

Portland, Oregon, January 8, 1924.

The Commission met in Room 201 Multnomah County Court House at 2:00 P. M. Present were:

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

Bids were opened on the following projects:

ROOSEVELT COAST HIGHWAY
COQUILLE-BANDON SECTION - SURFACING

	Alternate "A"	Alternate "B"
Johnson Contract Co.	189,030.00*	186,720.00*
Montague-O'Reilly Co.	219,420.00**	211,830.00**
A. D. Kern	178,005.00	176,355.00
S. S. Schell		182,225.00***
B. N. Bartlett	193,305.00	192,975.00
Pat Hennessey		175,992.50****

- * South Fork Coquille River gravel to be used. Specifications re abrasion not to apply.
- ** See letter re freight and measurement of materials.
- *** Crushed rock from Norway quarry.
- ****McGeorge Co. gravel to be used.

OLD OREGON TRAIL
UMATILLA-NOLIN SECTION - RESURFACING

	Alternate "A"	Alternate "B"
Joslin & McAllister		52,094.00
Metzger & Johnson	81,225.00*	50,772.00*
George K. March	104,775.00	46,041.00
Columbia Construction Co.	91,603.00	49,713.00
Johnson Contract Co.	96,630.00	51,640.00
Porter & Conley		61,661.00
A. D. Kern		67,921.00
Warren Construction Co.	94,842.00	49,882.00
Chris Sauset	89,832.00	53,210.00
B. N. Bartlett		93,475.00
Bauers & Bauers	88,830.00	49,134.00
Security Construction Co.		61,800.00

*Bid on gravel (Irregular)

ROOSEVELT COAST HIGHWAY
COQUILLE-BANDON SECTION - TIMBER TRESTLE

J. W. & J. R. Hillstrom	22,255.00
Wimer Brothers	25,950.00
A. B. Gidley	26,230.00
Hagquist & Bjorkquist	29,935.00
D. P. Plymale	32,502.00

Judge Wood of Curry County and Colonel B. K. Lawson of Wedderburn appeared in behalf of the Roosevelt Highway in Curry County. Colonel Lawson stated that the commercial bodies along the Coast had formed an organization for the promotion of the Roosevelt Highway and had agreed on a definite program to submit for the consideration of the Commission, the purpose being to recommend the elimination of the worst sections of the road first. They asked for the grading and surfacing of the Myers Creek Section 2.2 miles in length including new bridge over Myers Creek. Immediate action was urged so that the work could be begun early. Matter taken under consideration.

Commissioners McCully and Plass of Wallowa County asked that the Commission waive the penalty of the engineering costs on the Lostine-Enterprise Section on which the county was the contractor. The county representatives contended that the work had been prosecuted vigorously by the subcontractor but that they were unable to finish within the time limit. Matter taken under consideration.

Judge Test of Malheur County asked for state aid on the Jordan Valley Road. The Commission stated that they were willing to go ahead with previous proposal; i. e., state complete connecting roads to Payette and Weiser bridges and county use their funds on the Jordan Valley project. Judge Test said he would confer with his associates further.

A delegation from Grants Pass and Josephine County were present to urge further work on the Grants Pass-Crescent City Highway and also the Caves Highway. Those present were Judge Pollock, County Commissioner McCabe, A. M. Simons, Secretary Grants Pass Chamber of Commerce, A. B. Cornell, Dr. F. H. Flanagan, C. G. Damaray, G. H. Sabin and Ed Miller. Mr. Miller acted as spokesman for the delegation, reviewing the present condition of the road and emphasizing the great increase in travel to the Caves which they expected this year, and also the anticipated increase in travel when the section in California was completed. Judge Pollock asked that the Commission give special consideration to the bridge across the East Fork of the Illinois River which is old and in a very weakened condition, and since the present structure is not on the new alignment it is useless to make extended repairs. The engineer was instructed to report at the next meeting on the cost of a new bridge at this location together with the necessary connections with the present road.

Judge James. Commissioners Warren and Dunn of the Lincoln County Court, B. F. Jones, Frank Priest, Lester Martin and A. E. Marvin of Newport and vicinity asked for further work on the Coast Highway in Lincoln

County. They asked for the survey between Otter Rock and the Siletz River and were advised that it was the plan of the Commission to make that survey during 1924. The delegation also asked for construction from Newport to Agate Beach, stressing the fact that it was costing the county large sums to keep the present plank roadway in repair. Matter taken under consideration.

Geo. Hendrix, Walter Skaggs, Elmer Taylor and B. Tullock, residents of eastern Lincoln County in the vicinity of Denzer, presented a petition asking that the route of the Alsea Highway be changed to go via Lobster Creek and Denzer, instead of via the Alsea River route. Matter referred to the engineer for investigation.

Judge Schanney and Commissioners Bean and Hales of Umatilla County asked that the Commission request the Forest Service to extend the forest highway from Ukiah about six miles north to a point opposite Albee. Their reason for asking for the extension was that they considered that the Ukiah-Dale project was too expensive to be undertaken at this time but that they thought that the Forest Service would be willing to make an appropriation for the Ukiah-Albee Section which was much less expensive. Action on the matter deferred for conference with Forest Service representatives.

Judge Schanney stated that Umatilla County was interested in the completion of the remaining gap on the Oregon-Washington Highway between Vinson and Jones Hill but that the matter would be presented by the Morrow County representatives.

Judge Campbell and County Commissioner L. P. Davidson of Morrow County urged the Commission to complete the Oregon-Washington Highway. They stated that the total distance of the unimproved section is 19 miles of which 3 miles are in Umatilla County and 16 miles in Morrow County. The work is heavy, estimated to cost about \$250,000, and neither county has any funds with which to cooperate. The Commission indicated that they could not consider the project this year on account of lack of funds.

The Morrow County representatives asked that the state secure to them forest funds out of the 1924 allotment on the Heppner-Spray road via Hardman. Matter taken under consideration.

Portland, Oregon, January 9, 1924.

The Commission met at 10 A. M. in Room 201 Multnomah County Court House. Present were:

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

The tabulation of bids received the previous day was read.

Timber trestle construction on the Coquille-Bandon Section. On motion which was carried, the contract was awarded to the low bidders, J. W. & J. R. Hillstrom, at \$22,255.00.

In the matter of the Coquille-Bandon surfacing contract, the Commission asked Pat Hennessy, the low bidder on Alternate "B", regarding his financial resources, equipment, and plans for handling the work. Similar questions were asked G. E. Kibbe, representing A. D. Kern, the low bidder on Alternate "A". When asked if they would agree to a \$100 per day penalty after the completion date, both bidders agreed. Matter taken under further consideration.

Resurfacing between Nolin and Umatilla in Umatilla County. The Commission called on Mr. H. G. Johnson of the firm of Metzger & Johnson to explain his bid. He stated that he had qualified his bid providing for the use of gravel for part of the work, making a third set up instead of the two set ups for crushed rock provided in the specifications. When asked if he would furnish crushed rock from the pits specified at his bid price, his answer was negative. The engineer recommended against the use of the gravel which the contractor proposed. The bid of Metzger & Johnson was therefore rejected, and the contract awarded to the second bidder, Bauers & Bauers, on Alternate "A", (contractor to do all of the work) at his bid of \$88,820.00.

Judge Patterson, County Commissioner Rounds and former County Judge McHaley of Grant County asked that the John Day forest project be extended east from Austin. They were advised that the Commission intended to include this project in the forest highway program to be submitted to the forestry officials.

The Grant County representatives stated that they would be willing to complete the highway through the town of John Day and build the bridge over Canyon Creek if they had any surplus in their bond funds. The Engineer was instructed to send them a statement of costs on the new bridge across the John Day River at the site of the old Coles bridge.

Commissioners Frye and Peterson of Clatsop County asked the Commission to consider the improvement of the Seaside-Necanicum Section of the Coast Highway in their county, stating that they would offer \$28,000 this year in cooperation. They stated also that they would offer \$20,000 next year if the Commission would put on the project. Later they said that they might add to that some maintenance money so that they could offer a round sum of \$50,000 on the project, \$30,000 this year and \$20,000 next. The Engineer was instructed to make a survey of the project and report back to the Commission with an estimate of cost.

Judge Barnard, Commissioner Sharp and County Engineer Morse of Lane County presented the matter of the improvement of the Florence North Section of the Roosevelt Coast Highway as a joint cooperative project,

county, state and Government, stating that the county had \$36,500 available. The delegation also asked that a section of the Willamette Highway be submitted on the forest highway program for 1924. On this highway the county has \$250,000 of bond money available. Both matters taken under consideration.

Judge Bunnell and Commissioner Short of Klamath County asked the Commission to construct from Dairy to Beatty, about 25 miles, on a cooperative basis with the county, particularly urging the construction of the section from Dairy to Bonanza. Matter taken under consideration.

Judge Bunnell presented the section of the Klamath Falls-Lakeview Highway through the Fremont National Forest as a prospective cooperative forest project for 1924. The Commission asked if the Court would not prefer the expenditure of forest money on The Dalles-California Highway and he responded in the affirmative.

Commissioner McCully and Commissioner Plass of Wallowa County asked that the Enterprise-Flora Road be extended farther north as a forest project. Matter taken under consideration.

Commissioner Van Duzer was absent from afternoon session.

Judge Wilson and Commissioner von Lehe of Benton County asked for state aid on the Alsea Highway in their county. They stated that a new bridge was needed over Mill Creek one mile west of Alsea and they offered to cooperate 50-50 or build the bridge with their own funds and receive credit on other work next year. Matter taken under consideration.

A delegation from Waldport and Lincoln County consisting of J. R. Reilly, O. W. Patterson, A. D. Kern, H. W. Morris, W. H. Burtis, Judge James and Commissioner Dunn, asked for state aid on the Newport-Waldport Section. Commissioner Dunn stated that the county found it difficult to raise funds to maintain the dock at South Beach. Also it would be necessary to renew the planking on several miles of the present road this year which would be very expensive. Also several miles of this section were on the ocean beach which could be traveled only at low tide, which presented a serious obstacle. Mr. Kent, stage driver, and Mr. Morris, storekeeper at Waldport, told of the difficulty in handling mail and freight between Waldport and Newport over the present road. For these reasons the delegation urged that the Commission give consideration to the construction of a unit of the Newport-Waldport project this year.

Walter Meacham, President of the Old Oregon Trail Association, asked that the Commission authorize the erection of the Old Oregon Trail signs. Mr. Standish, representing the California Metal Enameling Company, displayed a sample made up on the Highway Department design. Mr. Meacham stated that the Fairbanks design had been adopted as the official emblem of the Old Oregon Trail Association, but that they did not think it could be reproduced satisfactorily in an enamel metal sign. The Commission authorized the purchase of 200 metal enamel Old Oregon Trail signs after the design found most satisfactory had been adopted by the Trail Association.

Judge Gardner and Commissioner Alford of Jackson County asked that the McLeod-Cascade Gorge Section of the Crater Lake Highway be advertised for rock surfacing in the early spring. The Commission advised that this project was on the 1924 program.

Judge Gardner asked that the state approve the Blue Ledge or Applegate forest project extending south from Ruch, for the 1924 forest road program. Matter taken under consideration.

Judge Dodson, Commissioners Cartmill and Miller of Baker County and Mr. Sturgill of the Security Construction Company appeared before the Commission in the matter of unit prices which should govern on certain cattle passes constructed on the state Baker-Nelson grading and surfacing contract for the county. The Attorney stated that the work done should be paid for at the unit prices named in the contract, regardless of the fact that the payments were made direct to the contractor by the county.

The Baker County Court stated that they were in disagreement as to certain claims made by the Johnson Contract Company on their Haines-Rock Creek Market Road contract and asked that the Market Road Engineer adjudicate these claims. The Commission stated that they were willing to assign an engineer to this matter, provided both parties would accept his decision as final. Matter taken under consideration by the Court.

In the matter of a claim of Wm. Gossett for work done on a sub-contract on the Baker-Nelson contract, Mr. Sturgill agreed in order to settle the matter to approve the direct payment to Gossett.

Colonel B. K. Lawson of Wedderburn presented a resolution adopted by the Del Norte Chamber of Commerce addressed to the California State Highway Commission which they asked the Oregon Highway Commission to endorse. After consideration, the Commission agreed to endorse the resolution excepting that portion which referred to immediate construction.

Mr. W. L. Clark, City Manager of Hood River, told the plans of the city to pave the Columbia River Highway through the city this season. He stated that they had planned to pave from the west end of the Hood River bridge to the east end of the present pavement, and on the west end they proposed to pave the entire section about 3000 feet at present not paved, but that their available funds would bring this improvement only to the junction of Cascade Avenue and Oak Street, leaving about 1200 feet to complete to the west city limits. On this 1200 foot section they asked state aid. Various plans were discussed but the prohibition against spending state funds in cities of over 2500 population seemed to preclude any help from the state.

Judge Campbell of Morrow County stated that his county would be ready to pay about \$10,000 on their obligation on the Jones Hill surfacing. He asked the Commission to consider grading a section of the Oregon-Washington Highway from Jones Hill to Lena if they could not put on the whole project through to Vinson. He said that this much would help their local people. Matter taken under consideration.

The Secretary was instructed to prepare applications for forest projects to be included in the 1924 program: Mt. Hood Loop, McKenzie, Prairie City-Unity, Hauser-Coos-Douglas County Line, Alsea, Euchre Creek-Mussel Creek and Sand Creek-Crescent.

Portland, Oregon, January 10, 1924.

The Commission met in Room 201 Multnomah County Court House with all members present and participating.

Judge Schanep and Commissioners Bean and Hales of Umatilla County asked that a balance be struck on the cooperative projects on the Pendleton-Pilot Rock-Vinson Section of the Oregon-Washington Highway. The account stands at present as follows:

	Total Construction Costs	State Paid	County Paid
Pendleton-Pilot Rock	\$111,341.02		\$111,341.02
Pilot Rock-Vinson grading	84,836.30	\$51,114.15	33,722.15
" " " bridges	10,509.07	10,509.07	
" " " surfacing	42,399.13	42,399.13	
Vinson Section "	18,182.94	18,182.94	
McKy Creek Bridge	24,482.52	24,482.52	
" " " approaches	3,428.14	3,428.14	
	\$295,179.12	\$150,115.95	\$145,063.17

On motion which was carried, the Commission considered the account balanced and closed without further cooperation from the county. In the matter of the amount due from Umatilla for county share of maintenance to April 1, 1921, the county representatives stated that this amount, \$12,058.75, would be paid to the state. In the matter of equipment account which amounted to \$2,980.13 on January 1, 1924, the County Court agreed to pay this amount or continue to rent county equipment to the state to take up the balance.

Of the amount due on the Deadman's Pass-Kamela Section, the County Court agreed to pay approximately one-third from the county's share of the motor vehicle license funds about April 1.

The Umatilla County representatives asked that the Commission undertake the improvement of the 2-3/4 mile section from the city limits of Pendleton to McKy Creek, on the Oregon-Washington Highway, stating that the heavy travel on account of the construction of the McKy Creek Dam had made the improvement imperative, but that the county had no funds with which to cooperate, but would procure the necessary right of way at their own expense. Matter taken under consideration.

Messrs. C. H. Purcell and J. A. Elliott of the Bureau of Public Roads and Messrs. Geo. H. Cecil and P. H. Dater of the Forest Service

were present and the matter of the Forest Road program for 1924 was discussed. The following projects were presented by the county authorities:

Judge Schanep presented the matter of extending the forest road north from Ukiah to a point opposite Albee, so that when forest funds were available they could be expended on a unit which would be shorter and less expensive than the Ukiah-Dale project previously proposed. The Commission supported the county request and it was also agreed to by the Bureau and Forest Service representatives.

Messrs. Ward, Larson, Wood and Johnson of Curry County asked that the Mussel Creek-Euchre Creek Section be placed on the 1924 Forest Road program.

Commissioners Warren and Dunn of Lincoln County asked that the 7 mile project leading up the Siletz River from a connection with the Roosevelt Highway be included in the 1924 Forest Road program, offering \$12,000 county cooperation. They also presented for consideration a unit of the Waldport-Newport unit of the Coast Highway.

The Lincoln County delegation asked that a survey be made from the Bee Ranch to connect with the Lincoln County Market Road at Salmon River. In response to their request the Commission authorized a reconnaissance survey to be made to determine the feasibility of the route.

The Lincoln County representatives urged that the Alsea cooperative forest project be continued as previously agreed. When asked their preference as to the survey up the Alsea River or the Denzer-Lobster Creek route recently proposed, they stated that they preferred the river route.

Commissioner Sharp of Lane County asked that the Willamette Highway be considered in the 1924 forest program, stating that the county had \$250,000 to offer in cooperation. He also urged the Florence North Section of the Roosevelt Highway on which the county offered \$36,500 cooperation.

Judge Mast of Coos County presented the Hauser-Lakeside-County Line project.

After consideration, the following program for 1924 was agreed upon by Mr. Purcell, Mr. Cecil and the Commission:

Prairie City-Unity. This being a section of a previously scheduled project, a total appropriation of \$250,000, 50-50 by State and Government was agreed on. This is estimated to be sufficient to grade 24 miles and complete the project through to Unity. Since not all of the funds would be necessary the first year, it was decided to appropriate only \$75,000 of 1924 Government funds and borrow \$50,000 out of the 1925 Government funds. On this project, after consideration, it was agreed that the through route should pass to the south of Austin, saving about

2 miles of distance, and a stub road should be built into Austin. The Chairman stated that he would confer with the County Court and see if Grant County would not build the line into Austin at their own expense.

Alsea Highway. This being a continuing project previously agreed upon, it was decided to continue on the previous basis of cooperation; i. e., \$18,000 federal funds, \$18,000 state funds, \$12,000 county funds.

Mt. Hood Loop. It was estimated that \$25,000 would be required to complete the gravel surfacing, therefore, \$12,500 of federal and \$12,500 of state money was appropriated and agreed upon.

McKenzie Highway. There remains 17 miles to surface which it is estimated will cost \$100,000. It is desired to do one-half of this during the present season, so a total appropriation of \$50,000 was agreed upon, \$25,000 to be from federal funds and \$25,000 from state funds.

Roosevelt Coast Highway. Douglas-Coos County Line to Hauser. Estimated cost to grade unimproved section and surface entire project is \$200,000 of which \$100,000 is to be federal funds and the balance to be arranged between county and state.

Roosevelt Coast Highway. Mussel Creek-Euchre Creek Section. An estimate of the cost is not available since a survey of the section has not been made, but it was agreed that if \$58,000 of federal funds were made available, the state would make up the balance.

The Dalles-California Highway. Crescent-Fort Klamath Section. A total appropriation of \$240,000 was agreed upon, to be divided fifty-fifty, state and government, for the grading and rock surfacing of a section to be selected later, between the north end of the present Fort Klamath-Sand Creek Section and Crescent.

In addition, Mr. Purcell reported that \$42,100 was necessary for maintenance on which the state obligation was \$7,200 and the Government \$34,900.

Mr. Cecil stated that he desired to include in the 1924 program the Applegate or Blue Ledge Project (extension of Medford-Jacksonville-Ruch project) and the second unit for the Detroit-Niagara project, the appropriation of federal funds for the Applegate to be \$22,000 to be paid out of forest highway funds, and for the Detroit-Niagara, \$40,000, to be paid from the original forest road appropriation, or Section 8 fund, as it is frequently designated, which was agreed to by the Commission.

Mr. Cecil and Mr. Purcell stated that they would make recommendations to the heads of their respective departments that the above program be adopted subject to such slight revisions as to sources of funds as seemed most desirable.

Judge Mast and Commissioner Kern of Coos County asked the Commission to consider as cooperation on the rock surfacing of the Coquille-Bandon Section certain previous expenditures made by the county on the Coquille-Marshfield project, as follows:

Overland Viaduct	\$ 6,391.95
Bunker Hill paving	13,818.60
Coal Bank Slough bridge	<u>26,949.71</u>
Total	\$47,160.26

which was accepted by the Commission.

The Coos County Court asked the Commission to consider the costs of the ferry and ferry slips as cooperative credits on the Coos Bay-North project. After consideration, the request was declined.

The award of the contract for the Coquille-Bandon rock surfacing project was then considered. Judge Mast, representing Coos County, which is cooperating on the project, Mr. Purcell, representing the Bureau of Public Roads, which is also cooperator, and the State Highway Engineer, recommended the rejection of all bids and the readvertising of the project. On motion which was carried, all proposals were rejected and advertisement ordered for the next meeting.

Commissioner Malone brought up the matter of further work by the state on the Baker-Cornucopia Highway at the request of a delegation from Baker County. After consideration, on motion of Commissioner Van Duzer, seconded by Commissioner Malone, the matter was laid on the table until next meeting.

On the recommendation of Chief Inspector Rafferty, the salaries of traffic officers Flanery, Nichols and Hadfield were increased from \$125 to \$150 per month, effective January 1st, 1924.

The next meeting was set for February 4th and 5th.

The Commission authorized for advertisement the following projects at the next meeting:

Union County, resurfacing 15.6 miles of the Old Oregon Trail between Lone Pine and Telocaset.

Wasco County, Criterion-Cow Canyon Section of The Dalles-California Highway, 14.1 miles of grading.

Wasco County, Cow Canyon-Shaniko-Sherman County Line Section of the Sherman Highway, 20 miles of grading and rock surfacing.

Gilliam County, Quinton-Morrow County Line Section of the Columbia River Highway, 27 miles of resurfacing with crushed rock.

Clatsop County, bridge over Mary's Creek on the Columbia River Highway 10 miles east of Astoria.

Umatilla County, two culverts, two timber spans and one 80 foot steel span on the Oregon-Washington Highway between Pendleton and Adams.

Coos County, Coquille-Bandon surfacing to be readvertised.

Clatsop County, concession at Bradley Park.

The Engineer reported on bids received for furnishing six road graders. After consideration, all bids were rejected and the Engineer was instructed to receive bids at the next meeting on eight graders with the option of increasing the order to sixteen if desired.

The Engineer was authorized to receive bids on solid and pneumatic tires also at the next meeting.

The following requests for extensions of time were considered:

Cummins & La Pointe, contract No. 544, Monmouth-Benton County Line Section of the West Side Highway in Polk and Benton Counties, requested an extension of time to October 31, 1924. In view of the difficulty which the contractors had in securing materials during the 1923 working season, the engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

D. P. Plymale, contract No. 605, Parkersburg Section of the Coast Highway in Coos County, requested an extension of time to January 15, 1924. The Engineer recommended that the extension requested be granted without penalty, provided that slides which had occurred be removed during the extension period. Recommendation approved by the Commission.

Wallowa County, contract No. 675, Enterprise-Forest Boundary Section, requested an extension of time to July 1, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Dunn & Baker, contract No. 629, Klamath Falls-Keno Section, requested an extension of time to December 31, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

John Hakanson, contract No. 628, Port Orford-Sixes River Section of the Coast Highway in Curry County, requested an extension of time to January 15, 1924. The Engineer recommended that the extension be granted without penalty, inasmuch as the delay in completion of the project had not caused any inconvenience to travel or loss to the state due to the maintenance by the contractor. Recommendation approved by the Commission.

Metzger & Johnson, contract No. 678, rock surfacing the Albany-Corvallis Highway in Benton County, requested an extension of time to November 1, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. W. Oliver, contract No. 682, Cottage Grove North Section of the Pacific Highway in Lane County, rock surfacing, requested an extension of time to December 31, 1923. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. J. Hildeburn, contract No. 665, Chewaucan-Paisley Section of the Prineville-Lakeview Highway in Lake County, requested an extension of time to May 1, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Union Bridge Company, contract No. 677, Applegate River Bridge on the Grants Pass-Crescent City Highway in Josephine County, requested an extension of time to May 1, 1924. The Engineer reported that they had been unable to get structural steel and therefore recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Illinois Steel Bridge Company, contract No. 671, bridge over the O.-W. R. R. & N. tracks and Grande Ronde River at Oro Dell, requested an extension of time to May 31, 1924. The Engineer recommended that the extension requested be granted without penalty for the reason that late steel deliveries had delayed the work. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 643, Winchester Bridge approaches on the Pacific Highway in Douglas County, requested an extension of time to January 20, 1924. The Engineer recommended that the extension be granted without penalty since the contractors encountered unforeseen difficulties in handling the work on this contract. Recommendation approved by the Commission.

Hetrick, Cline & Gardner, contract No. 651, Otter Rock-Agate Beach Section of the Roosevelt Coast Highway in Lincoln County, requested an extension of time to October 31, 1924. The Engineer reported that progress on this project had been very slow and that the contractors had been unable to secure sufficient labor during the past season and that during the present winter season, weather conditions prevented carrying on the work. The Engineer recommended that in view of the circumstances the extension requested be granted without penalty. Recommendation approved by the Commission.

Harness & Colby, contract No. 627, Hayden Creek-Jackson County Line Section of the Ashland-Klamath Falls Highway, requested an extension of time to July 1, 1924. The Engineer recommended that the extension be

granted without penalty subject to the following conditions: 1st. Contractor to do, at his expense, any scarifying or reshaping of stone now in place that may be necessary upon resuming surfacing operations; 2nd. Contractor to clean ditches and reshape shoulders at his expense upon completed sections of the project; 3rd. Contractor to maintain, at his expense, stone now in place when snow goes off in the spring. Recommendation approved by the Commission.

A. C. Mathews, contract No. 616, Goldson-Cheshire Section, Willamette Valley-Florence Highway in Lane County, requested an extension of time to January 30, 1924. The Engineer reported that there had been many delays on this project but would recommend that the extension requested be granted without penalty. Recommendation approved by the Commission.

J. J. Badraun, contract No. 693, construction of bridge over the Wallowa River near Minam on the La Grande-Joseph Highway in Wallowa County, requested an extension of time to May 15, 1924. The Engineer recommended that the contract be extended as requested without penalty. Recommendation approved by the Commission.

Bauers & Bauers, contract No. 667, Unit No. 1, Coles Bridge-Cummins Creek Section of the John Day Highway in Grant County, requested an extension of time to January 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Elliott, Scoggin & Paquet, contract No. 630, grading Tygh Grade Section of The Dalles-California Highway in Wasco County, requested an extension of time to April 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Elliott, Scoggin & Paquet, contract No. 632, grading the Tygh Valley Section of The Dalles-California Highway in Wasco County, requested an extension of time to April 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. D. Kern, contract No. 529, rock surfacing Goldson-Blachly Section of the Willamette Valley-Florence Highway, requested an extension to October 1, 1924. The Engineer reported that in his opinion the amount of work still to be done would require that much time. He further reported that the job had already been under construction two seasons, but that the contractor had encountered many unforeseen difficulties which had materially delayed his progress. The Engineer recommended that the extension requested be granted, but that the matter of penalty be held open, dependent on the rate of progress made in the 1924 season. Recommendation approved by the Commission.

Marshall & Barhan, contract No. 584, covering the construction of a bridge on the McMinnville-Tillamook Highway in Yamhill County at

Willamina. The Engineer reported that the original date of completion was February 28, 1923, which was later extended by the Commission with the provision that the usual engineering expense be assessed against the contractor. The work was completed on June 25, 1923, and since the Resident Engineer in charge of this bridge construction was handling other work at the same time, and the engineering costs chargeable to the contractor's delays were negligible, therefore, the Commission rescinded their former action and instructed that no engineering expense be charged against the contractor.

The minutes of November 8, 26 and 27 were approved.

In view of the offer of cooperation made by Clatsop County on the Seaside-Necanicum project, the Engineer was instructed to make a survey of the project and estimate of cost.

The Chairman reported that drifting snow was giving a good deal of trouble between Union and Telocaset, particularly at one point where it was desired to erect snow fences off the right of way. Thus far, negotiations with the owner, M. W. Huffman, to either lease or purchase the necessary ground, had failed. After consideration, the Attorney was instructed to file a condemnation suit, if necessary, to secure a strip fifty feet wide parallel to the highway.

The Attorney reported that he had been unable to secure payment of a balance of about six hundred dollars due from the Oregon California and Eastern Railroad Company on a cooperative arrangement for the construction of the overcrossing at Dairy. The Attorney was instructed to file suit to collect if necessary.

The Commission executed an agreement with the Southern Pacific Company providing for the overhead crossing at Blodgett, Benton County.

The Engineer reported on the matter of the acquisition of a tract of land including Blue Lake adjacent to the Columbia River Highway near Wyeth in Hood River County. On account of the excessive price demanded by the owner, the Commission voted to drop negotiations.

A petition was received from the Road Committee, Pomona Grange, Hood River, asking that the Commission cooperate with the county in matching the unexpended balance of their bond fund, about \$40,000, on the construction of lateral stub roads to the Mt. Hood Loop. After consideration, the request was declined.

Commissioner Van Duzer reported that Marcus A. Mayer of Portland had presented to the state through the Highway Commission a tract of land about two hundred acres in extent included in the Rowena Loops between Mosier and The Dalles in Wasco County for park purposes. The condition of the gift was that a short road should be constructed to a lookout point or parking place. On motion which was carried unanimously, the Commission voted to accept the gift of the park for the state and directed that it be designated as Mayer Park. The Secretary was instructed

to thank Mr. Mayer for his generous gift and advise him of the action taken.

In the matter of the request of Triangle Grange for further construction on the Eugene-Florence Highway between Cheshire and Harpole Corners, consideration was deferred for the present.

Commissioner Malone offered the following resolution and urged its adoption:

WHEREAS, the following road or highway has been designated and declared to be and is a state highway, and has been improved and is being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as a state highway, to-wit:

WEST SIDE HIGHWAY

AND WHEREAS, the said above-named state highway is, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highway, and in order to protect said highway 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 highway, 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 road 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 road above mentioned and hereinafter designated is being damaged and injured on account of the kind and character of traffic now being hauled over and upon said road, 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 road, and the Commission having found upon due investigation that it will be for the best interests of the said state highway that the maximum weight of load which shall be permitted upon said road shall be reduced from 22,000 pounds to 11,000 pounds, and that the maximum weight of 600 pounds for tires having a width in excess of 30 inches shall be reduced to 300 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 250 pounds per inch width of tire;

IT IS HEREBY ORDERED, that the maximum weight of load which shall be permitted upon the within named road shall not exceed 11,000 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 250 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 300 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 three months, to-wit: From the fifteenth day of January, 1924, to the fifteenth day of April, 1924, and the said rules, regulations and findings shall govern traffic operations over and upon the West Side Highway between the City of Monmouth and the Luckiamute River.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of the above-named section of said highway, and at every cross-road on said section of said highway, 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 Polk County in which the said road or highway is 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.

On motion of Commissioner Van Duzer which was carried, the general maintenance budget recommended by the Engineer was approved. This covers blading, dragging, mowing weeds, cleaning ditches, removal of slides, maintenance of shoulders on pavement, patching pavements and all general routine maintenance work, but does not include betterments or resurfacing and widening projects. The budget in detail is as follows:

County	General Main- tenance Budget	County	General Main- tenance Budget
Baker	\$ 47,855.00	Lane	\$ 31,636.50
Benton	17,435.00	Lincoln	10,205.00
Clackamas	27,165.00	Linn	8,155.00
Clatsop	23,650.00	Malheur	27,895.00
Columbia	25,750.00	Marion	14,988.00
Coos	34,349.00	Morrow	26,035.00
Crook	15,416.00	Multnomah	- -
Curry	16,030.00	Polk	16,450.00
Deschutes	23,513.91	Sherman	16,675.50
Douglas	49,797.00	Tillamook	39,675.00
Gilliam	27,583.00	Umatilla	61,125.00
Grant	16,679.00	Union	45,130.00
Harney	5,800.00	Wallowa	15,575.00
Hood River	34,089.50	Wasco	21,214.00
Jackson	37,686.00	Washington	18,470.00
Jefferson	15,450.00	Wheeler	18,208.00
Josephine	16,836.00	Yamhill	29,980.00
Klamath	45,671.41	Oiling macadam	45,000.00
Lake	12,850.84	Contingencies	59,976.34

Total \$1,000,000.00

The Commission authorized an increase in the salaries of all Division Engineers from \$300 to \$350 per month, effective January 1, 1924.

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

Portland, Oregon, February 4, 1924.

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

ROOSEVELT COAST HIGHWAY
COQUILLE-BANDON SECTION - SURFACING

	Alternate "A"	Alternate "B"
Pat Hennessey	174,670.00	174,185.63
Johnson Contract Company	163,835.00	162,185.00
S. S. Schell	171,955.00	167,505.00*
A. D. Kern	174,190.00	171,715.00

*Based on crushed rock from Norway quarry.

OLD OREGON TRAIL
LONE PINE-TELOCASET SECTION - RESURFACING

	Alternate "A"	Alternate "B"
Security Construction Co.	77,550.00	46,800.00
George K. March	71,490.00	35,540.00
Lyon & Price	59,960.00	31,015.00
Ekstrom & Co.	51,420.00	
Warren Construction Co.	67,102.00	39,050.00
Columbia Construction Co.	67,078.00	42,868.00
A. D. Kern		40,788.00
L. B. Hickox & Co.		49,760.00
Johnson Contract Co.		50,290.00

THE DALLES-CALIFORNIA HIGHWAY
CRITERION-COW CANYON SECTION - GRADING

	Conc. Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.	78,955.00	77,074.50
Geo. K. March	88,502.50	88,035.00
Bauers & Bauers	69,952.50	67,245.00
Greenwood & Dann	80,385.00	77,565.00

COLUMBIA RIVER HIGHWAY
BRIDGE OVER MARY'S CREEK

W. M. Luce	4,270.00
F. L. Connor	4,770.00
Henry Makela	4,928.00
E. D. & O. M. Olds	4,950.00
John Slotte & Company	5,340.00
Lindstrom & Feigenson	5,860.00

OREGON-WASHINGTON HIGHWAY
2 CULVERTS, 2 TIMBER SPANS, 1 STEEL SPAN

O. N. Pierce & Co.	16,630.00
Union Bridge Co.	18,445.00
J. W. Sadler	19,576.00
Columbia Construction Co.	19,615.00
Illinois Steel Bridge Co.	19,980.00

The following bids were received for concession privileges at
Bradley Park (Clatsop Crest):

Geo. S. Gray	\$144.00 per annum
J. J. Lynott	\$120.00 per annum

Bids were received from the following companies on pneumatic
tires and tubes, also solid rubber tires:

Cascade Sales Company
Lee Tire & Rubber Company
United States Rubber Company
B. F. Goodrich Rubber Company
Goodyear Tire & Rubber Company
Firestone Tire & Rubber Company
Kelly-Springfield Tire Company
Cummings-Carson Company
Chanslor & Lyon
Malcom Tire Company
Mason Tire & Rubber Company
Wiggins & Company
Northwest Auto Company
Columbia Tire Corporation
Cassidy Tire Company
Federal Tire Service
Smith & Watkins

The following bids were received on graders:

J. D. Caldwell	Russell Special	\$ 682.70
Clyde Equipment Co.	Stockland Special	772.50
Feenaughty Machinery Co.	Austin Giant	1,025.00
Howard-Cooper Corporation	Big Winner	718.85
Road Builders' Equipment Co.	Galion	1,105.00
Willamette Equipment Co.	Adams	777.00

A delegation from Umatilla, consisting of C. F. Knudsen, Mrs. Alice R. Nugent and Mrs. J. M. Lewellyn of Umatilla and Geo. C. Howard of Portland, urged the construction of a new bridge over the Umatilla River at Umatilla. The Chairman replied that the Commission would provide one-half of the cost if the balance could be raised from county or local sources. The delegation announced their intention of conferring with the Umatilla County Court on the matter.

Judge Mast of Coos County stated that the low bid received on the Coquille-Bandon surfacing project was satisfactory to the county.

Lester Martin and Frank Priest of Newport and F. A. Douty of Portland asked for the improvement of the Newport-Agate Beach Section of the Coast Highway. Matter taken under consideration, the Commission expressing the intention to visit Lincoln County in the near future.

Judge Campbell and Commissioner Davidson of Morrow County asked that the state grade the section of the Oregon-Washington Highway from the east end of the Jones Hill project to Lena, about 3 miles in length, stating that it would be a very great help to the local people and also be a part of the through highway between Pendleton and Heppner. The county could offer no cooperation. Matter taken under consideration.

Judge Wood of Curry County asked for the Myers Creek Section 2.2 miles south of Gold Beach, stating that while the county could offer no cooperation on that project, they would agree to construct the approaches to the new Winchuck River bridge connecting with the present road on each side at their own expense and go as much farther as their funds would permit, having in mind a total expenditure of about six or seven thousand dollars. The Engineer reported that the Myers Creek Section was in the worst condition of any section between Gold Beach and Brookings. After consideration, the Commission instructed the Engineer to prepare plans and specifications for the grading and surfacing of the Myers Creek Section including the bridge at Myers Creek. Also plans and specifications were ordered for the Winchuck River Section about 3/4 mile in length. Bids on both projects to be received at the March meeting.

Judge Sawyer of Deschutes County asked that the surfacing of the Allen Ranch-Lapine Section be considered in the near future. After consideration, this being a continuing project previously agreed upon, the Engineer was instructed to advertise this project, bids to be received at the March meeting.

Portland, Oregon, February 5, 1924.

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

The following contracts were awarded:

Bridge over Mary's Creek near Astoria. On motion which was carried, this contract was awarded to W. M. Luce, the low bidder, at

\$4,270.00.

Two culverts and three bridges on the Oregon-Washington Highway near Saxe Station. On motion which was carried, this contract was awarded to O. N. Pierce, the low bidder, at \$16,630.00.

Criterion-Cow Canyon Section of The Dalles-California Highway. On motion which was carried, this contract was awarded to Bauers & Bauers, the low bidder, at \$67,245.00, using metal culvert pipe.

Lone Pine-Telocaset Section. On motion which was carried, this contract was awarded to Ekstrom & Co., the low bidder on Alternate "A" (the contractor to do all of the work), at \$51,420.00.

Bids were opened on the following grading and surfacing projects:

COLUMBIA RIVER HIGHWAY
MORROW COUNTY LINE-QUINTON SECTION - RESURFACING

	Alternate "A"	Alternate "B"
Security Construction Co.	60,550.00	37,050.00
Johnson Contract Co.		41,730.00
Geo. K. March	54,605.00	27,555.00
Warren Construction Co.	54,195.00	29,585.00
Lyon & Price	52,600.00	25,050.00
Porter & Conley	55,525.00	28,475.00
Newport Construction Co.		30,810.00

SHERMAN HIGHWAY
SHERMAN COUNTY LINE-COW CANYON SECTION - GRADING AND SURFACING

	Unit No. 1		Unit No. 2	
	Conc. Pipe	Corr. Pipe	Conc. Pipe	Corr. Pipe
Geo. K. March			134,395.00	132,170.00
A. D. Kern	98,750.00	98,098.00	135,975.00	134,717.00
Bauers & Bauers	101,525.00	99,860.00	153,005.00	150,297.50
Morrison-Knudsen Co.	88,906.50	87,571.50	135,483.50	133,248.00
Porter & Conley			127,160.00	126,015.00

Units Nos. 1 & 2, with reduction

	Conc. Pipe	Corr. Pipe
A. D. Kern	229,725.00	227,815.00
Bauers & Bauers	254,030.00	249,657.50
Morrison-Knudsen Co.*	224,390.00	220,820.00

*No reduction for both units.

