bureau of Public Roads to advertise this section as a forest project and an agreement providing for \$80,000 of state funds and \$10,000 of federal forest funds was executed.

The request of the Southern Oregon Highway Association for a reconnaissance survey from Grants Pass to Port Orford was declined for the present.

The Washington County Court requested an extension of time until January 1, 1924 on their obligation of \$10,000 on the Dairy Creek bridge, but offered in lieu to draw a warrant to cover. The Secretary was instructed to accept the warrant.

The Commission approved the appointment of R. B. Reinhart of Salem as a traffic officer on the recommendation of Mr. Raffety, to succeed the officer at Klamath Falls who is leaving the service.

The Commission approved a lease agreement with E. J. Murray, covering the rental of storage shed and grounds for equipment at Klamath Falls.

The Engineer reported that some of the roads in Klamath and Lake Counties were being damaged by heavy loading and after consideration Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, the following roads or highways have been designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to-wit:

Klamath-Crater Lake Highway
The Dalles-California Highway
Klamath Falls-Lakeview Highway
Prineville-Lakeview Highway

AND WHEREAS, the said above-named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them, that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that loads of the maximum weight moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum weight of load which shall be permitted upon any of said roads shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum weight of 600 pounds for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum allowable load for tires having a width of less than 30 inches shall be reduced from 500 pounds per inch width of tire to 375 pounds per inch width of tire;

IT IS HEREBY ORDERED, that the maximum weight of load which shall be permitted upon any of the within-named roads shall not exceed 16,500 pounds, and that on any vehicle having a total tire width of less than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle, multiplied by 375 pounds; and on any vehicle having a total tire width of 30 inches and more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found, by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force

and effect for a period of five and one half months, to wit: From the first day of November, 1923, to the fifteenth day of April, 1924, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to wit:

Klamath-Crater Lake Highway between the south boundary of the Crater National Park and a junction with The Dalles-California Highway near Fort Klamath.

The Dalles-California Highway from a junction with the Crater Lake Highway near Fort Klamath to the north city limits of the city of Klamath Falls.

Klamath Falls-Lakeview Highway from the east city limits of Klamath Falls to Dairy in Klamath County.

Prineville-Lakeview Highway from the north city limits of Lakeview to Valley Falls in Lake County.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at every cross-roads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

AND BE IT FURTHER ORDERED, that a certified copy of this order be furnished to the county clerk of each county in which any of said roads or highways are located, and that a certified copy of said order be furnished the Secretary of State for the information of the Chief State Traffic Officer.

The motion was duly seconded and carried.

At the request of residents and Chambers of Commerce of Wallowa and Union Counties; on motion which was carried, the name of the La Grande-Joseph Highway was changed to the La Grande-Wallowa Lake Highway and the Secretary was instructed to so designate it on the official records.

The following requests for extensions of time were presented and considered:

J. K. Shotwell, contract No. 640, furnishing surfacing materials for the Echo-Pendleton Section of the Columbia River Highway, requested an extension of time to November 15, 1923. The Engineer recommended that the extension be granted without penalty since the quantities required had been

increased. Recommendation approved by the Commission.

F. P. Obee, Superintendent for the National Surety Company on W. C. Stone contract No. 556, surfacing the Camas Mountain Section of the Coos Bay-Roseburg Highway, requested an extension of time to November 30, 1923. The Engineer reported that this work had been unavoidably delayed on account of wrecking the bunkers and equipment by a heavy shot and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Paulus and Retrum, contract No. 568, graveling the Cummins Creek-Valades Ranch Unit of the John Day Highway in Grant County, requested an extension of time to November 30. In view of the circumstances attending the construction of this project, the Engineer recommended that an extension be granted without penalty. Recommendation approved.

Tillamook County Court, contract No. 538, Units A and C, Clatsop County Line-Mohler Section of the Roosevelt Highway in Tillamook County, grading and surfacing, requested an extension of time to November 30, 1923. The Engineer recommended that the extension be granted subject to the payment by the contractor of engineering and inspection costs subsequent to August 15, 1923. Recommendation approved by the Commission.

Tillamook County Court, contract No. 600, Unit B, Clatsop County Line-Mohler Section, Roosevelt Highway, grading and surfacing, requested an extension of time to November 30, 1923. The Engineer recommended that the extension be granted subject to payment by the contractor of engineering and inspection costs subsequent to August 31, 1923. Recommendation approved by the Commission.