Commissioners Petersen and Frye of Clatsop County asked the Commission to consider the Seaside-Mecanicum project, but if the Commission could not take on the entire project, they urged that the section from Seaside to the junction with the road to Cannon Beach, about 3 miles, on which they offered \$28,000 cooperation this year. On motion of Commissioner Van Duzer, the Engineer was instructed to report at the next meeting on the estimated cost of the Seaside-Cannon Beach Junction unit.

Commissioner Lane, of Lake County, and B. J. Crowley asked for the construction of a nine mile section of the Prineville-Lakeview Highway along Summer Lake beginning opposite the south end of the lake and extending northward to about the center of the lake. The county is willing to cooperate to the extent of one-third of the cost. Matter deferred for further consideration, but the engineer was authorized to make such revisions in the previous survey of the project as appeared advisable and prepare a new estimate of cost.

Commissioner Davidson of Morrow County appeared again in the matter of the Jones Hill-Lena project. On motion of Commissioner Van Duzer, the matter was referred back to the County Court, asking them if they would agree to rock surface the project next year in accordance with state standards provided the state graded the project next year. In the meantime the engineer was instructed to prepare an estimate of cost.

On motion which was carried unanimously, the new concrete bridge on the Pacific Highway across the North Umpqua River at Winchester, north of Roseburg, was named "Robert A. Booth Bridge" as an acknowledgment of his services to the state as State Highway Commissioner and Chairman of the Commission.

C. R. Wade, Mayor of Bandon, asked the Commission to take such steps as are necessary looking toward the acquisition of the right of way required for the proper location of the Coast Highway through the city of Bandon. Matter referred to the Attorney.

Commissioner Cartmill of Baker County and W. E. Meacham of Baker asked the Commission to grade the eight mile section between Black Bridge and Eagle Creek, stating that the county had budgetted \$10,000 for the project for 1924 which they would offer in cooperation. Matter taken under consideration.

After considering the bids received in the morning, the following awards were made:

Sherman County Line-Shaniko-Cow Canyon Section of the Sherman Highway. On motion which was carried, the contract was awarded to Morrison-Knudsen Co., the low bidder, for both units at \$220,820.00, using corrugated iron pipe.

Morrow County Line-Quinton Section of the Columbia River Highway in Gilliam County, resurfacing. On motion which was carried, the award of the contract was made to Lyon & Price, the low bidders, on Alternate "B" (furnishing of crushed rock at bunkers, state to do hauling) at \$25,050.00.

F. J. Miller, representing the Albany Chamber of Commerce, asked that the Albany-Corvallis paving be advertised in the near future and also urged the early construction of the new bridge at Harrisburg.

Judge McKee and Commissioner Peetz of Sherman County thanked the Commission for placing the last unit of the Sherman Highway under contract.

The Chairman announced that after considering the bids received on automobile and truck tires it had been decided to reject all bids on solid tires and hold the bids on pneumatic tires and tubes for further consideration.

On motion which was carried, the purchase of eight Russell Special graders at \$682.70, the lowest bid received, was authorized.

George V. Bishop, President of the Auto Freight Transportation Association of Oregon, Oscar W. Horne, Secretary, J. Greenwood and J. Emmett, Directors, asked that the load restriction in force on the Mt. Hood Loop in Clackamas County be raised and the legal limit, 600 pounds per inch width of tire, be restored. The operations referred to principally consist of hauling sawed lumber and ties from mills near Sandy and east of Sandy. Mr. Zink, a traffic official for the Portland Railway, Light & Power Co., stated that some of the lumber was loaded on their lines at Boring and was profitable traffic for his company. Decision on the matter deferred for conference with engineer.

Herman Johnson of the Johnson Contract Company, the low bidder on the Coquille-Bandon surfacing project stated that they would reduce their bid on maintenance material from \$4.25 to \$3.68 per cubic yard if measured loose as other surfacing materials, instead of in stock piles. With this reduction, the contract was awarded to the Johnson Contract Company.

A communication was received from the Klamath County Court requesting that the Dairy-Bonanza project be advertised at the next meeting. The Secretary was instructed to reply that the Commission would advertise the project if the county would pay the entire cost and the Commission on its part would agree to expend an equal amount elsewhere on the Klamath Falls-Lakeview Highway in Klamath County at some future date.

The Engineer was authorized to continue the Mile Post survey on the West Side Pacific Highway from Portland to Junction City and on the Columbia River Highway from Astoria through to Ontario.

The award of the contract for the concession privileges at Bradley Park for a two year period was made to J. J. Lynott on his bid of \$120 per year.

In the matter of the claim of the Wallowa County Court that warrants issued in December, 1922, in payment of the county indebtedness on the La Grande-Enterprise Highway in the total sum of \$43,000 should be held in open account and be non-interest bearing, the Commission agreed to accept their view of the matter, provided that \$8,000 be paid at once and the balance, \$35,000, be paid one-half in 1924 and the second one-half in 1925.

The matter of the engineering penalty on the Lostine-Enterprise grading and surfacing project, consideration of which was continued from the previous meeting was again discussed after which it was agreed that the original order should stand and the penalty should be charged against the contractors, the Wallowa County Court.

The Engineer was authorized to do the necessary bank widening on the Lone Pine-Hot Lake-Union-Tolocaset project with state forces, the total expenditure for this purpose to be limited to \$6,000.00.

The Attorney was instructed to take up with Polk County the matter of the sale of their bonds to meet their obligations on the West Side Pacific Highway construction.

Portland, Oregon, February 6, 1924.

The Commission met in Room 211 Imperial Hotel at 10 A. M. with all members present and participating.

Representative Robert Carsner of Spray urged the completion of the Olex-Base Line Section of the John Day Highway in Gilliam County. He was advised that the Commission were ready if county funds could be secured for cooperation.

The Engineer reported on the costs of the bridge and connecting roads across the East Fork of the Illinois River on the Grants Pass-Crescent City Highway. No action taken.

The Commission considered further the matter of load limitations on the Mt. Hood Loop Highway. After hearing the facts as to subgrade conditions and the uncompleted condition of the surfacing from the Division Engineer, the Commission decided to let the present limitation of 16,500 pound maximum load stand.

The Engineer reported that the California Oregon Power Company had filed an application with the State Engineer for a permit to appropriate the waters of Mill Creek, Red Blanket Creek and other small streams on the south bank of Rogue River near Prospect for power development purposes. Inasmuch as Mill Creek and Red Blanket Creek in their drop

into the Rogue River Gorge produce high falls and cataracts which are of wonderful scenic beauty and may be viewed from the Crater Lake Highway and are an important scenic asset to the highway, the Commission instructed the Secretary to file with the State Engineer, in behalf of the Highway Commission, a remonstrance against the granting of a permit to the Power Company to appropriate the waters of these creeks which would destroy their scenic value. The Secretary reported that the Jackson County Court, the Forest Service, the U. S. Bureau of Public Roads and the Park Service as well as several prominent citizens of Medford would support the remonstrance also.

The Engineer reported that Washburn & Hall who had completed their surfacing contract on the Blodgett-Chitwood Section of the Corvallis-Newport Highway, would crush 6,000 yards of additional top material which could be used for extra maintenance and resurface material at a price of \$1.85 per cubic yard at the bunkers. Inasmuch as their quarry is the best material developed on the entire highway, the Engineer recommended the acceptance of the bid, which was approved by the Commission.

The matter of continuing the provision in the contract forms requiring all contractors to carry state industrial insurance rather than insure with private companies was again brought up for discussion. After consideration, it was unanimously agreed to retain and enforce the provision requiring state insurance as it now stands, and contractors on new contracts will not be permitted to insure their workmen under private companies. It was agreed, however, that on existing contracts where insurance was now being carried by the private companies the present arrangements could be continued until completion.

A claim for additional compensation for a witness in the Warren patent litigation in May, 1922 was forwarded by the Milton Hersey Co. of Montreal, Canada. After reviewing the circumstances, the claim was rejected by the Commission.

The Secretary reported that the Public Service Commission in their recent order had refused the request of the Highway Commission, the County Court of Tillamook County and the Railroad Company to close one of the grade crossings at Bay City. The Attorney was instructed to file a request for a rehearing in the matter, if in his judgment such a course seemed warranted.

The Secretary reported on the present status of the undercrossing at St. Joseph on the West Side Pacific Highway, stating that the county wished to proceed and that the railroad company had not appealed from the Public Service Commission order as they had previously indicated their intention.

The minutes of the meeting of January 8, 9 and 10, 1924 were approved.

The date for the next meeting was set for February 27 and 28 and the following projects were ordered advertised:

Albany-Corvallis Highway, Benton County, 9.5 miles of concrete pavement 18 feet in width.

Glasgow-Hauser Section of the Roosevelt Coast Highway in Coos County, 6.2 miles of grade widening and crushed gravel surfacing.

McLeod-Cascade Gorge Section of the Medford-Crater Lake Highway in Jackson County 10.2 miles of crushed rock surfacing.

McKay Creek-Pendleton Section of the Oregon-Washington Highway in Umatilla County, 2.6 miles of grading, 3.1 miles of crushed rock surfacing and 2.0 miles of resurfacing.

St. Joseph Section of the West Side Highway in Yamhill County, 1.1 miles of grading in connection with undercrossing.

A telegram was received from the Klamath County Court stating that the county would pay the entire cost of the Dairy-Bonanza Section if the state would agree that the next project to be put on would begin at Bonanza. This the Commission would not agree to do, thinking that there were other sections of this highway which needed improvement more. It was then decided to meet the original request of the county and advertise the Dairy-Bonanza project at the next meeting, costs to be divided 50-50 state and county. In addition, the engineer was authorized to include in the project sufficient materials to resurface 7 miles between Dairy and Olene to be paid for 100% by the state.

E. T. Johnson of the Johnson Contract Company submitted a claim for approximately \$2000 which he claimed to be due on the adjustment made to his company in the Mt. Hood Loop grading contract No. 390 in Clackamas County. He also asked that the penalty for engineering on this contract be remitted. Matter referred to the Engineer for a report.

The following requests for extensions of time were received:

Oregon Contract Company, contract No. 536, Rickreall-Holmes Gap Section, West Side Highway, Polk County, requested an extension of time to March 31 to complete shoulder work. The Engineer recommended that the extension be granted subject to the payment by the contractor of inspection charges subsequent to December 31, 1923. Recommendation approved.

Warren Construction Company, contract No. 615, Goshen-Lowell Section, Willamette Highway, Lane County, requested an extension of time to January 31, 1924. The Engineer reported that the work had been prosecuted vigorously and recommended that the extension requested be granted without penalty. Recommendation approved.

Rajotte-Winters, Inc., contract No. 621, Oregon City-Canemah Section, requested an extension of time to May 31, 1924. The Engineer reported that a considerable part of the delay in completion of the contract was due to unavoidable interference with construction work of

the Southern Pacific Company and recommended that no penalty be assessed against the contractor. Recommendation approved by the Commission.

Tobin & Pierce, contract No. 652, Pudding River bridge, Pacific Highway in Clackamas and Marion Counties, requested an extension of time to March 1, 1924. The Engineer recommended that the extension requested be granted without penalty.

A communication was received from the County Court of Grant County, stating that they would be willing to cooperate 50-50 with the state in completing the unit of the John Day Highway through the town of John Day, including the bridge over Canyon Creek. On motion which was carried, the cooperative offer was accepted and the Engineer was instructed to prepare estimates of costs.

Walter E. Meacham of Baker again appeared before the Commission and urged the grading of the Black Bridge-Eagle Creek Section of the Baker-Cornucopia Highway. He proposed that the county indebtedness of \$58,000 be offset against the county expenditures of \$148,000 on the Love Bridge-Black Bridge Section, leaving a balance of \$90,000 to be matched by the state, to which should be added the \$10,000 budgetted by the county, the total amount of which would equal the estimated cost of the grading of the Black Bridge-Eagle Creek project, which is about \$100,000. Considerable discussion followed as to the policy to be followed on this and similar roads. After consideration, on motion by the Chairman to advertise the project, Commissioners Malone and Van Duzer voted "No", the Chairman voting "Yes."

After consideration, on motion made by Commissioner Van Duzer and carried unanimously, it was agreed that no member of the Commission nor any employee should leave the state on business connected with the department except by approval of the Commission.

The Engineer reported that, due to climatic conditions in Eastern Oregon, it would be necessary to reduce the allowable load limits on certain highways while the frost was going out of the ground and while the ground was alternately freezing and thawing. On motion which was carried, the Commission ordered the reduction in the allowable load limit to a total load of 6000 pounds, including weight of vehicle, on the following highways during periods when travel is damaging said highways:

Oregon-Washington
Old Oregon Trail
La Grande-Wallowa Lake
Baker-Cornucopia
The Dalles-California
Sherman
Mt. Hood Loop
John Day
Ashland-Klamath Falls

The attorney was instructed to prepare an appropriate order to cover this

FEB 5 1924

emergency.

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

Portland, Oregon, February 27, 1924.

The meeting of the State Highway Commission was held in Room 520 Multnomah County Court House at 2:30 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 were opened on the following grading and rock surfacing projects:

ROOSEVELT COAST HIGHWAY
GLASGOW-HAUSER SECTION - REGRADING AND SURFACING

Pat Hennessey	77,375.20
Johnson Contract Co.	93,625.00
John Hakanson	72,197.50
S. S. Schell	80,363.00
Wolke & Rhodes	83,637.50
A. B. Gidley	75,327.50

MEDFORD-CRATER LAKE HIGHWAY
MCLEOD-CASCADE GORGE SECTION - SURFACING

Metzger & Johnson	63,590.00
Montague-O'Reilly Co. (Based on quarry at Sta. 456. Rock not to be washed)	63,375.00
(Rock from 383 and 672 or 725 at contractor's option)	76,985.00
Porter & Conley	90,874.00
Wm. von der Hellen	67,614.00
L. B. Hickox & Co.	77,880.00
Dunn & Baker	61,659.00

FEB 27 1924

**KLAMATH FALLS-LAKEVIEW HIGHWAY
OLENE-BONANZA SECTION - GRADING, SURFACING AND RESURFACING**

	Concrete Pipe	Corr. Iron Pipe
Dunn & Baker	101,164.50	100,648.50
Klamath County	93,787.60	93,683.00
Porter & Conley	103,376.00	103,001.90
George K. March	108,011.00	107,596.50
Warren Construction Co.	109,529.60	108,718.70

**OREGON-WASHINGTON HIGHWAY
McKAY CREEK-PENDLETON SECTION - GRADING AND SURFACING**

	Concrete Pipe and Siphons	Corr. Iron Pipe and Siphons
J. K. Shotwell	42,631.50	42,631.90
James Crick	36,382.80	35,924.00
Newport Construction Co.	45,975.70	46,053.30
George K. March	50,709.70	50,359.50
Columbia Construction Co.	42,081.10	41,931.00
Peterson & Scott	51,450.50	51,301.40

**WEST SIDE HIGHWAY
ST. JOSEPH SECTION - GRADING**

Johnson Contract Co.	15,929.00
D. B. Abdill	20,643.30
Peterson & Scott	14,343.50
Yamhill County	18,744.50
Nick Casciato	12,514.40*
H. W. Oliver	10,953.00
A. D. Kern	14,999.30

*Will put in either concrete or vitrified clay drain tile.

A delegation consisting of the following appeared in the interest of a survey of the Trask River Route proposed as a cutoff between Forest Grove and Tillamook:

Loyal M. Graham, Forest Grove, Chairman of Committee;
Ed. L. Moore, Hillsboro, Secretary of Committee;

Yamhill County Court:

C. F. Daniels, County Judge, McMinnville, Oregon,
George S. Zimmerman, County Commissioner, Yamhill, Oregon,
Honorable W. B. Dennis, delegate, Carlton, Oregon;

Tillamook County Court:

Homer Mason, County Judge, Tillamook, Oregon,
H. V. Alley, County Commissioner, Tillamook,
R. O. Richards, County Commissioner, Tillamook;

Washington County Court:

J. J. Wismer, County Commissioner, Hillsboro, Oregon,
F. W. Livermore, County Commissioner, Hillsboro, Oregon;

Kiwanians of Tillamook, Represented by:

H. H. Roseburg, Tillamook, Oregon,
G. A. Reeher, Tillamook, Oregon,
Charles I. Clough, Tillamook, Oregon,
H. T. Botts, Tillamook, Oregon,
Carl Haberlach, Tillamook, Oregon,
Senator C. J. Edwards, Tillamook, Oregon,
R. B. Miller, Tillamook, Oregon,
C. W. Barrick, Tillamook, Oregon;

Hillsboro Chamber of Commerce, Represented by:

C. E. Wells, Hillsboro, Oregon,
Edward L. Moore, Hillsboro, Oregon,
M. P. Cady, Hillsboro, Oregon;

Forest Grove Chamber of Commerce, Represented by:

J. A. Thornburgh, Forest Grove, Oregon,
John Ireland, Forest Grove, Oregon,
Loyal M. Graham, Forest Grove, Oregon,
Earl Hobbs, Surveyor of the Wilson River Route was also present;

City of Portland, Represented by:

George L. Baker, Mayor;

Portland Chamber of Commerce, Represented by:

A. A. Goldsmith, Chairman Recreation Committee.

Other interested parties present were:

Otto Parsons, Forest Grove, Oregon,
W. F. Eberts, Forest Grove, Oregon,
George Culver, Gales Creek,
L. L. Stillwell, Forest Grove.

Mr. L. M. Graham, Chairman of the delegation, reviewed the general situation pointing out the saving in distance which could be made over the present route via McMinnville and Hebo. The Wilson River route had been previously surveyed by the counties and the delegation asked that the Trask River route now be surveyed by the state to determine the most feasible route.

Mayor Baker of Portland spoke in favor of the project, stressing the advantage to Portland and Multnomah County of a short route to Tillamook. Mr. H. T. Botts, Mr. Goldsmith, Judge Daniels and C. E. Wells also spoke in behalf of the project. Commissioner Van Duzer asked the delegation, particularly those from Tillamook, if they wished this survey made in preference to further work on the uncompleted section of the Coast Highway in their county. Mr. Botts responded that they wished to see the Coast Highway work continued without interruption but had also hoped that this survey could be made at the same time. Matter taken under further consideration.

The Commission considered an opinion received from the Attorney General treating the subject of advertising for paving, in which he held

that bids should be advertised and received for both concrete and bituminous types of paving. In deference to this opinion, the Commission, on motion which was carried, decided to return unopened all the bids which had been received for paving the Albany-Corvallis paving, on which bids had been asked for one type only. This was done and the announcement was made to the bidders that the project would be readvertised for both cement concrete and bituminous paving, the bids to be received March 10, 1924.

Lester Martin and B. F. Jones urged that consideration be given to the Newport-Agate Beach project. The Commission agreed to look over the project within the next few days.

Judge Campbell and Commissioner Davidson of Morrow County appeared in the interest of the Jones Hill-Lena project. They reported that after canvassing the situation they were unable to make a definite promise that the county would be able to surface it next year but urged that the state grade it and give the county more time to surface it. Matter taken under consideration.

Judge Schanep, Commissioners Bean and Hales of Umatilla County and Mrs. Alice R. Nugent of Umatilla spoke of the matter of the bridge across the Umatilla River at Umatilla. The Chairman repeated the former promise that the Commission would put up 50 per cent of the cost whenever the county would make available the balance. The county representatives stated that no funds were available this year but that they would consider placing an item in their budget next year, and the matter was left with that understanding.

The Umatilla County Court asked for the assistance of Attorney Devers in connection with the Umatilla County Market Road litigation. Request granted.

A petition from Myrtle Point relating to the location of the state highway through the city was referred to the Engineer for a report.

Judge Mast of Coos County stated that they were making plans to finance their share of the work in Coos County, and at the present time a bond issue was being considered.

On motion of Commissioner Van Duzer, the minutes of February 4, 5 and 6 were approved.

The Secretary was instructed to address a letter to the Shevlin-Hixon Company at Bend, thanking them in behalf of the Commission for their policy in preserving standing timber along The Dalles-California Highway south of Bend.

The Secretary was instructed to look up the ownerships of timber along the Ashland-Klamath Falls Highway.

The Jones Hill-Lena Section of the Oregon-Washington Highway in Morrow County was considered further. On motion which was carried, the Commission authorized the grading of approximately 2 1/2 miles from Jones Hill east with the understanding that the surfacing will be done by the county at the earliest possible date, this arrangement not to be binding until it has been accepted by the County Court. The Secretary was instructed to secure written acceptance from the County Court.

Portland, Oregon, February 28, 1924.

The Commission convened at 10 A. M. with all members present and participating.

Glasgow-Hauser Section of the Coast Highway in Coos County. Judge Mast of Coos County stated that bids received were satisfactory to Coos County. On motion which was carried, the contract was awarded to John Hakanson, the low bidder, at \$72,197.50.

McLeod-Cascade Gorge Section of the Crater Lake Highway in Jackson County. On motion which was carried, the contract was awarded to Dunn & Baker, the low bidder, at \$61,659.00.

Olene-Bonanza Section of Klamath Falls-Lakeview Highway. Award held for further consideration.

McKay Creek-Pendleton Section of the Oregon-Washington Highway in Umatilla County. On motion which was carried, the contract was awarded to James Crick, the low bidder, on concrete pipe at \$36,382.00.

St. Joseph Section of the West Side Pacific Highway in Yamhill County. Award held pending until agreement with railroad company completed.

A delegation from Hood River County consisting of the following was present in the interest of spur roads to Parkdale, Odell and Whiskey Creek:

H. L. Hasbrouck, County Judge,
Allison R. Fletcher, County Commissioner,
F. H. Blackman, County Commissioner,
Kent Shoemaker, County Clerk,
John Baker, District Attorney;
Representing Chamber of Commerce:
Geo. R. Wilbur, President,
Wm. P. Allen, Secretary,
Le Roy Childs, Past President,
Leslie Butler, Banker,
E. O. Blanchard, Banker,
A. L. Peters, Farmer,
J. D. Thomison, Editor Glacier,
P. L. Tompkins, Shipper;

Representing Grange:

A. I. Mason, Pine Grove,
 Ed Hawkes, Pine Grove,
 M. D. Odell, Odell,
 I. L. Forden, West Side,
 F. H. Batton, Pine Grove,
 Geo. Calligan, Pine Grove,
 O. L. Walters, Odell,
 S. G. Oxborrow, West Side,
 W. T. Forry, West Side,
 Ed Dresser, Pine Grove,
 Alphonse Mohr, Pine Grove,
 Thos. Lacey, Odell,
 J. D. Smullin, Mt. Hood,
 J. G. Jarvis, Pine Grove,
 W. C. Smullin, Mt. Hood,
 H. N. Goodlander, Parkdale,
 E. E. Bowerman,
 Robt. Frey, West Side,
 Aug. Guignard, West Side,
 Geo. Palmeter, Master of State Grange.

Col. Wilbur, representing the Hood River Chamber of Commerce, outlined the purpose of the meeting, stating that the county had available about \$40,000 in bond money as a balance remaining in the Mt. Hood Loop Highway bond fund after completing the county obligations and that it was desired to build connections to Parkdale, Odell and up Whiskey Creek to the old East Side road, which they wished to do on a 50-50 cooperative agreement with the state. The committee further asked the designation of these stub roads as a part of the Mt. Hood Loop by the Commission in order that county bond funds could be spent upon it. Mr. A. I. Mason spoke for the Grange. Mr. Geo. Palmeter, Master of the State Grange, and John Baker, District Attorney, also spoke, urging a 50-50 cooperative project. After consideration, Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, the balance of Hood River County's bond fund voted for the Mt. Hood Loop Highway cannot be used except on the Mt. Hood Loop Highway; and

WHEREAS, it is considered necessary by the people of Hood River County to construct lateral roads from the Mt. Hood Loop Highway to Parkdale (about one-half mile), Odell (about 4000 feet), and up Whiskey Creek to the old East Side Road (about one-half mile); and

WHEREAS, the people of Hood River County desire the designation of these roads as a part of the Mt. Hood Loop Highway and purpose to use a part of the unexpended balance of the Mt. Hood Loop Highway fund on these lateral roads;

THEREFORE, BE IT RESOLVED, that in order to enable Hood River County to use a portion of the unexpended balance of the Mt. Hood Loop bond fund on these lateral roads and thus secure the maximum benefits from the Mt. Hood Loop, that this Commission designate as a part of the Mt. Hood Loop Highway the lateral roads connecting the Mt. Hood Loop with Parkdale (about one-half mile), Odell (about 4000 feet) and up Whiskey Creek to the old East Side Road (about one-half mile) the exact distances to be verified later, it being understood that these connecting roads will be constructed by Hood River County in accordance with state standards and at the sole expense of Hood River County.

The motion was duly seconded and carried.

Representing Clatsop County, Commissioners Frye and Peterson and Mr. Findlayson asked the Commission to consider the Seaside-Cannon Beach Junction project. The Engineer reported that the survey had been completed on this section. The county representatives stated that they would co-operate to the extent of \$30,000, which would be exclusive of all right of way costs. It was stated that the city of Seaside was at this time asking for bids on paving from the south end of the present pavement to the south city limits. After consideration, on motion which was carried, the co-operative offer of Clatsop County was accepted and the engineer was instructed to advertise the Seaside-Cannon Beach Junction project for grading and rock or gravel surfacing at the April meeting.

Judge Wallace of Crook County asked that the balance of approximately 15 miles of the Prineville-Lakeview Highway from the south end of the Bear Creek Section to the connection with the Central Oregon Highway be put under contract during the present year. Matter taken under consideration.

A delegation from the Salmon River district in Polk and Lincoln Counties appeared in the interest of a road extending west from New Grand Ronde to connect with the Salmon River Road. They also proposed as an alternate a short connection from the McMinnville-Tillamook Highway from a point a few miles east of Dolph south to the Salmon River Road. It was explained to the delegation that these roads were not on the state highway system and were consequently outside of the jurisdiction of the Commission. Since the short connection proposed is partly within the National Forest, it was agreed that the Bureau of Public Roads would make a complete reconnaissance of the various routes which had been proposed. The members of the delegation were as follows: John Boyer, M. B. Wilson, A. T. Klees, H. C. Platt, A. J. Hudson, H. L. Toney, Wm. Dielschneider, C. M. Warren, E. M. Jourdon, Val De Grace, Chas. Knapp and Aug. Bannach.

The Klamath County Court stated that they were considering constructing a road down the Sprague River west from Beatty and in order to send the proper descriptions of the rights of way through the Indian Lands

to Washington, it would be necessary to have determined the definite route of the Klamath Falls-Lakeview Highway west of Beatty. The Engineer was authorized to make as much of a survey of this route as is necessary to furnish Klamath County Court with the information which they desire.

The Klamath County Court agreed to a reduction in their bid on the Olene-Bonanza Section as follows:

Common Excavation	\$0.35 to \$0.30 per cu. yd.
Base Course Broken Stone	2.94 to 2.82 " " "
Top " " "	3.94 to 2.82 " " "
Broken Stone Resurfacing	3.94 to 3.84 " " "
Maintenance materials Site "A"	2.50 to 1.85 " " "
" " " "B"	2.90 to 2.55 " " "

These changes in unit prices had the effect of reducing the total bid based on the unit quantities from \$93,787.60 to \$89,021.60. With this reduction agreed upon, the contract was awarded to the County Court of Klamath County on the basis of using concrete culvert pipe.

Messrs. C. E. Hickman and J. F. Lowrie of the Pacific Telephone & Telegraph Co. appeared in the matter of tree cutting on the Columbia River Highway in Hood River County. Mr. Hickman stated that the company regretted very much the damage which had been done through a mistake on the part of their local men. He explained the cutting on the state park tract at the cutoff west of Cascade Locks had been done in the belief that it was railroad land and they had secured authority to cut on railroad land. Mr. Hickman stated that the company wished to make amends and offered to clear up the property, take out stumps, plant grass, etc., and in fact would consider the purchase of a park site elsewhere. On motion which was carried, the matter was referred to Commissioner Van Duzer and the Engineer for further conference with the telephone company officials with instructions to report back when a definite plan had been worked out.

A conference was held with C. H. Purcell, District Engineer, U. S. Bureau of Public Roads, relative to the design of bituminous pavement to be advertised on the Albany-Corvallis project in compliance with the Attorney General's opinion that two types of pavement should be advertised. After consideration it was decided to call for bids on a bituminous pavement six inches in thickness and eighteen feet in width, to be laid in three courses of two inches each with crushed gravel permitted in the two base courses and broken stone required in the top course. Such additional sub-base and shoulder gravel as needed to be determined by the Engineer.

In the matter of the awards for casings and tubes on the bids received at the previous meeting, the Engineer reported that most of the companies refused to guarantee the price but of those who did guarantee the price, he recommended that the following be purchased from the Columbia Tire Company, Portland, CTC Brand:

24 - 32" x 4" casings at \$17.98 each
24 - 33" x 4" " " 18.91 "
12 - 33" x 5" " " 29.01 "
30 - 35" x 5" " " 30.38 "

The Engineer recommended that the Ford sizes and all other requirements be purchased in the open market as necessary. Recommendation approved by Commission.

The Engineer requested authority to make the survey of the remaining link in the John Day Highway between Unity and Cow Valley in Baker and Malheur Counties during the present season when a party was available. Authority granted.

The Engineer requested authority to complete the survey of the Coast Highway between Yachats and Heceta Head in Lincoln and Lane Counties and also between Otter Rock and the Siletz River in Northern Lincoln County, during the present season. Authority granted.

After consideration the Commission decided to decline the request for a survey of the Trask River route between Tillamook and Forest Grove.

A request was received from the County Court of Jackson County asking that the Commission advertise for the county the proposed paving between Medford and Jacksonville and between Summit and Ruch. The request was granted.

A request was received from Linn and Lane Counties asking that in order to save time the advertising for bids on the Albany and Harrisburg bridges be commenced prior to the primary election date and received at a date subsequent to the election. Then, if there was a favorable vote on the city bonds at Albany and the special tax in Lane County, the bids could be opened and if either or both were unfavorable, the advertisement could be withdrawn. This procedure was approved and the engineer was instructed to advertise both projects at the May meeting at a date subsequent to the primary election.

A report was submitted by C. H. Purcell, Consulting Engineer, to whom had been referred the matter of final settlement with A. Guthrie & Co. on the bridge across the Willamette River at Oregon City, contract No. 414. The adjustment recommended by Mr. Purcell was for \$8,826.43, in addition to the amount which had been previously recommended by the Engineer. On motion which was carried, the Commission approved the payment of the total sum of \$16,695.46, which consists of the item of \$7,869.03, previously recommended by the State Highway Engineer, and the additional sum of \$8,826.43 recommended by the Consulting Engineer as a further adjustment.

Commissioner Van Duzer reported that the General Attorney for the Southern Pacific Company had advised him that they would withdraw their objection to the construction of the St. Joseph undercrossing. In view of this, the Commission awarded the contract for the grading of this

undercrossing to H. W. Oliver at \$10,953.00.

The following requests for extensions of time were received:

Wallowa County, contract No. 570, requested an extension of time to November 21, 1923 on the Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway. The Engineer recommended that engineering charges subsequent to September 1, 1923 be charged to the contractor. Recommendation approved.

A. C. Mathews, contract No. 616, requested an extension of time to March 31, 1924 on the Goldson-Cheshire Section of the Willamette Valley-Florence Highway. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

The County Court of Crook County requested an extension of time to January 10, 1924 on contract No. 622, which is Unit No. 2, Crooked River-Deschutes County Line Section of the Prineville-Lakeview Highway in Crook County. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Pacific Bridge Company, contract No. 672, requested an extension of time to March 15 for the grading of the Lewis and Clark River Bridge approaches. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

The Commission set the date of March 27th as the date of the next regular meeting following the special meeting to be held on March 10th.

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

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Duby
Chairman

H. B. Van Duzer

W. H. Malone

Portland, Oregon, March 10, 1924.

The Commission met in Room 520 Multnomah County Court House at 10:30 A. M. Present were:

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

MAR 10 1924

The following bids were opened on the Albany-Corvallis paving project:

ALBANY-CORVALLIS HIGHWAY
ALBANY-CORVALLIS SECTION - PAVING

	Concrete	Bituminous
Joplin & Eldon	281,144.00	270,220.00
A. D. Kern	252,274.00	247,485.00
		215,229.00*
McHugh Construction Co.	247,292.00	
W. D. Andrews Construction Co.	261,002.00	
Simonsen & Hefty	253,512.00	
F. McLellan	258,170.00	
Force & Currigan		210,005.00
United Contracting Co.	268,632.00	245,402.00
Cummins & La Pointe	294,104.00	
Guy F. Pyle	257,360.00	
Oregon Contract Co.	243,860.00	
John Slotte & Co.	291,140.00	
J. C. Compton	231,622.00	219,191.00

*Alternate offered on 5" bituminous pavement.

J. D. Burns, A. B. Robertson and Judge Fowler of Condon, representing the Condon Commercial Club, urged the completion of the remaining section of the John Day Highway between Base Line and a point 6 miles north of Condon. They suggested that a bond issue of \$50,000 was being considered, the special tax plan having been found inadvisable. The Chairman, speaking for the Commission, stated that \$75,000 cooperation would be required from the county which is one-third of the estimated cost of \$225,000. The matter was discussed, after which on motion which was carried, it was agreed to complete the remaining section of the John Day Highway, including grading, bridges and rock surfacing, between the Base Line and a point six miles north of Condon provided Gilliam County would cooperate to the extent of \$75,000. The Engineer was instructed to prepare the project for advertising, having in view receiving bids for construction at a meeting to be held in the latter part of May, provided the county cooperation was assured.

Judge Daniels of Yamhill County and Commissioners Alley and Richards of Tillamook County urged that the survey of the Trask River route between Tillamook and Forest Grove be made. The Commission advised that the completion of the Roosevelt Highway was considered more necessary at this time and therefore declined the request.

Mr. Harvey Starkweather appeared in the interest of the adoption of the East Side Route through Milwaukie as a state highway. The Commission tentatively agreed to go over this route at the next meeting.

At three o'clock P. M. the tabulations of the bids received were read.

MAR 10 1924

undercrossing to H. W. Oliver at \$10,953.00.

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Wallowa County, contract No. 570, requested an extension of time to November 21, 1923 on the Lostine-Enterprise Section of the La Grande-Wallowa Lake Highway. The Engineer recommended that engineering charges subsequent to September 1, 1923 be charged to the contractor. Recommendation approved.

A. C. Mathews, contract No. 616, requested an extension of time to March 31, 1924 on the Goldson-Cheshire Section of the Willamette Valley-Florence Highway. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

The County Court of Crook County requested an extension of time to January 10, 1924 on contract No. 622, which is Unit No. 2, Crooked River-Deschutes County Line Section of the Prineville-Lakeview Highway in Crook County. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

Pacific Bridge Company, contract No. 672, requested an extension of time to March 15 for the grading of the Lewis and Clark River Bridge approaches. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

The Commission set the date of March 27th as the date of the next regular meeting following the special meeting to be held on March 10th.

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

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Duby
Chairman

H. B. Van Duzer

W. H. Malone

Portland, Oregon, March 10, 1924.

The Commission met in Room 520 Multnomah County Court House at 10:20 A. M. Present were:

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

MAR 10 1924

The following bids were opened on the Albany-Corvallis paving project:

ALBANY-CORVALLIS HIGHWAY
ALBANY-CORVALLIS SECTION - PAVING

	Concrete	Bituminous
Joplin & Eldon	281,144.00	270,220.00
A. D. Kern	252,274.00	247,485.00
		215,229.00*
McHugh Construction Co.	247,292.00	
W. D. Andrews Construction Co.	261,002.00	
Simonsen & Hefty	253,512.00	
F. McLellan	258,170.00	
Force & Currigan		210,065.00
United Contracting Co.	268,632.00	245,402.00
Cummins & La Pointe	294,104.00	
Guy F. Pyle	257,360.00	
Oregon Contract Co.	243,860.00	
John Slotte & Co.	291,140.00	
J. C. Compton	231,622.00	219,191.00

*Alternate offered on 5" bituminous pavement.

J. D. Burns, A. B. Robertson and Judge Fowler of Condon, representing the Condon Commercial Club, urged the completion of the remaining section of the John Day Highway between Base Line and a point 6 miles north of Condon. They suggested that a bond issue of \$50,000 was being considered, the special tax plan having been found inadvisable. The Chairman, speaking for the Commission, stated that \$75,000 cooperation would be required from the county which is one-third of the estimated cost of \$225,000. The matter was discussed, after which on motion which was carried, it was agreed to complete the remaining section of the John Day Highway, including grading, bridges and rock surfacing, between the Base Line and a point six miles north of Condon provided Gilliam County would cooperate to the extent of \$75,000. The Engineer was instructed to prepare the project for advertising, having in view receiving bids for construction at a meeting to be held in the latter part of May, provided the county cooperation was assured.

Judge Daniels of Yamhill County and Commissioners Alley and Richards of Tillamook County urged that the survey of the Trask River route between Tillamook and Forest Grove be made. The Commission advised that the completion of the Roosevelt Highway was considered more necessary at this time and therefore declined the request.

Mr. Harvey Starkweather appeared in the interest of the adoption of the East Side Route through Milwaukie as a state highway. The Commission tentatively agreed to go over this route at the next meeting.

At three o'clock P. M. the tabulations of the bids received were read.

MAR 10 1924

On motion which was carried, the contract for paving the Albany-Corvallis project was awarded to the low bidder, J. C. Compton, on Portland cement concrete pavement at \$231,622.00.

W. L. Clark, City Manager, R. B. Perigo, Mayor of Hood River, and Judge Hasbrouck of Hood River County spoke of the 1200 foot strip between the west city limits and the end of the present city pavement on the Columbia River Highway. It was stated that due to the low valuations the abutting property could not stand the cost. The city proposed to turn this section over to the county as a county road and the county and state pave it on a 50-50 basis, it being understood that the city would reimburse the county for the county share of the cost. The matter was discussed at some length after which it was referred to the Attorney for an opinion as to the legality of such procedure.

R. M. Standish of the California Metal Enameling Co. presented a sketch of the new Fairbanks design for the Old Oregon Trail markers. Pursuant to the previous arrangement, an order for 200 was placed.

Judge Pollock of Josephine County by letter requested authorization of further work on the Grants Pass-Crescent City Highway. Matter held for future consideration.

The Johnson Contract Company's claim for additional compensation on contract 390, grading Unit No. 2, Multnomah County Line-Zigzag Section, was considered. The point raised by Mr. Johnson was that the previous adjustment dated December 15, 1922 was made on the theory of actual cost to the contractor less the quantity moved extended at the unit prices. It so happened that on this contract there was a lump sum reduction of \$10,500 in his bid as a consideration of the award of both Units 2 and 3, but that the pro rata share of this reduction was not deducted from the unit prices, therefore, the adjustment made on the theory of cost less the amounts paid was short the sum of \$2,019.08, which was now claimed by the Johnson Contract Company. The Engineer stated that he considered that the contractor's reasoning was correct and recommended that the claim of \$2,019.08 be allowed. Recommendation approved by the Commission.

The request of the Johnson Contract Company for the cancellation of an engineering penalty on contract 390, grading Unit No. 2 Multnomah County Line-Zigzag Section of the Mt. Hood Loop Highway in Clackamas County, amounting to \$530.41, was denied by the Commission on recommendation of the Engineer.

The Commission authorized the advertising of the following projects at the next meeting, to be held March 27:

Medford-Ruch paving for Jackson County;
Myers Creek Section in Curry County, Coast Highway;
Winchuck Section in Curry County, Coast Highway;
Mill Creek Section in Baker County, Baker-Unity Highway;
Stanfield Section in Umatilla County, Old Oregon Trail;
Oro Dell and Perry Overcrossing approaches, Old Oregon Trail.

MAR 10 1924

The Engineer was instructed to prepare plans and specifications for the following projects for the April meeting:

Jetty Creek-Brighton Section in Tillamook County, Coast Highway;
Seaside-Cannon Beach Section in Clatsop County, Coast Highway;
Allen Ranch-Lapine Section in Deschutes County, The Dalles-California Highway.

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

Portland, Oregon, March 27, 1924.

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

Wm. Doby, 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:

BAKER-UNITY HIGHWAY
MILL GULCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.		156,162.00
A. D. Kern	151,008.00	148,912.00
Porter & Conley	184,435.00	182,745.50
United Contracting Co.	176,509.00	169,213.70
Greenwood & Dann	188,910.00	182,575.00
Iver J. Rosten Co.	161,336.70	157,365.80

MAR 27 1924

ROOSEVELT COAST HIGHWAY
MYERS CREEK SECTION - GRADING AND SURFACING

	Grading		Surfacing	
	Cedar Culv.	Conc. Pipe	With Grad.	Without Grad.
Johnson Contract Co.	62,150.00	63,800.00	15,620.00	16,500.00
Joseph Wolke & C. Frank Rhodes	64,600.00	66,250.00	13,750.00	
L. B. Hickox & Co.	80,250.00	80,250.00	15,000.00*	
John Hampshire	74,670.00	74,120.00	14,276.00	
A. D. Kern	81,550.00	81,330.00	15,450.00	

*State required to build hauling road.

ROOSEVELT COAST HIGHWAY
CALIFORNIA-WINCHUCK SECTION - GRADING AND SURFACING

	Concrete Pipe	Redwood Culverts
Haight & Westbrook	15,805.00	15,895.00
John R. Hill	11,962.00	11,521.00
Johnson Contract Co. (Bid incomplete. No price for gravel surfacing.)		
A. D. Kern	14,899.00	14,845.00

BLUE LEDGE MARKET ROAD
JACKSONVILLE-MEDFORD SECTION - PAVING

	Concrete with cost of cement added	Bituminous
Dunn & Baker	132,371.80	110,302.00
Force & Currigan		88,418.00
United Contracting Co.		97,368.00
S. S. Schell		78,175.00
L. O. Herrold		89,364.00
J. C. Compton		92,438.00
Warren Construction Co.		106,372.00*
A. D. Kern		108,071.00
Oregon Contract Co.	111,600.80	

*Based on using Warrenite Bitulithic Type Pavement.

BLUE LEDGE MARKET ROAD
RUCH-SUMMIT SECTION - PAVING

	Concrete with cost of cement added	Bituminous
Oregon Contract Co.	96,630.85	
Force & Currigan	104,955.85	99,292.50
cont'd		

Ruch-Summit Section - cont'd

S. S. Schell		78,557.50
United Contracting Co.	109,883.35	99,865.00
Warren Construction Co.		104,866.00*
L. O. Herrold		98,395.00
J. C. Compton	107,320.85	100,892.50
A. D. Kern	115,070.85	115,672.50
Dunn & Baker		125,005.00

*Based on using Warrenite Bitulithic Type Pavement.

COLUMBIA RIVER HIGHWAY
STANFIELD LINE REVISION SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
A. D. Kern	5,091.00	5,207.00
Morrison-Knudsen Co.	6,427.00	6,094.00
J. K. Shotwell	4,578.00	4,763.80
Bauers & Bauers	5,647.60	5,539.00
Frank L. Connor	5,796.40	5,707.40

OLD OREGON TRAIL
PERRY AND ORO DELL-LA GRANDE SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Warren Construction Co.	38,140.00	38,206.00
Morrison-Knudsen Co.	35,029.50	34,962.50
A. D. Kern	37,849.50	37,967.50
Carl Nyberg	36,299.00	36,074.60

Judge Gardner of Jackson and Judge Wood of Curry County renewed their previous request for a reconnaissance survey from Merlin down the Rogue River to Port Orford. The Chairman stated that he considered that the counties should make the survey themselves since it was not on the route of any state highway.

Judge Mast of Coos County stated that the Court had decided not to consider a bond issue for the Hauser-Lakeside Forest Project but proposed to use funds which they expected to receive from the Government on account of timber sales on the grant land. They also proposed to turn over the motor license fees next year. Judge Mast agreed to secure definite figures as to the Government funds payable to Coos County from the timber sales.

A delegation from Lincoln County, consisting of County Commissioners Dunn and Warren, B. F. Jones, Lester Martin, Frank Priest and Mr. Harding of Newport and H. Morris and O. W. Petersen of Waldport, appeared in the interest of further work in Lincoln County. Commissioners

Dunn and Warren, speaking individually but not as the Court, stated that they considered that the section of the Coast Highway north of Otter Rock so as to connect with the Neskowin-Siletz Section would be the greatest benefit to the county. Commissioner Dunn stated also that the county would either have to rebuild the tramway at South Beach or make extensive repairs this season, but if the state would take over the South Beach-Waldport Section including the tramway, he thought that the county would turn over \$20,000 to the state for their general road and bridge fund, although it meant that many county roads would have to go without improvement this present season. Other speakers talked on the several suggested projects, and all stated that they were willing to leave the choice of the project to be improved to the Commission. Matter held for further consideration.

Commissioner Van Duzer reported that a representative from Hood River stated that their prosecuting attorney had advised the County Court that their bond election notice provided that the money raised by the bonds was to be spent in 50-50 cooperation with the state, therefore it did not appear legal to make county expenditures on the stub connections to Parkdale, Odell, etc. without state cooperation. The matter was referred to the Attorney for investigation and report.

Commissioner Van Duzer reported on the matter of the acquisition of the Blue Lake Park on the Columbia River Highway in Hood River County, stating that the county right of way agent had opened negotiations with the owner but was unable to secure a reasonable price for the six acres desired. The Commission thereupon requested the County Court of Hood River County to begin condemnation proceedings.

On motion of Commissioner Van Duzer which was carried, the Commission voted to express their approval and commendation of the action of the Standard Oil Company in removing its advertising signs from the highways of the state.

The Commission approved the minutes of February 27 and 28 and March 10, 1924.

The Commission set the date of April 29, 1924 for the next meeting and instructed the Engineer to prepare the following projects for advertising:

Jetty Creek-Brighton Section of the Coast Highway in Tillamook County, grading;

Seaside-Cannon Beach Junction Section of the Coast Highway in Clatsop County, grading and surfacing;

Jones Hill-Lena Section of the Oregon-Washington Highway, grading;

10,000 cubic yards maintenance material at Cloverdale for use on highways in Tillamook County;

Approximately 7,000 cubic yards of maintenance materials to be taken from Ten Mile Creek on the Coos Bay-Roseburg Highway.

Commissioner Malone offered the following resolution relating to the apportionment of the 1924 Market Road Funds, 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, Market Road Resolutions for 1924, 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 1924, 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 11, 1923, amounting to \$1,042,410.62, together with the balance of \$4,185.58 of the 1923 State Market Road Appropriation unapportioned, making available for apportionment for 1924, a total of \$1,046,596.20; 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 1924 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 1923 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 1924 State Market Road Appropriation, shall receive an amount equal to the amount produced by the 1924 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 1924, 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 in Mills.	County Funds Produced.	Funds Produced by 1 Mill Levy on State Valuation.	Mult. Co. Surplus & Bal. of 1923 Funds Appropriated.	Proportionate Share of 1924 Funds.	1924 Appropriation.
Baker	\$ 27,163,743.69	1.20	\$ 32,602.49	\$ 23,034.77	\$ 8,441.96	\$ 31,476.72	\$ 31,476.72
Benton	13,163,963.36	1.55	20,404.14	15,756.63	5,774.50	21,531.23	20,404.14
Clackamas	30,730,638.02		58,260.21	42,635.02	15,625.19	58,260.21	58,260.21
Clatsop	40,922,388.40		42,700.00	31,225.10	11,443.97	42,670.07	42,670.07
Columbia	20,534,432.95	1.5	30,801.74	16,713.58	6,135.51	22,858.89	22,858.89
Cook	25,294,243.66	1.3	26,294.24	25,312.71	9,275.78	34,589.49	25,294.24
Crook	5,334,650.92	1.874	9,997.15	6,030.59	2,210.13	8,240.72	8,240.72
Curry	5,318,884.80	1.0	5,318.98	4,058.61	1,437.43	5,546.04	5,318.88
Deschutes	9,684,883.40	1.55	14,011.57	11,824.18	4,333.41	16,157.59	14,011.57
Douglas	33,199,809.66	1.50	49,799.91	23,803.92	10,922.75	40,726.67	40,726.67
Gilliam	15,032,722.93	1.0	15,032.72	10,547.88	3,655.66	14,413.54	14,413.54
Grant	8,738,484.62	1.40	12,233.88	7,961.74	2,917.58	10,879.62	10,879.61
Harney	9,268,944.31	1.0	9,268.94	9,590.14	3,514.66	13,104.80	9,268.94
Hood River	10,556,909.30	1.52	16,046.50	10,229.23	3,748.88	13,978.11	13,978.11
Jackson	28,734,578.34	1.50	43,101.87	28,755.56	10,538.55	39,294.11	39,294.11
Jefferson	6,713,823.28	1.20	9,056.59	6,117.05	2,241.82	8,358.87	8,056.89
Josephine	8,350,710.66	1.50	12,526.07	7,723.72	2,830.65	10,554.37	10,554.37
Klamath	22,650,095.37	1.75	49,537.67	19,474.15	7,137.33	26,611.18	26,611.18
Lake	11,961,038.22	1.30	15,549.43	11,063.08	4,034.46	15,117.49	15,117.49
Lane	37,435,041.88	1.49	55,773.21	42,318.60	15,509.23	57,827.82	55,773.21
Lincoln	11,705,051.01	1.0	11,705.05	8,309.19	3,045.21	11,354.40	11,354.40
Linn	29,080,395.69	1.56	45,355.42	33,434.32	12,275.54	45,709.56	45,355.42
Malheur	14,010,922.67		23,735.55	15,538.74	5,804.73	21,643.44	21,643.44
Marion	43,120,133.72	1.45	62,524.19	45,338.59	16,632.50	62,016.09	62,016.09
Morrow	13,637,317.09	1.20	16,354.78	11,562.27	4,237.42	15,799.69	15,799.69
Multnomah	329,417,535.48	0.32	105,413.61	352,791.90	.00	104,241.06	104,241.06
Polk	14,109,566.19		27,000.00	19,140.34	7,014.88	26,155.03	26,155.03
Sherman	15,554,956.31	1.66	25,321.24	11,171.13	4,094.98	15,265.21	15,265.21
Tillamook	30,309,474.51		29,398.98	21,514.27	29,398.98	29,398.98	29,398.98
Umatilla	55,347,772.46	1.21	66,976.81	48,955.36	17,945.54	66,911.90	66,911.90
Union	25,793,241.82	1.16	29,920.16	20,448.36	7,434.06	27,942.42	27,942.42
Walla Walla	13,503,854.01	1.50	30,539.90	13,400.12	4,910.97	18,311.09	18,311.09
Wasco	21,510,085.39	1.4	30,115.67	18,277.12	5,522.53	24,535.21	24,535.21
Washington	25,909,528.12	2.0	51,819.02	32,950.74	12,076.93	45,026.76	45,026.76
Wheeler	5,079,238.70	1.50	9,118.95	5,014.97	1,677.92	6,852.89	6,852.89
Yamhill	22,419,130.51	1.7	33,112.62	24,009.96	8,799.55	32,809.33	32,809.33
Tot. 1	\$1,042,410,618.66		\$1,120,455.15	\$1,042,410.62	\$252,736.42	\$1,046,546.20	\$1,027,208.78

Total amount produced by 1 mill State levy	\$1,042,410.62
Balance of 1923 funds carried over	<u>4,185.58</u>
Total funds available for 1924	\$1,046,596.20
Total apportionment to counties in 1924	<u>1,027,208.78</u>
Unapportioned State Market Road Funds	\$ 19,387.42

The motion was duly seconded and carried.

The Engineer presented a claim from the Forest Service for repair work done by the Forest Service on the Santiam Road amounting to \$723.13. The matter was referred to the Attorney for an opinion as to the obligation of the Commission.

The Secretary was authorized to advertise for bids on the market road work in Gilliam County if desired by the County Court.

The request of the Monmouth Commercial Club that the pavement to be laid this year south of Monmouth under the old contract be constructed 18 feet in width rather than 16 feet was declined.

The Commission accepted A. F. Stearns as surety on John Hakan-son's contract for the Glasgow-Hauser project. The Secretary was instructed to advise him, however, that personal surety would not be acceptable on future contracts.

The Engineer reported that the Blachly-Triangle Lake survey had been completed and the estimated cost was \$45,000 for 2.7 miles of grading, surfacing and bridges. No action taken.

The matter of securing a park site at Emigrant Springs was referred to the Chairman for conference with the County Court.

Division Engineer Baldock was instructed to take up with the owners the matter of securing the pine stumpage along the Blue Mountain Summit between La Grande and Pendleton and determine what price would be asked.

Division Engineer Baldock was instructed to investigate the matter of standing timber along the Wallowa Lake Highway belonging to the Minam Timber Co. and see if arrangements could be made to trade for timber in the forest reserve.

A petition was received asking for the construction of the Coast Highway north of Florence. Matter was referred to the Chairman for reply.

The following requests for extensions of time were received:

Slocane Construction Co., Unit No. 2, Island City-Elgin Section of the La Grande-Wallowa Lake Highway in Union County, contract No. 580,

requested an extension of time to April 15, 1924. On account of the slow progress made on this contract, the Engineer recommended that the extension requested be granted with full penalty of engineering costs. Recommendation approved by the Commission.

A. D. Kern, Vale-Ontario Section of the John Day Highway in Malheur County, contract No. 674, requested an extension of time to April 1, 1924. The Engineer recommended that the extension be granted without penalty on account of adverse weather conditions. Recommendation approved by the Commission.

Root & Joslin, Seufert-Deschutes River Section of the Columbia River Highway, resurfacing, contract No. 690, requested an extension of time to April 15, 1924. The Engineer reported that good progress was being made and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Portland, Oregon, March 28, 1924.

The Commission met in Room 520 Multnomah County Court House with all members present and participating.

Judge Wood of Curry County and Harry Caltoft of Brookings discussed the bids received on the Winchuck Section. Judge Wood stated that if the bids received were rejected and the whole project between the state line and the Chetco River advertised, the county would put in about \$23,000. No action taken.

At 10:30 the tabulation of the bids was read and the following action taken:

Jacksonville-Medford Section and Ruch-Summit Section. This being a county project advertised for Jackson County, on motion which was carried, the bids were referred to the County Court.

Myers Creek Section, Roosevelt Coast Highway in Curry County. On motion which was carried, the contract was awarded to the Johnson Contract Company for grading and surfacing, at \$77,770.00.

California State Line-Winchuck Section, grading and surfacing. On motion which was carried, the bids were referred to the County Court of Curry County, this being a county project.

Mill Gulch Section, Baker-Unity Highway, Baker County. On motion which was carried, the contract was awarded to the low bidder, A. D. Kern, with the provision that concrete culvert pipe be used under heavy fills and corrugated iron on the balance, the exact amounts to be determined by the engineer, and the unit bids to prevail on both types.

Perry and Oro Dell Overhead Crossing approaches. The right of way not having been completely acquired, the award of the contract was deferred until these matters were cleared up. The low bid of Morrison-

MAR 27 1924

Knudsen Co. \$35,029.50 for concrete pipe, was considered satisfactory.

Stanfield Line Change. The low bid of J. K. Shotwell at \$4,578.00 for concrete pipe culverts was considered satisfactory, but since the right of way had not been secured, the definite award of the contract was deferred until the right of way was assured.

The Engineer reported that it would be necessary to secure right of way on the Stanfield South Section of the Old Oregon Trail, and Commissioner Malone thereupon 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 the provisions of Chapter 237 of the Laws of 1917, now known as Chapter 1 of Title XXX, Oregon Laws, the road hereinafter described is designated and declared to be a state highway of first importance to the general public of the State of Oregon, to-wit:

"All that portion of the east and west state highway across the State of Oregon, commencing at the Idaho line at Ontario and Nyssa, and from thence through the towns of Huntington, Baker, La Grande, Pendleton, Umatilla, The Dalles, Hood River, Portland, Astoria and ending at Seaside on the Pacific Ocean;"

And by the terms of said statutes and subsequent laws it is provided and determined that said highway shall be permanently constructed and improved;

AND WHEREAS, the State Highway Commission has designated and adopted said highway as one of the highways to be permanently improved, which said highway is designated and known in the highway records as State Highway No. 2 and State Highway No. 6;

AND WHEREAS, there is imposed by law upon the County of Umatilla the duty of procuring and acquiring the rights of way for said highway within said county, and the county court of said county is authorized and empowered, under the provisions of Chapter 295 of the Laws of Oregon for 1917, and by the provisions of other laws of the State of Oregon, to condemn land and property or any right or interest therein for roads and highways and for approaches, culverts, drains, and for widening, altering or straightening any road or highway; and said County Court is authorized to damage any land or other property for such purpose or for the purpose of the construction of slopes, retaining walls or fills upon real property abutting upon any road or highway or wherever necessary for the establishment, extension, alteration or maintenance of any road or highway; but said County Court, although requested so to do, has failed and neglected to acquire for right of way purposes for the construction of said highway within Umatilla County the rights of way necessary

for the proper construction and maintenance of said road, and by reason of such failure and neglect to acquire said right of way and land the State of Oregon and its State Highway Commission is being hindered in the construction, improvement and maintenance of said highway.

AND WHEREAS, it is necessary, because of the failure and neglect of the said County Court to acquire for rights of way the parcels of land hereinafter described, that the State Highway Commission institute the necessary proceedings required by law for the purpose of acquiring the hereinafter described parcels of ground for right of way purposes;

AND WHEREAS, the State Highway Commission has heretofore attempted in good faith to agree with the owners of the premises hereinafter described, through which premises and across which the said highway has been located, and which said hereinafter described premises are necessary for right of way purposes in connection with the construction and maintenance of said highway, and said Commission has attempted to agree with the owners of the hereinafter described parcels of ground as to the terms and conditions upon which said lands might be appropriated for said right of way purposes, but said Highway Commission is unable to reach a satisfactory or reasonable agreement with the owners hereinafter named;

AND WHEREAS, the said highway, as located through Umatilla County, encroaches upon the following lands and premises, to-wit:

All that part of the property owned by and in the possession of Carl Lund and Petra Lund, in the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 5, T. 3 N. R. 29 E. W. M., within a strip of land 70 feet in width, being 25 feet on the north and 45 feet on the south side of the center line of the Old Oregon Trail, as surveyed and staked across said property, said center line being more particularly described as follows:

Beginning at a point on the north boundary of said property 460.0 feet west of the northeast corner of the northwest quarter of said Section 5; thence 140.0 feet on a 573.0 foot radius curve to the left, which tangent at the point of beginning bears south 41 degrees 56' east; thence south 55 degrees 56' east a distance of 181.1 feet, more or less, to the south boundary of said property, containing 0.52 acres, more or less, in Umatilla County, State of Oregon.

All that part of the property owned by and in the possession of Lillian D. Wisner and O. S. Wisner, in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 5, T. 3 N. R. 29 E. W. M., within a strip of land 70 feet in width, being 25 feet on the north and 45 feet on the south side of the center line of the Old Oregon Trail, as surveyed and staked across said property, said center line being more particularly described as follows:

Beginning at a point on the west boundary of said property, approximately 1275.0 feet south and 1320.0 feet west of the northeast corner of Section 5, T. 3 N. R. 29 E. W. M.; thence south 55 degrees 56' east a distance of 70.4 feet, more or less, to the south boundary of said property, containing 0.11 acres, more or less, in Umatilla County, State of Oregon.

All that part of the property owned by and in the possession of Marian E. Attebury and George E. Attebury, in the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 5, T. 3 N. R. 29 E. W. M., within a strip of land 70 feet in width, being 25 feet on the north side and 45 feet on the south side of the center line of the Old Oregon Trail, as surveyed and staked across said property, said center line being more particularly described as follows:

Beginning at a point on the west boundary of said property, approximately 230.0 feet south and 2412.0 feet east of the northwest corner of Section 5, T. 3 N. R. 29 E. W. M.; thence south 55 degrees 56' east approximately 241.5 feet, to the west boundary of said property, containing 0.39 acres, more or less, in Umatilla County, Oregon.

All that part of the property owned by and in the possession of Nettie Louellen Dugas, in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 5, T. 3 N. R. 29 E. W. M., within a strip of land 70 feet in width, being 25 feet on the north side and 45 feet on the south side of the center line of the Old Oregon Trail, as surveyed and staked across said property, said center line being more particularly described as follows:

Beginning at a point on the north boundary of said property approximately 1320.0 feet south and 1260.0 feet west of the northeast corner of section 5, T. 3 N. R. 29 E. W. M.; thence south 55 degrees 56' east a distance of 1056.3 feet; thence to the right on a 955.0 foot radius curve 640.0 feet to the east boundary of said property, containing 2.72 acres, more or less, in Umatilla County, State of Oregon.

All that part of the property owned by and in the possession of George C. Coe and Jane Doe Coe, in the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 5, T. 3 N. R. 29 E. W. M., within a strip of land 70 feet in width, being 25 feet on the north side and 45 feet on the south side of the center line of the Old Oregon Trail, as surveyed and staked across said property, said center line being more particularly described as follows:

Beginning at a point on the west boundary of said property approximately 365.0 feet south and 2640.0 feet east of the northwest corner of Section 5, T. 3 N. R. 29 E. W. M.; thence south 55 degrees 56' east a distance of 1629.7 feet, more or less, to the east boundary of said property, containing 2.62 acres, more or less, in Umatilla County, State of Oregon.

THEREFORE, BE IT RESOLVED, that the said above described tracts and parcels of land be and the same are hereby declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said state highway within Umatilla County;

AND BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, through its attorney, J. M. Devers, and through I. H. Van Winkle, as Attorney-General of the State of Oregon, to agree with the owners of the said several tracts of land with respect to the compensation to be paid for the taking of the same and the damage, if any there be, resulting from such taking and appropriation; and in the event that no satisfactory agreement can be reached, then,

BE IT, AND IT IS NOW FURTHER RESOLVED, that the Attorney-General of the State of Oregon, and J. M. Devers, Assistant Attorney-General, and attorney for the State Highway Commission, be and they are hereby requested to commence and prosecute to a final determination such suits, actions or proceedings as may be necessary to acquire title to said premises and to the several parcels of ground herein described for the purposes herein set forth, and to acquire the necessary rights of way, lands, franchises and privileges required for the proper location, establishment, improvement and maintenance of said highway as the same has been located over and across the property of the persons herein named.

The motion was duly seconded and carried.

Dr. H. E. Kelty of Lakeview, County Judge of Lake County, asked the Commission to consider a section of the Lakeview-Prineville Highway along the west side of Summer Lake between the Pine Tree School House and the John Foster place, about 9 miles in length. He stated that the county had bond funds of \$33,000 and about \$6,000 in credits for work previously done between Summer and Silver Lakes. After consideration, the Commission decided to put on the section as a continuing project, the grading to be done this year and the surfacing next year. It was agreed with Judge Kelty that the basis of cooperation should be county one-third and state two-thirds on both grading and surfacing. The Engineer was authorized to advertise the grading project as soon as plans and specifications have been prepared.

Judge Mast of Coos County and C. W. Parker of Marshfield reported that the Coos Bay Improvement District had failed in the election of March 24, 1924.

Mr. Parker asked the Commission to consider the Denmark-Curry-Coos County Line project for future construction. No action.

Messrs. C. H. Purcell and J. A. Elliott, representing the Bureau of Public Roads, and the Lincoln County delegation discussed further the Alsea project. Lincoln County had not been able to make a payment of the

county share to keep pace with the State and Government, consequently, the work planned for the present year could not proceed until the county share was provided. After consideration, however, it was agreed that the county would put up the \$12,000 required out of their general fund and if the entire payment was not available when due, then the state would advance \$4,000 as a loan to be repaid out of tax funds.

Commissioners Campbell and Corey of the Public Service Commission appeared at the invitation of the Highway Commission. Attorney Devers, outlined the position of Douglas County and the state in relation to the crossings at Oakland, Sutherlin and Wilbur, stating that the share of the costs assessed to the railroad appeared to be inadequate in proportion to the benefits derived. Commissioner Corey suggested that a petition for a reopening of the matter would be the proper procedure and stated that the Public Service Commission would act promptly.

Judge Campbell of Morrow County asked the Commission to permit the postponement of a \$10,000 payment on the Jones Hill project until November so as to permit the use of the funds in their market road construction. The Commission agreed to extend the time provided it was paid before the closing of the fiscal year in November.

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

Roy A. Klein
State Highway Engineer and
Secretary

W. C. Dwyer
Chairman

H. B. Baudry

W. F. Malone

VOLUME IX
MINUTES OF OREGON STATE HIGHWAY COMMISSION
COVERING PERIOD

F R O M
APRIL 1, 1924
T O
MARCH 31, 1925

- - -
OREGON STATE HIGHWAY COMMISSION

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND, COMMISSIONER
W. H. MALONE, CORVALLIS, COMMISSIONER

- - -
ROY A. KLEIN, STATE HIGHWAY ENGINEER AND SECRETARY

- - -
HEADQUARTERS AND GENERAL OFFICE OF DEPARTMENT
LOCATED AT SALEM, OREGON

TABLE OF CONTENTS

<u>Page</u>	<u>Date</u>	<u>Subject</u>
	1924	
1674	April 29	Proposals opened on following projects: Seaside-Cannon Beach Junction Section, grading and surfacing; Allen Ranch-Lapine Section, surfacing; Furnishing crushed gravel at Olalla; John Day Town Section, grading and surfacing; Jones Hill-Lena Section, grading; 1675 Bridge over Myers Creek; Bridge over Canyon Creek at John Day. Linn County. Harrisburg Chamber of Commerce, matter of planting English walnut trees along Pacific Highway. Advisory committee for tree planting, city entrance signs, etc. considered. Wasco County. Dufur-White River Section, surfacing ordered advertised. Bridge over Fifteen Mile Creek at Dufur, advertisement ordered. Polk County. Monmouth South Section, offer of contractors to widen balance of pavement rejected. 1676 Douglas County. Canyon Creek arch named Pioneer Bridge. Josephine County. Request that Grants Pass-Crescent City Highway be named Redwood Highway. Market Road fund. Resolution making distribution of first one-half. 1677 Josephine County. Plans ordered prepared for new bridge over East Fork of Illinois River. Linn and Lane Counties. Albany and Harrisburg bridges, agreements ordered prepared covering future cooperation on lifting mechanism. 1678 American War Mothers. Plan of setting out 2 miles of trees on Pacific Highway outlined. Old Oregon Trail markers, request for placing on iron pipe rather than wooden posts. Grant County. Stub road to Austin, county cooperation accepted. Curry County. Request for survey from Pistol River to Chatco River declined. Lane County. Location through Eugene deferred until next meeting. Timber preservation on Wallowa Lake Highway. Exchange law discussed. Extensions of time: 1679 J. K. Shotwell, Umatilla-Messner Section; D. P. Plymale, Parkersburg Section; Illinois Steel Bridge Company, bridge over Grande Ronde River and O.-W. R. R. & N. at Oro Dell; Pacific Bridge Company, Lewis and Clark Bridge approaches. A. D. Kern, Vale-Ontario Section.

Page	Date	Subject
	1924	
1679	April 29	Extension of time: Wm. D. Hoffman, Rickreall Creek bridge. Polk County. Rickreall-Holmes Gap Section, engineering penalty remitted. Harry L. Griffith commissioned as traffic officer.
1680		Benton and Lincoln Counties. Alsea Highway, completion discussed by County Courts, delegation and C. H. Purcell. Lincoln County. Newport-Waldport Section, construction requested.
	April 30	Tabulation of bids read and action taken on following: Seaside-Cannon Beach Junction Section, grading and surfacing;
1681		Allen Ranch-Lapine Section, surfacing; Jones Hill-Lena Section, grading; Crushed gravel for maintenance at Olalla; Myers Creek bridge. Benton County. Missouri Bend section, county cooperation accepted. Deschutes County. Allen Ranch-Lapine project; bid satisfactory to county. Lincoln County. Agate Beach-Newport and South Beach-Seal Rocks projects.
1682		Siletz River-Newport Section, improvement of remaining gaps requested. Clatsop County. Commission thanked for award of Seaside-Cannon Beach Junction project. Salt glazed vitrified pipe to be included in specifications. Wasco County. Tygh Grade Section, contractors to speed up grading. Park site near Rowena. Deeds delivered by Mr. Mayer. Survey and estimate for roadway and parapet wall ordered. Lincoln County. Otter Rock-Agate Beach Section, conference with surety company agent re progress. Gilliam County. Gwendolen-Olex Section, advertisement ordered. Linn and Lane Counties. Harrisburg bridge, advertisement ordered. Linn and Benton Counties. Albany bridge, advertisement ordered.
1683		Next meeting May 28th. Benton County. Alsea Mountain Section surfacing ordered advertised. Clackamas County. Oregon City South Section, surfacing ordered advertised. Washington County. Dairy Creek bridge approaches, paving discussed. Benton County. Missouri Bend Section, grading ordered advertised. Grant County. John Day Town Section, readvertisement ordered. Insurance on shop buildings and contents. Minutes of March 27 and 28, 1924 approved.

Page	Date	Subject
	1924	
1684	May 28	Proposals received on following projects: Alsea Mountain Section, surfacing; Missouri Bend Section, grading; Oregon City-Canemah Section, surfacing; Gwendolen-Base Line Section, grading and surfacing; John Day Town Section, grading and surfacing; Jetty Creek-Brighton Section, grading; Maintenance material at Cloverdale; Dufur-White River Section, surfacing.
1685		Grants Pass-Crescent City Highway; change of name to Redwood Highway requested. Lincoln County. Agate Beach-Newport Section, immediate construction urged. Otter Rock-Siletz Section preferred. Coos County. Hauser-Lakeside project, Commission asked to hold. Failure of bond issue reported. Minutes of April 29 and 30 approved. Lane County. Location through Eugene discussed. Benton County. Location through Corvallis adopted. Harney County. Change of location southwest of Burns requested by Fred Herrick Lumber Co. approved.
1686		Deschutes County. Allen Ranch-Lapine Section, project abandoned and contract cancelled. Allen Ranch-Lava Butte grading, advertisement ordered. Jackson County. Patrol headquarters at Siskiyou, purchase of property approved and receipt of bids on buildings authorized. Road graders. Bids for twelve authorized. Portable paving plant. Plans and specifications ordered prepared and advertisement ordered.
	May 29	Tabulations of bids read and action taken on following: Alsea Mountain Section; Missouri Bend Section; John Day Town Section; Gwendolen-Base Line Section; Oregon City-Canemah Section; Maintenance materials at Cloverdale; Jetty Creek-Brighton Section; Dufur-White River Section.
1687		Lane County. Blachly-Rainrock Section; additional appropriation. Tillamook and Lincoln Counties. Neskowin-Siletz project; additional appropriation. Gilliam County. Cooperation on Gwendolen-Base Line Section. Benton and Lincoln Counties. Cooperation on Missouri Bend Section.
1688		Missouri Bend Section awarded to Greenwood & Dann. Bids opened on following: Bridge over Myers Creek; Bridge over Canyon Creek at John Day; Bridge over Willamette River at Harrisburg.
1689		

Page	Date	Subject
1691	May 29	<p>Benton County. County ready to build bridge over Mary's River.</p> <p>Keyes Hill Section; county to place additional rock, state to do hauling.</p> <p>County credit on line changes on Albany-Corvallis Highway to be applied on debt for work done in Monroe.</p> <p>Douglas County. Work in vicinity of Gardiner requested, state cooperation asked.</p> <p>Construction north of Gardiner requested.</p> <p>Coos County. New bond issue proposed. Estimate of amount necessary to complete state highway system in county requested. Government money on Hauser-Lakeside-County Line Section to be held until election.</p> <p>Myrtle Point grade elimination, early hearing requested.</p> <p>1692 Wheeler County. Sarvice Creek Section, claim of S. S. Montague presented.</p> <p>Wasco County. Unit 1, Dufur-White River Section referred to engineer.</p> <p>Unit 2, Dufur-White River Section awarded to Lyon & Price.</p> <p>Next meeting set for June 26, 1924.</p> <p>Umatilla County. Emigrant Springs Park Site, chairman to consult with County Court in matter of purchase.</p> <p>Tabulation of bids read and action taken on following:</p> <p>Myers Creek bridge;</p> <p>Canyon Creek bridge near John Day;</p> <p>Willamette River bridge at Harrisburg.</p> <p>Douglas County. Commission requested to ask property owners to clean up along fence rows.</p> <p>1693 Redwood Highway - name adopted.</p> <p>Lane County. Location through Eugene adopted.</p> <p>Extensions of time:</p> <p>Rajotte-Winters Inc., Oregon City-Canemah Section;</p> <p>Elliott, Scoggin & Paquet, Tygh Grade Section;</p> <p>Elliott, Scoggin & Paquet, Tygh Valley Section</p> <p>Linn County. Discussion of Santiam Highway. Purchase of Toll Road discussed.</p> <p>1694 June 12 Proposals opened on following projects:</p> <p>Alsea Mountain Section, surfacing;</p> <p>1695 Willamette River Bridge at Albany.</p> <p>Portable paving plant; bids opened.</p> <p>Graders; bids opened.</p> <p>Coos and Curry Counties. Commission invited to make trip with California Commission.</p> <p>Malheur County. Proposal of county for construction of Nyssa-Jordan Valley Market Road.</p> <p>Weiser and Payette bridge connections ordered advertised.</p> <p>Sucker Creek Hill Section ordered advertised.</p> <p>1696 Douglas County. Gardiner project to be presented at next meeting.</p>

Page	Date	Subject
1696	June 12	<p>Lane County. McKenzie Highway, section connecting Pacific Highway and Willamette River bridge; cooperation agreed upon.</p> <p>Forest highway map discussed.</p> <p>Umatilla County. Survey of Ukiah-Lazinka Ranch Section requested.</p> <p>Umatilla River bridge, matter of financing.</p> <p>Tabulation of bids read;</p> <p>Alsea Mountain Section;</p> <p>Willamette River bridge at Albany.</p> <p>Linn County. Albany bridge, delegation asking for change of location.</p> <p>1697 Portable paving plant. Bid accepted conditionally.</p> <p>Grader bids referred to engineer for report and recommendation.</p> <p>Lincoln County. Newport-Agate Beach Section, Nye Creek unit requested. County cooperation accepted. Advertisement ordered.</p> <p>1698 Benton County. Keyes Hill Section, Corvallis-Newport Highway; county to do grading, state surfacing.</p> <p>Baker County. State highway routes through city of Baker.</p> <p>Extensions of time:</p> <p>Union Bridge Company, Applegate River bridge.</p> <p>Union Bridge Company, bridge over O.-W. R. R. & N. and Grande Ronde River near Perry.</p> <p>Bauers & Bauers, Deschutes River Crossing Section.</p> <p>J. J. Badraun, Wallowa River bridge near Minam.</p> <p>Commission for Traffic Officer Earl Humphrey executed.</p> <p>Douglas County. Designation and adoption of Umpqua Highway requested.</p> <p>Harrisburg bridge. Award confirmed.</p> <p>Wasco County. Unit No. 1 Dufur-White River surfacing, contract awarded.</p> <p>Date for next meeting set for June 26.</p> <p>1700 June 26 Proposals received on following projects:</p> <p>- Chalk Cliff-Hunters Hill Section, grading;</p> <p>Weiser and Payette Spur Sections, grading and surfacing;</p> <p>Nye Creek Section, grading;</p> <p>Digger Creek Bridge;</p> <p>Bridges over Rock Creek and Juniper Canyon;</p> <p>Bridge over Fifteenmile Creek;</p> <p>Two patrolman's houses near Siskiyou.</p> <p>1701 Deschutes County. Lava Butte-Allen Ranch grading. County's share to be paid as work progresses.</p> <p>Redmond-Cline Falls grading and surfacing, settlement of county obligation.</p> <p>Crooked River bridge, construction urged.</p> <p>Gilliam County. Stock passes on Gwendolen-Olex Section, county requested permission to build out of bond fund; request declined and state agreed to pay one-half of cost.</p>

Page	Date	Subject
	1924	
1701	June 26	Coos County. Bond issue failed. Matter of carrying out program as originally outlined.
1702		Hauser-Douglas County Line forest project to be advertised in near future. Douglas County. Work on Roosevelt Highway through and north of Gardiner requested. Shady overhead crossing discussed with county officials. Curry County. Denmark-Coos County Line project requested. Survey between Brookings and Pistol River requested. Road graders, two taken on trial.
1703	June 27	Tabulation of bids read and action taken on following: Nye Creek Section, grading; Chalk Cliff-Hunters Hill Section, grading; Weiser and Payette connections; Bridge over Digger Creek; Bridge over Fifteen Mile Creek; Bridges over Rock Creek and Juniper Canyon; Patrolmen's quarters and equipment shed near Siskiyou. Douglas County. Request for Gardiner Section declined. Drain-Reedsport Road, designation as state highway declined.
1704		Clatsop County. Bradley Park, additional clearing and improvements authorized. Curry County. Pistol River-Chetco River survey authorized. Hood River County. Blue Lake park site, condemnation referred to attorney. Polk County. Attorney to take up matter of selling bonds to reimburse state for advances. Following projects ordered advertised: Sucker Creek Section, Nyssa-Jordan Valley Market Road; Allen Ranch-Lava Butte (Unit No. 2 Paulina-Lava Butte); Bridge over Illinois River, Redwood Highway; Shady Overhead Crossing; Denmark-Coos County Line Section; Lower Bridge over Deschutes River. Sign on Pacific Highway at state line ordered. Umatilla County. Pendleton East Section, resurfacing authorized. Wheeler County. Montague-O'Reilly Company claim for additional compensation on Sarvice Creek project rejected. Extensions of time: John Hampshire, Cascade Gorge-McLeod Section; Morrison-Knudsen Company, Oro Dell and Perry Sections. Albany bridge. No action taken on award. Coos and Curry Counties. Invitation to join Caravan; Commission to be represented. Wheeler County. Settlement of cooperative account. Clatsop County. Agreement with Soleim & Gustafson for patching between Svensen and Astoria approved. Date for next meeting set for July 29.
1705		

Page	Date	Subject
	1924	
1706	July 29	Proposals received on following projects: Unit No. 2 Paulina-Prairie-Lava Butte Section, grading; Weiser and Payette Spur Sections, grading and surfacing; Sucker Creek Section, grading; Mayer Park Branch Section, driveway, curbs and walls; Bridge over Deschutes River at Lower Bridge; Bridge over Illinois River near Kerby; Buildings at Siskiyou. Lincoln County. Otter Rock-Rocky Creek Section requested. Curry County. Myers Creek-Pistol River unit requested. Douglas County. Gardiner Section ordered advertised; county cooperation accepted. Jackson County. Gold Hill, new bridge to avoid grade crossing; Public Service Commission asked to make adjudication of costs. Albany Bridge. Change of location requested. Umatilla County. Park site at Emigrant Springs, county to institute condemnation proceedings. Umatilla River bridge at Umatilla, advertisement ordered. Meacham overcrossing. County to try to arrange finances. Tree planting along Columbia River Highway. Engineer to present estimate of cost.
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1709	July 30	Tabulation of bids read and action taken on following: Paulina-Prairie-Lava Butte Section, Unit No. 2; Sucker Creek Section, Jordan Valley Market Road; Weiser and Payette connections; Mayer Park project; Lower Bridge over Deschutes River; Patrol buildings at Siskiyou; Bridge over Illinois River. Baker County. State aid requested on Baker-Cornucopia and Baker-Unity Highways. Old Oregon Trail signs. Engineer to report on estimated cost of making changes. Lane County. Nimrod-Elk Creek Section, cooperative offer accepted. Advertisement ordered. Hood River County. Request for oiling Mt. Hood Loop declined. Curry County. Chetco River-Winchuck River Section, request for construction declined. Minutes of meetings of May 28 and 29, June 12 and June 26 and 27, 1924 approved. Albany bridge. Contract executed by Commission. Lake County. Chalk Cliff-Hunters Hill Section, award confirmed. Clear Lake Caravan. Chairman Duby, Commissioner Malone and the Engineer to be present. Lincoln County. Otter Rock-Rocky Creek Section, submitted as federal aid project. Yamhill County. Railroad grade crossing elimination in McMinnville discussed.
1710		
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Page	Date	Subject
1711	July 30	Clatsop County. Engineer's report on slide conditions east of Astoria. Construction of new line authorized.
1712		Next meeting set for August 28th. Coos County. Myrtle Point North Section, advertisement ordered. Hood River County. Laterals from Mt. Hood Loop to Whiskey Creek, Odell and Parkdale restored to original status as county roads. Extensions of time: Joplin & Eldon, Alsea Mountain Section; Bauers & Bauers, Unit No. 2, Coles Bridge-Cummins Creek Section; Wallowa County Court, contract No. 675, Unit No. 2, Enterprise-Forest Boundary Section; Monson-Trierweiler Company, bridges on Coles Bridge-Cummings Creek Section.
1713		Clackamas County, Cherryville-Forest Boundary Section and Sandy-Cherryville Section. Request for reduction of engineering penalty charged against A. D. Kern. Wasco County, Mayer Park improvement, bids rejected.
1714		North Coast Power Company. Resolution including clause in all franchises. Albany-Corvallis Highway. Resolution making extension to new Albany bridge.
1715		Business motor vehicles to be checked; to be marked; not to be assigned to individual members of Commission.
1716	Aug. 15	Proposals opened on following projects: Astoria Slide Section, new roadway; Bridge over Tualatin River near Hillsboro.
1717		Curry County. County unable to meet obligations on California-State Line-Winchuck River Section; state requested to take over, county to reimburse state later. Denmark-Coos County Line project, advertising to be deferred until right of way is acquired. Washington County. Western Oregon Telephone & Telegraph Co. Franchise for line between Hillsboro and Forest Grove. Tabulation of bids read and action taken on following: Astoria Slide Section; Bridge over Tualatin River near Hillsboro.
1718		Union County. Sloane Construction Co. protest in matter of removing rock from Grande Ronde River. Baker County. Amendment of resolution relating to policy of continuing program on main highways requested.
1719		Invitation to attend meeting in interest of bridge across Willamette River opposite St. Johns declined. Wheeler County. Survey of connection between Mitchell and Dayville authorized. Union County. Letter from Chamber of Commerce relative to preserving strip of timber on Old Oregon Trail through Blue Mountains. Klamath County. County to clear and grub between Crescent and Deschutes County Line.