Tillamook County Court, contract No. 550, Hebo-Neskowin Section, Roosevelt Highway, grading and surfacing, requested an extension of time to November 30, 1923. The Engineer recommended that the extension be granted subject to the payment by the contractor of engineering and inspection costs subsequent to September 30, 1923. Recommendation approved by the Commission.

Warren Construction Company, contract No. 615, Goshen-Lowell Section of the Willamette Highway, grading and surfacing, requested an extension of time to November 30, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. O. Oliver, contract No. 682, Cottage Grove North Section, Pacific Highway, gravel surfacing, requested an extension of time to November 15, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Scandia Shipbuilding Company, contract No. 535, Halsey-Harrisburg Section, Pacific Highway, Linn County, paving, requested an extension of time to October 31, 1923. The Engineer recommended that the

extension be granted without penalty. Recommendation approved by the Commission.

W. D. Miller, contract No. 636, furnishing broken stone for resurfacing and maintenance on The Dalles-California Highway, Klamath Falls-Barclay Springs Section, requested an extension of time to December 31, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Montague-O'Reilly Company, contract No. 655, Cow Canyon Section, The Dalles-California Highway in Wasco County, surfacing, requested an extension of time to December 31, 1923. The Engineer reported that the traveling public would not be inconvenienced through failure to complete this project and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 643, construction of approaches to bridge over the Umpqua River at Winchester on the Pacific Highway in Douglas County, requested an extension of time to November 15, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Pacific Bridge Company, contract No. 672, construction of Lewis and Clark River bridge approaches on the Columbia River Highway in Clatsop County, requested an extension of time to January 15, 1924. The Engineer recommended that the extension requested be granted on condition that the engineering and inspection costs subsequent to September 30, 1923 (the contract completion date) be charged to the contractor. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 596, Alsea Mountain Section, Alsea Highway, requested an extension of time to August 31, 1924. The Engineer recommended, in view of the difficulties which had been encountered on this project, that an extension of time be granted without penalty, but not later than July 31, 1924, as it is thought that the project can be completed at that time if prosecuted vigorously. Recommendation approved by the Commission.

A. D. Kern, contract No. 626, grading approach fills Rhinehart Overcrossing on the La Grande-Joseph Highway in Union County, requested an extension of time to September 15. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Tobin & Pierce, contract No. 565, bridges on The Dalles-Dufur Section of The Dalles-California Highway in Wasco County, requested an extension of time to October 15. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

W. H. Lee, contract No. 646, Bear Creek Bridge in Clatsop County, requested an extension of time to October 31, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Clifford Burgess, contract No. 670, buildings at Bradley Park, requested an extension of time to October 25, 1923. The Engineer recommended that the extension requested be granted. Recommendation approved by the Commission.

John Hakanson, contract No. 328, Fort Orford-Sixes River Section, Roosevelt Highway in Curry County, requested an extension of time to December 15. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

D. P. Plymale, contract No. 605, Parkersburg-Bandon Section of the Roosevelt Highway in Coos County, grading, requested an extension of time to November 15, 1923. The Engineer recommended that the extension requested be granted without penalty, provided the contractor would take out such slides as come in to the date of the extension requested at the contract prices. Recommendation approved by the Commission.

Soleim & Gustafson, contract No. 650, Creswell Section, Pacific Highway, requested an extension of time to October 15. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. C. Mathews, contract No. 616, Goldson-Cheshire Section of the Willamette Valley-Florence Highway, grading and surfacing, requested an extension of time to November 30, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

D. C. and A. L. Williams, contract No. 562, surfacing, Multnomah County Line-Sandy Section. The Engineer reported that the original date for the completion of this contract was November 30, 1922, the contract having been advertised on June 29, 1922. Actual award, however, was not made until August 4, 1922. On January 24, 1923, an extension of time was granted to July 1, 1923, subject to the payment of engineering costs except for an allowance of thirty-six days to compensate for delay in the award. In view of the fact, however, that other uncompleted contracts being handled by the same engineering force necessitated carrying over the engineering, the Engineer recommended that the previous order be modified and that only the engineering expense subsequent to June 3, 1923 be charged against the contractor. Recommendation approved by the Commission.