Page	Date	Subject
1719	Aug. 15	Clackamas County. Commissioner Van Duzer to attend celebration at opening of Oregon City-Canemah Section. Wasco County. Mayer Park project, informal bids received and award made.
1720		Pacific Highway-Port Orford reconnaissance, request declined. Umatilla County. Route of Oregon-Washington Highway through Pendleton adopted. Sherman and Gilliam Counties. Appropriation for oiling approved. Coos Bay Chamber of Commerce. Request to erect arch sign over Pacific Highway declined. Umatilla County. Bridge over Wild Horse Creek; extension of time to O. N. Pierce & Co. Date set for next meeting, August 28.
1721	Aug. 28	Bids opened on following grading and surfacing projects: Myrtle Point-North Section, grading; Gardiner Section, grading and surfacing; Weiser and Payette Spurs, grading and surfacing. Tillamook County. Embankment in town of Wheeler; agreement with county as to cooperation.
1722		Yamhill County. Requested to secure additional right of way between Carlton and McMinnville. Railroad grade crossing elimination at McMinnville discussed. Douglas County. Gardiner Section, rejection of bids recommended. Engineer to furnish estimate of cost of section from mainland to south side of Bowline Island. Bids opened for 15 mold board snow plows. Curry County. Myers Creek-Pistol River Section requested.
1723	Aug. 29	Lane County. Cottage Grove North Section, paving ordered. Tabulation of bids read and action taken on following: Myrtle Point-North Section; Gardiner Section; Weiser and Payette Spur connections.
1724		Coos County. Bridge over North Fork of Coquille River, cooperative offer accepted, plans ordered prepared, application for permit from Secretary of War ordered. Embankment to replace bridge in Coquille, state aid requested. Myrtle Point, state cooperation asked in paving Railroad Avenue. Lane County. Cooperative project extended from Nimrod to Elk Creek. Discussion of agreement with Lane County providing for settlement of debt of county to state. Albany bridge. Attorney to write contractor concerning delay. Wallowa County. Route through Enterprise adopted.

Page	Date	Subject
	1924	
1724	Aug. 29	Date for next meeting, September 25. Curry County. Engineer to complete survey and prepare plans for grading of Pistol River-Myers Creek Section; advertisement authorized.
1725		Lincoln County. Otter Rock-Rocky Creek Section, advertisement authorized. Clatsop County. Commission willing to complete gap from Cannon Beach Junction to Hamlet provided Clatsop County cooperate. Minutes of meetings of July 29 and 30 and August 15 approved. Umatilla County. Survey between Ukiah and point east of Albee, Commission declined to make. Josephine County. Illinois River bridge connections ordered advertised. Baker County. Resolution in matter of state cooperation on roads in Baker County. Extensions of time: Pacific Bridge Co., Lewis and Clark River bridge; Union Bridge Co., bridge over Grande Ronde River and O.-W. R. R. & N. tracks at Perry; Bauers & Bauers, Deschutes River Crossing Section; Marshall & Barhan, bridge over Mary's River and S. P. tracks near Blodgett; W. M. Luce, bridge over Mary's Creek.
1726		
1727	Sept. 25	Bids opened on following projects: Denmark-Coos County Line Section, grading; Illinois River Crossing Section, grading and surfacing; Cottage Grove North Section, paving; Nimrod-Blue River Section, grading and surfacing; Otter Rock-Rocky Creek Section, grading; Bridge over Umatilla River at Umatilla.
1728		Benton County. State aid asked in regrading and resurfacing main street in Philomath.
1729		Clatsop County. Change of location of Roosevelt Highway requested. Statement of Commission re 1925 work in Clatsop County. Gilliam County. Condon-Thirtymile Creek Section, improvement requested. Wallowa County. Survey of nine mile section of Flora-Enterprise Highway requested.
1730		Wallowa County. Lostine-Enterprise Section, contractor to be charged one-half of engineering costs subsequent to September 1, 1923. Wasco County. White River-Cow Canyon Section, surfacing, advertisement ordered. Tillamook County. Location through Wheeler, petition presented.

Page	Date	Subject
	1924	
1730	Sept. 26	Tabulation of bids read and awards made as follows: Umatilla River Bridge near Umatilla; Denmark-Coos County Line Section; Illinois River Crossing Section; Cottage Grove North Section; Nimrod-Blue River Section; Otter Rock-Rocky Creek Section.
1731		Wallowa County. Request for survey on Flora-Enterprise Road withdrawn. County ready to take up six mile section from Enterprise north. Lincoln County. Nye Creek Section, rocking requested. Lane County. Agreement as to payments discussed. Goldson-Blachly Section, county claims it should not pay fifty per cent of final cost. Binoculars, request by George A. Standley for permission to set up at scenic points.
1732		Clackamas County. Claim of Rajotte-Winters, Inc. submitted. Gilliam County. Condon-Thirtymile Section, reconstruction ordered. Toll Ferries. Government's attitude discussed. Federal Aid System. Conference with Mr. Purcell. Primary and secondary highways recommended to Secretary of Agriculture.
1733		Clackamas County. Land overlooking falls at Oregon City; report by engineer.
1734		Klamath County. Lapine-Silver Lake Road, county asking if road has been abandoned. Survey from Bonanza north to summit ordered. Resurvey from Dairy northeast to common point ordered. Bond issue proposed. Clearing and grubbing to be started on The Dalles-California Highway. Minutes of August 28 and 29 approved. Date of next meeting set for October 28. Clatsop County. Lewis and Clark bridge approaches, paving ordered advertised. Jefferson County. Request that Crooked River bridge be constructed soon. Tree planting along state highways. Advisory committee appointed. Josephine County. Costs of improving Redwood Highway between Grants Pass and O'Brien School House reported by Engineer. Redwood Highway taken over for maintenance. Attorney. Assignments to be with consent of Commission. Benton County. Agreement re Missouri Bend Section executed. Coos County. Resolution re condemnation of right of way. Gilliam County. Resolution re condemnation of right of way. Extensions of time: John Slotte & Co., Astoria-Svensen Section; A. B. Gidley, Winchuck River bridge;
1735		
1738		
1746		

Page	Date	Subject
1746	1924	Extensions of time - cont'd H. W. Oliver, St. Joseph Section; H. W. Oliver, John Day Town Section; H. J. Hildeburn, Chewaucan-Paisley Section;
1747		John R. Hill, California State Line-Winchuck Section; Elliott, Scoggin & Paquet, Tygh Grade and Tygh Valley Sections.
	Oct. 28	Proposals received on following projects: Lewis and Clark Bridge Approaches, surfacing;
1748		Equipment warehouse at Rufus; White River-Cow Canyon Section, surfacing.
1749		Linn County. Survey of Santiam Road asked. Forest Service plan to construct new grade on "Seven Mile Hill."
		Forest highway map to be discussed at next meeting. West Side Pacific Highway, use of name requested. Binoculars. Request for installation declined.
1750		Clackamas County. Claim of Rajotte-Winters, Inc., Oregon City-Canemah Section. Settlement accepted. Sunset Land Company, matter of advertising signs along highway obstructing view of falls.
	Oct. 29	Contracts awarded: Lewis and Clark Bridge approaches; White River-Cow Canyon Section; Equipment warehouse at Rufus.
1751		Minutes of September 25 and 26 approved. Tillamook County. Front Street route through Wheeler adopted. Resolution reducing load limit on following highways: Alsea Highway Ashland-Klamath Falls Highway Coos Bay-Roseburg Highway Corvallis-Newport Highway Klamath-Crater Lake Highway Klamath Falls-Lakeview Highway McKenzie Highway McMinnville-Tillamook Highway Medford-Crater Lake Highway Mt. Hood Loop Highway Prineville-Lakeview Highway Roosevelt Coast Highway The Dalles-California Highway Willamette Highway Willamette Valley-Florence Highway
1754		Douglas County. Oakland, Wilbur and Sutherlin grade crossing eliminations; report in matter of rehearing. Oakland crossing. Plans and specifications authorized. Josephine County. Bear Creek Section, surfacing requested. Klamath County. Klamath Falls-Malin-California State Line Section, designation as secondary highway on Federal Aid system declined.

Page	Date	Subject
1755	Oct. 29	John Day Highway. Completion of units on east end discussed. Malheur County. Bond issue declined. Unity-Ironside, estimate of cost of grading and surfacing requested. Baker County. Bond issue for Baker-Cornucopia and Baker-Unity Highways. Lincoln County. Alsea Highway, state requested to advance 1926 share in 1925. Road graders. Bids authorized. Engineers authorized to attend meeting of American Association of State Highway Officials at San Francisco. Next meeting December 9, 1924. Umatilla County. Emigrant Springs Park site, jury award; voucher ordered prepared. Douglas County. Oakland, cancellation of second one-half of debt to state requested. Advisory Committee on Tree Planting. Acceptances received from Prof. Sweetser, Prof. Hyslop and Mr. Currey. Prof. Peck invited to serve.
1756		Clatsop County. Agreement for operation of Lewis and Clark bridge executed. Curry County. Request for construction of first section north of Brookings. Requests for extensions of time: H. W. Oliver, John Day Town Section; H. W. Oliver, St. Joseph Section; H. W. Oliver, Jones Hill-Lena Section; Harness & Colby, Alsea Mountain Section; Peterson & Scott, Seaside-Cannon Beach Junction Section; H. J. Hildeburn, Drews Valley Section.
1757	Dec. 9	Proposals for auditing read. Jefferson County. Crooked River unit, including high bridge, requested. Crook County. Crooked River-Bear Creek project, completion requested.
1758		Deschutes County. Relocation of section through Bend requested. Malheur County. Cooperation offered on John Day Highway. Douglas County. Work on Roosevelt Highway in vicinity of Gardiner requested; cooperation offered. Recommendation of Scottsburg-Reedsport project for forest funds requested. Relocation of Roosevelt Highway along Clear Lake requested.
1759		Oakland overcrossing ordered advertised. Hood River. Cooperation on paving of Columbia River Highway in city requested. Lane County. State asked to maintain eastern portion of Goshen-Lowell Section.

Page	Date	Subject
	1924	
1759	Dec. 9	Lane County. McKenzie Highway, maintenance discussed. Florence-North unit; construction urged. Willamette project urged.
1760		Final settlement on agreement dated May 25, 1922 discussed. Blachly unit and Cheshire-Harpole School House unit requested as cooperative projects. Harney County. Cooperation on Canyon City-Burns Road requested. Grant County. Austin-Unity Section, surfacing discussed. Section between Beech Creek and Long Creek; cooperative project with Forest Service requested. Curry County. Further construction of Roosevelt Highway requested.
1761		Market road appropriation; resolution relative to distribution of second one-half.
1763		Coos County. Correction of market road allotment asked. Gilliam County. Early advertisement of Condon-Thirtymile Section requested. Umatilla County. Permission requested to expend on Cold Springs Highway \$20,000 owed the state on Old Oregon Trail. Connection of Cold Springs Highway with Old Oregon Trail using funds due state on Umatilla River bridge asked. Lincoln County. Release of retained percentage except \$6,500 authorized on contract of Hetrick, Cline & Gardner for Agate Beach-Otter Rock Section.
1764	Dec. 10	Conference relating to agreement on forest road map. Additions to forest highway system approved. Washington County. Permit to use six wheel trailer 10 feet in width declined.
1765		Baker County. Bond issue voted. Middle Bridge-Love Bridge Unit, Black Bridge-Emigrant Creek Unit and Sag-Halfway Unit ordered advertised for grading. Baker-Stices Gulch Unit requested as cooperative project. Lincoln County. State and government requested to double cooperative shares to match county on Waldport-Benton County Line forest project next year. Newport-Agate Beach Section, construction requested. Super road district proposed in Salmon River community. Clackamas County. Adoption of east side route into Portland from Oregon City as state highway requested.
1766		Deschutes County. State cooperation in paving section adjacent to city of Bend requested. Publication of highway department magazine by F. W. Farrar declined. Auditing contract awarded to Whitcomb, Piepenbrink & Co. Resolution correcting 1924 market road appropriation for Coos County.

Page	Date	Subject
	1924	
1768	Dec. 10	Market road fund. Payment of second one-half withheld from Gilliam, Polk, Union and Washington Counties. Linn County. Survey from Albany to Lebanon ordered. Employment of ex-service men. Engineer to call contractors' attention to provision in contracts. Minutes of meeting of October 28 and 29 approved. Union County. Final payment to Sloane Construction Co. on contract No. 580 approved. Termini of highways at Oregon boundary designated. Termini of Crater Lake Highway designated. Public hearing on subject of tolls on Interstate bridge between Vancouver and Portland; Commissioner Van Duzer and Secretary to attend. Umatilla County. Commission to pay costs and damages in Stanfield condemnation cases to be reimbursed by county. Clatsop County. Sidewalks on Wahanna Creek bridge; consideration deferred. Redwood Highway. Survey of unsurveyed portions authorized. Umatilla County. Agreement with O.-W. R. R. & N. Co. for Meacham overcrossing executed. Extensions of time: United Contracting Co., Jetty Creek-Brighton Section; John Slotte, Astoria Slide Section; Johnson Contract Co., Coquille-Bandon Section; Hetrick-Cline & Gardner, Agate Beach-Otter Rock Section; Pacific Bridge Company, Lewis and Clark River Bridge; Peterson & Scott, Seaside-Cannon Beach Junction Section; C. J. Montag & Co., bridge at Myers Creek; Greenwood & Dann, improvements at Mayer Park; Frazier & Samuel, crushing maintenance materials near Cloverdale.
1770		
1771		Lane County. A. D. Kern contract, surfacing, Goldson-Blachly Section; penalty waived. Gilliam County. Condon-Thirtymile regrading and surfacing project authorized for next meeting. Date set for next meeting.
	1925	
1772	Jan. 14	Proposals opened on following projects: Condon-Thirty Mile Creek Section, grading, surfacing and resurfacing; Oakland Overcrossing. Tillamook County. Paving between Tillamook and Hebo requested.
1773		Emigrant Park. Discussion of name by delegation from Sons and Daughters of Oregon Pioneers. Jackson County. Consideration of Rogue River bridge project requested. Pacific Highway. Designation of East Side and West Side requested.

Page	Date	Subject
1773	Jan. 14	Umatilla County. Emigrant Park, Commission to reimburse county. Pilot Rock-John Day Highway. State funds requested for unit between Lazinka Ranch and point opposite Albee. County to pay for extra right of way on Joe Ramos property.
1774		Klamath County. Klamath Falls-Lakeview Highway, construction requested; county cooperation offered. County line markers to be placed.
	Jan. 15	Tabulation of bids read and action taken on following: Oakland overcrossing; Condon-Thirty Mile Creek Section. Josephine County. Inquiry as to present status of Redwood Highway. Clatsop County. Cannon Beach Junction-Necanicum Unit, cooperative offer accepted. Clatsop and Tillamook Counties. Survey of coast route ordered at county expense.
1775		Lake County. Klamath Falls-Lakeview Highway, improvement requested. Survey ordered from Lakeview to Bly. Linn County. Engineer's report on Albany-Lebanon survey. Minutes of December 9 and 10, 1924 approved. Market road payments held up at last meeting in Polk, Union, Gilliam and Washington Counties. Engineer's report; release authorized.
1776		Josephine and Jackson Counties, right of way widths. Lane County. Final settlement under agreement of May 25, 1922. Hendricks Bridge, cooperation agreed upon. Hood River County. State asked to improve approach to new Interstate Bridge across Columbia River. Extensions of time: K. L. Hall, Cottage Grove Section; Klamath County Court, Olene-Bonanza Section; John Hampshire, Chalf Cliff-Hunters Hill Section. Next meeting February 26, 1925. Advertisement of following projects ordered: Paving, Harrisburg to Junction City; Grading, Cannon Beach Junction to Necanicum; Grading, Myers Creek-Pistol River; Surfacing, Missouri Bend Section; Surfacing, Jetty Creek-Brighton Section; Grade widening, Emigrant Hill Section; Grade widening, Wolf Creek-Grave Creek Section; Grading, Baker-Stices Gulch Section; Grading, Middle Bridge-Love Bridge Section, Black Bridge-Emigrant Creek Section, Sag-Halfway Section.
1777		

Page	Date	Subject
1778	Feb. 26	Proposals opened on following projects: Middle Bridge-Love Bridge Section, grading; Black Bridge-Emigrant Creek Section, grading; Sag-Halfway Section, grading; Stices Gulch-Baker Section, grading; Cannon Beach Junction-Hamlet Junction Section, grading; Bandon-Sixes River Section, surfacing and resurfacing; Myers Creek-Burnt Hill Section, grading; Wolf Creek-Grave Creek Section, roadbed widening; Emigrant Hill Section, roadbed widening; Bridge over Powder River near Baker, Bridge over North Fork of Coquille River near Myrtle Point; Bridges over Floras Creek, Morton Creek and Willow Creek; Bridges over Thirty Mile Creek and Condon Canyon and two culverts near Condon; Bridge over Fifteen Mile Creek near Boyd.
1780		
1781		
1782		
1783		Douglas County. Gardiner Section requested; cooperation offered. Lane County. Blachly Section ordered advertised; cooperative offer accepted. McKenzie Highway, maintenance discussed. Hendricks Bridge, grading and surfacing approaches; cooperative offer of county accepted. Willamette Highway. Expenditure of county bond fund discussed. Curry County. Section between Chetco River and Winchuck River requested. Salmon River Improvement District. Delegation present. Linn County. Santiam Highway location discussed.
1784	Feb. 27	Tabulation of bids read and action taken on following: Bridge over Powder River; Bridge over North Fork Coquille River; Floras Creek and two other bridges on Denmark-Coos County Line project; Bridges on Condon Canyon Section of John Day Highway; Bridge over Fifteen Mile Creek near Boyd; Bandon-Sixes River Section; Wolf Creek-Grave Creek Section; Cannon Beach Junction-Hamlet Junction Section; Emigrant Hill Section; Myers Creek-Burnt Hill Section; Stices Gulch-Baker Section; Baker-Cornucopia Highway, Unit 1 Middle Bridge-Love Bridge, Unit 2 Black Bridge-Emigrant Creek, Unit 3 Sag-Halfway. Viento Park. Accepted by Commission.
1785		
1786		Malheur County. Designation of Jordan Valley road as state highway requested. Benton County. Embankment at north end of Albany bridge; permission to postpone construction requested by county. Philomath-Keyes Hill Section, county cooperation discussed.

Page	Date	Subject
	1925	
1786	Feb. 27	Linn County. Tangent-Lebanon and Halsey-Brownsville roads requested. Clackamas County. Oregon City-Multnomah County Line, road on east side of river requested.
1787		Clatsop County. Petition presented asking for Portland cement concrete pavement on Astoria-Svensen Section. Josephine County. Widening of Oregon Caves Road requested. Lincoln County. Alsea Highway, Forest project between Tide-water and Benton County Line; plan for completion in two years. Salmon River Road Improvement District, no objection by Lincoln County.
1788		Umatilla County. Patrol headquarters in Athena accepted. Yamhill County. Resurfacing of McMinnville-Bellevue Section resurfacing requested. East Side Pacific Highway and West Side Pacific Highway; Commission requested to name. Forest road program discussed: Section of Willamette Valley-Florence road west of Rain-rock requested. Florence North project, forest funds requested. Willamette Highway, Lowell-Oakridge; cooperation asked. Pilot Rock-John Day road; Ukiah-Albee project requested. Umpqua Highway, graveling between Scottsburg and Reedsport; cooperation requested. Tentative forest road program for Government fiscal years 1926 and 1927 outlined.
1790		Apportionment of Section 8 funds proposed. Curry County. Continuation of road program urged. Douglas County. Gardiner project, estimates of cost furnished. Sale of unserviceable trucks reported. Douglas County. Award of Oakland overhead crossing confirmed. Minutes of January 14 and 15, 1925 approved. Projects ordered advertised for next meeting: Harrisburg-Junction City paving; Astoria-Svensen paving; St. Joseph-Tillamook Junction. paving; Lava Butte-Lapine, surfacing; Missouri Bend Section, surfacing; Unity-Beam Creek Section. grading; Umatilla River bridge approaches, grading.
1791		Projects authorized for April letting: Agate Beach-Rocky Creek Section, surfacing; Summer Lake Section, surfacing; Deschutes County Line-Crescent Section, grading. Date for next meeting set for March 26, 1925.

Page	Date	Subject
	1925	
1791	Feb. 27	Extensions of time requested: Pacific Bridge Company, Lewis and Clark bridge; John Slotte & Co., Astoria-Svensen Section; Peterson & Scott, Seaside-Cannon Beach Junction Section; Nyberg & Crick, Gwendolen-Base Line Section; R. W. Stevenson, Unit No. 1, Dufur-White River Section; J. J. Badraun, bridge over East Fork of Illinois River; John Slotte & Co., Astoria-Slide Section; Greenwood & Dann, grading of Mayer Park; Calvert, Calvert & Schroeder, Illinois River Crossing Section.
1792		Board of Control requested to sell \$1,000,000 bonds.
1794	Mar. 10	Conference with Attorney General re suits filed by Warren Brothers Company. Umatilla County. Report by engineer on low bidders on Emigrant Hill Section.
1795		Coos County. Report on low bidder on bridge over North Fork of Coquille River. Wasco County. Reclassification on Tygh Grade and Tygh Valley Sections asked. Coos and Curry Counties. Bandon-Sixes River contract awarded to Simonsen & Hefty. Clatsop County. Award of contract for Cannon Beach Junction-Hamlet Junction Section confirmed. Douglas County. Gardiner project approved subject to cooperation by county.
1796		State parks. Policy as to overnight camping. Forest road program discussed. Curry County. Euchre Creek-Mussel Creek Section, plans specifications and advertisement ordered prepared. Coos County. Construction through Bandon requested. Josephine County Court to be invited to next meeting to discuss Caves and Redwood Highways. Hood River County. Connection to new Columbia River bridge discussed. Senate Concurrent Resolution No. 7 discussed; Secretary to ask Mr. Yeon if he has preference as to location of bridge to be named for him.
1797		Klamath County. Judge Bunnell to be heard at next meeting re Klamath Falls-Lakeview Highway location.
1798		Santiam Highway. Location of Albany-Lebanon unit adopted. Maryhill ferry landing; grading of connection ordered. Standard highway signs; lowering approved by Commission. Wallowa County. Matter of timber cutting in Wallowa Canyon; Chairman to investigate. Bridge Department. Quarters outside of Capitol Building to be rented. April 28 set as date for April meeting.

Page	Date	Subject
	1925	
1799	March 26	Proposals received for following projects: Harrisburg-Junction City Section, paving; Unity-Beam Creek Section, grading;
1800		Missouri Bend Section, surfacing; Lava Butte-Lapine Section, surfacing; Emigrant Hill Section, roadbed widening;
1801		Umatilla Bridge Approaches, grading; Overhead crossing near Jefferson. Deschutes County and Jefferson County. Crooked River Gap Section, cooperation accepted and plans ordered. Deschutes County. Bend-Lava Butte Section, estimate of cost ordered for next meeting. Redmond-Gline Falls Section, final settlement of account.
1802		Tillamook County. Survey between Brighton and end of improved section ordered completed. Survey between Rockaway and Watseco ordered. Bay City, grade crossing elimination; right of way secured and grading requested. Curry County. Winchuck River-Chetco River Unit requested. Wallowa County. Enterprise-North Unit, county cooperation accepted; project ordered advertised. Salmon River-Grande Ronde Improvement District; hearing to be held. Minutes of meetings of February 26 and 27 and March 10 approved. Tentative forest road program approved. Klamath County. Report on Toll Road controversy.
1803		Clackamas County. Sidewalks on Still Creek and Zigzag Creek bridges, engineer to report. Umatilla County. Lazinka Ranch-Ukiah survey ordered at expense of Umatilla County. Coos County. Bond issue election to be held in May. Douglas County. Gardiner project ordered advertised. Deschutes and Harney Counties. Survey authorized between Hampton Buttes and Harney County Line. Coos Bay Good Roads Association. Arch at junction with Pacific Highway, matter referred to Advisory Committee.
1804		Union County. Paving between Perry and La Grande and Lone Pine and Union requested.
	March 27	Tabulation of bids read and action taken on following: Harrisburg-Junction City Section; Unity-Beam Creek Section; Missouri Bend Section; Lava Butte-Lapine Section; Emigrant Hill Section; Umatilla River Bridge Approaches; Overcrossing near Jefferson. Bids received on St. Joseph-McMinnville-Tillamook Junction Section.

Page	Date	Subject
	1925	
1805	March 27	Statement by I. N. Day re summons in matter of Warren Brothers Company, Plaintiff, vs. Glen E. Kibbe, et al, Defendants. Lincoln County. Delegation present in interest of Roosevelt Highway; asking for further work south of Siletz.
1806		Josephine County. Agreement as to completion of Redwood and Caves Highways. O'Brien School-George Ranch unit ordered advertised. Emigrant Park named. Crook County. Connection between Central Oregon Highway and Bear Creek Section requested. Linn County. Albany-Lebanon project, county offer accepted and project ordered advertised. Tillamook and Washington Counties. Discussion of proposed toll road.
1807		Klamath County. Klamath Falls-Lakeview Highway, project north of Bonanza ordered. Completion of survey authorized. St. Joseph-Tillamook Junction Section, award held pending. West Spar Logging Co. proposal to construct crossing on highway at Warren. Bids on tires received.
1808		Wasco County. Tygh Grade and Tygh Valley Sections; claim for higher classification rejected. Lincoln County. Bridge over Rocky Creek to be named the "Ben F. Jones Bridge." Statement of policy of Commission as to projects to be completed by end of 1926. Next meeting to be held on April 23, 1925. Projects ordered advertised: Siletz Bay Dike Section, grading; Agate Beach-Newport, grading; Gardiner project, grading and surfacing; Sourgrass Section, timber bridges and approaches; Astoria-Svensen, paving; Summer Lake, surfacing; Euchre Creek-Mussel Creek, surfacing; Deschutes County Line-Crescent, grading; Blachly Section, grading and surfacing; Approaches to R. A. Booth Bridge at Winchester, paving; Enterprise North 7 miles, grading; Rogue River-Hunters Creek, grading and surfacing; Chetco River-Winchuck River, grading and surfacing; Baker-Telocaset, resurfacing; Albany-Lebanon, grading and surfacing.
1809		Clackamas County. County Court requested to secure right of way for widening and revisions in alinement of Canemah-Canby Section. Bids on graders authorized.

Page	Date	Subject
1809	March 27 1925	Linn County. Cooperative agreement with Harrisburg for paving executed by Commission. Bond sale by Board of Control reported. Resolution continuing load restriction on Coquille-Bandon Section for another month.

Portland, Oregon, April 29, 1924.

The Commission met at Room 201 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:

ROOSEVELT COAST HIGHWAY
SEASIDE-CANNON BEACH JUNCTION SECTION - GRADING AND SURFACING

	Broken Stone	Crushed Gravel
Peterson & Scott		66,246.00
Greenwood & Dann	99,868.00	
United Contracting Co.	83,802.00	
John Slotte & Co.	75,845.00	

THE DALLES-CALIFORNIA HIGHWAY
ALLEN RANCH-LAPINE SECTION - SURFACING

	Alternate "A"	Alternate "B"
Porter & Conley	116,000.00	55,240.00
George K. March	105,080.00	64,900.00
Warren Construction Co.	118,012.00	70,020.00
Greenwood & Dann	124,040.00	

COOS BAY-ROSEBURG HIGHWAY
FURNISHING CRUSHED GRAVEL AT OLALLA

Metzger & Johnson	9,855.00
J. W. & J. R. Hillstrom	13,425.00
L. B. Hickox & Co.	13,587.50

JOHN DAY HIGHWAY
JOHN DAY TOWN SECTION - GRADING AND SURFACING

H. W. Oliver	9,229.70
Bauers & Bauers	10,066.00
Grant County	10,625.00

OREGON-WASHINGTON HIGHWAY
JONES HILL-LENA SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrow County	23,974.00	23,759.00
H. W. Oliver	20,830.00	20,490.00
James Crick	23,828.00	23,283.00
Morrison-Knudsen Co.	21,989.00	21,548.00

APR 29 1924

ROOSEVELT COAST HIGHWAY
BRIDGE OVER MYERS CREEK

Johnson Contract Co.	14,982.50
C. J. Montag & Co.	15,110.00
Wm. D. Hoffman	15,916.00
Lindstrom & Feigenson	15,996.00

JOHN DAY HIGHWAY
BRIDGE OVER CANYON CREEK AT JOHN DAY

Frank L. Connor	4,898.30
Bauers & Bauers	5,786.00
O. N. Pierce & Co.	7,152.00
Monson-Trierweiler Co.	7,872.00
H. F. Pound	8,168.00

W. E. Wadsworth of Harrisburg stated that the Chamber of Commerce at Harrisburg desired to plant English walnut trees on each side of the Pacific Highway from Harrisburg to Alford. On motion of Commissioner Van Duzer, the offer of the Harrisburg Chamber of Commerce was accepted, the matter of the spacing of the trees and the variety to be selected to be left to the Engineer and the Chamber of Commerce.

Commissioner Malone reported that Prof. Peck of O. A. C. had offered to serve on an advisory committee, without pay, the purpose of this committee being to consider the many phases of tree planting along highways, city entrance signs, etc. Matter taken under further consideration.

Judge Adkisson and Commissioner Hix asked that bids be called on the rock surfacing of the Dufur-White River Section of The Dalles-California Highway about 19 miles in length on which they offered fifty-fifty cooperation. The Engineer reported that providing the balance of the work on the Tygh Grade Section was expedited, the contracts for the surfacing could be awarded in May and work started without conflict between grading and surfacing contracts. After consideration, on motion which was carried, the cooperative offer of Wasco County was accepted and the engineer was instructed to prepare plans and specifications and advertise the project for bids to be received at the May meeting.

The Wasco County representatives also asked that the bridge over Fifteen Mile Creek at Dufur be reconstructed to state highway standards and offered fifty-fifty cooperation. The Engineer reported that the present structure was light and obsolete. After consideration the Commission accepted the Wasco County offer of cooperation and instructed the Engineer to prepare plans and specifications and advertise the project at his convenience.

The Engineer reported that the contractors on the Monmouth South Section of the West Side Highway had submitted a written offer to widen the balance of the pavement on their contract between Monmouth and Lucklamute River to 18 feet for the same unit prices plus a lump sum

of \$250 to cover cost of new templets, etc. The Engineer reported that the increased width would increase the cost of the project about \$2500 for each mile widened. Proposal rejected on motion of Commissioner Van Duzer which was carried.

Mrs. E. B. Stewart, Vice Regent of Umpqua Chapter D. A. R. of Roseburg, presented a request by letter that the concrete arch bridge on the Pacific Highway over Canyon Creek about 6½ miles south of Canyonville be named Pioneer Bridge, since the bridge crosses the canyon at a point where the old pioneer trail lay in the bottom of the creek. This request having been approved by the Chamber of Commerce and other organizations and citizens of Roseburg, on motion of Commissioner Van Duzer which was carried, the arch bridge over Canyon Creek was named Pioneer Bridge.

The Secretary presented correspondence from the Chamber of Commerce of Grants Pass and others, requesting that the name of Grants Pass-Crescent City Highway be changed to Redwood Highway in order to follow the same designation in Oregon as in California. Matter taken under consideration.

In the matter of the distribution of the first one-half of the Market Road funds, Commissioner Malone 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 27th day of March, 1924, apportion among the several Counties of the State, complying with the provisions and accepting the benefits of said market road law, the 1924 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 1924 "State Market Road Appropriation", to the various Counties by resolution adopted by the State Highway Commission on March 27th, 1924, 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	\$15,738.36	Lake	\$ 7,558.74
Benton	10,202.07	Lane	27,889.11
Clackamas	29,130.11	Lincoln	5,677.20
Clatsop	21,335.03	Linn	22,682.71
Columbia	11,419.44	Malheur	10,821.72
Coos	12,647.12	Marion	31,008.04
Crook	4,120.36	Morrow	7,899.85
Curry	2,659.44	Multnomah	52,120.53
Deschutes	7,005.79	Polk	13,077.51
Douglas	20,363.33	Sherman	7,632.61
Gilliam	7,206.77	Tillamook	14,699.49
Grant	5,439.81	Umatilla	33,455.95
Harney	4,634.47	Union	13,971.21
Hood River	6,989.05	Wallowa	9,155.54
Jackson	19,647.06	Wasco	12,460.41
Jefferson	4,028.29	Washington	22,513.38
Josephine	5,277.19	Wheeler	3,426.44
Klamath	13,305.59	Yamhill	16,404.67

Total \$513,604.39

The motion was duly seconded and carried.

The Engineer was instructed to prepare plans, specifications and estimates of cost for a new bridge across the East Fork of the Illinois River about 3 miles south of Kerby on the Grants Pass-Crescent City Highway, and report at the next meeting.

The Secretary reported that the War Department permits for the construction of bridges over the Willamette at Albany and Harrisburg did not require the installation of lifting mechanism at the present time, but contained the proviso that if navigation interests required it, the War Department might call upon the state to complete such construction. While it is not contemplated that navigation interests will make the additional construction necessary, yet in order to have the matter understood and agreed upon, on motion of Commissioner Van Duzer, the Attorney was instructed to prepare an agreement with Linn and Lane Counties covering the Harrisburg bridge, and Linn County and the City of Albany covering the Albany, providing for future cooperation on the construction and

installation of the lifting mechanism if required by the War Department for navigation at a later date.

Mrs. Eubanks and Mrs. Gerber, representing the American War Mothers, outlined their plan of setting out 2 miles of trees on the Pacific Highway south of Portland. The Commission endorsed the plan and referred the matter to the Engineer to designate the sections to be planted.

A request was received from Walter Meacham, President of the Old Oregon Trail Association, asking that the Old Oregon Trail markers be placed on iron pipe set in concrete rather than wooden posts. The Secretary was instructed to advise that if any of the towns wished to place the markers on iron pipes in concrete, the Commission would hand over the markers to them to set themselves but all posts set by the Commission would follow the standard practice, cedar posts painted white.

The Secretary advised the Commission that the Grant County Court had agreed to pay one-third of the cost of the two mile stub road to Austin from the John Day Highway, payment to be made prior to December 31, 1924. On motion which was carried, the Grant County offer was accepted.

The request of the Brookings Chamber of Commerce for a survey of the Roosevelt Coast Highway from Pistol River to the Chetco River was declined.

The matter of making the definite location of the Pacific Highway through Eugene came before the Commission. It was decided to defer decision on this subject until the next meeting and the Secretary was instructed to give proper notice to those interested, inviting them to be present at the hearing.

The Engineer reported on the matter of stumpage adjacent to the Wallowa Lake Highway and the Blue Mountain Section of the Old Oregon Trail which it would be desirable to secure in order to preserve the standing timber along these highways. It was suggested that the stumpage could be purchased from the small owners but that arrangements probably could be made with the larger owners to exchange for equivalent stumpage in the Forest Reserves. After conference with the Forest officials, the Engineer reported that the present exchange law was confined to the Deschutes Forest only but stated that a tentative draft of a similar bill had been submitted by the Forest Service to Senator McNary providing for exchanges in Umatilla, Wallowa and Whitman forests. It appeared desirable to the Commission to extend the scope of this bill to cover all the Forest Reserves in the state and the Commission decided to proceed along those lines.

The following requests for extensions of time were received:

J. K. Shotwell, contract No. 688, furnishing crushed gravel for Umatilla-Messner Section, requested an extension of time to May 15,

1924. The Engineer recommended that in view of the difficulties experienced by the contractor in crushing hard materials that the extension requested be granted without penalty. Recommendation approved by Commission.