Mr. Dow Walker, a member of the Board of County Commissioners of Multnomah County, discussed the approval of plans and specifications of the Ross Island and Burnside Street bridges. Mr. Walker stated that

inasmuch as these bridges were located in the city of Portland, the Board of County Commissioners were not certain that approval was necessary and for that reason plans had not previously been submitted. The Attorney for the Commission advised that his interpretation of the law was that there were no exceptions. The Engineer stated that approval as to engineering features could not be given until a thorough examination and check of the plans and specifications had been made. After consideration, the Commission decided that the submission of the plans was a matter in which the initiative lay with the county authorities. Also the Commission declined to give perfunctory approval.

The next meeting was set for November 26th at 2 P. M.

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

Roy A. Klein

State Highway Engineer and
Secretary

Wm. Doby
Chairman

H. B. Van Duzer

W. H. Malone

North Bend, Oregon, November 8, 1923.

The Commission held a public meeting in the Liberty Theatre, North Bend, at 2 P. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, Secretary and State Highway Engineer

The Secretary read the call of the meeting, as follows:

TO WHOM IT MAY CONCERN:

You are hereby notified that there has been filed with the Oregon State Highway Commission a proposed form of petition proposing the organization of a highway improvement district under the provisions of Chapter 399 of the General Laws of Oregon for 1921, said district to be known as the "Coos Bay Highway Improvement District". The land which it is proposed by said petition to include within said district is described as follows, to-wit:

"Beginning on the shore of the Pacific Ocean at the township line between townships 26 and 27 South of Range 14 West, Willamette Meridian, Coos County, Oregon, thence northerly along the shore of the Pacific Ocean following the boundary line of Coos County to a point where said boundary line intersects the center line of the main channel of Coos Bay at the entrance thereof, thence along the center line of the main channel of Coos Bay for the full length of said bay, northeasterly, easterly, and then southerly to Isthmus Inlet and to the center line of the channel thereof, thence southerly along the center line of the channel of Isthmus Inlet to the intersection of said center line with the Township line between Townships 26 and 27 South of Range 13 West of Willamette Meridian, thence West along said Township line to the place of beginning, and including the cities of North Bend, Empire and Marshfield and adjacent territory."

You are further notified that Thursday, the 8th day of November, 1923, at the hour of 2:00 o'clock P. M. of said day in the Liberty Theatre in North Bend, Oregon, has been set as the time and the place for hearing and passing upon said petition and for approving or disapproving the form of said petition, the contents or matters set forth therein and the boundaries of said proposed district.

Any person desiring to protest the organization of said proposed district or desiring to be heard with reference to any of the matters therein set out are hereby notified to appear before the Commission at the time and the place herein designated and file with said Commission at said time, or prior thereto, their objections or protests in writing.

Dated this 23rd day of October, 1923.

OREGON STATE HIGHWAY COMMISSION

By WM. DUBY
Chairman

H. B. VAN DUZER
Commissioner

W. H. MALONE
Commissioner

Attest:
ROY A. KLEIN,
Secretary.

The Secretary reported that the advertisement for the meeting had been published in the newspapers of North Bend and Marshfield and also posted on the public bulletin boards in these cities.

The Chairman stated that the Commission was present in a friendly attitude and that the purpose of the meeting was to hear arguments either for or against the boundaries as had been submitted by the Committee and the discussion would be limited to that feature.

J. T. Brand, City Attorney of Marshfield, representing the joint Chambers of Commerce of North Bend and Marshfield, spoke in favor of the boundaries as proposed.

W. B. Mack, General Manager of the Stout Lumber Company, Fred Hollister of North Bend, L. J. Simpson, Duncan Ferguson, Mayor of Marshfield, Senator Charles Hall, Ira Padrick and others spoke in favor of the boundaries as proposed.

J. D. Goss of Marshfield and County Commissioner Kern asked that the proponents furnish a more definite statement of the improvement proposed to be made. Mr. J. T. Brand answered.

On taking a rising vote to indicate the sense of the meeting, there appeared to be approximately fifty in favor of the boundaries proposed and one opposed.

Mr. A. L. Powers explained his negative vote by stating that he favored the project but considered that the district took in too much territory.