D. P. Plymale, contract No. 605, grading Parkersburg Section of Coquille-Bandon project, requested an extension of time to June 30, 1924. The Engineer reported that the contract had been extended to include slide removals and a greater length which had resulted in an advantage to the state and recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Illinois Steel Bridge Company, contract No. 671, bridge over the Grande Ronde River and railroad at Oro Dell in Union County, requested an extension of time to June 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Pacific Bridge Company, contract No. 672, approaches to Lewis and Clark Bridge in Clatsop County, requested an extension of time to June 1, 1924. The Engineer reported that there are practically no engineering charges accruing on this project and no loss or inconvenience due to the delay, inasmuch as the bridge is not completed and therefore recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. D. Kern, contract No. 674, Vale-Ontario Section, requested an extension of time to May 1, 1924. The Engineer recommended that inasmuch as one extension to April 1 has already been granted, that the full engineering costs be charged subsequent to April 1st. Recommendation approved by Commission.

Wm. D. Hoffman, contract No. 684, bridge over Rickreall Creek, Polk County, requested an extension of time to April 30, 1924. Inasmuch as there had been some delay in the award of the contract, the Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

The Commission considered the request of the Oregon Contract Company for remission of engineering penalty on contract No. 536, amounting to \$270.97. The Engineer reported that if this was done, the contractor would accept their final estimate without any claims for delays in beginning the work and recommended such action in order to final the project. Recommendation approved by the Commission.

Harry L. Griffith was commissioned as a traffic officer on recommendation of Mr. Raffety.

Portland, Oregon, April 29, 1924.

A meeting was held at 8 P. M. in Room 209 Imperial Hotel with all members present and participating.

The following delegation was present from Benton and Lincoln Counties: S. M. P. Dolan, Corvallis, Chairman, C. H. Woodcock, Mayor of Corvallis, E. A. Miller and Lou Travers, Corvallis, Judge Wilson and Commissioners Scott and von Lehe of the Benton County Court, Harry Morris and Andrew Kent of Waldport, Warren Ashworth of South Beach, Lester Martin and George Dickinson of Newport, Judge James and Commissioners Dunn and Warren of the Lincoln County Court, also C. H. Purcell of the Bureau of Public Roads.

The matter of the completion of the Alsea Highway was discussed. Mr. Purcell stated that he would be unwilling to recommend further government cooperation on the Tidewater-Benton County Line Section unless some provision was made for work on the Missouri Bend Section in Benton County.

The Engineer reported that the length of the Missouri Bend Section (from the Lincoln-Benton County Line through Benton County, 2.55 miles to next intersection of county line, then through Lincoln County 1.43 miles to another intersection of county line, then through Benton County to the foot of Digger Mountain 4.18 miles) was 8.16 miles and that the estimated cost of grading and bridges was \$135,000 and surfacing \$70,000.

After discussion, Judge Wilson stated that if the state would grade and surface the Missouri Bend Section, the County would appropriate \$10,000 per year for five years beginning in 1926 on the Alsea West Section.

After further discussion, Mr. Dolan offered, with the backing of the Court and the Corvallis delegation, this proposition: That the entire project between the west end of the present Alsea Mountain contract at Yew Creek through to the Lincoln County line, 19.2 miles, at an estimated cost of \$350,000, be considered, on which Benton County would cooperate one-third of the total cost. Should the market road law be changed to permit the expenditure of market road funds on state highways, they will pay \$25,000 annually beginning next year until their one-third share is paid. Should the market road law remain unchanged, they will pay \$10,000 next year and \$15,000 thereafter until their one-third share is paid. In the meantime, the County will maintain the unfinished portion. Matter taken under consideration.

Messrs. Dickinson, Kent, Morris, Warren and Martin spoke in favor of the Newport-Waldport Section.

Portland, Oregon, April 30, 1924.

The Commission met in Room 201 Multnomah County Court House at 10 A. M. with all members present and participating.

After consideration, the following awards were made:

Seaside-Cannon Beach Junction Section, grading and surfacing.

On motion which was carried, the award was made to Peterson & Scott, the low bidders, at \$66,246.00.

Allen Ranch-Lapine Section, crushed rock surfacing. On motion which was carried, the contract was awarded to Porter & Conley, the low bidder, on Alternate "B" (furnishing crushed materials in bunkers) at \$55,240.00.

Jones Hill-Lena Section, grading. On motion which was carried the contract was awarded to H. W. Oliver, the low bidder, at \$20,830.00, using concrete pipe.

Furnishing crushed gravel for maintenance on the Coos Bay-Roseburg Highway at Olalla. On motion which was carried, the contract was awarded to the low bidder, Metzger & Johnson, at \$9,855.00.

On motion which was carried, the bids on the bridge over Myers Creek on the Coast Highway in Curry County were rejected because they were in excess of the engineer's estimate.

Commissioner von Lehe of Benton County Court appeared and stated that after consideration the court and the delegation from Corvallis and Benton County had decided to concentrate their efforts on the Missouri Bend Section of the Alsea Highway. The balance of the road is gravelled and would be kept in repair by the County Court. The county proposal was that they would agree to pay one-third of the cost of the Missouri Bend Section grading and rock surfacing, said one-third to cover a period of five years beginning in 1925, the payment for 1925 to consist of the cost of building the Mill Creek Bridge and enough additional money to equal \$10,000 and the balance in four equal payments until fully paid. Commissioner von Lehe explained that only a small installment was offered for 1925 for the reason that the county had made no provision for the Alsea Mountain surfacing this year and that their share of its cost would have to be met next year. He further stated that the Corvallis Commercial Club will back the Court in meeting their obligations. On being asked by Commissioner Malone if the Court would be willing to provide for future work on that road on the same basis of cooperation, Mr. von Lehe responded in the affirmative. Commissioner Malone moved the acceptance of the Benton County offer of cooperation. Motion seconded by Commissioner Van Duzer. Chairman Duby stated, "I want to go on record as opposed to it. The motion is carried."

Commissioner Innes of Deschutes County stated that the county was satisfied with the bids received on the Allen Ranch-Lapine project and thanked the Commission for making the award.

Judge James, Commissioners Dunn and Warren of Lincoln County, H. W. Morris, Andrew Kent, Warren Ashworth, Waldport; Geo. R. Dickinson, Lester Martin, B. F. Jones, Lee Williams, Frank L. Priest of Newport presented a request that the Commission put on the Agate Beach-Newport and South Beach-Seal Rocks projects. Ira Wade of Toledo asked consideration of the Otter Rock-Siletz River project. Commissioner Van Duzer

moved to take the matter under advisement which was carried. The Chairman stated the position of the Commission to the delegation that there appeared to be very small possibility of starting work on any of the projects this year on account of the lack of funds.

Petitions were filed by the Newport Chamber of Commerce and the Mayor and Council of Newport asking that the remaining gaps between the Siletz River and Newport be placed upon the state program and considered for early improvement.

Commissioner Frye of Clatsop County thanked the Commission for the award of the Seaside-Cannon Beach Junction project.

Mr. Smith, Manager of the Denny-Renton Clay & Coal Company and Lyman Griswold, Engineer for the company, asked that salt glazed vitrified clay pipe be included in the specifications for highway culverts. They submitted data on tests and other statistics. The Engineer recommended that this type be included in the bids a few times to see if it brought competition with other types. On motion by Commissioner Van Duzer, the Engineer's recommendation was adopted.

W. C. Elliott of Elliott & Scoggin, contractors on the Tygh Grade Section, were called in to state their plans for speeding up the completion of their contract so that a rock surfacing contract could be let. He stated that they would increase their force so that the work would be completed in from thirty days to six weeks. The Commission asked if their company would be responsible for any damages which might be claimed by a surfacing contractor as a result of delays due to their failure to complete the grading. After conference with his partner, Mr. Elliott advised that his company would meet that obligation.

Mr. Mark A. Mayer delivered the abstract and deeds for the park site on the Columbia River Highway in Wasco County near Rowena. Commissioner Van Duzer stated that the Commission desired to express to Mr. Mayer the sincere appreciation of the state for his gift. The Engineer was instructed to make a survey and prepare an estimate of cost of constructing a gravel roadway and masonry parapet wall around the view point and report at the next meeting.

Mr. R. E. Pinney, Resident Agent of the Fidelity and Deposit Company of Maryland, surety for Hetrick, Cline & Gardner, contractors on the Otter Rock-Agate Beach grading project, was called into conference regarding progress being made on that work. He stated that the surety company's engineer was coming from California next week to look over the job and take such steps as are necessary to insure early completion.

The Commission instructed the Engineer to advertise the Gwendolen-Olex Section of the John Day Highway for bids to be received at the next meeting, with the provision that the bids be withdrawn if the Gilliam County bond issue failed on election day.

The Commission discussed the matter of advertising the Harrisburg

and Albany bridges and after consideration decided to receive bids on the Harrisburg bridge on May 29th at 2 P. M. and bids on the Albany bridge June 12th at 2 P. M.

The Commission set the date of May 28th as the date for receiving bids on the grading and surfacing projects.

The Commission instructed the engineer to advertise the Alsea Mountain Section of the Alsea Highway for bids on surfacing at the next meeting.

The Commission instructed the engineer to advertise the Oregon City South Section of the Pacific Highway for rock surfacing at the next meeting.

The matter of paving the embankment and bridge approaches at Dairy Creek on the Tualatin Valley Highway between Hillsboro and Forest Grove in connection with some necessary patching was discussed, but after consideration it was decided to postpone the paving for the present.

On motion of Commissioner Malone seconded by Van Duzer, the Chairman not voting, the Engineer was instructed to advertise for bids on grading the Missouri Bend Section of the Alsea Highway in Benton County 8 miles in length to be received at the next meeting.

Judge Patterson of Grant County conferred with the Commission relative to the award of the contract for the John Day Town Section. After consideration, it was decided to readvertise the project for the next meeting and also include the bridge for readvertisement unless the bidder is willing to reduce his bid to the engineer's estimate.

The Engineer reported in the matter of insurance on the shop buildings and contents and it was agreed to carry approximately \$200,000 on these buildings and contents.

The minutes of the meeting of March 27th and 28th, 1924 were approved.

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
Commissioner

W. H. Malone
Commissioner

APR 30 1924

Portland, Oregon, May 28, 1924.

The Commission met in Room 201 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 were opened and read on the following grading and surfacing projects:

ALSEA HIGHWAY
ALSEA MOUNTAIN SECTION - SURFACING

Alternate "C"

A. D. Kern (Will furnish materials f.o.b. Shedd or
f.o.b. trucks at Philomath. No prices quoted)
Joplin & Eldon 50,350.00

ALSEA HIGHWAY
MISSOURI BEND SECTION - GRADING

	Concrete Pipe	Vitrified Clay Pipe
John Hampshire	149,254.50	149,047.50
Iver J. Rosten Co.	130,980.40	129,745.60
Greenwood & Dann	128,045.00	126,470.00

PACIFIC HIGHWAY
OREGON CITY-CANEMAH SECTION - SURFACING

Peterson & Scott 10,630.00
Oregon Contract Co. 9,270.00

JOHN DAY HIGHWAY
GWENDOLEN-BASE LINE SECTION - GRADING AND SURFACING

Unit No. 1

	Concrete Pipe	Corr. Iron Pipe	Vit. Clay Pipe
M. J. Conley	90,140.00	89,572.50	90,140.00
Geo. K. March	90,073.50	89,272.50	89,106.50
A. D. Kern*	92,438.00	91,748.50	91,995.00
Morrison-Knudsen Co.**	90,254.50	88,962.00	89,864.50
United Contracting Co.***	93,667.50	93,368.00	93,601.00
Bauers & Bauers *	88,800.00	86,899.00	88,800.00
Nyberg & Crick**	85,556.50	84,939.50	85,725.50

Cont'd on next page.

MAY 28 1924

Owendolen-Base Line Section - cont'd

Unit No. 2

	Concrete Pipe	Corr. Iron Pipe	Vit. Clay Pipe
M. J. Conley	88,674.45	88,554.34	88,396.05
Geo. K. March	96,731.50	96,231.75	95,747.50
A. D. Kern*	91,854.00	91,184.75	91,445.00
Morrison-Knudsen Co.**	83,231.75	82,217.00	82,836.75
United Contracting Co.***	93,164.10	93,010.00	93,103.10
Bauers & Bauers*'†	86,655.50	84,570.75	86,655.50
Nyberg & Crick***	78,429.50	77,974.00	78,527.00

- * Reduction of \$1,100.00 for both units.
- ** Will not accept either alone. No reduction for both.
- ***Reduction \$1,000.00 for both units.
- *† Reduction of \$500.00 for both units.
- ***Reduction of \$2,500.00 for both units.

JOHN DAY HIGHWAY

JOHN DAY TOWN SECTION - GRADING AND SURFACING

Grant County Court	9,479.50
H. W. Oliver	8,721.30

ROOSEVELT COAST HIGHWAY

JETTY CREEK-BRIGHTON SECTION - GRADING

J. W. Sweeney	94,870.50
A. Guthrie & Co., Inc.	124,803.50
Puget Sound Bridge & Dredging Co.	100,825.00
United Contracting Co.	65,687.00

ROOSEVELT COAST HIGHWAY

MAINTENANCE MATERIAL AT CLOVERDALE

Joseph Tito	22,400.00
United Contracting Co.	17,040.00
Frazier & Samuel	14,760.00

THE DALLES-CALIFORNIA HIGHWAY

DUFUR-WHITE RIVER SECTION - SURFACING

	Alternate "A"		Alternate "B"	
	Unit 1	Unit 2	Unit 1	Unit 2
M. J. Conley	50,720.00		29,240.00	
George K. March	51,928.00	83,185.00	28,800.00	45,400.00
Lyon & Price	39,652.00	63,155.00	23,260.00	34,608.00
United Contracting Co.*	50,752.00	82,420.00	28,352.00	41,975.00
A. D. Kern	50,508.00	68,891.00	30,796.00	37,091.00

Cont'd on next page.

Dufur-White River Section - cont'd

Greenwood & Dann**	51,600.00	82,635.00	37,040.00	59,280.00
Elliott, Scoggin & Paquet		83,245.00		
R. W. Stevenson***	37,760.00			
Bauers & Bauers			37,840.00	56,540.00
Warren Construction Co.****	41,720.00	64,405.00	25,880.00	37,450.00
Carl Nyberg	45,280.00		24,560.00	

- * Reduction of \$1000.00 for both units, Alternate "A"
- ** Reduction of \$2,500.00 for both units, Alternate "A". Reduction of \$1,500.00 for both units, Alternate "B". Reduction of \$1,000.00 Alternates "A" and "B". Time to be extended without penalty if justified.
- *** Gravel for maintenance to be delivered at bunkers only. 20¢ per yard mile or fraction for hauling.
- **** Reduction of \$2,000.00 Alternate "B" both units.

Mr. O. S. Blanchard of Grants Pass urged that the name of the Grants Pass-Crescent City Highway be changed to the Redwood Highway. He stated that this highway extends from the north side of San Francisco Bay up the California coast to Crescent City thence northeasterly to a junction with the Pacific Highway at Grants Pass. It passes through the redwood forests on the coast and is designated throughout its entire length in California by the name Redwood Highway. The change in name is sponsored by the Josephine County Court, the Grants Pass Chamber of Commerce and various civic clubs and leading citizens of Grants Pass. It is thought that it would be helpful to the tourist to have the same name throughout and that Grants Pass would benefit by the California advertising of the highway. Matter held for further consideration.

B. F. Jones and Lester Martin of Newport and Commissioner Dunn of Lincoln County urged the immediate construction of the Agate Beach-Newport Section. The delegation was asked if they would prefer this section to further work on the Otter Rock-Siletz River Section as the Commission stated they could not consider both. The Lincoln County representatives stated that they would much prefer that such money as may be available be spent on Otter Rock-Siletz Section in order to open up a connection through to Tillamook.

Judge Kendall of Marshfield, representing Coos County, asked the Commission to hold the Hauser-Lakeside forest project a while longer until Coos County could determine other means of financing it, the bond issue having failed.

The minutes of the meeting of April 29th and 30th were approved.

The location of the Pacific Highway through Eugene was discussed. Definite action was deferred until the next day.

The location of the state highways through the city of Corvallis was discussed at some length, after which the following motion was

MAY 28 1984

MAY 28 1924

offered by Commissioner Malone and carried. The West Side Pacific Highway to be located as follows: Going north crossing Marys River, thence north on Third Street to Van Buren, thence west on Van Buren to Ninth Street, thence north on Ninth Street to city limits, south bound traffic to follow in reverse order. For connection with Albany-Corvallis Highway, at intersection of Third and Van Buren turn east on Van Buren to Second Street, thence north on Second Street to north city limits. For south bound traffic from Albany, enter on Second Street, south on Second to Washington, west on Washington to Third Street, thence south on Third Street to south city limits. For west bound travel to Toledo and Newport via Corvallis-Newport Highway, from intersection of Second and Washington, thence west on Washington to Third, thence south on Third to A Street, thence west on A Street to so-called Philomath road, crossing Oak Creek at west city limits. The Engineer was instructed to confer with the city authorities in the matter of reconstructing the curbs with a longer radius in order to give a greater street area at the intersections affected by the state highway routings.

The Engineer presented the request of the Fred Herrick Lumber Co. for a change in the location of a section of the Central Oregon Highway about $1\frac{1}{2}$ miles in length south and west of Burns in order to provide a greater space for their saw mill and yard. They proposed to construct a new highway around their mill site at their own expense on state standards. The Engineer reported that the plan was feasible; the grades proposed were not in excess of those on the present road; the proposed alignment was good without excessive curvature; the length of the new line was only about 400 feet longer than the present road; the new location was on slightly higher ground, and the new location would avoid many grade crossings of the mill company's tram railroads. In view of the Engineer's report and with a desire to assist in this local enterprise, the Commission voted to approve the change in location provided the new section of the highway be built on standards equal to the present highway, and to be paid for entirely by the Fred Herrick Lumber Co., same to be constructed under the supervision of the State Highway Engineer and subject to his acceptance of the completed work, and further, the present right of way not to be vacated until the new highway is completed and accepted.

The Engineer reported that investigation had disclosed that there was not sufficient rock available at the quarry site proposed for the surfacing of the Allen Ranch-Lapine Section of The Dalles-California Highway in Deschutes County and recommended that this project be abandoned for the present and the contract cancelled. He stated further that this would be agreeable to the low bidders, Porter & Conley. The Engineer recommended that in its stead the section between Lava Butte and the north end of the present grading project opposite Allen Ranch be graded during the present season and that next year the entire project be surfaced under one contract with a more advantageous quarry location. A further advantage in surfacing next year would be the settlement of the new grades during the winter season. It was ascertained that such a change in program was approved by the County Court of Deschutes County who are co-operators. On motion which was carried, the recommendation of the Engineer

was adopted, the award of the contract for surfacing the Allen Ranch-Lapine project was reconsidered and cancelled, and the engineer instructed to return the bidder's bond to Porter & Conley, the low bidders. Further, the engineer was instructed to prepare plans and specifications for grading the Allen Ranch-Lava Butte Section and advertise for bids to be received at the July meeting of the Commission.

The Engineer reported that in order to properly handle maintenance and snow removal on the Siskiyou Mountain Section of the Pacific Highway, it would be necessary to secure a tract of ground and provide patrol headquarters consisting of living quarters and a storage shed for equipment. The most desirable location appeared to be at a point in a loop on the highway opposite Siskiyou station on the railroad, a tract of five acres which could be purchased for \$500. The Commission, on motion which was carried, approved the purchase of the property for the amount mentioned and instructed the Engineer to receive bids on the buildings at the regular June meeting.

The Engineer reported that more road graders were needed and the Commission ordered that bids be received for twelve at the next meeting.

The Engineer reported that good results were being secured both as to quality of work and costs with the portable asphalt paving plant, but that another plant was needed to complete all the necessary repair work and small gaps during the present season. After consideration, the Commission instructed the Engineer to prepare plans and specifications for a portable plant similar to the present plant and advertise for bids to be received at the next meeting.

Portland, Oregon, May 29, 1924.

The Commission met in Room 201 at 9:30 o'clock A. M.

The tabulations of bids received the previous day were read and the following actions taken:

Alsea Mountain Section of the Alsea Highway, crushed rock surfacing. On motion which was carried, all bids were rejected and the engineer instructed to readvertise the project at the next meeting.

Missouri Bend Section of the Alsea Highway. Bids held for further consideration.

John Day Town Section of the John Day Highway in Grant County, grading and gravel surfacing. On motion which was carried, the contract was awarded to H. W. Oliver, the low bidder, at \$8,721.30.

Gwendolen-Base Line Section of the John Day Highway in Gilliam County, grading and gravel surfacing. On motion which was carried, the contract was awarded to Nyberg & Crick, the low bidders, at \$161,486.00, using concrete pipe.

Oregon City-Canemah Section of the Pacific Highway in Clackamas County, crushed rock surfacing. On motion which was carried, all bids were rejected and the Engineer was instructed to purchase crushed rock at Oregon City and haul the material with department trucks.

Maintenance materials at Cloverdale on the Roosevelt Coast Highway in Tillamook County. On motion which was carried, the contract was awarded to Frazier & Samuel, the low bidders, at \$14,760.00. The Engineer was instructed to do such hauling as is required with department trucks.

Jetty Creek-Brighton Section of the Roosevelt Coast Highway in Tillamook County, grading. On motion which was carried, the contract was awarded to the United Contracting Company, the low bidder, at \$65,687.00.

Dufur-White River Section of The Dalles-California Highway, crushed rock surfacing. Award held for further consideration.

Messrs. C. H. Purcell and J. A. Elliott of the U. S. Bureau of Public Roads, and Judge Barnard of Lane County appeared in the matter of finances for the continuation of the work on the Blachly-Rainrock Section of the Eugene-Florence Highway. The Government engineers reported that the original estimate had overrun and that it seemed desirable, now that the contract was under way, that the entire length of the project be completed rather than leave a short gap which it had previously been proposed to omit. They stated at the present time this project calls for an appropriation of \$187,500 by the Government, \$150,000 by Lane County and \$77,500 by the state. It is estimated that it will require \$110,000 additional to complete the project. Judge Barnard stated that Lane County was limited by their bond funds and could not offer additional cooperation. After some consideration, it was agreed that the state and Government should equally divide the overrun which makes an additional appropriation of \$55,000 from each.

The Neskowin-Siletz project was also discussed by the Federal representatives. The present status of this project is as follows: County cooperation \$120,000, State cooperation \$264,500, Federal cooperation \$228,500, the total of the previous appropriations being \$613,000. Their statement is that more funds will be necessary on account of overrun in classification and changes in alignment, also it seems desirable to surface the entire project, the estimated additional cost being \$82,000. After discussion, it was agreed that \$41,000 additional be appropriated by the state and an additional \$41,000 be taken from the federal appropriation for forest highways. This provides for a total of \$695,000 on this project.

Mr. A. B. Robertson of Gilliam County and James Stewart of Corvallis appeared in the matter of the Gilliam County cooperation on the John Day Highway. Their statement was that bonds of \$75,000 were voted on the theory that this represented approximately one-third of the cost of the project and the bid received indicated a lesser cost than first estimated. It was explained that the bridges over Rock Creek

and Juniper Canyon were not included in the present contract and there was a possibility of an overrun on the grading and surfacing quantities. However, in view of the fact that the bid was less than the original estimate, the Commission agreed that the county cooperation should be one-third of the final cost of grading, surfacing and bridges and that any balance should apply on the county indebtedness to the state on the Arlington-Condon Section of the John Day Highway. The county representatives indicated that the county's share of the cost would be paid on demand.

Judge Wilson and Commissioners von Lehe and Scott asked that the costs of the part of the Missouri Bend Section of the Alsea Highway in Lincoln County, about 1.4 miles, be excluded from the cooperative project agreement with Benton County. Commissioner Dunn of Lincoln County was present and he was asked if Lincoln County would join the cooperative project on the part in their county. After conference with other members of the County Court by telephone, he reported that Lincoln County would agree to sign up for \$10,000 to be paid in 1928. Cooperation accepted. The Benton County Court also asked that the payment dates of the agreement be divided into semiannual periods April 15 and October 15, which changes were approved.

On motion which was carried unanimously, the contract for the Missouri Bend Section of the Alsea Highway was awarded to Greenwood & Dann, the low bidders, on their bid of \$126,470.00, using vitrified clay culvert pipe.

At 2 P. M. bids were opened on the following bridge projects:

ROOSEVELT COAST HIGHWAY
BRIDGE OVER MYERS CREEK

C. J. Montag Co.	14,420.00
B. F. Dinsmore	15,247.50
Johnson Contract Co.	15,297.50

JOHN DAY HIGHWAY
BRIDGE OVER CANYON CREEK AT JOHN DAY

F. L. Connor	4,787.80
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PACIFIC HIGHWAY
BRIDGE OVER WILLAMETTE RIVER AT HARRISBURG

Portland Bridge Co.	183,200.00
Union Bridge Co.	186,400.00
Lindstrom & Feigenson	186,825.00
J. W. Sadler Co.	188,515.00
Henry Makela	202,837.50
Illinois Steel Bridge Co.	208,000.00
Jas. L. Quinn	210,640.00
Parker & Banfield	220,008.00
Booth & Pomeroy, Inc.	225,650.00
C. F. Dinsmore & Co.	233,437.50
Pacific Bridge Co.	237,115.00

Judge Wilson and Commissioners von Lehe and Scott of Benton County stated that they were ready to construct the bridge over Mary's River west of Noon station on the Newport road at their own expense, if the state would grade and surface the approaches to connect with the road. In addition the county will secure the necessary right of way. After consideration, the Commission agreed to this proposition. The County representatives stated also that it was their plan to place additional rock on the Keyes Hill Section of the Newport Highway in order to carry travel through the winter, and they asked if the state would haul the rock from the Washburn quarry near Blodgett for them in state trucks. They were advised that if they so desired, the hauling would be done for them at the rate of 25 cents per yard mile, which is the same basis that hauling is being done for Lincoln County.

The Benton County representatives stated that they had recently submitted a bill for the state's share of the cost of making line changes on the Albany-Corvallis Highway, which had been graded with county forces and on which there was a cooperative agreement for 50-50 division of the costs. They stated that they were willing that their claim against the state be considered a credit applying on an old debt of the county to the state for work done in the city of Monroe during grading and paving operations for the West Side Highway several years ago. This arrangement was agreeable to the Commission.

Mr. F. C. Frear, County Roadmaster, and Commissioner Weaver of Douglas County, also James Ford, William Jewett and Fred Assenheimer of Gardiner, asked for state aid on the Roosevelt Coast Highway in the vicinity of Gardiner. They stated that the plank road between Gardiner and the proposed crossing of the bay about $1\frac{1}{2}$ miles, had deteriorated badly and that they had \$4,000 to spend on this section and wished to spend it on work which would be acceptable to the state when the Roosevelt Highway was constructed through Douglas County. State cooperation was asked on this project. They asked also for the construction of the project between Gardiner and the summit going north, about 3 miles in length, on which the county had spent approximately \$5,000. The Engineer was instructed to investigate and make a report at a future meeting of the cost of improvement of the sections which had been proposed.

Judge Mast, J. E. Norton and C. W. Parker stated that their bond election had failed but that they proposed to try a new bond issue, the proceeds of which were to be devoted entirely to the state highway program. They asked for an estimate of the entire amount that is necessary to complete the state highway system in their county, taking into account their share of the new projects as well as previous indebtedness. A tentative figure of \$280,000 was given to them. The county representatives asked that the Government money on the Hauser-Lakeside-County Line Section be held intact until the election could be held, which was agreed to by the Commission.

The section of the Coos Bay-Roseburg Highway west and north of Myrtle Point was discussed and it was agreed to request the Public

Service Commission for an early hearing as to the adjudication of the costs of the elimination of the railroad grade crossing on these projects.

S. S. Montague presented a claim in connection with his contract No. 497 for surfacing the Sarvice Creek Section of the John Day Highway in Wheeler County. The basis of his claim was that it was necessary to move his quarry set-up on account of deterioration of the rock. Matter taken under consideration.

In the matter of bids on Units 1 and 2 of the Dufur-White River Section of The Dalles-California Highway, on motion which was carried, Unit No. 1 was referred to the engineer for investigation of the financial resources, experience and equipment of the low bidder, R. W. Stevenson. On motion which was carried, the contract for Unit No. 2 was awarded to Lyon & Price, the low bidder, on Alternate "A" (project complete, hauling included) at \$63,155.00.

The next meeting of the Commission was set for June 26, 1924.

The Chairman was requested to consult with the County Court of Umatilla County in the matter of the purchase of Emigrant Springs on the Old Oregon Trail at the summit of the Blue Mountains as a park site.

Commissioner Van Duzer asked to be excused from the balance of the meeting, and left the room.

Tabulation of the bids received on the bridges was read and the following actions taken:

Myers Creek bridge on the Roosevelt Coast Highway in Curry County. On motion which was carried, this contract was awarded to the low bidder, C. J. Montag & Co., at \$14,420.00.

Bridge over Canyon Creek on the John Day Highway in Grant County near John Day. On motion which was carried, the contract was awarded to the low bidder, Frank L. Connor, at \$4,987.80.

Bridge over the Willamette River at Harrisburg. The Commission announced that this bid would be taken under consideration and that announcement would be made of the award by the Engineer from the Salem office on May 31.

A communication was received from the Secretary of the Chamber of Commerce of Roseburg, requesting the Highway Commission to write letters to the property owners living along the Pacific Highway in Douglas County, requesting them to clean up their fence rows and places along the Pacific Highway. The Commission felt that this was a matter outside of their jurisdiction and therefore instructed the Secretary to advise the Roseburg Chamber of Commerce that while they approved and supported such a movement, yet they did not feel that they could consistently take the matter up individually with the property owners, believing

that it is a matter which the local civic organizations could handle better.

In view of the large number of requests from representative citizens, civic bodies and other organizations in Grants Pass and the County Court of Josephine County, the Commission, on motion which was carried, designated the Grants Pass-Crescent City Highway as the Redwood Highway from Grants Pass to the California State Line, and the Engineer was instructed to make this change on the records and maps of the Commission accordingly.

On motion which was carried, the previous location of the Pacific Highway through Eugene was reconsidered and the following routing was adopted: Entering the city from the north on Blair Avenue to Sixth Street, thence on Sixth Street to Willamette, thence on Willamette to Ninth, thence on Ninth eastward crossing the Southern Pacific railroad track and intersecting Franklin Boulevard, thence on Franklin Boulevard to the east city limits.

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

Rajotte-Winters Inc., contract No. 621, Oregon City-Canemah Section of the Pacific Highway, requested an extension of time to July 15, 1924. The Engineer reported that there had been considerable delay caused by work on the Southern Pacific railroad adjacent, and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Elliott, Scoggin & Paquet, contract No. 630, Tygh Grade Section of The Dalles-California Highway in Wasco County, requested an extension of time to June 15, 1924. The Engineer recommended that the extension be granted without penalty, provided Elliott, Scoggin & Paquet be held responsible for any damage or delay to the surfacing contractor on this project. Recommendation approved by the Commission.

Elliott, Scoggin & Paquet, contract No. 632, Tygh Valley Section of The Dalles-California Highway in Wasco County, requested an extension of time to June 15, 1924. The Engineer recommended that this extension be granted without penalty, provided Elliott, Scoggin & Paquet be held responsible for any damage or delay to the surfacing contractor on this project. Recommendation approved.

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

At 1 o'clock P. M. on May 29th in Room 209 Imperial Hotel, Portland, a delegation met the Commission, the object of which was to discuss the Santiam Highway. Present from Albany and Linn County were

Judge Payne, F. J. Miller, C. H. Murphy, Senator Garland and Judge Stewart. Representing the Government were Solicitor Staley, C. H. Purcell and J. A. Elliott. The matter of the purchase of the Toll Road from the Oregon & Western Colonization Co. was discussed, as a representative of the owners would be on the Coast the next week. No definite decision was reached, although the county representatives stated that they would be willing to offer \$5,000 for the company's rights in the present road. The Commission was asked to make the survey of the project. No commitment was made by either state or government.

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Doby
Chairman

H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, June 12, 1924.

The Commission met in Room 201 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

Bids were opened on the following projects:

ALSEA HIGHWAY
ALSEA MOUNTAIN SECTION - SURFACING

	Alternate "C"
Harness & Colby	46,300.00
Simonsen & Hefty	46,400.00
A. D. Kern (Will furnish materials f.o.b. Shedd or Philomath. No prices quoted.)	
Joplin & Eldon	54,050.00

ALBANY-CORVALLIS HIGHWAY
WILLAMETTE RIVER BRIDGE AT ALBANY

Union Bridge Company	245,306.00
Lindstrom & Feigenson	249,355.00
Parker & Banfield	253,545.00
J. W. Sadler	259,165.00
Booth & Pomeroy, Inc.	273,195.00
Puget Sound Bridge & Dredging Co.	298,720.00
J. H. Tillman Co.	337,270.00

Bids were opened for a portable paving plant from the following bidders:

Willamette Equipment Company
Hesler Machine Works

Bids were opened for graders from the following bidders:

Howard-Cooper Corporation
Willamette Equipment Company
Olyde Equipment Company
Feenaughty Machinery Company
Road Builders' Equipment Company
J. D. Caldwell & Company

Col. B. K. Lawson of Wedderburn invited the Commission to meet the California Commission at Crescent City on July 9 and then continue on a trip up the Coast into Coos and Curry Counties. Matter taken under consideration.

Judge Test and Commissioner Dean of Malheur County, with J. R. Blackaby and Fred Palmer of Jordan Valley, presented a resolution passed by Malheur County Court, whereby the County Court agreed to expend the sum of \$100,000 on the Nyssa-Jordan Valley Market Road provided the state would construct at its own expense the two connections between the Old Oregon Trail and the Payette and Weiser bridges across Snake River, the first being 1.6 miles in length and the second 1.9 miles in length. This proposal being in harmony with the previous proposal of the Commission, it was accepted and the Engineer was instructed to prepare plans and specifications for the Weiser and Payette connections and invite bids to be received at the next meeting of the Commission.

The Malheur County Court asked the Commission to advertise the Price Ranch-Sucker Creek Hill Section of the Jordan Valley project for the county at the July meeting, which was agreed to, and the Engineer was instructed to prepare plans and specifications and invite bids accordingly. They also asked that an engineer from the department be furnished to supervise the construction of the project for the county to be paid by the county, which arrangement was approved by the Commission.

Mr. Fred Assenheimer of Gardiner asked permission to present the matter of the Gardiner Section of the Roosevelt Coast Highway at the next Commission meeting at which time it was expected that an engineer's report on the project would be available. He was advised that this would be agreeable to the Commission.

Judge Barnard of Lane County asked for state cooperation on the paving of the short section of the McKenzie Highway between the Pacific Highway and the Willamette River bridge about 600 feet in length. The county offered 50% of the cost. He proposed that the work be done only in the event that the city of Springfield pave the city streets leading to the east approach of the bridge. With this understanding, the Commission approved the project to be paid for 50% by the state and 50% by the County.

A conference was held with Messrs. Cecil and Dater, representing the Forest Service, and Purcell and Scofield, representing the U. S. Bureau of Public Roads, relative to the forest highway map. The Forest Service desires changes made in the classification of certain roads, principally changes from development roads to forest highways. The matter was discussed for some time without reaching a decision. In order to give a better opportunity to study over the plan submitted by the Forest Service, Mr. Cecil agreed to furnish a map showing the classification of the various forest roads as proposed, together with a brief description. Matter held for further consideration.

Judge Schanep of Umatilla County asked that either the state or Government make the survey of the Ukiah-Lazinka Ranch Section of the Pendleton-John Day Highway. He stated that the particular section in which they are interested is, however, the section between Ukiah and a point opposite Albee about 7 miles on which they are asking for forest funds next year.

Judge Schanep spoke about financing the Umatilla River bridge at Umatilla and the Commission advised that their previous offer of fifty-fifty cooperation was available to the county at any time. No definite action taken.

At 4 o'clock P. M. the tabulation of the bids was read.

Alsea Mountain Section of the Alsea Highway. On motion which was carried, the award of the contract was made to Harness & Colby, the low bidders, at \$46,300.00.

Bridge over the Willamette River at Albany. The Commission made the announcement that the low bid was satisfactory but that the award of the contract will not be made until all parties concerned have signed an agreement which would be done as soon as possible to get together on the matter.

A delegation from Albany, consisting of Judge Payne and Commissioners Thoms and Isom of the Linn County Court, F. J. Miller, Gale

Hill, J. J. Barrett, Elmer Williamson and P. A. Young, was present in the matter of the location of the Albany bridge. Mr. Hill acted as spokesman and asked that the bridge be built on Washington Street rather than on the Ellsworth Street location on which the plans had been made and the bids taken. His statement was that property damages would be avoided on Washington Street and that travel would then follow the full length of Main Street. The Engineer stated that the Washington Street location would require a longer bridge costing approximately \$50,000 more and that on account of intersection with the present bridge at a different grade, there would be a conflict during construction. Mr. F. J. Miller stated that he was in favor of the present location and approved the plan to cross the railroad tracks overhead rather than at grade. He recommended against change in location, pointing out that new applications would have to be filed with the War Department and the Public Service Commission as well as the preparation of new plans which would throw construction into the high water period and delay the completion of the bridge at least a year. The matter of moving the center line of the bridge over 30 feet to the east and securing additional property for that purpose was discussed and the Commission stated that such a plan was agreeable. Judge Payne spoke in favor of the Washington Street location, as did J. J. Barrett. A petition carrying one hundred or more signatures protesting against a change from Ellsworth Street was presented and ordered filed. Chairman Doby stated that the Commission had been allowed to make borings and preliminary investigations, also prepare plans and specifications and advertise for bids and after this expense had been incurred and bids had been opened, it seemed unfair to come in and ask for a change in location. Therefore, the Commission refused to consider their proposition, and for the further reason that both the county and city bonds had been voted with the general understanding that Ellsworth Street was the adopted location for the bridge and it did not appear that bond funds could be used except by another vote. The Commission offered the city and county officials an agreement providing for cooperation in these amounts: county \$112,500, city \$35,000, both of these amounts being amounts voted, with the provision that the state take up the difference. Agreements were taken under advisement, the Commission requesting that a decision be made in ten days.

The bid of the Willamette Equipment Company for furnishing a portable paving repair plant was accepted conditionally with the provision that the Engineer negotiate further as to the salvage value of the present plant at Svensen.

The bids on the graders were referred to the Engineer for report and recommendation at the next meeting.

The Engineer reported that the County Court of Lincoln County had offered \$2,000 in cooperation on the construction of a small unit of the Newport-Agate Beach Section of the Coast Highway in the northerly part of the city of Newport, better described as the Nye Creek Section about one-third of a mile in length. The proposed improvement provides for cutting down the grades on each side of Nye Creek and filling an old bridge including the necessary culvert. The Engineer reported that

the total cost would approximate \$7,000.00. The county offers its funds rather than spend an equal amount in repairing the old bridge. After consideration, the Commission voted to accept the Lincoln County offer of cooperation and instructed the Engineer to prepare plans and specifications and advertise for bids to be received at the next meeting.