After consideration, on motion which was carried, the Commission unanimously approved the form of petition presented and the boundaries of the Coos Bay Improvement District as proposed.

The meeting was then adjourned.

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Duby
Chairman
H. B. Van Duzer
Commissioner
W. H. Malone
Commissioner

Portland, Oregon, November 26, 1923.

The Commission met in Room 403 Multnomah County Court House at 2:00 P. M. Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

Bids were opened on the following projects:

THE DALLES-CALIFORNIA HIGHWAY
TYGH GRADE-DUFUR SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Greenwood & Dann	90,139.00	86,465.50
Metzger & Johnson	98,497.00	97,193.00
Montague-O'Reilly Co.	96,571.00	97,564.00
Morrison-Knudsen Co.	105,929.00	104,925.00
Joplin & Eldon	106,771.50	105,979.50
Johnson Contract Co.	114,723.00	112,991.00
Copenhagen Bros. Co.	118,986.00	116,066.00

CORVALLIS-NEWPORT HIGHWAY
BRIDGE OVER MARYS RIVER AND RAILROAD AT BLODGETT

Marshall & Barhan	12,587.85
Lindstrom & Feigenson	14,538.00
E. D. Olds	14,607.00
W. D. Hoffman	15,777.50

The opening of bids for auditing the state highway fund was deferred until 10:00 A. M. the next day, because some of the bids had been filed at Salem and had not been brought to Portland.

Commissioner Dean, W. S. Bruce and J. L. Blackaby appeared in the interest of the Jordan Valley Road. They stated that the county had expended considerable market road money on this road and has at the present time \$44,000 of county bond money available for this road. They asked that the state furnish a sufficient amount to complete it. Matter taken under consideration.

Representing Benton County, Judge Wilson and Commissioners von Lehe and Scott were present in the matter of division of costs on the combined overhead crossing of the railroad and Mary's River near Blodgett on the Corvallis-Newport Highway. The Public Service Commission order apportioned the costs of that part of the structure over the railroad, one-third each to the railway company, county and state, but the river crossing part had not been definitely agreed upon between the county and the state. After consideration, the Commission agreed to take two-thirds of the cost of the river crossing, making the county's share one-third of the cost of the entire structure, which was acceptable to the county representatives.

Judge King of Jefferson County and Messrs. M. A. Lynch of Redmond and H. H. De Armond of Bend asked that the Commission make the definite location of the 4 mile gap between the completed sections on both sides of the Crooked River Crossing in both Deschutes and Jefferson Counties. Since it appeared desirable at this time to make the definite location, after consideration the Commission adopted the

Engineer's recommendation for the high level location, crossing the Crooked River Canyon on a high bridge, eliminating the rise and fall at Crooked River, saving about one mile of distance and eliminating the grade crossing of the Oregon Trunk Railway. Judge King stated that if the line were staked, Jefferson County would do some of the grading in their county with their county forces. The Engineer was instructed to stake the location on the ground at his convenience.

Former County Judge Wade, now Mayor of Bandon, Judge Mast of Coos County, C. W. Parker of Marshfield and Commissioner Sypher of Curry County were present in the interest of further work in Coos and Curry Counties. On the 6 mile section of the Coast Highway south of Bandon, they asked that resurfacing be done during the present season. In the matter of financing the surfacing of the Coquille-Bandon Section, the committee hoped to have a definite proposal to submit to the Commission the next day.

Judge Wade and Commissioner Sypher asked for help in Curry County. Reference was made to the Coos County Line-Denmark Section about $4\frac{1}{2}$ miles in length, which is the only section not standardized between Bandon and the Arizona Inn. On this section they stated that there are many small bridges which are in bad condition and which it would not be economical to renew as the new location is not on the present road. Mention was also made of the section between Euchre Creek and Mussel Creek north of Gold Beach and also the Myers Creek Section south of Gold Beach.

Attorney Robin Day of Salem presented a claim for repairs to automobile owned by S. P. Kimball, account of alleged damages by a state truck operating on the Corvallis-Newport Highway. After reviewing the circumstances, the Commission declined to approve the payment of the claim.

J. W. Oberender, representing the Waldport Community Club, asked that the state undertake a project on the Coast Highway between South Beach and Waldport.

Judge Bunnell and Commissioner Short of Klamath County asked for the definite location of the Klamath Falls-Lakeview Highway. After consideration, on motion of Commissioner Van Duzer which was carried, the location by way of Dairy, Bonanza, Beatty and Bly was adopted.

Mr. A. B. Wood of Beaverton appeared before the Commission asking that bank protection work be done to prevent erosion on his property on the Three Rivers Section in Tillamook County. The Engineer reported that it was his opinion that the erosion which had been done was due to the natural vagaries of the stream in the high water period and was something for which the Commission was in no wise responsible.

Portland, Oregon, November 27, 1923.

The State Highway Commission met in Room 403 Multnomah County Court House at 10 o'clock A. M. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary

At 10 o'clock the tabulation of the bids received the previous day was read and the following action was taken:

Tygh Grade-Dufur Section. This is a federal aid cooperative project and approval has not yet been received from the Bureau of Public Roads. The bid of Greenwood & Dann, the low bidder, at \$86,465.50 is satisfactory and the bid is referred to the Engineer with authority to make the award when approval is received, it being understood that the award will be made on the basis of corrugated iron pipe with the exception of locations under the heavier fills where concrete pipe is to be used.

Blodgett Overhead Crossing. On motion which was carried, the award of the contract was made to Marshall & Barhan, the low bidder, at \$12,587.85.

Bids for auditing were received from the following:

Wm. Whitfield & Co., Portland
Paul R. Chaney Company, Portland
G. Ed Ross, Salem
Arthur Berridge & Company, Portland
Haskins & Sells, Portland
Alexander Young & Company, Portland
E. G. Shorrocks & Co., Portland
John Y. Richardson & Co., Portland
Whitcomb, Piepenbrink & Co., Portland

On motion of Commissioner Van Duzer, the award of the contract for auditing was made to Whitcomb, Piepenbrink & Co., of Portland, the low bidder.

A delegation of about sixty from Milwaukie and vicinity appeared in the interest of designating the East Side or River Road from Oregon City through Milwaukie to the Multnomah County line as a state highway. Mr. Harvey Starkweather acted as spokesman for the delegation, stating that the road district had voted the maximum millage tax for road improvements for several years in order to improve this road and that their purpose in asking that the road be taken over was in order that they might be relieved of the cost of maintenance on the project. A petition was presented signed by over one hundred residents, and Mr. B. G. Skulason and Mr. Marshall Dana spoke in behalf of the project. Matter taken under consideration.

The Secretary reported that the Bureau of Public Roads was withholding approval on the Tygh Grade-Dufur project until the Commission would agree to submit the Criterion-Shaniko-Sherman County Line Section of the Sherman Highway as a federal aid project. A conference was held with Judge Adkisson of Wasco County, who agreed that the advertising of the Shaniko Section should follow simultaneously with the Criterion Section of the Dalles-California Highway. After consideration, Commissioner Van Duzer offered the following motion which was carried: In view of the communication received from the Bureau of Public Roads in reference to cooperation on the Dufur-Tygh Grade Section on the part of the Government, the Oregon State Highway Commission, in agreement with Judge Adkisson of the Wasco County Court, agrees that coincidental with the grading of the Criterion Section of the Dalles-California Highway, the Commission will enter into an agreement with the County Court of Wasco County covering the completion of the Shaniko Section of the Sherman Highway.

In response to an invitation, Mr. W. A. Marshall, Chairman of the State Industrial Accident Commission, spoke in behalf of compulsory State Industrial Accident Insurance on all state highway contracts. Mr. Frank C. Wynne and Mr. Walter E. Pearson presented the argument for the private insurance companies. The matter was held for further consideration.

Judge Barnard and Commissioners Sharp and Roney of Lane County spoke about the matter of Lane County's share of the funds for the Harrisburg bridge. After consideration the Commission advised them that the payments to the state could be spread over the two year period (1924 and 1925) with one-half of the total amount to be paid each year.

The Lane County representatives asked the state to cooperate with them on a 50-50 basis on a section of the McKenzie Highway between Nimrod and Cook's Place. The Engineer reported that there was considerable objection to putting on a small unit due to higher costs and the interference with travel. The matter was referred to the Engineer for further conference with the county. The county representatives also asked the state to take over for maintenance the mile section graded and surfaced by the county in 1919 immediately east of the completed section on the Goshen-Lowell project, which was taken under consideration.