Commissioner Malone reported that Benton County had offered to grade the Keyes Hill Section of the Corvallis-Newport Highway near Wren provided the state would surface it. This section extends from the bottom of the hill on the east side where the new survey leaves the present road and continues over the summit to a point where the new survey crosses the present road -- total length about one and one-third miles. The county preferred to do this rather than spend its money for additional surfacing on the present road to carry it through the winter. The Engineer reported that the grade would be reduced by this construction and that surfacing could be secured from the Blodgett quarry operated by Washburn & Hall. He further stated that these contractors had offered both the top and base course rock required for the project at \$1.70 per cubic yard in the bunkers which is 5 cents less than their original bid on the contract. After consideration, the Commission voted to accept the Benton County offer of cooperation, the county to do the grading and the state the surfacing. The Engineer was authorized to accept Washburn & Hall's quotation for crushed rock and to arrange for hauling with state trucks when the grading has been completed.

The matter of the routing of the state highways through the city of Baker was brought up for consideration and the following recommendation was made by the Chairman which was adopted unanimously by the Commission: Old Oregon Trail - entering from the south by the present graded road, thence west on Indiana Street to Elm Street, thence north on Elm Street to Spring Garden Avenue, thence northwest on Spring Garden Avenue to Front Street, thence north on Front Street to Center Street, thence west on Center Street to Tenth Street, thence north on Tenth Street to H Street, thence west on H Street to Chico Street, thence north on Chico Street to the city limits connecting with the state highway to La Grande. Baker-Cornucopia Highway - beginning at the intersection of Front and Center Streets, thence north on Front Street to Campbell Street, thence east on Campbell Street, crossing the Powder River, connecting with graded road eastward. Baker-Unity Highway - beginning at the intersection of Front Street and Auburn Avenue, thence southwest on Dewey Avenue crossing railroad tracks, thence south on Fourth Avenue crossing river and railroad tracks, connecting with graded roadway.

The following requests for extensions of time were received:

Union Bridge Company requested an extension of time to June 30, 1924 on contract No. 677, Applegate River bridge, Redwood Highway. In view of the circumstances surrounding this contract, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Union Bridge Company, contract No. 687, construction of a bridge over the O.-W. R. R. & N. tracks and the Grande Ronde River near Perry, requested an extension of time to July 31. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Bauers & Bauers, contract 697, Deschutes River Crossing Section of The Dalles-California Highway, requested an extension of ninety days to September 30, 1924. The Engineer reported that this contract was divided into two units, 1 and 2, and that Unit 1 probably will be completed on the time limit, June 30, 1924. On Unit 2, the Engineer recommended that the time be extended 60 days or to August 31, 1924, without penalty, but if not completed by that date, he recommended that engineering expenses subsequent to August 31 be charged against the contractors. Recommendation approved by the Commission.

J. J. Badraun, contract No. 693, bridge over Wallowa River near Minam on the La Grande-Enterprise Highway, requested an extension of time to June 15, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Commission executed a commission for Traffic Officer Earl Humphrey.

Consideration of the request of the Douglas County Court for the designation and adoption of the Umpqua Highway as a part of the state highway system was deferred until the next meeting.

The Engineer reported that, in accordance with instructions, he had on May 31 made the award of the contract for the Harrisburg bridge to the low bidder, the Portland Bridge Company at \$183,200. Award confirmed by the Commission.

The Engineer reported that, in accordance with instructions, he had called in R. W. Stevenson, the low bidder on Unit No. 1, Dufur-White River surfacing, and questioned him regarding his financial backing, equipment, experience, references, etc., which appeared satisfactory. Therefore, he had awarded him the contract for Unit No. 1 on Alternate "A" (project complete; hauling included) at his bid of \$37,760.00. Award confirmed by Commission.

The date for the next meeting of the Commission was set for 2 P. M. June 26, 1924.

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
Commissioner
W. H. Malone
Commissioner

JUN 12 1924

Portland, Oregon, June 26, 1924.

The Commission met in Room 201 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 were opened on the following projects:

PRINEVILLE-LAKEVIEW HIGHWAY
CHALK CLIFF-HUNTERS HILL SECTION - GRADING

H. J. Hildeburn	41,790.00
John Hampshire	39,673.00

OLD OREGON TRAIL
WEISER AND PAYETTE SPUR SECTIONS - GRADING AND SURFACING

	Concrete Pipe	Vitrified Pipe	Corr. Iron Pipe
Newport Construction Co.	46,024.00	48,215.00	48,430.00
Morrison-Knudsen Co.	41,719.00		

ROOSEVELT COAST HIGHWAY
NYE CREEK SECTION - GRADING

	Concrete Culverts	Cedar Culverts
Joseph Tito*	9,286.88	7,695.63
Claud E. Davis	7,676.00	6,910.00
Moore & Freres	7,103.50	6,133.70
F. M. Bullis	11,819.73	9,362.03
Fidelity Contract Co.	11,388.00	10,286.00
Hetrick, Cline & Gardner	11,640.00	10,420.00

*See letter re \$300.00 reduction.

ALSEA HIGHWAY
DIGGER CREEK BRIDGE

J. W. Sadler & Co.	14,665.00
Lindstrom & Feigenson	15,809.50

JOHN DAY HIGHWAY
BRIDGES OVER ROCK CREEK AND JUNIPER CANYON

Lindstrom & Feigenson	9,311.00
O. N. Pierce & Co.	10,646.00

JUN 26 1924

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE OVER FIFTEENMILE CREEK

J. D. Tobin	6,492.50
Lindstrom & Feigenson	6,930.00
C. J. Montag Company	8,511.50
O. N. Pierce & Co.	8,555.00

PACIFIC HIGHWAY
TWO PATROLMAN'S HOUSES NEAR SISKIYOU

Ben L. Delsman	5,350.00
H. C. High	6,523.50

Judge Sawyer asked if the Commission expected to call on Deschutes County for one-half of the cost of the Lava Butte-Allen Ranch grading project as the work progressed. He was advised in the affirmative.

Judge Sawyer referred to the Redmond-Cline Falls grading and surfacing project which was completed last year. He stated that it was the county's understanding that their bond issue of \$20,000 which was based on the bid price would cover their one-half share of the project and that they were not prepared to meet their share of the final cost which would be approximately \$24,000, since they had a large amount of outstanding road warrants. Judge Sawyer stated that they now had on hand approximately \$19,500 available from their bond issue and asked the state to accept that amount as full payment of the county obligation on the project. After consideration, in view of the limited resources of the county and the previous cooperation, the Commission agreed to accept the above amount in full settlement.

Judge Sawyer urged the construction of the bridge across Crooked River as the next step toward the completion of The Dalles-California Highway.

Sherman Wade, County Commissioner of Gilliam County, asked that the county be permitted to build stock passes on the Gwendolen-Olex Section out of the \$75,000 bond fund. The Commission considered this a right of way consideration which should be paid out of other county funds. Discussion developed that four stock passes were needed and that county funds available for that purpose were limited. After some consideration it was agreed in view of the circumstances that the stock passes be built if necessary and the state contribute one-half of the cost and the balance of the cost be paid from county funds other than the \$75,000 bond issue but that the number be limited to four. Also other right of way expense be paid out of funds other than the bond issue.

Judge Mast and J. E. Norton of Coos County stated that after their bond issue failed at the May election they had proposed that a special election be held but that the Attorney General had held that they

would not be permitted to hold another bond election this year. The county was very anxious that the work proceed, particularly the forest project between Hauser and the Douglas County Line, but that without a bond issue the county funds required were not available. They presented copies of resolutions adopted by all the commercial bodies in the county agreeing to support a bond election next year for \$280,000, all to apply on completing the state highways in Coos County. After consideration, Commissioner Van Duzer offered the following motion which was carried: Having heard the representatives present from Coos County in the matter of the carrying out of the present program of road construction in Coos County, it is understood and agreed that the program as originally outlined be carried out with the exception of the Myrtle Point Section which is deferred until next year, with the further understanding that the County Court of Coos County is to secure the approval of the Budget Committee of Coos County in the matter of budgetting \$150,000 of next year's funds to apply on this work.

Mr. C. H. Purcell, representing the Bureau of Public Roads, stated that plans were being prepared for the Hauser-Douglas County Line forest project and that it would be advertised in the near future.

A delegation from Gardiner and vicinity consisting of James Ford and Fred Assenheimer, also Judge Quine, Commissioner Weaver and Roadmaster Frear of Douglas County were present and asked for work on the Roosevelt Highway through and north of Gardiner. They asked that the Commission take the \$4000 which the road district had available and consider approximately \$4000 which the county had expended previously in grading a section north of Gardiner as cooperation. Matching these two sums with an equal amount of state money and adding the district money would give a total sum of \$12,000 which they asked be expended during the present season. There was some discussion among the delegation as to the most necessary section for improvement. Matter taken under consideration by the Commission.

The matter of the construction of the Shady overhead crossing structure was discussed with Judge Quine and Commissioner Weaver and they agreed to the project provided county bond funds were available to meet the county share of the cost.

Judge Wood and Commissioner Sypher of Curry County and N. H. Larson of Port Orford asked for the Denmark-Coos County Line project, urging that the bridges on the present road needed replacement badly.

The Curry County representatives also asked for the survey of the Coast Highway between Brookings and Pistol River.

The matter of purchase of road graders recently advertised was discussed and it was agreed to take on trial one Russell Super-special grader from the J. D. Caldwell Co., priced at \$1000.00, and one Galion Special from the Road Builders' Equipment Co., priced at \$1030.00.

Portland, Oregon, June 27, 1924.

The Commission met in Room 201 Multnomah County Court House with all members present and participating.

The tabulations of the bids received were read and the following action taken:

Lincoln County, Nye Creek Section of the Roosevelt Coast Highway, 1/3 mile of grading. On motion which was carried, the contract was awarded to Moore & Freres, the low bidders at \$6,133.70, using cedar culverts.

Chalk Cliff-Hunters Hill Section. The low bid of John Hampshire was satisfactory but at the request of the County Court and the Bureau of Public Roads the award was held pending acquisition of right of way by the county and final approval of the project as a federal aid project from Washington.

Weiser and Payette connections with Old Oregon Trail. On motion which was carried, bids were rejected and the project ordered re-advertised.

Bridge over Digger Creek near Alsea on the Alsea Highway in Benton County. On motion which was carried, the award of the contract was made to the low bidder, J. W. Sadler Co., at \$14,665.00.

Bridge over Fifteen Mile Creek on The Dalles-California Highway near Dufur. On motion which was carried, the award of the contract was made to J. D. Tobin, the low bidder, at \$6,492.50.

Bridges over Rock Creek and Juniper Canyon on the John Day Highway in Gilliam County. On motion which was carried, the award of the contract was made to Lindstrom & Feigenson, the low bidders, at \$9,311.00.

Patrolmen's quarters and equipment shed on Pacific Highway near Siskiyou in Jackson County. On motion which was carried, bids were rejected and the project ordered readvertised.

After consideration of the matter of the Gardiner Section of the Coast Highway, the Commission found it necessary to decline the co-operation offered considering that an equal amount of money could be expended on the Coast Highway in Douglas County which would bring greater results in helping to connect up completed units.

The Commission discussed the request of the Douglas County Court that the Drain-Reedsport road be designated as a state highway, and considered it necessary to decline to place another state highway on the state system in view of the unimproved and uncompleted state of many of the through state highways.

The Commission authorized additional clearing, also the construction of more tables and benches at Bradley Park to provide additional facilities for picnic and camping parties. Also there was authorized further improvement in the nature of moving out guard fence, the construction of a concrete curb and a crushed rock sidewalk.

The Engineer was authorized to make the location survey between Pistol and Chetco Rivers in Curry County.

The matter of proceeding with the condemnation of Blue Lake park site on the Columbia River Highway in Hood River County near Wyeth was referred to the attorney.

The Attorney was instructed to take up with the County Court of Polk County the matter of selling their bonds to reimburse the state for advances made in the construction of the West Side Highway.

The following projects were authorized which the Engineer was instructed to advertise:

Sucker Creek Section of the Nyssa-Jordan Valley Market Road, grading, to be paid for entirely by Malheur County;
Allen Ranch-Lava Butte (Unit No. 2 Paulina-Lava Butte) grading;
Bridge over Illinois River on Redwood Highway;
Shady Overhead Crossing;
Denmark-Coos County Line Section of Roosevelt Highway in Curry County;
Lower Bridge over Deschutes River in Deschutes County advertised at the request of and to be paid for by Deschutes County.

The Commission instructed the Engineer to erect a sign on the Pacific Highway at the state line.

The Commission authorized the resurfacing with crushed rock of three miles of the Pendleton East Section of the Old Oregon Trail beginning at the east city limits and extending to near the Agency. Maintenance material for this project had already been included in the Pendleton-McKay Creek contract and the additional material necessary was authorized from the same contract provided a suitable reduction in price could be secured from the contractor.

The Commission rejected the claim of the Montague-O'Reilly Company for additional compensation on the Sarvice Creek project because of the failure of their first quarry.

The following requests for extensions of time were received:

John Hampshire, contract No. 635, Cascade Gorge-McLeod Section of Crater Lake Highway, requested an extension of time to June 30, 1924. The Engineer recommended that the extension requested be granted without

penalty. Recommendation approved.

Morrison-Knudsen Company, contract No. 724, grading and surfacing of the Oro Dell and Perry Sections of the Old Oregon Trail in Union County, requested an extension of time to October 13, 1924. Inasmuch as the beginning of the work had been delayed to permit the city of La Grande to secure the necessary right of way, the Engineer recommended that the extension be granted without penalty. Recommendation approved.

No action was taken on the award of the Albany bridge contract, the Commission being advised that the County Court still has the signing of the cooperative agreement under advisement.

Invitations were received from Coos and Curry County people and civic organizations to join the Caravan which was planned to start at Eureka and travel north over the route of the Redwood-Roosevelt Highway to Coos Bay on July 9 to 12. It was decided that the Commission should be represented but definite plans were not made.

The matter of closing accounts with Wheeler County was discussed. The Secretary reported that on the last bond issue there was originally a total of \$80,000 voted for the John Day Highway and a total of \$60,000 voted upon the Ochoco Highway. A part of these funds had been devoted to the purchase of right of way, so that the full cooperative amounts were not available and the county had no other funds to make up the difference. After consideration the Commission decided to accept the payments made as full settlement of the cooperative amount and thus close the account.

The Commission approved the agreement and schedule of prices made with Soleim & Gustafson by the Engineer for patching bituminous pavement between Svensen and Astoria. This company is paving a one mile section of market road for Clatsop County adjacent to Svensen and is operating the state plant at Svensen.

The date for the next meeting was set for July 29.

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

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Duby
Chairman
H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

JUN 27 1924

Portland, Oregon, July 29, 1924.

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

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

At 2 o'clock P. M. bids were opened on the following grading, surfacing, bridge and building projects:

THE DALLES-CALIFORNIA HIGHWAY
UNIT NO. 2 PAULINA PRAIRIE-LAVA BUTTE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
MacVicar, Walls & Logan	87,270.00	86,495.00
John Hampshire	50,368.00	50,102.00
M. J. Conley	64,821.00	64,692.50
Morrison-Knudsen Co.	57,655.00	57,310.00
McCall & Lively	63,600.00	63,212.00
Greenwood & Dann	64,262.50	64,055.00
Bauers & Bauers	46,609.40	46,684.40
A. D. Kern	50,382.50	50,074.50

OLD OREGON TRAIL
WEISER AND PAYETTE SPUR SECTIONS - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Newport Construction Co.	37,343.00	39,440.00
A. D. Kern	38,760.00	39,285.00
W. M. Devlin	36,310.00	36,955.00
Morrison-Knudsen Co.	39,611.00	39,701.00
Wm. E. Lees	39,998.00	40,290.00

JORDAN VALLEY MARKET ROAD
SUCKER CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Newport Construction Co.	95,472.50	93,767.50
A. D. Kern	109,925.00	108,402.50
M. J. Conley	100,065.00	98,722.50
Kuckenberg & Wittman	103,240.00	102,215.00
Morrison-Knudsen Co.	89,525.00	87,325.00
C. A. Robinson	120,875.00	119,280.00
Bauers & Bauers	115,841.00	115,330.00

JUL 29 1924

COLUMBIA RIVER HIGHWAY
MAYER PARK BRANCH SECTION - DRIVEWAY, CURBS AND WALLS

Joseph Tito	13,787.50
Iver J. Rosten Co.	17,909.00
A. D. Kern	18,837.00

DESCHUTES COUNTY ROAD
BRIDGE OVER DESCHUTES RIVER AT LOWER BRIDGE

Illinois Steel Bridge Co.	9,830.00
F. H. May	10,072.50
Delivuk & Stack	10,080.00
O. N. Pierce & Co.	10,135.00
J. D. Tobin	10,235.00
Union Bridge Co.	11,000.00
Lindstrom & Feigenson	11,442.50
J. J. Badraun	11,450.00
Geo. F. Reeves	11,940.00

REDWOOD HIGHWAY
BRIDGE OVER ILLINOIS RIVER NEAR KERBY

J. J. Badraun	24,615.00
O. N. Pierce & Co.	25,410.00
Daniel T. Eaton	25,923.00
Lindstrom & Feigenson	25,961.50
Geo. F. Reeves	25,990.00
Union Bridge Co.	26,015.00
Sam Boudrye	27,400.00
C. F. Dinsmore & Co.	28,412.50
J. W. Sadler Co.	28,735.00
J. A. Varner	31,550.00

PACIFIC HIGHWAY
BUILDINGS AT SISKIYOU

O. N. Pierce & Co.	4,867.50
Stephenson & Green	5,807.00
B. L. Delsman	6,147.00
R. I. Stuart	6,698.50
R. B. Hollopeter	7,360.50

B. F. Jones of Newport asked that the Otter Rock-Rocky Creek unit, extending from the north end of the present Agate Beach-Otter Rock contract to Rocky Creek, be the next section of the Roosevelt Highway in Lincoln County to be placed under construction.

Judge Wood of Curry County asked the Commission to consider the Myers Creek-Pistol River unit next on the Roosevelt Highway program south of Gold Beach.

Commissioner Weaver and Roadmaster Frear of Douglas County and Messrs. Assenheimer, Jewett and Ford of Gardiner asked for the improvement of a section of the Roosevelt Highway from the point opposite the proposed bridge site westward into the village of Gardiner about one mile in length. The road district has some funds and they wish the work done on state standards. The Engineer's estimate on this section is approximately \$12,500 and the county representatives stated that if the Commission would consider the project the county would furnish the balance of the funds in excess of those available from the road district to equal 50% of the cost. The Chairman stated that there was some objection to maintaining a short piece of road like this at considerable distance from other work. The county officials replied that the county would maintain it until other adjacent state work was completed. After consideration the Commission accepted the cooperative offer and instructed the engineer to prepare plans and specifications and advertise the project for bids to be received at the next regular meeting.

Commissioner Bursell of Jackson County stated that rather than make repairs to the present Pacific Highway bridge at Gold Hill, the county would prefer to enter into a cooperative agreement to construct a new bridge on the west side of the railroad track to avoid the present grade crossing. It was agreed that the Southern Pacific Railroad should share on this construction, and, accordingly, the Attorney was instructed to ask the Public Service Commission to make an adjudication of costs.

C. E. Williamson, B. Bartcher, A. K. McMahan and J. J. Barrett of Albany asked that the Commission change the location of the Willamette River bridge at Albany from Ellsworth Street to Washington Street. After listening to the arguments advanced, the Commission advised that the bonds had been voted and the contract had been let on the Ellsworth Street site and they saw no good reason for changing the location at this time.

Judge Schannep and Commissioners Bean and Hales spoke about the acquisition of a park site of about 14 acres at Emigrant Springs at the summit of the Blue Mountains on the Old Oregon Trail. In view of its desirable location and the advantage and convenience to the general traveling public, Commissioner Van Duzer made a motion which was carried urging the county to acquire the park site for the benefit of the state of Oregon. The County Court stated that they had attempted to secure the property by negotiation but had failed and that it would probably be necessary to condemn but that they would institute the proper proceedings at once to acquire the property.

The Umatilla County Court proposed the construction of the Umatilla River bridge at Umatilla, offering 40% cooperation by the county. After consideration, the county cooperation was accepted and the Engineer was instructed to advertise the project as soon as plans and specifications could be prepared.

The construction of the overcrossing at Meacham was discussed and the Umatilla County Court expressed themselves as favorable to it and

agreed to try to arrange their finances to meet the county share of the cost.

The Chairman proposed that plans be made for further tree planting along the Columbia River Highway in Wasco, Sherman, Gilliam, Morrow and Umatilla Counties. The Commission expressed themselves as favorable to this plan and instructed the Engineer to present an estimate of cost at the next regular meeting.

Portland, Oregon, July 30, 1924.

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

The tabulation of the bids was read and the following actions taken:

Paulina Prairie-Lava Butte Section of The Dalles-California Highway Unit No. 2. On motion which was carried, the award of this contract was made to Bauers & Bauers, the low bidders, at \$46,609.40, using concrete culvert pipe.

Sucker Creek Section of the Jordan Valley Market Road. This being a county project advertised at the request of Malheur County, all bids were referred to the County Court for disposition.

Weiser and Payette connections to the Old Oregon Trail. On motion which was carried, all bids were rejected and the project ordered readvertised.

Mayer Park project on the Columbia River Highway in Wasco County. All bids were referred to the Engineer for further investigation.

Lower Bridge over the Deschutes River. County project advertised for Deschutes County and referred to County Court for disposition.

Patrol buildings at Siskiyou on Pacific Highway in Jackson County. On motion which was carried, the contract was awarded to O. N. Pierce & Co., the low bidders, at \$4,867.50.

Bridge over Illinois River on Redwood Highway in Josephine County. On motion which was carried, the contract was awarded to J. J. Badraun, the low bidder, at \$24,615.00.

Walter E. Meacham, W. A. Steward and County Commissioner Cartmill asked for state aid on the Baker-Cornucopia and Baker-Unity Highways, stating that if 50-50 cooperation could be secured, it had been proposed to vote a county bond issue in an amount sufficient to meet the county share of completing these two roads. Commissioner Van Duzer in reply stated, "In view of the limited finances of the Commission and their inability to do more than a minor fraction of the needed work of constructing the main arterial roads and connecting links on our highway system,

such as the Roosevelt Highway, Grants Pass-Crescent City or Redwood Highway, The Dalles-California, The John Day Highway, and completing the construction of bridges, overheads, etc. on the Old Oregon Trail and the Pacific Highway, I think that this Commission should not divert any of these much needed funds to the construction of a road, while it is on the state highway map, yet from its very nature, is a purely county road at this time. I offer that as a resolution and move its adoption." Commissioner Malone stated, "I feel that the Baker-Cornucopia road will be built sometime and ought to be built. While it has been on the map as long as any road, yet there are certain other roads which I consider more necessary to the state at large which will take up the limited funds available. I fear also that there will be pressure to put other roads on the state map if we make an appropriation for the Baker-Cornucopia project. I second the motion." Chairman Doby stated, "They are going to ask for other roads to be put on. That we have consistently refused to do. This road can not be brought as a parallel to that, since it has been on the map as long as any road. We are cooperating 50% on roads that do not mean any more to the state than this road means, for the reason that they are serving a purely local population. If that is to be our policy, I shall oppose any more money being spent on roads like the Alsea and roads connecting the Roosevelt Highway with the Pacific Highway for the reason that they are purely local roads. I am sorry that the situation is just as it is. I do not know any way that we can raise money to match on the John Day Highway in Baker County other than this. The only way we can possibly raise money for any one of them is to link them together. I am absolutely trying to be fair and unbiased in the situation. We are spending money on the road in Wallowa County that is called an interstate road and not one of us is going to live to see it an interstate road. I am opposed to that motion and I want that made a matter of record."

Mr. Meacham urged that the present state highway signs bearing the words "Columbia River Highway" between Pendleton and The Dalles be removed and new signs placed to read "Old Oregon Trail" and that new signs be erected between The Dalles and Seaside to read "Columbia River Highway Section of the Old Oregon Trail" instead of "Columbia River Highway." The Engineer was instructed to report on the estimated cost of making such changes.

Judge Barnard of Lane County asked for state cooperation on the Nimrod-Elk Creek Section of the McKenzie Highway about $1\frac{1}{2}$ miles in length. The county offered fifty per cent cooperation, stating that they would add sufficient county funds to the district funds to meet the county share of the costs. The Chairman stated that it was contrary to the Commission policy to put on a small project like this, believing it would be preferable to wait until more funds were available, but that in view of the desire of the local residents to construct on proper standards, he would favor the project. After consideration, on motion which was carried, the cooperative offer of Lane County was accepted, provided a sixty foot right of way was secured in addition to the cooperative funds offered. The Engineer was instructed to prepare plans and specifications and authorized to advertise the project.

In response to a request from County Judge Hasbrouck and other citizens of Hood River County that the Mt. Hood Loop in Hood River County be oiled, the Secretary was instructed to advise that oil treatment was an experiment and the results were not entirely satisfactory and, for that reason, it was necessary to decline their request.

A letter was received from the Brookings Chamber of Commerce asking for the construction of the section of the Coast Highway between the Chetco and Winchuck Rivers. The Secretary was instructed to advise that, because of the limited finances, this project could not be considered at this time.

The minutes of the meetings of May 28 and 29, June 12 and June 26 and 27, 1924 were approved.

The contract for the construction of the Willamette River bridge at Albany was executed by the Commission.

The Commission confirmed the award by the Engineer of the contract for the Chalk Cliff-Hunters Hill Section in Lake County to the low bidder, John Hampshire, at \$39,673.00.

In response to an invitation to join the Caravan to Clear Lake on July 31 and August 1, sponsored by representative Willamette Valley citizens interested in the Clear Lake Water Development, it was decided that Chairman Doby, Commissioner Malone and the Engineer should be present.

The Commission authorized the submission of the Otter Rock-Rocky Creek Section of the Roosevelt Highway in Lincoln County to the Bureau of Public Roads as a Federal Aid project.

A communication was received from several leading citizens of McMinnville, requesting the consideration and cooperation of the Commission in eliminating two railroad grade crossings in McMinnville. The Engineer reported that some tentative plans and estimates had been made. Commissioner Van Duzer agreed to look over the project in the near future and confer with the city authorities of McMinnville.

The Engineer reported on the slide conditions which obtain on the Columbia River Highway about one and one-half miles east of Astoria, stating that there had been continuous movement there for several years and that it appeared that even extensive corrective measures such as draining by ditches or by drainage tunnels would not give certain relief. He recommended that the center line be shifted to stable ground in order to avoid the uncertainty which obtains under present conditions. He further reported that he had called in H. M. Parks, Consulting Geologist, who had reported favorably as to stable conditions on the new line, and also that S. Murray who had previously recommended the tunnel plan had advised the line change in preference to the drainage tunnel. After consideration, the Commission approved the recommendation of the Engineer

and authorized the advertising of the project at a special meeting to be held at 2 P. M. August 15th.

The date for the next regular meeting was set for 2 o'clock P. M. on August 28th.

At the request of the Coos County Court the Commission instructed the Engineer to advertise for bids to be received on the Myrtle Point North Section of the Coos Bay-Roseburg Highway at the next regular meeting.

A communication was received from Judge Hasbrouck of the Hood River County Court referring to the matter of the laterals from the Mt. Hood Loop to Whiskey Creek, Odell and Parkdale which had been added to the state highway system at the request of representative citizens of Hood River County on February 28, 1924. A provision of the resolution was, however, that these laterals should be improved solely at county expense. This latter the county found itself unable to do except with Market Road funds which they were prohibited from expending on a state highway by court decision. Therefore, the county asked the Commission either to surface these laterals or reconsider their previous motion and restore them to their original status as county roads. After consideration, in view of the present policy regarding expenditures on branch roads and having in mind the embarrassment of the county which is precluded from expending market road funds on these laterals by reason of their designation as state highways, the Commission by unanimous vote rescinded their action of February 28, 1924 and declared that the laterals from the Mt. Hood Loop to Whiskey Creek, Odell and Parkdale be no longer considered a part of the state highway system, and restored to their original status as county roads.

Requests for extensions of time were received from the following:

Joplin & Eldon, contract No. 596, Alsea Mountain Section of the Alsea Highway, Benton County, grading, requested an extension of time to September 15, 1924. The Engineer reported that satisfactory progress had been made and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Bauers & Bauers, contract No. 668, Unit No. 2 Coles Bridge-Cummins Creek Section of the John Day Highway, grading and surfacing, requested an extension of time of thirty days to July 31, 1924. The Engineer reported that the delays on the project had been unavoidable and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Wallowa County Court, contract No. 675, Unit No. 2, Enterprise-Forest Boundary Section, grading and surfacing, requested an extension of time to November 30, 1924. The Engineer reported that had

the work been performed with due diligence, it could have been completed last year, therefore, the state had been forced to extra engineering expense because of the non-completion of the work and recommended that the extension be granted subject to the engineering costs subsequent to June 30, 1924. Recommendation approved by the Commission.

Monson-Trierweiler Company, contract No. 676, bridges on Coles Bridge-Cummings Creek Section of the John Day Highway in Grant County, requested a thirty day extension of time to July 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

I. N. Day, representing A. D. Kern, contract No. 544, Cherryville-Forest Boundary Section, and contract No. 613, Sandy-Cherryville Section of the Mt. Hood Loop Highway, both for surfacing, asked the consideration of the Commission in the matter of penalty assessed in the form of engineering charges. His statement was that the award of the contract on the Cherryville-Forest Boundary Section was delayed approximately two months while the Commission was negotiating with Multnomah County, without a corresponding extension of the original time limit. Further, that their plant had been set up near a large gravel bar in the Sandy River in the fall of 1922 but that this bar had been washed away during the winter and consequently it was necessary to drag the material a much greater distance with resulting greater cost and slower progress. On the Sandy-Cherryville contract there had been delays in getting started since equipment had not been released from the adjoining contract. On both contracts Mr. Day stated that there had been heavy losses by the contractor and asked for favorable consideration by the Commission. The Engineer recommended that on contract No. 554, Cherryville-Forest Boundary Section, since the award of the contract had been delayed approximately two months that the penalty be waived for an equal length of time leaving the engineering costs on the project accruing to the contractor only those for the month of November, 1923, amounting to \$319.00. On contract No. 613, Sandy-Cherryville Section, the Engineer recommended that since the total elapsed time between the date of actual beginning of the contract and the completion was not in excess of what it would have been had the contract schedule been followed, and since for that reason the state was not put to extra expense for inspection and checking, that the contractor be charged with the resident engineer's time only and not that of the rock checker. This will reduce the engineering penalty on this project to \$421.62. Both recommendations approved by the Commission which Mr. Day stated would be acceptable to the contractor.

Joseph Tito, the low bidder on the Mayer Park improvement, appeared before the Commission at their request to explain his bid. He stated that he did not understand the specifications and made his bid of 92 cents on parapet walls thinking that the unit was per square foot of surface rather than per lineal foot of wall. The Engineer reported that the price of 92 cents, if applied on a lineal foot basis was much below cost and that he considered that an error had been made, due to the inexperience of the bidder, as was indicated by comparison with the

other bids on this item. The Engineer, therefore, recommended that all bids be rejected, the bid of Tito because of apparent errors and the others because they exceeded the estimate. The Commission approved the recommendation of the Engineer and authorized him to secure informal bids on the grading, masonry and surfacing, separate or together, from local bidders and report at the next meeting.

Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, THE NORTH COAST POWER COMPANY is the owner of certain franchises granted to it, and is also the transferee of certain franchises granted to the predecessors of the North Coast Power Company; and

WHEREAS, such franchises did not contain after the name of the grantee the words "its successors or assigns," but it was the intention of the grantor of such franchises that such words should be included therein;

NOW, THEREFORE, BE IT RESOLVED that the words, "its successors or assigns" shall be understood to be included in all of such franchises after the name of the grantee therein, and North Coast Power Company, its successors and assigns, are hereby authorized to transfer any and all of such franchises to any assignee, its successors or assigns, without applying to this State Highway Commission for authority so to do.

BE IT FURTHER RESOLVED that nothing herein shall be construed or permitted to relieve such successors or assigns of any liability devolving upon said grantee, nor shall anything herein contained be construed or permitted to extend said permit or place the same beyond the authority or control of the Legislature over and with respect to state highways.

The motion was duly seconded and carried.

Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, the State Highway Commission has, as evidenced by a resolution duly and regularly adopted and passed on January 5, 1923 and recorded on page 1444 of Volume 7 of the minutes and records of said Commission, designated and adopted as a state highway that certain highway beginning at the west end of the existing bridge over the Willamette River at Albany and running thence westerly and southwesterly to the city limits of Corvallis; and,

WHEREAS, since the designation and adoption of said highway it has been found and declared necessary to construct a new bridge over the Willamette River at Albany at a location which forms a connection with Ellsworth Street in said city and therefore a location which is a considerable distance down the river from the location of the present bridge; and,

WHEREAS, because of the fact that the location of the new bridge is a considerable distance from the present site of the existing bridge thereby necessitating the extension of said Albany-Corvallis Highway so as to connect with the new bridge when completed; and,

WHEREAS, because of the said facts it is the judgment and opinion of the State Highway Commission and it is deemed to be of sufficient importance to the State of Oregon that said road be extended so as to form a connection with the new bridge and that such extension be designated and adopted as a part of the said state highway.

NOW, THEREFORE, the conditions and premises being as herein stated, it is hereby ordered that the said Albany-Corvallis Highway be extended as follows:

Beginning at a point at the south end of the present Albany Bridge approach, which point is approximately 470 feet south and 50 feet east of the quarter section corner common to Section 1, Twp. 11 S., R. 4 W., W. M., and Section 6, Twp. 11 S. R. 3 W., W. M., said point being Engineer's Station 22+23.2; thence in an easterly and southerly direction on a curve having a radius of 573 feet, a distance of 859 feet to Engineer's Station 13+74.2, said point being in the center line of Ellsworth Street produced; thence south 8° 01' east 1374.2 feet to the intersection of the center lines of First Street and Ellsworth Street in the City of Albany, Oregon.

and,

BE IT FURTHER RESOLVED that the said extension and said road be and the same is hereby designated as and declared to be a state highway and the same shall be known as a part of the Albany-Corvallis Highway and shall be otherwise designated as state highway No. 31.

The motion was duly seconded and carried.

On motion of Commissioner Van Duzer seconded by Commissioner Malone and carried, it was ordered that a careful check of all business

motor vehicles used by employees be made, that all be plainly marked and that no automobile be assigned to an individual member of the Commission, but that transportation where necessary be provided otherwise.

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

Roy A. Klein
State Highway Engineer and
Secretary

Wm. D. Duby
Chairman

H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, August 15, 1924.

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

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

The following bids were received:

COLUMBIA RIVER HIGHWAY
ASTORIA SLIDE SECTION - 1,700 LIN. FT. NEW ROADWAY

John Slotte & Co.	32,522.50
Joplin & Eldon	36,515.00
Johnson Contract Co.	43,166.50
Kellogg Construction Co.	51,317.90

HILLSBORO-LAUREL MARKET ROAD
BRIDGE OVER TUALATIN RIVER NEAR HILLSBORO

O. N. Pierce & Co.	16,890.00
Kuckenberg & Wittman	16,920.00
Wm. D. Hoffman	16,958.00
F. C. Feldschau	18,487.00
Lindstrom & Feigenson	18,905.00
C. J. Montag Co.	19,735.00
Kellogg Construction Co.	21,597.00

Judge Wood and District Attorney Johnson of Curry County stated that the county was unable to meet its obligations on contract No. 722, California State Line-Winchuck River Section of the Roosevelt Coast Highway, 0.63 miles in length, grading and gravel surfacing, awarded to J. R. Hill on March 27, 1924. At the time the contract was let the county agreed to meet the entire cost, the project to be considered in a cooperative way later. The county now finds that it is unable to carry out that arrangement since the first bond issue is limited to the section between Pistol River and Chetco River and the second bond issue has already been expended up to a point which has reached the six per cent limitation due to a decrease in the total county valuation since the bonds were voted. The county representatives asked because of these conditions that the state take over the entire contract no part of which had been paid, stating that when the limitations were removed the county will sell the balance of its bonds and reimburse the state or cooperate to an equal amount on another project. Judge Wood stated that the county had sufficient funds to meet the estimates on the Winchuck River Bridge as they become due.

Judge Wood stated that the county had been unable to secure all of the right of way on the Denmark-Coos County Line project and asked the Commission to defer advertising this project until this right of way had been acquired, which the Commission agreed to do.

Senator Hare of Washington County appeared for the Western Oregon Telephone & Telegraph Company in the matter of franchise for a pole line on the state highway between Hillsboro and Forest Grove. He stated that the construction of the power line made it necessary for them to take the other side of the road which was now occupied by the Pacific Telephone Company with whom they were unable to agree on a joint line. It developed that some time previous it had been tentatively agreed, at least, on a new joint line but the Pacific Company now declined to consider the new construction and the contract rental rates which the Pacific Company offered on the present line the Western Oregon Company considered unreasonable. The other alternate was for the Western Oregon Company to overbuild the Pacific Company on the same side of the road, which was objectionable to the Commission in that it resulted in two lines of poles. The matter was referred to the attorney and the engineer to interview the officers of the Pacific Company to see if an amicable agreement could be worked out, or failing in this, the attorney was instructed to report on the authority of the Public Service Commission to force the construction of a joint line.

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

Astoria Slide Section of the Columbia River Highway in Clatsop County. On motion which was carried the contract was awarded to John Slotte & Co., the low bidder, at \$32,522.50.

Bridge over the Tualatin River in Washington County, advertised for the County Court and to be paid for by Washington County. At the

request of Commissioner Livermore of the Washington County Court the Chairman announced the award of the contract to the low bidder, O. N. Pierce & Co. at \$16,890.00.

Mr. Blaine Hallock, attorney for the Sloane Construction Company, appeared in behalf of his client protesting against the action of the engineer in requiring the company to remove a large amount of rock which had been shot into the Grande Ronde River near Rhinehart, on contract No. 580, surfacing Unit No. 2, Island City-Elgin Section of the La Grande-Enterprise Highway. It was brought out that the rock had been deposited in the river as a result of quarrying operations for the rock surfacing materials and that the local residents had protested that because of this, in the flood season, the water would be backed up and cover their lands. Also the railroad company had protested and insisted upon its removal since the flow was now directed against their track on the opposite side of the river, and in addition asked that their embankment be rip rapped for protection where there had already been some erosion as a result of blocking the channel. Mr. Hallock's plea was that the contractor had already removed some of the rock at a heavy cost, that the shooting of the rock into the river was an unforeseen contingency, not contemplated when the bid was made, that there was doubt as to the contractor's liability in this respect under the contract, therefore he asked that the contractor be relieved of further costs in this respect and that the final estimate be released. The Commission after considering the matter referred it to the attorney for an opinion as to the legal features mentioned in Mr. Hallock's brief covering the matters in controversy.