Judge Wade and C. W. Parker stated that they were prepared to submit tentative figures showing credits to which they believed Coos County was entitled in consideration of surfacing the Coquille-Bandon project, proposing to submit the definite figures at a later date. The Coos County representatives asked that the county be given credit for the bridge over Coalbank Slough on the outskirts of Marshfield on which their estimate of cost is \$30,000. North of Coos Bay the county has expended a considerable sum for which the Commission has allowed a credit of \$118,000. Against that amount the county understands that the Commission contemplates spending next year approximately \$82,000 on the Glasgow-Hauser project. This would leave a balance of approximately

\$36,000, which they propose to have transferred to their share of the Coquille-Bandon surfacing project. Also, they ask that credit be given for a short section of about 2 miles which was paved and paid for by Coos County on the Coast Highway immediately south of the city limits of Marshfield. The delegation stated that Coos County is ready to go 50-50 on the Coquille-Bandon surfacing and offer these items for credit. The Commission took the matter under advisement asking the committee to furnish definite figures for the next meeting, and in the meantime the Engineer was instructed to advertise the project for bids to be received at the next meeting.

Judge Wade and Commissioner Sypher asked again for further work in Curry County, stating that the county could offer some cooperation on the Myers Creek Section, but they had nothing available on the Denmark Section. Commissioner Sypher stated that the county preferred to have the Denmark Section completed first. The Commission took the matter under advisement to give an answer as soon as it can.

Mr. A. Tussing, City Attorney, and Mr. Bert S. Clark, Mayor of Halsey, asked the Commission to build up the intersections of their city cross streets to make better connections with the Pacific Highway. The matter was referred to the Engineer.

Mr. J. R. Blackaby and Mr. W. S. Bruce of Jordan Valley spoke again about the matter of state funds on the Jordan Valley road. After considerable discussion, it was suggested that if the county would use the funds which had been promised on the Payette and Weiser bridge connections with the Old Oregon Trail on the Jordan Valley project, the state would take over the improvement of the connections to the Weiser and Payette bridges with state funds thus releasing county funds to an equal amount for the Jordan Valley road. The committee stated that they would take this matter up with the County Court of Malheur County.

Mr. Philip Dater, representing the Forest Service, asked the Commission to take action on the Mt. Hood Loop-The Dalles connection on the forest highway map, known as the Mill Creek road. On motion which was carried, the Commission voted to reconsider their previous action whereby this project was rejected and approved the addition of this highway to the forest highway map in compliance with the request of the Forest Service.

The Engineer presented the matter of placing mile posts on the Pacific Highway between Portland and the California line. After consideration, the Engineer was authorized to proceed with this work.

The Commission approved the minutes of October 15, 22 and 23, 1923.

At the request of Commissioner Van Duzer, the Engineer presented a report on the proposed park site at Blue Lake on the Columbia River Highway in Hood River County near Wyeth showing the area desired for park purposes. The Engineer was authorized to negotiate with the owner

and report back to the Commission.

The Secretary reported that the bond election in Linn County for the county's share of the cost of constructing the bridges over the Willamette River at Harrisburg and Albany had carried, and both the Linn and Lane County Courts desired that these bridges be put under construction at the earliest possible date. On motion which was carried, the Secretary was authorized to make an application to the Secretary of War for a permit to construct bridges over the Willamette River at Harrisburg and Albany and the Engineer was instructed to prepare plans and specifications for both structures at once. On further motion, the Engineer was instructed to submit both of these projects to the Bureau of Public Roads for federal aid cooperation.

The Commission considered the Engineer's report on the location of the Willamette River bridge at Albany and on motion which was carried, the Commission approved the Ellsworth Street location and also the plans for crossing over the railroad tracks.

The Commission declined the petition from citizens of Freewater for a sidewalk between Freewater and the state line.

The Commission decided to hold the next meeting the second week in January, the exact date to be set by the Secretary as soon as the date for the County Judges' and Commissioners' Convention is known, the date of the Commission meeting to be set immediately preceding or immediately subsequent to that meeting.

The Engineer recommended that the section of the Old Oregon Trail between Umatilla and a point 4 miles south of Echo be resurfaced during the present season with crushed rock surfacing. After consideration, this improvement was authorized and the Engineer instructed to ask for bids at the January meeting.

Commissioner Malone introduced 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 first day of March, 1922, apportion among the several counties of the State, complying with the provisions and accepting

the benefits of said market road law, the 1923 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 April 17th, 1923, by resolution distribute and make available for payment to all counties, 50% of the total amount apportioned to them for 1923; 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 1923 apportionment as apportioned by the State Highway Commission by resolution under date of March 1st, 1923, 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	1923 Apportionment	Payments made as authorized in June	Expendi- tures made by State	Balance payable to Counties
Baker	\$ 30,794.62	\$ 15,397.31	\$ 189.11	\$ 15,208.20
Benton	20,127.87	10,063.94	4.00	10,059.93
Clackamas	54,018.56	27,009.28	0.00	27,009.28
Clatsop	39,317.00	19,658.50	8.48	19,650.02
Columbia	21,049.35	10,524.67	0.00	10,524.68
Coos	31,704.00	15,852.00	4.16	15,847.84
Crook	8,253.34	4,126.67	4,126.67*	0.00
Curry	5,376.01	2,688.00	481.81	2,206.20
Deschutes	15,047.89	7,523.95	17.55	7,506.39
Douglas	34,387.24	17,193.62	14.34	17,179.28
Gilliam	14,712.34	7,356.17	605.68	6,750.49
Grant	11,142.27	5,571.13	0.00	5,571.14
Harney	15,863.62	7,931.81	2,138.15	5,793.66
Hood River	13,548.76	6,774.38	1.72	6,772.66
Jackson	37,985.70	18,992.85	5,437.77	13,555.08
Jefferson	7,891.05	3,945.53	394.66	3,550.86
Josephine	10,628.13	5,314.07	1,051.12	4,262.94
Klamath	25,533.37	12,766.68	4,739.49	8,027.20
Lake	15,241.63	7,620.82	440.08	7,180.73
Lane	55,598.91	27,799.45	0.00	27,799.46
Lincoln	10,595.97	5,297.99	0.00	5,297.98
Linn	44,683.28	22,341.64	0.00	22,341.64
Malheur	22,023.27	11,011.62	985.61	10,026.03
Marion	59,351.29	29,675.65	0.00	29,675.64
Morrow	15,871.13	7,935.56 (Cr)	600.82	8,536.39
Multnomah	100,949.92	50,474.96	0.00	50,474.96
Polk	25,750.79	12,875.40	196.65	12,678.74
Sherman	15,818.20	7,909.10	4.00	7,905.10
Tillamook	24,117.60	12,058.80	0.00	12,058.80
Umatilla	65,086.06	32,543.03	0.00	32,543.03
Union	28,969.75	14,484.87	906.65	13,578.23
Wallowa	19,065.21	9,532.61	50.02	9,482.58
Wasco	24,274.70	12,137.35	0.00	12,137.35
Washington	43,026.14	21,513.07	1,841.07	19,672.00
Wheeler	6,044.48	3,022.24	1,457.32	1,564.92
Yamhill	32,416.93	16,208.46	0.00	16,208.47
Total	\$1,006,266.38	\$503,133.19	\$24,495.29	\$478,637.90

*The total expenditure for market road engineering in Crook County amounts to \$5,286.38. The balance of \$1,159.71 will be deducted from the 1924 apportionment to this County.

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.

In response to an invitation to attend the convention of the Oregon Local Telephone Association to be held in Portland on December 13 and 14, Division Engineer Clarke and Attorney Devers were appointed to represent the Commission.

The Engineer reported that as an emergency matter he had taken bids on the embankment required on the approach fills to the bridge over the Klamath River near the Spencer Ranch on the Ashland-Klamath Falls Highway, and the following bids had been received:

John Hampshire	\$5,320.00
Dunn & Baker	5,540.00
A. W. Bradshaw	6,600.00
W. D. Miller	5,900.00

The award of the contract to the low bidder, Mr. John Hampshire, by the Engineer was approved.

The minutes of the meeting of November 8, 1923 were approved.

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

Warren Construction Company, contract No. 683, resurfacing of the Island City-La Grande Section of the La Grande-Wallowa Lake Highway, requested an extension of time to December 1, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Oregon Contract Company, contract No. 536, Rickreall-Holmes Section of the West Side Highway, requested an extension of time to December 31, 1923. The Engineer reported that the paving had been completed and that the shoulder work only remained to be done, and recommended that the extension be granted without penalty. Recommendation approved.