Judge Dodson of Baker County urged the Commission to amend their previous resolution adopted at the last meeting relating to the policy of continuing the program on the main highways by the addition of a clause that the branch roads would be taken care of when funds are available. He stated that such a statement would help Baker County put over their proposed bond issue to complete the Baker-Cornucopia, the Baker-Unity and the John Day Highways. Judge Dodson stated that they had considered a bond issue of \$500,000 of which they proposed to appropriate \$250,000 for the Baker-Cornucopia, \$175,000 for the Baker-Unity and \$75,000 for the John Day Highway. It seemed to be the consensus of opinion in Baker County that it was advisable to link all three projects together. He further stated that if they could get the promise of the Commission for cooperation when funds are available that this would help put over their bond issue. Commissioner Van Duzer stated that he considered the Baker-Cornucopia an important road to the people of Baker County, but that with the limited funds it seemed important that the main arteries be constructed first and that he feared that an addition to the original resolution in the form of a provision for other roads when funds are available would be misleading to the people of Baker County and might lead to subsequent misunderstandings. Judge Dodson replied that there was no fixed time and he asked that the state provide cooperative funds only when they are available and that in the meantime Baker County, if the bond issue carried, would turn over its funds to the state for the

construction of the necessary links on the Baker-Cornucopia Highway and the state work could be done later when funds were available. The matter was taken under consideration.

The Commission declined an invitation to attend a meeting to be held in Portland August 18th, in the interest of a bridge across the Willamette River opposite St. Johns, since the state had no interest in the matter.

The Commission authorized the survey of the connection between Mitchell and Dayville, at the convenience of the Engineer.

A letter was received from the Union County Chamber of Commerce relative to preserving a strip of timber on the Old Oregon Trail through the Blue Mountains. It was suggested that if funds were not available for the purchase that the ground be leased for a few years with the idea that perhaps later a purchaser could be secured who would donate these tracts to the state for park and recreation purposes. The Commission instructed the engineer to prepare a map covering this section showing the ownerships of such areas as might be desirable to acquire for the protection of the standing timber. The attorney was instructed to furnish an opinion as to whether the Commission had authority to lease land for park purposes as suggested.

The Secretary was instructed to advise the Klamath County Court that if the county will clear and grub The Dalles-California Highway right of way between Crescent and the Deschutes County Line, the Commission will consider placing a grading contract on the section next year, and further, if the county will clear and grub the section between Crescent and the north end of the present forest project, the Commission will present it to the Government officials for consideration when the forest road program for 1925 is made up.

In response to an invitation from the Oregon City Chamber of Commerce to attend the celebration at the dedication of the Oregon City-Canemah Section of the Pacific Highway, Commissioner Van Duzer agreed to be present and represent the Commission.

The Engineer reported that the following informal bids had been received for the improvement of the Mayer Park project on the Columbia River Highway in Wasco County:

Ben Huesing, curb masonry and parapet wall only	\$2,803.00
B. Kelly, curb masonry and parapet wall only	2,822.00
C. Camillo, entire project complete	16,472.00
Greenwood & Dann, entire project complete	14,873.00

Greenwood & Dann's bid was without the bond, and if a bond was required, approximately \$225.00 should be added. In view of the fact that the Greenwood & Dann bid was approximately \$3,000 less than the best regular bid received at the last meeting and the further fact that it was within approximately \$500 of the estimate, the Engineer recommended that the bid

of Greenwood & Dann, providing for a bond in addition to the contract price, be accepted. Recommendation approved by the Commission and award of contract made to Greenwood & Dann.

A request that the Commission assign one of its engineers to make a reconnaissance survey between the Pacific Highway and Port Orford was received from Judge Gardner who pledged that the cost of such a survey would be paid by the three counties interested, Jackson, Josephine and Curry. The Commission felt it necessary to decline the request inasmuch as they were committed to a program of completing the main roads first and opposed to the placing of additional roads on the state highway map.

After consideration the Commission adopted by unanimous vote the following routing for the Oregon-Washington Highway through the city of Pendleton: Entering the city near the east city limits, at the junction with the Old Oregon Trail, thence west on Court Street to Webb Street, thence southwesterly on Webb Street to the west city limits, thence southerly in a general direction to Pilot Rock.

The Commission approved an appropriation for oiling on the Columbia River Highway between a point one and one-half miles east of Rufus and Quinton.

The Commission declined the request of the Coos Bay Chamber of Commerce for permission to erect an arch sign over the Pacific Highway at the junction with the Coos Bay Highway, believing that such an arch is out of place on the Pacific Highway, but not objecting to placing such a structure on the Coos Bay Highway provided it conforms to our standard clearances and of substantial construction.

O. N. Pierce & Co., contract No. 711, bridge over Wild Horse Creek near Saxe Station and small trestle bridges and culverts, requested an extension of time to August 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The date of August 28th at 2 P. M. was set for the next meeting of the Commission.

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

Roy G. Klein
State Highway Engineer
and Secretary

W. H. Malone
Chairman

W. H. Malone
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, August 28, 1924.

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

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

Bids were opened on the following grading and surfacing projects:

COOS BAY - ROSEBURG HIGHWAY
MYRTLE POINT-NORTH SECTION - GRADING

A. D. Kern	44,035.50
Theo. Knudson	47,530.00
J. W. Sweeney	37,800.00
Knuckenberg & Wittman	37,125.00
John Hampshire	35,560.00
Johnson Contract Company	39,010.00
Gidley & Dean	38,205.00
Joplin & Eldon	41,382.50
Guy F. Atkinson	46,870.00

ROOSEVELT COAST HIGHWAY
GARDINER SECTION - GRADING AND SURFACING

Glossop & Nichols	15,459.50
Joplin & Eldon	16,817.00
Umpqua Dredging & Construction Co.	16,282.50

OLD OREGON TRAIL
WEISER AND PAYETTE SPURS - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
W. M. Devlin	36,771.00	37,336.00
Newport Construction Co.	34,134.00	36,231.00
Walker & Grieg	34,593.33	
Columbia Construction Co.	33,840.00	34,240.00
W. E. Storm	29,602.00	29,734.00
Morrison-Knudsen Co.	40,203.00	40,141.00

Judge Mason and Commissioner Alley of Tillamook County stated that their county found it necessary to rebuild a trestle or replace with an embankment at once a section of the roadway in the town of Wheeler. They asked that if the embankment was built to state specifications would the Commission accept it as future cooperation. The Engineer was asked if the proposed improvement would coincide with the definite location, to which reply was made that the highway at this point was not definitely located. After consideration, it was voted that Tillamook proceed since

it was an emergency matter and if the definite location included this section, cooperation was to be allowed Tillamook County later, but if not on the location, the county must stand the full expense.

The matter of the 40 foot right of way on certain parts of the West Side Highway between Carlton and McMinnville was discussed and the Engineer was instructed to request Yamhill County to secure an additional ten feet on each side, making a full 60 foot width. As a matter of general policy, the Commission decided to require the counties on all new work to secure a right of way not less than 60 feet in width. The Chairman expressed himself in favor of an eighty foot minimum right of way near the larger cities and towns.

The matter of the elimination of the railroad grade crossing north of McMinnville was brought up by Commissioner Van Duzer, who reported that he had met with some representative citizens of McMinnville and gone over the ground. The plan recommended by the Engineer was a relocation following the west side of the railroad tracks, crossing diagonally across three blocks into G Street to an intersection with Third Street. This project would cost approximately \$30,000 for grading and paving, exclusive of right of way damages, of which approximately \$5000 represents the cost outside of the city limits, which the proponents of the project asked the Highway Commission to assume. The Commission was also asked to handle the engineering on the entire project, which is estimated to cost \$2500. To finance the project inside of the city limits, it was proposed that a cooperative project between the railroad company, county and city be worked out. It developed that there was considerable divergence of opinion among McMinnville citizens themselves as to the best route. After consideration, the Commission expressed themselves as interested in the project provided the route west of the railroad tracks is adopted.

Judge Quine of Douglas County and Fred Assenheimer of Gardiner stated that they considered the bids for the improvement of the Gardiner Section excessive and recommended rejection of all of the bids. Mr. Assenheimer stated that the Port Commission would probably dredge the channel near Gardiner and the dredged material could be used to make the roadway embankment. He also asked for an estimate of the cost of the section from the mainland across the slough to the south side of Bowline Island, about one-half mile in length, stating that he hoped that a special tax could be voted next fall to build this section. The Engineer was instructed to furnish this information at his convenience.

Bids were opened for 15 mold board snow plows with truck attachments.

Feenaughty Machinery Co.	"Baker Plow"	\$225.00 each
Howard-Cooper Corporation	"Champion"	273.75 "

The bid of the Feenaughty Machinery Co. was accepted.

N. H. Larson asked that the Commission give consideration to

the Myers Creek-Pistol River Section.

The Commission instructed the Engineer to prepare plans and specifications for paving the Cottage Grove North Section of the Pacific Highway about 3000 feet in length. The Commission decided to call for bids on concrete only, without alternates, using the same section as used on the Albany-Corvallis project; i. e., eighteen foot width with 7 inch center and 10 inch edge thickness.

Portland, Oregon, August 29, 1924.

The Commission met at 10 o'clock A. M. with all members present and participating.

The tabulations of the bids received the previous day were read and the following action was taken by the Commission:

Myrtle Point-North Section of the Coos Bay-Roseburg Highway. Judge Mast of Coos County was present and stated that the early returns indicated that the county bond issue had carried and therefore the county was prepared to meet its obligation and asked that the contract be awarded. On motion which was carried, the contract was awarded to John Hampshire, the low bidder, at \$35,560.00.

Gardiner Section of the Roosevelt Highway. On motion which was carried, all bids were rejected since they were considered excessive.

Weiser and Payette Spur connections to the Old Oregon Trail. On motion which was carried, the contract for this project was awarded to W. E. Storm, the low bidder, at \$29,602.00.

Judge Mast, representing the County Court of Coos County, asked that the Commission proceed with the preparation of plans and specifications for a new bridge across the North Fork of the Coquille River on the proposed new location north of Myrtle Point which eliminates two railroad grade crossings. Judge Mast stated that the county was prepared to cooperate on a 50-50 basis, the same as on the grading. After consideration, the Commission accepted the cooperative offer of Coos County and authorized an appropriation to cover the cost of the structure. The Engineer was instructed to prepare plans and specifications. Also, the Secretary was instructed to make an application to the Secretary of War for a permit to construct the bridge mentioned above at the crossing of the North Fork of the Coquille River 800 feet from its mouth and east of the present railroad bridge.

Judge Mast asked for state aid in the matter of making an embankment to replace an old bridge on the route of the highway in Coquille, more particularly described as the intersection of Second and Hall Streets. Matter referred to Engineer for report and estimate.

Judge Mast stated that Myrtle Point desired to pave Railroad Avenue, the route of the Coos Bay-Roseburg Highway, and asked state co-

operation. The Engineer reported that this was a narrow street now macadamized but very rough and constructed of coarse material which made a very unsatisfactory surface. The Commission indicated that they considered the acquisition of a full 60 foot width of street necessary before paving could be considered. The matter was referred to the Engineer for investigation and report.

Judge Barnard of Lane County said that the county now desired to extend the Nimrod Section of the McKenzie Highway previously authorized to Elk Creek. On motion of Commissioner Van Duzer which was carried, the previous cooperative project was extended to Elk Creek as desired by the county, with the proviso that a full 60 foot width of right of way be secured.

Judge Barnard asked the Commission to review the contract entered into with Lane County under date of May 25, 1922, providing for a settlement of the debt of the county to the state by the construction by the county of the Goshen-Lowell and Goldson-Cheshire units estimated to cost \$118,232. He asked that the excess over \$116,232 be divided equally between county and state. The matter of interest on the deferred payments was discussed also. The subject was taken under advisement and the Secretary was instructed to make a report covering the situation.

The Engineer reported that the contractor on the Albany bridge was not pushing the work as was necessary to complete in schedule time. The Attorney stated that it was his view that the work was being purposely delayed on account of threatened litigation. The Attorney was instructed to prepare a letter stating that at no time had the work been delayed by the Commission and that the work must proceed at once.

The Chairman reported on the matter of the routing of the La Grande-Wallowa Lake Highway through the city of Enterprise, recommending the adoption of the following route: Entering the city from the west on the present graded state highway roadbed, following the north bank of the Wallowa River in a general direction, then proceeding east on North Street to the intersection of North and West Second Streets, thence south on West Second Street to the intersection of West Second and Main Streets, thence east on Main Street to the intersection of River and Main Streets, thence south on River Street to the intersection of River and Grant Streets, thence east on Grant Street to the intersection of Grant and East Fifth Streets, thence south on East Fifth Street to connect with graded state highway roadway, thence along said roadway in an easterly direction to the east city limits. On motion which was carried, the Commission adopted the location as above described as the route of the La Grande-Wallowa Lake Highway through the city of Enterprise.

The date for the next meeting was set for 2 o'clock P. M. September 25, 1924.

On motion which was carried, the Commission instructed the Engineer to complete the survey and prepare plans and specifications for

the grading of the Pistol River-Myers Creek Section of the Roosevelt Highway in Curry County and authorized the advertising of the project when the engineering work has been completed.

On motion which was carried, the Engineer was instructed to advertise the Otter Rock-Rocky Creek Section of the Roosevelt Highway in Lincoln County at the next meeting of the Commission.

On motion which was carried, the Commission indicated its willingness to complete the remaining gap in the Roosevelt Highway in Clatsop County; that is, from Cannon Beach Junction to Hamlet or between the present improved sections about 10 miles in length, provided adequate cooperation be given by Clatsop County.

The minutes of the meeting of July 29 and 30, also those of August 15 were approved.

In the matter of the survey requested by Umatilla County of the section between Ukiah and a point east of Albee, the Commission declined to make the survey believing it should be made by the Forest Service since it had been proposed to secure forest funds for the project.

The Engineer presented the matter of connections for the Illinois River bridge on the Redwood Highway in Josephine County. Authority was given to advertise a project providing for a connection with the present road on the south and also a connection with the present road on the north, bids to be received at the next regular meeting.

The matter of state cooperation on the roads in Baker County was discussed and after consideration, Commissioner Van Duzer offered the following resolution which was carried: As far as this Commission is concerned at the present time, they are not ready to cooperate with Baker County on the Baker-Cornucopia Highway, but they are ready to cooperate with Baker County on the Baker-Unity Highway, while on the John Day Highway in Baker County the Commission is ready to proceed without cooperation on the part of Baker County.

The following requests for extensions of time were received:

Pacific Bridge Co., contract No. 661, Lewis and Clark River bridge, requested an extension of time to October 31, 1924. The Engineer reported that unforeseen difficulties had delayed progress on the main pier and therefore recommended that the extension be granted without penalty. Recommendation approved by Commission.

Union Bridge Co., contract No. 687, bridge over Grande Ronde River and O.-W. R. R. & N. tracks at Perry, requested an extension of time to August 31, 1924. The Engineer recommended that the extension be granted without penalty.

Bauers & Bauers, contract No. 697, Deschutes River Crossing

Section of The Dalles-California Highway, requested an extension of time to October 31, 1924. The Engineer recommended that the extension requested be granted with the provision that engineering costs subsequent to September 30, 1924 be charged against the contractor. Recommendation approved by Commission.

Marshall & Barhan, contract No. 703, bridge over Mary's River and S. P. railroad tracks near Blodgett in Benton County, requested an extension of time of thirty days to August 15, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

W. M. Luce, contract No. 710, bridge over Mary's Creek on the Columbia River Highway near Astoria, requested an extension of sixty days to August 31, 1924. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

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

Roy A. Klein
State Highway Engineer and
Secretary

Wm. Duby
Chairman
H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, September 25, 1924.

The Commission met in Room 201 Multnomah County Court House at 2 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 grading, surfacing and bridge projects:

ROOSEVELT COAST HIGHWAY
DENMARK-COOS COUNTY LINE SECTION - GRADING

	Cedar Culverts	Conc. Pipe & Culverts
J. W. Sweeney	53,810.00*	62,490.00
John Hampshire	56,730.00	61,660.00
Simpson Bros.	81,459.40*	80,468.40
John R. Hill	48,953.70	56,530.00
J. D. MacVicar	50,555.00	56,320.00
Hagquist & Bjorkquist	56,847.00*	60,020.00
Earl L. McNutt	61,698.00	64,818.00
Johnson Contract Co.	64,155.00	70,379.00
John Hakanson	47,895.00	53,720.00
Q. D. Wolfe	59,055.00	70,190.00
Gidley & Dean	54,765.00	58,260.00
M. H. Klockars	62,425.00	67,750.00
J. W. & J. R. Hillstrom	45,645.00	50,460.00
R. L. Wagner & Sons	45,995.40	55,590.00

*No bid on 6x6 culverts.

REDWOOD HIGHWAY
ILLINOIS RIVER CROSSING SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Calvert, Calvert & Schraeder	13,153.60	13,121.50
John Hampshire	14,662.00	14,643.00
J. D. MacVicar	13,355.00	13,293.50
J. J. Badraun	15,205.00	15,167.00
D. Samuel	13,946.70	13,880.70

PACIFIC HIGHWAY
COTTAGE GROVE NORTH SECTION - PAVING

J. T. Logan		19,926.40
J. C. Compton		19,099.70
Soleim & Gustafson		20,572.15
C. G. Randles		17,874.80
United Contracting Co.		20,926.10
K. L. Hall		15,575.40

MCKENZIE HIGHWAY
NIMROD-BLUE RIVER SECTION - GRADING AND SURFACING

	Concrete Pipe	Corr. Iron Pipe
Simonsen & Hefty	57,313.50	57,367.50
Anderson, Herb & Pieren	48,960.00	48,505.00
Dunn & Baker	59,985.70	60,081.70
Lane County Court	62,930.00	62,380.00

Cont'd

Nimrod-Blue River Section - cont'd

Igoe Construction Co.	58,780.00	
United Contracting Co.	67,432.50	67,117.50
K. L. Hall	62,022.50	62,562.50
Johnson Contract Co.	74,467.50	73,997.50
A. D. Kern	61,730.00	61,136.00
J. C. Compton	48,881.50	48,881.50
Jas. F. Clarkson	72,965.00	72,135.00
Elliott, Scoggin & Paquet	59,590.00	59,444.00
Motor Investment Co.	40,025.00	40,070.00

ROOSEVELT COAST HIGHWAY
OTTER ROCK-ROCKY CREEK SECTION - GRADING

John Hampshire	126,550.00
Elliott, Scoggin & Paquet	166,640.00
A. Guthrie & Co.	182,175.00
O. D. Wolfe	196,120.00
Johnson Contract Co.	149,740.00
Greenwood & Dann	154,920.00
A. D. Kern	137,750.00
Jas. F. Clarkson	155,562.50
Guy F. Atkinson	179,790.00
Dunn & Baker	159,797.00
Joplin & Eldon	138,945.00
J. F. Shea Co.	180,277.00
Iver J. Rosten Co.	138,990.70

COLUMBIA RIVER HIGHWAY
BRIDGE OVER UMATILLA RIVER AT UMATILLA

Lindstrom & Feigenson	47,602.50
Feldschau & Chaffee	50,101.50
H. E. Doering	52,570.00
Parker & Banfield	53,150.50
Kuckenberg & Wittman	54,765.00
J. W. Sadler Co.	54,905.00
Sam R. Boudrye	55,895.00
J. D. Tobin	56,625.00
C. J. Montag Co.	56,942.50
Illinois Steel Bridge Co.	57,850.00
Colonial Building Co.	58,275.00
Union Bridge Co.	61,395.00
J. J. Badraun	66,195.00

H. J. Moreland, representing the city of Philomath, asked for help from the Commission in regrading and resurfacing their main street about 3/4 mile in length, which is on the route of the Corvallis-Newport Highway. His proposal was that the county take one-third, the city one-third and the state one-third. The Commission asked for a report from the Engineer covering this request and the general situation on the

uncompleted sections of the Corvallis-Newport Highway in Benton County.

A delegation from Astoria, consisting of O. A. Kratz, City Manager, S. W. Lovell, President of the Astoria Chamber of Commerce, B. W. Westbrook, C. V. Robinson, Arthur Anderson, W. A. Tyler, P. L. Cover, M. R. Chessman, Bert Ross, W. P. O'Brien, Charles Callenden, W. E. Warren and D. A. Osburn, was present, Mr. Kratz acting as spokesman for the delegation. The Commission was asked to abandon the present routing of the Roosevelt Highway between Mohler in Tillamook County and Cannon Beach Junction in Clatsop County and adopt a new routing along the Coast via Cannon Beach, Arch Cape, Neah-Kah-Nie Mountain and Nehalem. The argument presented for the change in route was the greater scenic attraction of the all-coast route. The Chairman, in reply, pointed out the excessive costs of the proposed route and the fact that the present or inside route had all been improved to state standards except approximately ten miles between Cannon Beach Junction and Hamlet Junction. Mr. Kratz asked if the Commission would complete this ten mile unit on the inside route if the county built the road along the coast. The Chairman replied to this question, "No, not without cooperation from Clatsop County." The county representatives asked what cooperation would be required and the Commission, after consideration, stated it would be not less than 40% or about the same ratio as the county is contributing on the Seaside-Cannon Beach Section. After some further discussion, Commissioner Van Duzer offered the following motion which was carried: The Commission agrees to include in the 1925 program the section of the Roosevelt Highway in Clatsop County between Cannon Beach Junction and Hamlet Junction about ten miles in length for grading, rock or gravel surfacing and bridges, provided Clatsop County will cooperate to the extent of 40% of the cost.

A. B. Robertson and James Burns of the Condon Commercial Club asked for the improvement of the John Day Highway from Condon to Thirty-mile Creek, a distance of approximately six miles. This is a section previously graded by Gilliam County but narrow and not constructed to state standards. The Engineer reported that widening, regrading and re-surfacing and some new bridges were needed which would cost approximately \$120,000. The county representatives asked that the work be done this winter when there would be less interference with travel than in the summer season. Matter taken under consideration.

Wallowa County was represented by Judge Marvin and Commissioner McCully, who asked for a survey of the Flora-Enterprise Highway beginning at the north forest boundary and extending north to Flora, a distance of nine miles. The county representatives were asked if this project meant more to them than the six mile section between Enterprise and the south end of the present improvement. They stated that the people who lived there wanted the upper section first, but a further reason was that they hoped to get forest aid on the upper section. The Chairman stated that he did not favor making the survey until funds for construction were available.

R. N. Kellogg, Roadmaster of Wallowa County, asked the Commission to reconsider their action on February 28, 1924 whereby Wallowa County, contractor on contract No. 570, Lostine-Enterprise Section, was required to pay engineering costs subsequent to September 1, 1923. After consideration it was agreed to charge the contractor only one-half of the engineering costs subsequent to September 1, 1923, which was agreeable to the county representative.

Judge Adkisson of Wasco County asked the Commission to advertise the surfacing of the White River-Maupin-Cow Canyon Section of The Dalles-California Highway in Wasco County and offered 50 per cent co-operation. The Engineer reported that the grading contractors would be out of the way and stated that the project could be prepared for the October meeting. After consideration, the cooperative offer of Wasco County was accepted and the engineer was instructed to prepare plans and specifications and advertise for bids to be received on the project at the next meeting.

A. Sohler, a business man of the town of Wheeler, Tillamook County, presented a petition signed by residents of that community requesting the routing of the Coast Highway on First Street rather than Railroad Street which had been previously proposed. Matter referred to the Engineer for report when survey is made through the city.

Portland, Oregon, September 26, 1924.

At 10 o'clock A. M. the Commission met in Room 201 Multnomah County Court House with all members present and participating.

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

Bridge over Umatilla River near Umatilla. On motion which was carried, this contract was awarded to Lindstrom & Feigenson, the low bidder, at \$47,602.50.

Denmark-Coos County Line Section of the Roosevelt Highway in Curry County. On motion which was carried, this contract was awarded to J. W. & J. R. Hillstrom, the low bidders, at \$45,645.00, using cedar culverts.

Illinois River Crossing Section, Redwood Highway, Josephine County. On motion which was carried, this contract was awarded to Calvert, Calvert & Schroeder, the low bidders, at \$13,153.60, using concrete pipe culverts.

Cottage Grove North Section, Pacific Highway, Lane County. On motion which was carried, this contract was awarded to K. L. Hall, the low bidder, at \$15,575.40.

Nimrod-Blue River Section, McKenzie Highway, Lane County. On motion which was carried, this contract was awarded to the Motor

Investment Company, the low bidder, at \$40,025.00, using concrete pipe culverts. This award was also approved by Lane County who are cooperating 50 per cent on the cost by agreement.

Otter Rock-Rocky Creek Section, Roosevelt Highway, Lincoln County. On motion which was carried, this contract was awarded to John Hampshire, the low bidder, at \$136,550.00.

Judge Marvin and Commissioner McCully of Wallowa County stated that they would withdraw their request for a survey on the Flora-Enterprise Road from the forest boundary north since they had had a conference with the District Forester who had agreed to make the survey with forest funds. They stated that they are now ready to take up the road from Enterprise north six miles to connect with the improved section and offered to cooperate 25 per cent. The Chairman stated for the Commission that they were not ready to cooperate on that basis but would consider the project on a 50-50 cooperative basis. The county representatives stated that they could not meet those terms. Chairman Duby stated that he would visit the county soon and look over the general situation.

Commissioner Dunn of Lincoln County asked the Commission to rock the Nye Creek Section about three-tenths miles in length, which has just been graded. The Engineer reported that he had been negotiating with the city of Newport to do this, since this is a city street, and at one time the matter had been arranged, but subsequently the city had withdrawn without any good reason. The matter was referred to the Engineer for further negotiation with the city.

Judge Barnard and Commissioners Hurd and Crowe of Lane County discussed the matter of the agreement on the Goshen-Lowell and Goldson-Cheshire contracts which had been postponed from the previous meeting, particularly referring to the matter of interest payments. The matter of the surfacing contract awarded to A. D. Kern on the Goldson-Blachly Section was also mentioned, the county representatives claiming that because of delays in completion the work had cost more and that the county should not be required to pay fifty per cent of the final cost if they were required to pay the interest on the deferred payments in the agreement above referred to. The matter of the Goldson-Blachly surfacing contract being a new matter, the Engineer was instructed to file a report covering the county contention on this subject.

George A. Standley requested permission to set up mounted field glasses or binoculars at scenic points along the state highways for the use of travelers on the payment of a small fee by means of a "coin in the slot" device. Commissioner Van Duzer expressed the idea that this was a matter of policy which should be determined very carefully in view of the privileges granted to an individual and also having in mind the congestion of travel which may result where these glasses are placed. The Engineer was instructed to report on this last phase of the subject at the next meeting.

Mr. Frank Rajotte of the Rajotte-Winters, Inc. submitted a written statement of claims for additional compensation on the Oregon City-Ganemah grading contract. The matter was taken under advisement and the engineer was instructed to file a report covering the matter.

In response to the request by Messrs. Robertson and Burns of Condon, Commissioner Van Duzer made the following statement for the Commission: "In reference to the widening, straightening, regrading, resurfacing and renewal of bridges on the Condon-Thirtymile Section of the John Day Highway, the Commission reaffirms its statement made to citizens of Gilliam County at the time their recent bond issue was passed that the Commission will proceed with the reconstruction of this road and the same is hereby ordered, it being understood that if possible the work will be consummated in such a manner as to be available for next year's use."

Mr. C. H. Purcell of the U. S. Bureau of Public Roads was present and discussed with the Commission the Government's attitude on toll ferries on the Roosevelt Highway. Mr. Purcell's statement was that the Government would not cooperate on the road if toll ferry or toll bridge franchises were granted to individuals. He gave it as his opinion that no objection to tolls on ferries would be made provided the ferry service was operated by the local authority and a toll sufficient to pay the cost of operation was collected. The Attorney was asked to advise the Commission in the matter of ferry franchises as to whether the Commission had control on state highway routes or whether the control lay with the counties or other political subdivisions, having particular reference to the Roosevelt Highway.

Mr. C. H. Purcell conferred with the Commission on the matter of the Federal Aid System, particularly the classification of the highways into the primary and secondary divisions. This matter comes up at this time since the Secretary of Agriculture in his letter of January 8, 1923, while approving the system proposed by the Commission with a few minor exceptions, did not classify the primary and secondary highways, but after further study and consideration is now ready to act and the Commission is given an opportunity to recommend any changes which they consider desirable. After consideration, the Commission affirmed the selection of the routes and the classification made by the former Commission as entered in the records of the meeting of November 24, 1922, as later modified by the Secretary of Agriculture in his letter of January 8, 1923 (elimination of the Medford-Trail Section and the termination of the Prineville-Lakeview Highway at Fort Rock until further determination of the route could be made.)

The system as recommended by the Commission to the Secretary of Agriculture is as follows:

PRIMARY HIGHWAYS

- Route 1 - From Astoria, via Portland, The Dalles, Biggs, Arlington, Willows (or Heppner Junction), Umatilla, Pendleton, La Grande, and Ontario to the Oregon-Idaho State line near Payette.
- Route 2 - From the Oregon-California State line near Chetco via Port Orford, Coos Bay, and Hebo to Astoria.
- Route 3 - From the Oregon-California State line near Hilt via Ashland, Medford, Grants Pass, Dillard, Eugene, Junction City, Albany and Portland to the Interstate Bridge near Vancouver.
- Route 18 - From a point on the Federal Aid Highway System in the vicinity of Umatilla to the Oregon-Washington State line approximately south of Wallula, Washington, so located as not to interfere with the proposed hydro-electric development on the Columbia River or to preclude the necessary relocation of the present railroad in case of said development.

SECONDARY HIGHWAYS

- Route 4 - From Klamath Falls via Ft. Klamath, Bend and Redmond to The Dalles.
- Route 5 - From Eugene via McKenzie Bridge, Redmond, Prineville, Mitchell and Dayville, to Ontario.
- Route 6 - From Arlington to a point on the Federal Aid Road near Dayville.
- Route 7 - From La Grande via Minam to Enterprise.
- Route 8 - From Willows (or Heppner Junction) via Heppner to Pendleton.
- Route 9 - From Portland via McMinnville and Corvallis to Junction City.
- Route 10 - From Albany to Corvallis.
- Route 11 - From McMinnville to Hebo.
- Route 12 - From Biggs via Moro to a point on the Federal Aid Highway between Redmond and The Dalles southwest of Shaniko.
- Route 13 - From Ft. Klamath to the south line of Crater Lake National Park.
- Route 14 - From a point on the Federal Aid Highway near Dillard to a point on the Federal Aid Highway between Port Orford and Coos Bay near Coquille.
- Route 15 - From Klamath Falls to a point on the Federal Aid Highway between Hilt and Ashland near Ashland.
- Route 16 - From Fort Rock via Lakeview to the Oregon-California State line near New Pine Creek.
- Route 17 - From Grants Pass via the Illinois River Valley to the Oregon-California State line near Monumental.
- Route 19 - From Pendleton to the Oregon-Washington State line near Walla Walla, Washington.

The Engineer reported on the matter of privately owned land between the highway right of way and the Southern Pacific Company right of way between Oregon City and Canemah which it was desirable to secure in order to preserve the view of the river and the falls. The Engineer was instructed to take up the matter with the City Council of Oregon City.

Judge Bunnell and Commissioner Short of Klamath County stated that in one of their bond issues \$8,000 had been voted on the short section of the Lapine-Silver Lake Road which lies within their county. They asked if the Commission has abandoned this road, because, if so, they would use the money elsewhere. The Chairman advised that, in his opinion, money voted on that road could not be used on another. The county representatives stated that if the money was needed they could take an equal amount from other sources.

Judge Bunnell asked for a survey from Bonanza north to the summit about 9 miles, which was ordered. A resurvey of the line from Dairy northeast to a common point was also ordered, with instructions that a report be made to the Commission on the comparative merits of the two lines.

Judge Bunnell stated that they proposed a bond issue to be voted November 5th in which \$55,000 was apportioned for The Dalles-California Highway, as much of which as needed would be used in clearing and grubbing right of way in the northern part of the county. His statement was that the clearing would be started immediately after the election date and whether the bond issue carried or not the clearing and grubbing would be taken care of so as not to interfere with any grading contracts which may be let in the spring.

The minutes of the meeting of August 28 and 29 were approved.

The date for the next meeting was set for 2 P. M. October 28.

The Commission authorized the paving of the approaches to the Lewis and Clark Bridge in Clatsop County and instructed the Engineer to prepare plans and specifications and also advertise for bids to be received at the next meeting.

The Secretary was instructed to reply to a letter from Judge King of Jefferson County which asked that the Crooked River bridge be constructed soon, that the Commission considers this bridge an important link in The Dalles-California Highway and it is its intention to construct it when funds are available.

The matter of tree planting along the state highways was discussed and, on motion of Commissioner Van Duzer, it was decided to invite Professor Hyslop of Oregon Agricultural College, Professor Sweetser of the State University and Jesse Currey of Portland to serve as an advisory committee to the Commission in the matter of selection of the proper varieties of trees for planting.

The Engineer reported on the matter of estimated costs of improving certain sections of the Redwood Highway in Josephine County between Grants Pass and the O'Brien School House to state highway standards. A report was also submitted giving the estimated cost of maintaining the present road in fair condition for travel. After consideration the Commission voted to take over the Redwood Highway between Grants Pass and

the O'Brien School House from the county for maintenance with the purpose of conditioning and maintaining the present road.

The matter of the call for the Attorney's services from other departments and the various counties was discussed and it was decided that any assignments other than those by the Attorney General should be only with the consent of the Commission.

The Commission executed an agreement with Benton County covering the construction of the Missouri Bend Section of the Alsea Highway.

The following resolution was offered by Commissioner Malone who moved its adoption:

WHEREAS, that certain highway, described as the Coos Bay-Roseburg Highway, from Coquille in Coos County to a junction with the Pacific Highway in Douglas County, is a state highway declared by law;

AND WHEREAS, it is provided that said state highway shall be permanently constructed and maintained as a permanent state highway;

AND WHEREAS, said highway has been definitely surveyed and located upon the ground, and is being permanently improved through Coos County, a portion of which said highway within said County, as located, surveyed and adopted, encroaches upon a portion of the respective pieces of property claimed to be owned by and in the possession of the following named persons, to-wit:

HENRY J. RADABAUGH AND WIFE: the portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

Beginning at a point on the east boundary of the Southern Pacific Railway right of way and on the north-and-south property line between the lands of Henry J. and Laura May Radabaugh, and N. P. Peterson, which point lies 440.8 feet west and 707.7 feet south of the quarter corner common to sections 8 and 9, in Tp. 29 South, R. 12 West W. M.; from this beginning point run south along said property line a distance of 343.6 feet; thence South 41° 5' West a distance of 301.8 feet to a point on the north-and-south boundary line between the lands of Henry J. and Laura May Radabaugh, and L. F. and Jennie B. Neideigh; thence north along this property line a distance of 71.9 feet to the northeast corner

of the L. F. and Jennie B. Neideigh property; thence west along the north boundary line of the L. F. and Jennie B. Neideigh property a distance of 108.2 feet to the east boundary of the Southern Pacific Railway right of way; thence north 31° 35' east along said right of way boundary a distance of 585.3 feet to the place of beginning, containing 1.57 acres, more or less, in Coos County, Oregon.

JESSE. D. CLINTON AND WIFE: the portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

Beginning at the quarter section corner common to sections 8 and 9, Tp. 29 South, Range 12 West W. M.; thence west along the quarter section line a distance of 5.7 feet to the east boundary of the Southern Pacific Railway right of way; thence North 31° 35' East along said right of way boundary a distance of 957.5 feet to the east-and-west property line dividing the land of Jesse D. Clinton and R. R. Rackleff; thence east along said property line a distance of 211.2 feet; thence south 31° 35' West a distance of 366.5 feet; thence west a distance of 82.0 feet; thence South 31° 35' West a distance of 591.0 feet to the quarter section line running east and west through the quarter corner common to sections 8 and 9; thence west along said quarter section line a distance of 123.5 feet to the place of beginning, containing 3.0 acres, more or less, in Coos County, Oregon.

J. T. SULLIVAN AND WIFE: the portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

Beginning at the south-west corner of First and Alder Streets; thence North 80 degrees West a distance of 83.0 feet more or less to the east right of way boundary of the Southern Pacific Railway; thence in a southerly direction along said right of way boundary a distance of 330.0 feet, more or less, to the north boundary of the county road; thence South 16 degrees East a distance of 92.0 feet, more or less, to the west corner of a triangular lot lying on the north-west corner of First and Spruce Streets; thence South 80 degrees East a distance of 10.0 feet; thence North 10 degrees East a distance of 92.0 feet; thence South 80

degrees East a distance of 43.0 feet; thence North 2 degrees 10 minutes East a distance of 110.0 feet; thence North 37 degrees 12 minutes East a distance of 201.2 feet to the West line of First Street; thence North 10 degrees East a distance of 20.0 feet to the place of beginning, containing 0.64 acres, more or less, in Myrtle Point, Coos County, Oregon.

REBECCA ADAMS AND HUSBAND: the portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

Starting at the north-west corner of Spruce and First Streets; thence North 10 degrees East a distance of 60 feet; thence North 80 degrees West a distance of 35 feet to the place of beginning. From this beginning point run North 80 degrees West a distance of 85 feet; thence North 10 degrees East a distance of 92 feet; thence South 80 degrees East a distance of 43.0 feet; thence South 14 degrees 32 minutes East a distance of 101.1 feet to the place of beginning, containing 0.13 acres, more or less, in the town of Myrtle Point, Coos 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 in connection with the location, construction and maintenance of the said highway through Coos County;

AND WHEREAS, the County of Coos has failed and neglected to acquire title to said parcels of land for said purposes, and by reason of said failure and neglect it is necessary for the State, through its State Highway Commission, to acquire said parcels of land either by agreement, purchase, 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 parcels of land through which and across which the right of way and the route of said highway has been located, and said State Highway Commission has attempted to acquire a right of way or easement over said premises, herein described, and has attempted to agree upon the terms and conditions upon which said parcels of land might be acquired for said purposes and the compensation to be paid for the same, 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 right of way purposes as hereinabove stated, and by reason of the neglect and failure of the County of Coos to acquire said parcels of land, it is necessary that title to the same be acquired either by purchase, agreement or condemnation proceedings by the State through its State Highway Commission;

THEREFORE, BE IT RESOLVED, that the above described parcels of land be and the same are hereby declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said Coos Bay-Roseburg Highway, and for general right of way purposes.

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, to agree with the owners of said parcel of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be made, then it is further resolved that the Attorney-General of the State of Oregon, and J. M. Devers, Special Assistant Attorney-General and attorney for the Highway Commission, be and they are hereby requested to prosecute to a final determination such suits, actions or proceedings as will be necessary to acquire title to said premises and to acquire the necessary rights of way, land, franchises, and privileges for the proper location, establishment and improvement of said highway over and across the said premises.

The motion was duly seconded and carried.