A. D. Kern, contract No. 617, Tangent-Shedd Section, Pacific Highway in Linn County, requested an extension of time to November 1, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Elliott, Scoggin & Paquet, contracts Nos. 630 and 632, Tygh Grade and Tygh Valley Sections of The Dalles-California Highway, requested an extension of time to April 30, 1924. In view of the shortage of labor during the summer months, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

J. K. Shotwell, contract No. 641, furnishing crushed gravel in bunkers for the surfacing of the Castle Rock Section of the Columbia River Highway in Morrow County, requested an extension of time to December 31, 1923. In view of the increased quantities required, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Schell & McKy, contract No. 673, Hunter's Creek-Hunter's Head Section, requested an extension of time to July 1, 1924. The Engineer recommended that the extension be granted without penalty provided the contractors keep the road in a passable condition during the winter months. Recommendation approved by the Commission.

Force & Currihan, contract No. 649, Eugene-Goshen Section of the Pacific Highway, requested an extension of time to November 15, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Bauers & Bauers, contract No. 638, Grass Valley-Kent Section, requested an extension of time to December 31, 1923. In view of the good progress which has been made on this project, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Bauers & Bauers, contract No. 639, Kent-Wasco County Line Section in Sherman County, requested an extension of time to January 31, 1924. In view of the good progress made on this project, also, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Wallowa County Court, contract No. 570, grading and surfacing the Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway, requested an extension of time to November 1, 1923. The Engineer recommended that the extension be granted with the provision that the engineering costs subsequent to September 1, 1923 be charged to the county. Recommendation approved.

Joplin & Eldon, contract No. 643, Winchester bridge approaches, requested an extension of time to December 31, 1923. In view of the many difficulties which have been encountered by these contractors in prosecuting work, the Engineer recommended that an extension be granted without penalty. Recommendation approved by the Commission.

L. B. Hickox & Company, contract No. 541, Unit 3, Myrtle Point-Camas Valley Section of the Coos Bay-Roseburg Highway, requested an extension of time to November 1, 1923. Owing to the unexpected difficulties

encountered in this job, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

W. H. Lee, contract No. 646, Bear Creek bridge on the Columbia River Highway near Svensen, requested an extension of time to November 15, 1923. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

A. D. Kern, contract No. 554, Cherryville-Forest Boundary Section of the Mt. Hood Loop Highway in Clackamas County, requested an extension of time to December 31, 1923. The Engineer recommended that the extension be granted, provided inspection costs subsequent to August 31, 1923 and engineering costs after September 30, 1923 be paid by the contractor. Recommendation approved by the Commission.

A. D. Kern, contract No. 613, Sandy-Cherryville Section of the Mt. Hood Loop Highway, requested an extension of time to December 31, 1923. The Engineer recommended that the extension be granted provided the engineering and inspection costs subsequent to September 30 be paid by the contractor. Recommendation approved by the Commission.

H. J. Hildeburn, contract No. 592, Drews Valley Section of the Klamath Falls-Lakeview Highway, requested an extension of time to August 31, 1924. The Engineer reported that the contractor would probably be unable to operate his plant between November 30, 1923 and June 1, 1924 and recommended that the time for completing the contract be extended, providing the engineering expense subsequent to August 1, 1923 be charged to the contractor in the event that the base course is not completed before November 30, 1923 or in case the entire project is not completed before August 31, 1924. Recommendation approved by the Commission.

On the recommendation of the Engineer, the Commission reconsidered its previous action on November 23, 1922 at which time the completion date on contract No. 548, Unit No. 1 Myrtle Point-Camas Valley Section, Warren Construction Company, contractor, was extended to June 30, 1923 provided that engineering charges subsequent to September 15, 1922 be charged to the contractor. This recommendation was made in view of the fact that the contractor had handled the work with due diligence and had completed this section in advance of other contractors on adjacent projects working under similar conditions and that the state had gained by having the work go over into the second season. For these reasons, the Commission agreed to waive the engineering penalty.

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

Roy A. Klein
State Highway Engineer and
Secretary

W. H. Lee
Chairman

W. H. Lee

H. J. Hildeburn