The Secretary called the attention of the Commission to the fact that inadvertently there had been omitted from the minutes and records of the Commission of the meeting held July 30, 1924, the formal resolution of the action of the Commission wherein the Attorney General was requested to acquire certain necessary right of way for the John Day Highway in Gilliam County, and permission was asked to have said minutes corrected by adding thereto said resolution, whereupon it was moved by Chairman Duby that the minutes of the meeting of July 30, 1924 be corrected to conform to the fact by adding thereto the following resolution, to-wit:

WHEREAS, that certain highway, described as "a road from an intersection with the Columbia River Highway at a point either in Sherman or Gilliam County, by way of Condon, Fossil and Spray, and thence up the John Day Valley to such point as the Highway Commission shall select, and thence to Vale and the Idaho Line," and known as the John Day Highway, and otherwise designated in the highway records as State Highway No. 5, is a state highway declared by law;

AND WHEREAS, it is provided that said state highway shall be permanently constructed and maintained as a permanent state highway;

AND WHEREAS, said highway has been definitely surveyed and located upon the ground, and is being permanently improved through Gilliam County, a portion of which said highway within said County, as located, surveyed and adopted, encroaches upon a portion of the respective pieces of property claimed to be owned by and in the possession of the following named persons, to-wit:

GEORGE M. YORK AND WIFE: The portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

All that part of the property of George M. York in the South $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 2, Tp. 2 South Range 21 E. W. M., included within a strip of land, 60 feet wide, being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center line being more particularly described as follows:

Beginning at Station 698+20 of the survey of the Gwendolen-Base Line Section of the John Day Highway, said station being approximately 2208 feet East of the section corner which is common to sections 2, 3, 10 and 11, Tp. 2 South, R. 21 E. W. M., thence North 54° 34' West a distance of 45.5 feet, thence on a 358.1 foot radius curve to the right a distance of 166.0 feet, thence North 28° 00' West a distance of 147.2 feet, thence on a 318.3 foot radius curve to the left a distance of 183.4 feet, thence North 61° 01' West a distance of 674.5 feet, thence on a 1432.5 foot radius curve to the left a distance of 520.8 feet, thence North 81° 51' West a distance of 713.3 feet, thence on a 358.1 foot radius curve to the left a distance of approximately 70.0 feet to an intersection with the West line of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 2, which intersection point is approximately 1080.0 feet north of the SW corner of Section 2, Tp. 2 S. R. 21 E. W. M., Gilliam County, Oregon, said parcel of land containing 3.47 acres, more or less.

JACOB LARCH AND WIFE: The portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

All that part of the property of Jacob Larch in the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 24, T. 2 S. R. 21 E. W. M., included within a strip of land 60 feet wide being 30 feet on each side of the center line of Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property; said center line being more particularly described as follows:

Beginning at station 548+14 of the survey of the center line of the Gwendolen-Base Line Section of the John Day Highway, said station being approximately 2310 feet East and 2640 feet South of the Northwest corner of Section 24 T. 2 S. R. 21 E. W. M.; thence North 37° 40' East 66.6 feet; thence on a 1041.8 foot radius curve to the left a distance of 787.6 feet; thence North 5° 39' West a distance of 617.4 feet; thence on a 318.3 foot radius curve to the left a distance of 306.4 feet; thence North 60° 48' West a distance of 19.8 feet to station 576+10 said station being on the North line of Section 24 and is 2235 feet east of the Northwest corner of said Section 24, Tp. 2 S. R. 21 E. W. M., containing 3.86 acres, all in Gilliam County, State of Oregon.

ED HUBER: The portion or part of the premises of said person encroached upon and desired for use in connection with the construction of said highway being described as follows:

All that part of the property of Ed Huber in the West half of the SW $\frac{1}{4}$ and the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 34, T. 1 S. R. 21 E. W. M., included within a strip of land 60 feet wide, being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center line being more particularly described as follows:

Beginning at station 798+32 of the survey of center line of the Gwendolen-Base Line Section of the John Day Highway, said station being approximately 1,000 feet East of the Southwest corner of Section 34, Tp. 1 S. R. 21 E. W. M.; thence North 3° 8' West, a distance of 50.9 feet; thence on a 2,865 foot radius curve to the left a distance of 733.3 feet; thence North 17° 48' West a distance of 817.3 feet; thence on a 2,865 foot radius curve to the right a distance of 372.5 feet; thence North 10° 21' West a distance of 230.3 feet; thence on a 318.3 foot curve to the left a distance of 261.1 feet; thence North 57° 21' West a distance of 196.6 feet; thence on a 358.1 foot radius curve to the right a distance of 237.3 feet; thence North 19° 23' West a distance of approximately

210.7 feet to a point on the west line of Section 34, Tp. 1 S. R. 21 E. W. M. Said point being 2,840 feet North of Southwest corner of Section 34, T. 1 S. R. 21 E. W. M., containing 4.28 acres, all in Gilliam County, State of Oregon.

W. E. WILKENS: The portion or part of the premises of said person encroached upon and desired for use in connection with the construction of said highway being described as follows:

All that part of the property of W. E. Wilkens in the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 3, T. 2 S. R. 21 E. W. M., included within a strip of land 60 feet wide, being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center line being more particularly described as follows:

Beginning at Station 737+59 of the survey of the center line of the Gwendolen-Base Line Section of the John Day Highway, said Station being 1,320 feet West and 545 feet North of the Southeast corner of Section 3, T. 2 S. R. 21 E. W. M.; thence on a 573 foot radius curve to the right a distance of 31.6 feet; thence North 79° 44' West, a distance of 644.5 feet; thence on a 409.3 foot radius curve to the right a distance of 252.3 feet; thence North 44° 25' West, a distance of 406.2 feet; thence on a 955 foot radius curve to the right a distance of approximately 216.4 feet to a point on the West line of the Southwest Quarter of the SE $\frac{1}{4}$ of said Section 3, said point being 2640 feet West and 1,200 feet north of the SE corner of Section 3, T. 2 S. R. 21 E. W. M., containing 2.13 acres, in Gilliam County, State of Oregon.

JOHN WEIMER: The portion or part of the premises of said person encroached upon and desired for use in connection with the construction of said highway being described as follows:

All that part of the property of John Weimer in the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Section 33 T. 1 S. R. 21 E. W. M., included within a strip of land 60 feet wide, being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center line being more particularly described as follows:

Beginning at station 829+42 of the survey of the center line of the Gwendolen-Base Line Section of the John Day Highway, said station being on the east line

of said Section 33 T. 1 S. R. 21 E. and 2840 feet North of the SE corner of said Section 33; thence North 19° 23' West a distance of 886.7 feet; thence on a 1146 foot radius curve to the right a distance of 231.3 feet; thence North 7° 48' West a distance of 26.1 feet; thence on a 573 foot radius curve to the left a distance of 293.3 feet; thence North 37° 8' West a distance of 26.7 feet; thence on a 716.3 foot radius curve to the right a distance of 214.8 feet; thence North 19° 57' West a distance of approximately 1054.1 feet to a point on the North line of said Section 33, said point being 910 feet West of the Northeast corner of Section 33, T. 1 S. R. 21 E. W. M., containing 3.77 acres, all in Gilliam County, Oregon.

HENRY WILKENS: The portion or part of the premises of said person encroached upon and desired for use in connection with the construction of said highway being described as follows:

All that part of the property of Henry Wilkens in the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 11, T. 2 S. R. 21 E. W. M., included within a strip of land 60 feet wide, being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property; said center line being more particularly described as follows:

Beginning at Station 682+90 of the survey of the Gwendolen-Base Line Section of the John Day Highway, said station being approximately 3,805 feet east and 1,200 feet south of the NW corner of said Section 11 T. 2 S. R. 21 E. W. M.; thence North 7° 50' West, a distance of 159.6 feet; thence on a 286.5 foot radius curve to the left a distance of 222.8 feet; thence North 52° 30' West a distance of 148.9 feet; thence on a 477.5 foot radius curve to the right a distance of 239.4 feet; thence North 23° 39' West a distance of 321.3 feet; thence on a 358.1 foot radius curve to the left a distance of 193.2 feet; thence North 54° 34' West a distance of 244.8 feet to Station 698+20 of said survey, said Station being approximately 2,208 feet East of the NW corner of Section 11, T. 2 S. R. 21 E. W. M. The above described tract contains 2.11 acres; also all that part of the property of Henry Wilkens in the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 3, T. 2 S. R. 21 E. W. M. included within a strip of land 60 feet wide being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center

line being more particularly described as follows:

Beginning at Station 723+40 of the survey of the Gwendolen-Base Line Section of the John Day Highway, said station being on the East line of Section 3, T. 2 S. R. 21 E., and is approximately 1,020 feet North of the Southeast corner of said section; thence on a 358.1 foot radius curve to the left a distance of 65.6 feet; thence South $76^{\circ} 34'$ West a distance of 189.9 feet; thence on a 1,432.5 foot radius curve to the left a distance of 443.3 feet; thence south $58^{\circ} 50'$ West a distance of 338.5 feet; thence on a 573 foot radius curve to the right a distance of 382.7 feet to a point on the West line of the $SE\frac{1}{4}$ of the $SE\frac{1}{4}$ of Section 3 T. 2 S. R. 21 E. W. M., which point is 1,320 feet West and 545 feet North of the Southeast corner of Section 3 T. 2 S. R. 21 E. W. M., containing 1.96 acres;

Also all that part of the property of Henry Wilkens in the $SE\frac{1}{4}$ of the $SW\frac{1}{4}$, and the $NE\frac{1}{4}$ of the $SW\frac{1}{4}$, and the $NE\frac{1}{4}$ of Section 3, T. 2 S. R. 21 E. W. M., included within a strip of land 60 feet wide being 20 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center line being more particularly described as follows:

Beginning at Station 753+10 of the survey of the Gwendolen-Base Line Section of the John Day Highway, said Station being 2,635 feet West and 1,200 feet North of the Southeast corner of Section 3, T. 2 S. R. 21 E. W. M.; thence on a 955 foot radius curve to the right a distance of 45.3 feet; thence North $60^{\circ} 7'$ West a distance of 179.2 feet; thence on a 477.5 foot radius curve to the right a distance of 153.3 feet; thence on a 1,910 foot radius curve to the right a distance of 303.9 feet; thence North $15^{\circ} 44'$ West a distance of 858.2 feet; thence on a 1,432.5 foot radius curve to the left a distance of 389.6 feet; thence North $31^{\circ} 19'$ West a distance of 1,073.6 feet; thence on a 477.5 foot radius curve to the right a distance of 234.9 feet; thence North $3^{\circ} 8'$ West a distance of approximately 990.1 feet to the North line of Section 3, said point being approximately 1,000 feet East of the Northwest corner of Section 3, T. 2 S. R. 21 E. W. M. The above described tract contains 8.71 acres, all in Gilliam County, State of Oregon.

SMYTHE & TULLOCK: The portion or part of the premises of said persons encroached upon and desired for use in connection with the construction of said highway being described as follows:

All of that part of the property of Smythe & Tullock in the $SE\frac{1}{4}$, $W\frac{1}{2}$ of the $E\frac{1}{2}$ of Section 28, and the $W\frac{1}{2}$ of the $E\frac{1}{2}$ of Section 21, and the $SE\frac{1}{4}$ and $E\frac{1}{2}$ of the $NE\frac{1}{4}$ of Section 16, all in T. 1 S. R. 21 E. W. M., included within a strip of land 60 feet wide, being 30 feet on each side of the center line of the Gwendolen-Base Line Section of the John Day Highway as surveyed over and across said property, said center line being more particularly described as follows:

Beginning at Station 856+75, of the survey of the center line of the Gwendolen-Base Line Section of the John Day Highway, said Station being on the South line of Section 28, T. 1 S. R. 21 East, and is 910 feet West of the Southeast corner of Section 28, T. 1 S. R. 21 East; thence North $19^{\circ} 57'$ West a distance of 170 feet; thence on a 2,865 foot radius curve to the left a distance of 683.3 feet; thence North $33^{\circ} 37'$ West a distance of 251.6 feet; thence on a 1,432.5 foot radius curve to the left a distance of 446.3 feet; thence North $51^{\circ} 28'$ West a distance of 98 feet; thence on a 286.5 foot radius curve to the right a distance of 232.3 feet; thence North $4^{\circ} 48'$ West a distance of 464.6 feet; thence on a 1,146 foot radius curve to the left a distance of 428 feet; thence North $26^{\circ} 12'$ West a distance of 87.2 feet; thence on a 477.5 foot radius curve to the right a distance of 232.6 feet; thence North $1^{\circ} 43'$ East a distance of 889.6 feet; thence on a 1,432.5 foot radius curve to the left a distance of 392.1 feet; thence North $13^{\circ} 58'$ West a distance of 94.4 feet; thence on a 1,432.5 foot radius curve to the left a distance of 505 feet; thence North $6^{\circ} 14'$ East a distance of 191.6 feet; thence on a 1,146 foot radius curve to the left a distance of 597 feet; thence North $23^{\circ} 37'$ West a distance of 240.2 feet; thence on a 716.3 foot radius curve to the right a distance of 285.8 feet; thence North $0^{\circ} 45'$ West a distance of 461.5 feet; thence on a 716.3 foot radius curve to the right a distance of 219.6 feet; thence North $16^{\circ} 49'$ East a distance of 98.8 feet; thence on a 477.5 foot radius curve to the left a distance of 230.6 feet; thence North $10^{\circ} 51'$ West a distance of 344.5 feet; thence on a 477.5 foot radius curve to the right a distance of 260.1 feet; thence North $20^{\circ} 58'$ East a distance of 458.4 feet; thence on a 716.3 foot radius curve to the left a distance of 411.3 feet; thence North $11^{\circ} 56'$ West a distance of 412.8 feet; thence North $12^{\circ} 50'$ East a distance of 1,221.4 feet; thence on a 358.1 foot radius curve to the right a distance of 278 feet; thence North $51^{\circ} 19'$ East a distance of 129 feet; thence on a 358.1 foot radius curve to the left a distance of 321.8 feet; thence North $5^{\circ} 50'$ East a distance of 186.5 feet; thence on a 1,432.5 foot radius curve to the right a distance of 289.2 feet; thence North $17^{\circ} 24'$ East a distance of 707.5 feet; thence on a 760.3 foot radius curve to the left a distance of 221.9 feet; thence North $0^{\circ} 21'$ West a distance of 175.2 feet; thence on a 286.5 foot radius curve to the right a distance of 390.8 feet; thence North

70° 28' West a distance of 473.3 feet; thence on a 716.3 foot radius curve to the right a distance of 396.5 feet; thence North 39° 11' East a distance of 70 feet; thence on a 716.3 foot radius curve to the left a distance of 194.5 feet; thence North 23° 39' East a distance of 1,484.1 feet; thence on a 1,432.5 foot radius curve to the right a distance of approximately 511.1 feet to Station 1,022+55, said station being on the east line of said Section 16, T. 1 S. R. 21 E., and is 280 feet South of the Northeast corner of Section 16, T. 1 S. R. 21 E. W. M., containing 22.84 acres, in Gilliam 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 in connection with the location, construction and maintenance of said highway through Gilliam County;

AND WHEREAS, the County of Gilliam has failed and neglected to acquire title to said parcel of land for said purposes, and by reason of said failure and neglect it is necessary for the State, through its State Highway Commission, to acquire 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 State Highway Commission has heretofore attempted in good faith to agree with the owners of said parcels of land through which and across which the right of way and the route of said highway has been located, and said State Highway Commission has attempted to acquire a right of way or easement over said premises, herein described, and has attempted to agree upon the terms and conditions upon which said parcels of land might be acquired for said purposes and the compensation to be paid for the same, 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 parcels of land for the purposes herein set forth;

AND WHEREAS, the above described parcels of land are required and are necessary for right of way purposes as hereinabove stated, and by reason of the neglect and failure of the County of Gilliam to acquire said parcels of land, it is necessary that title to the same be acquired either by purchase, agreement or condemnation proceedings by the State through its State Highway Commission;

THEREFORE, BE IT RESOLVED, that the above described parcels of land be and the same are hereby declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said John Day Highway through Gilliam County, and for general right of way purposes.

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, to agree with the owners of said parcel of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be made, then it is further resolved that the Attorney-General of the State of Oregon, and J. M. Devers, Special Assistant Attorney-General and attorney for the Highway Commission, be and they are hereby requested to prosecute to a final determination said 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 and improvement of said highway over and across the said premises.

BE IT FURTHER RESOLVED, that this resolution be entered in the minutes of the Highway Commission nunc pro tunc as of July 30, 1924.

The motion for the correction of said minutes and the adoption of said resolution having received a unanimous vote, was by the Chairman declared carried.

John Slotte & Co., contract No. 679, Astoria-Svensen Section of the Columbia River Highway, requested an extension of time to November 30, 1924, on account of increased quantities. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

A. B. Gidley, contract No. 685, Winchuck River bridge, requested an extension of time to September 15, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. W. Oliver, contract No. 718, St. Joseph Section of the West Side Pacific Highway, requested an extension of time to September 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. W. Oliver, contract No. 731, John Day Town Section of the John Day Highway, requested an extension of time to September 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. J. Hildeburn, contract No. 665, Chewaucan-Paisley Section of the Prineville-Lakeview Highway, requested an extension of time to September 15, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

John R. Hill, contract No. 722, California State Line-Winchuck Section of the Roosevelt Highway requested an extension of time to October 31, 1924. The Engineer reported that the completion of the project was delayed by bridge construction by another contractor, therefore he recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Elliott, Scoggin & Paquet, contracts Nos. 630 and 632, Tygh Grade and Tygh Valley Sections of The Dalles-California Highway in Wasco County, requested an extension of time to September 15, 1924. The Engineer reported that the work had been greatly delayed but recommended that the extension requested be granted without penalty provided the same conditions be attached as to the previous extension, i. e. that responsibility for delays to the surfacing contractor by reason of the non-completion of the grading should be assumed by the applicants, Elliott, Scoggin & Paquet. Recommendation approved by the Commission.

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
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, October 28, 1924.

The Commission met in Room 405 Multnomah County Court House at 2 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.

Bids were opened on the following projects:

ROOSEVELT COAST HIGHWAY
LEWIS AND CLARK BRIDGE APPROACHES - SURFACING

John Slotte & Co. 3,915.00

COLUMBIA RIVER HIGHWAY
EQUIPMENT WAREHOUSE AT RUFUS

Peter Peterson	1,085.00
Read & Nichols	1,097.00
F. L. Connor	1,146.00
Hedges & Huls	1,330.00
P. Westlund	1,333.00
Maxon & Johnson	1,500.00
O. N. Pierce & Co.	1,641.00
Curtis Gardner	1,800.00

THE DALLES-CALIFORNIA HIGHWAY
WHITE RIVER-COW CANYON SECTION - SURFACING

Bids on Single Units

	North Unit Alone	Middle Unit Alone	South Unit Alone
Campbell & Barr	47,660.00	48,495.00	49,595.00
Newport Construction Co.	52,840.00	73,070.00	70,450.00
Ekstrom & Co.	70,060.00	76,450.00	76,450.00
Greenwood & Dann	63,100.00	72,652.00	72,652.00
Harness & Colby	47,040.00		
Jas. F. Clarkson	66,790.00	69,237.50	69,237.50
Carl Nyberg		59,225.00	58,345.00
Bauers & Bauers	65,760.00	68,668.00	68,668.00
A. D. Kern	58,560.00	65,655.00	67,110.00
Triangle Construction Co.	52,940.00	58,047.00	58,770.00
Lyon & Price	46,960.00	51,845.00	51,845.00
Warren Construction Co.	56,540.00	63,750.00	61,885.00
Simonsen & Hefty	54,730.00	62,660.00	69,240.00
Geo. K. March	51,860.00	63,925.00	65,575.00
United Contracting Co.	59,380.00	60,235.00	66,835.00

Bids on Combinations

	All Three Units	North and Middle Un.	Middle and South Units	North and South Units
Joslin & McAllister	138,400.00		97,008.00	
Campbell & Barr	140,750.00	94,155.00	95,090.00	95,255.00
Newport Const. Co.	196,360.00	125,910.00	143,520.00	123,290.00
Greenwood & Dann	208,404.00	135,752.00	145,304.00	135,752.00
Jas. F. Clarkson	205,265.00	136,027.50	138,475.00	136,027.50
Carl Nyberg			114,970.00	
Bauers & Bauers	202,096.00	134,428.00	136,836.00	134,428.00
Joplin & Eldon	166,510.00			
A. D. Kern	181,325.00	120,215.00	128,565.00	122,670.00
Triangle Const. Co.	165,257.00	108,487.00	114,217.00	111,710.00
Lyon & Price	148,650.00	97,805.00	102,690.00	97,805.00

Cont'd on next page.

White River-Cow Canyon Section - cont'd.

J. C. Compton	178,950.00		122,800.00	
Warren Const. Co.	176,175.00	120,290.00	125,635.00	118,425.00
Simonsen & Hefty		117,390.00		
Geo. K. March	181,360.00	115,785.00	129,500.00	117,435.00
United Contracting Co.	186,450.00	119,615.00	127,070.00	126,215.00
Geo. M. McDowell			110,035.00	
Dunn & Baker	188,836.00	127,153.00	128,906.00	125,613.00

Judge Payne of Linn County, Senator Garland of Lebanon, Waldo Anderson and F. J. Miller of Albany asked for a survey of the Santiam Road and asked that the work be done this fall so that they could have an estimate of cost to present to the Forest Service in an effort to secure Federal forest funds. The Commission stated that they would furnish an engineer for the work provided the county would pay for it, but the representatives asked that the state pay the expense which was declined. It was also brought out in the discussion that it was too late to do any survey work in the higher altitudes the present season on account of snow conditions. The Engineer reported that a location had been made in 1920 from Tangent through Lebanon to the east end of the Shea's Hill Forest project, and a preliminary survey made between that point and Cascadia. The county representatives stated that they planned to construct with county funds the section from the east end of the Shea's Hill project to the Ranger Station (2 miles east of Cascadia) provided the balance of the highway through to Sisters be taken care of by the state and Federal Government. The Commission stated that they would furnish a survey at state expense for such portion of the section between the east end of the Shea's Hill forest project and Ranger Station as the county had funds to complete, but would make no commitment on the mountain section of the project.

At a conference later in the afternoon with P. H. Dater, Engineer for the U. S. Forest Service, he stated that the Forest Service had a tentative plan to construct a new grade on "Seven Mile Hill" between Upper Soda Springs and Fish Lake as a forest development project from forest development funds, their plan being a nine foot graded roadbed and maximum 7 per cent grades. He stated that the survey for this section would probably be made during the next season.

Mr. Dater discussed the matter of another conference on the forest highway map which had been postponed from a previous meeting. It was agreed to bring this matter up at the next meeting with Mr. Purcell and Mr. Cecil present.

W. T. Vinton, E. C. Apperson and Mayor G. S. Wright of McMinnville asked that on the maps, road reports and other data put out by the department, the name West Side Pacific Highway be used instead of West Side Highway. Request was granted.

George A. Standley appeared again requesting permission to install binoculars or mounted field glasses at scenic points along the

state highways arranged on the principle of a "coin in the slot" device. After consideration, the Commission declined the request on the grounds that such a precedent might be dangerous.

Frank Rajotte of Rajotte-Winters, Inc., contractors on the Oregon City-Canemah grading project, asked for a decision in the matter of his claim for additional compensation filed at the previous meeting, amounting in total to \$14,311.16. The Engineer recommended the rejection of the first claim amounting to \$9,941.00, said to be a loss on account of the shortage of cars furnished by the railroad company to take away waste material. Included in this claim, however, was the sum of \$441.00 billed by the Southern Pacific Company against the contractor as an additional charge for hauling away surplus material. If this item of \$441.00 is finally paid by the contractor, the Engineer recommended reimbursement of this item or as it may be revised to cover that feature. The second claim, in amount \$3,200.00, was said by the contractor to represent the additional cost of handling material by reason of a high wall constructed at the base of the slope as compared with a low wall on the lower side of the roadbed provided in the original plans. The Engineer reported that it was largely a matter of judgment as to which was the most expensive method of construction, but recommended an adjustment of \$1,186.25 on this item. On the third claim for reimbursement in the sum of \$1,611.16, account premium paid on surety bond because of the rejection by the Commission of the Teel Irrigation District bonds offered as surety, the Attorney recommended the rejection of this claim since the Commission specifies its requirement of a surety bond in the proposal form. A claim for a higher classification was withdrawn by the contractor. The Commission approved the recommendation of the Engineer on the first two items and that of the Attorney on the third. The contractor accepted the Commission's decision in the matter.

The Sunset Land Company of Oregon City having indicated their intention to permit the erection of advertising signs on their property which would obstruct the view of the Willamette River Falls, the Engineer presented a map showing their holdings in relation to the highway. In view of the excessive prices asked by the Company, the Commission declined to consider the purchase of the property for park purposes, and decided to let the matter rest for the present.

Portland, Oregon, October 29, 1924.

At ten o'clock the Commission met in Room 405 Multnomah County Court House, with all members present.

The following contracts were awarded:

Lewis and Clark Bridge approaches. On motion which was carried, the contract was awarded to John Slotte & Co. at \$3,915.00.

White River-Cow Canyon Section of The Dalles-California Highway in Wasco County. On motion which was carried, the contract was awarded to Joslin & McAllister, the low bidder on all three units.

Equipment warehouse at Rufus. On motion which was carried, the contract was awarded to Peter Peterson, the low bidder at \$1,085.00.

On motion which was carried, the minutes of September 25 and 26 were approved.

The Engineer reported on the Roosevelt Highway location through the town of Wheeler, recommending the Front Street location in preference to First Street, as being cheaper in construction costs, shorter distance, less total curvature, less rise and fall, less maximum grade and a lower maximum degree of curvature, provided that Tillamook County would secure an additional ten feet of right of way along the easterly side of Front Street and on the assumption that an easement of 20 feet may be secured from the Southern Pacific Company on certain sections where the railroad right of way is 20 feet wider than at other places. Recommendation approved by Commission and Front Street route through Wheeler adopted as definite location.

Commissioner Malone introduced 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:

Alsea Highway	Medford-Crater Lake Highway
Ashland-Klamath Falls Highway	Mt. Hood Loop Highway
Coos Bay-Roseburg Highway	Prineville-Lakeview Highway
Corvallis-Newport Highway	Roosevelt Coast Highway
Klamath-Crater Lake Highway	The Dalles-California Highway
Klamath Falls-Lakeview Highway	Willamette Highway
McKenzie Highway	Willamette Valley-Florence Highway
McMinnville-Tillamook 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, except the Alsea Highway, and in respect to that highway it is ordered, in view of special conditions, that the maximum load limit which is permitted shall be reduced from 22,000 pounds to 11,000 pounds and the maximum allowable load per inch width of tire shall not exceed three hundred 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 the following period, to wit: From the first day of November, 1924, to the fifteenth day of April, 1925, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to wit:

Alsea Highway, between Cedar Creek and Yew Creek (Alsea Mountain Section).

Ashland-Klamath Falls Highway, between the junction with the Pacific Highway in Jackson County and the city limits of Klamath Falls in Klamath County.

Coos Bay-Roseburg Highway, between junction with Pacific Highway and east city limits of Coquille, excluding corporate limits of Myrtle Point, in Douglas and Coos Counties.

Corvallis-Newport Highway, between Noon Station and east city limits of Newport, excluding corporate limits of Toledo.

Klamath-Crater Lake Highway, between the junction with The Dalles-California Highway near Fort Klamath and Crater Lake Park Boundary, in Klamath County.

Klamath Falls-Lakeview Highway, between the city limits of Klamath Falls and Bonanza in Klamath County.

McKenzie Highway, between east city limits of Springfield and Belknap Springs Road, in Lane County.

McMinnville-Tillamook Highway, between junction with West Side Pacific Highway in Yamhill County and Hebo in Tillamook County, excluding the corporate limits of Sheridan and Willamina.

Medford-Crater Lake Highway, between the city limits of Medford and Crater Lake Park Boundary, in Jackson County.

Mt. Hood Loop Highway, between Multnomah County Line and Government Camp, excluding the corporate limits of Sandy, in Clackamas County.

Mt. Hood Loop Highway, from east city limits of Hood River to National Forest Boundary, in Hood River County.

Prineville-Lakeview Highway, between the city limits of Lakeview and Paisley, in Lake County.

Roosevelt Coast Highway, between south city limits of Coquille and east city limits of Bandon, in Coos County.

Roosevelt Coast Highway, between Glasgow and Hauser, in Coos County.

Roosevelt Coast Highway, from Devils Lake in Lincoln County through Neskowin, Hebo, Tillamook, Bay City, Rockaway to Seaside in Clatsop County, excluding the corporate limits of Tillamook, Bay City and Seaside.

The Dalles-California Highway, from the California State Line to Sand Creek in Klamath County, excluding the corporate limits of Merrill and Klamath Falls.

Willamette Highway, between junction of Pacific Highway at Goshen and Lowell, in Lane County.

Willamette Valley-Florence Highway, between Cheshire and Rainrock, in Lane 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 highways are located, and that a certified copy of said order be furnished the Secretary of State for the information of the Chief of the Traffic Enforcement Division.

The motion was duly seconded and carried.

A report was made in the matter of the rehearing before the Public Service Commission on the Oakland, Wilbur and Sutherlin railroad grade crossing eliminations. In the Oakland crossing, the previous order was unchanged, but for the Wilbur and Sutherlin crossings, the railroad share of the cooperation was increased to forty per cent which reduced the state and county shares proportionately. However, of these three, the most necessary improvement is at Oakland and the Secretary was instructed to advise the County Court of Douglas County that the Commission would be willing to proceed on the Oakland Crossing provided the county would provide its cooperative share required under the Public Service Commission order. If consent is obtained, the Engineer is authorized to prepare plans and specifications and advertise for bids.

A request was received from the Josephine County Court that the Bear Creek Section of the Caves Road be rock surfaced in order to serve the local residents during the winter. The Commission declined the request for the reason that it was too late in the season to put on this kind of a project and for the further reason that when the project is considered, the entire graded section should be put on to secure economical unit prices and constructed under standard specifications rather than put on short units with a screened gravel specification.

A request was received from the Klamath County Chamber of Commerce that the Klamath Falls-Malin-California State Line Section of The Dalles-California Highway be designated a secondary highway on the Federal Aid system, the object being to encourage the construction of a through interstate highway from The Dalles through Klamath Falls and Reno to Los Angeles. After consideration, the Commission declined the request in view of the fact that approximately the total allowable mileage for the Federal Aid system had been designated saving out a sufficient amount for the undetermined route north of Silver Lake. Further, it was pointed out that the state could but propose the designation and the approval of the Government was required which was doubtful in its present position as a stub end road until steps were taken by California for a similar designation to insure a through interstate highway connection. The Commission expressed themselves as very favorable to the connection but the construction of the section in this state having been completed, there would be

no advantage to Oregon in its designation as a part of the Federal system and, therefore, made eligible for Federal Aid.

The completion of the remaining units on the east end of the John Day Highway was discussed, the Chairman stating that Malheur County Court had declined to submit a bond issue for the remaining uncompleted section in their county on account of the large amount of delinquent taxes in the county. The Engineer was instructed to report on the costs of grading and surfacing between Unity and a point near Ironside.

The Chairman reported that Baker County would vote at the November elections on a bond issue for the Baker-Cornucopia and Baker-Unity Highways.

A request was received from the Lincoln County Court that the state advance the 1926 county share in 1925 on the cooperative forest project between Waldport and the Benton County line in Lincoln County, hoping thereby to advance the completion date of the entire highway one year in view of the rapid progress which had been made on this highway in Benton County. The Engineer reported that it appeared that even should the state advance the county share and the state and Government share be doubled in 1925 that the funds thus made available would not be sufficient to complete the work. The Engineer was instructed to take the matter up further with the county and also secure the latest estimate of cost of the uncompleted units from the Government.

The Engineer was authorized to receive bids and purchase three road graders.

The Commission authorized C. B. McCullough, R. H. Baldock, W. D. Clarke and R. A. Klein to attend the meeting of the American Association of State Highway Officials at San Francisco, California, beginning November 17, 1924.

The date for the next meeting was set for December 9, 1924.

The Chairman reported that the condemnation suit for the 14 acre park site at Emigrant Springs on the Old Oregon Trail at the summit of the Blue Mountains had resulted in an award by the jury of \$2500 and costs. The Secretary was authorized to prepare a voucher to cover this amount to reimburse Umatilla County for its expense on this account.

The Secretary presented the matter of the claim of the city of Oakland for the cancellation of the second one-half of their debt to the state on account of pavement laid in their city in 1921. The request was declined.

The Secretary reported that acceptances had been received from Professors Sweetser and Hyslop and Mr. Currey as members of the Advisory Committee on Tree Planting. The Commission considered the appointment of a fourth member of the Committee, and Commissioner Malone recommended

the appointment of Prof. A. L. Peck of the Agricultural College as one who was much interested in the matter. On motion which was unanimously carried, the Secretary was instructed to invite him to serve on this Committee.

The Commission executed an agreement with the County Court of Clatsop County providing for the operation of the Lewis and Clark bridge.

In response to a telegram from the Brookings Chamber of Commerce urging that the first section north of Brookings be designated as the next unit of the Coast Highway in Curry County to be constructed, the Commission indicated that they were not yet ready to consider this matter.

The following requests for extensions of time were received:

H. W. Oliver, contract No. 731, John Day Town Section, John Day Highway, requested an extension of time to October 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

H. W. Oliver, contract No. 718, St. Joseph Section, West Side Pacific Highway, requested an extension of time to October 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. W. Oliver, contract No. 728, Jones Hill-Lena Section of the Oregon-Washington Highway, requested an extension of time to November 30, 1924. The Engineer recommended that the extension requested be granted without penalty to October 31, 1924 and engineering costs be charged against the contractor subsequent to that date. Recommendation approved by Commission.

Harness & Colby, contract No. 739, Alsea Mountain Section, surfacing, requested an extension of time to May 31, 1925. The Engineer reported that the contractors had made satisfactory progress and that it would be an advantage to the state as well as the contractor to discontinue work for the season and finish it up in the spring. Therefore, he recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Peterson & Scott, contract No. 725, Seaside-Cannon Beach Junction Section, grading and surfacing, requested an extension of time to November 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

H. J. Hildeburn, contract No. 592, Drews Valley Section, Klamath Falls-Lakeview Highway, requested an extension of time to December 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

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

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Duby
Chairman
H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, December 9, 1924.

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

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

Proposals for auditing from the following were opened and read:

Wm. Whitfield & Co., Portland
Alexander Young & Company, Portland
G. Ed Ross, Salem
Whitcomb, Piepenbrink & Co., Portland

Judge King of Jefferson County asked that the Crooked River unit, including the high bridge, be included in the 1925 program. Included in the delegation sponsoring the project were Judge Sawyer of Deschutes County, Judge Wallace of Crook County, Mr. De Armond of Bend and Mr. Lynch of Redmond. When asked regarding cooperation by the counties, Judge Sawyer said that about one mile of the project was in Deschutes County and that his county would grade, surface and provide necessary drainage for that section. Judge King stated that Jefferson County was in straitened circumstances on account of crop failures and did not feel able to help and had not made provision for it in their budget. After some discussion, Judge King asked that the Commission state what amount would be required of Jefferson County and, if the state would advance the amount, the County could, perhaps, arrange to repay it in annual installments spread over several years. Matter taken under consideration.

Judge Wallace of Crook County asked that the state complete the Crooked River-Bear Creek project through to the Central Oregon Highway

connection east of Millican. Matter taken under consideration.

Judge Sawyer of Deschutes County reported that the paving in the city of Bend along the route of The Dalles-California Highway in the northern part of the city had been completed and it is proposed to continue the paving program in the spring to include the portion to the south city limits. By reason of a jog in the city boundaries, 865 feet of the route is outside of the city and, therefore, a county road between two city sections. In order to provide continuous paving, the county has been asked to pave that strip which is estimated by the city engineer to cost \$5,656.94. The county asks the state to cooperate 50-50. Matter taken under consideration. Judge Sawyer pointed out on the map that in order to eliminate a right angle turn and save some distance, it had been proposed to locate diagonally across Terminal Addition and requested the support of the Commission in the interest of the better location, which was promised.

Judge Test accompanied by Commissioners Dean and Oxman of Malheur County urged the completion of the John Day Highway in Baker and Malheur Counties. They offered cooperation to the extent of \$25,000 in 1925, \$15,000 in 1926 and \$10,000 in 1927. Matter taken under consideration.

Fred Assenheimer of Gardiner, Judge Quine and Commissioners Weaver and Beckley of Douglas County, County Roadmaster Frear and Messrs. Jewett and Ford appeared in the interest of work on the Roosevelt Highway at Gardiner. Mr. Assenheimer, as the spokesman for the delegation, stated that the Gardiner district has raised \$15,000 and the county has agreed to match this. He asked that the state take this \$30,000 and build from Gardiner to the summit north of the town, approximately 2 miles, on which the estimated cost is \$89,000. Also, they desired the section east of Gardiner about one mile in length, estimated to cost \$15,000, stating that the previously offered county cooperation of \$7,500 will be available. Matter taken under consideration.

Mr. George Neuner, appearing for the Douglas County Court, asked the Commission to recommend the Scottsburg-Reedsport project for an allotment of forest funds sufficient to surface the sixteen miles which have been graded to standard, of which fourteen miles are within the Siuslaw National Forest. It was claimed that the surfacing of this unit would provide an all year road from Reedsport to Drain. When asked what cooperation the county could give, it was stated that the county could raise only \$11,000, and that was needed to remove slides and repair other damage. Matter taken under consideration.

Mr. Austin and Mr. Buckingham, representing the city of Reedsport, stated that the city takes its water supply from Clear Lake west of Reedsport, which is the best water within reasonable distance and on which development large sums of money have been expended. The route of the Roosevelt Highway skirts this lake on the west side and it was feared that there would be possible contamination from this source. The representatives of the city asked that the Commission investigate the matter of

removing the location outside of the water shed, but, if that cannot be done, to consider the location on the east side of the lake which they consider preferable. The matter was referred to the Engineer for a report.

The Commission discussed the matter of the Oakland and Shady Overcrossings with Judge Quine and Commissioners Weaver and Beckley. The county representatives stated that they had sufficient funds to meet their share of the Oakland crossing but not for Shady. Later in the season they stated funds might be available for the Shady structure. With this understanding, the Engineer was instructed to advertise for bids on the Oakland structure as soon as plans and specifications are prepared.

Mayor Perigo of Hood River, and Ernest C. Smith, City Attorney, stated that the city wished to pave the section of the Columbia River Highway route between the west city limits and the present end of the pavement on Cascade Avenue but that the abutting property did not have sufficient value to stand the assessments. They asked the Commission if some arrangements might not be worked out whereby the county could divert its funds to this paving and the Commission take over in its entirety some other work of equal value elsewhere in the county which otherwise would have been handled on a cooperative basis. The Commission replied that no cooperative work was under way at the present time and none contemplated. Further, the Commission pointed out, state work in cities of greater than 2000 population was not provided for in the general laws. The Chairman suggested that they try a special levy to provide funds for this section of paving. The city representatives stated that they did not think such a tax would carry.

Judge Barnard of Lane County asked the Commission to take over for maintenance the eastern portion of the Goshen-Lowell Section which was previously graded and surfaced by the county without aid from the state. This section is 1.6 miles in length and immediately east of the unit improved by the state and county in 1923. The Engineer reported that it would cost approximately \$7,000 to bring this project up to state standards, which includes widening and resurfacing. Matter taken under consideration.

In the matter of maintenance of the McKenzie Highway, certain parts of which are maintained by the state and others maintained by the county, Judge Barnard asked that the state maintain the entire project with its own forces and the county contribute \$2,700 or approximately \$150 a mile for the maintenance of its section. The Commission ordered a report from the Engineer covering the situation.

Judge Barnard brought up the Florence-North unit of the Roosevelt Highway on which the county has \$35,000 of bond money available. Messrs. Carl Bergman, Henry Wedson, Wm. Brynd and Peterson of Florence also urged this project. Matter taken under consideration.

The Willamette project was also urged by the County Judge of

Lane County, who asked that the county bond money available be accepted and used in cooperation with state and government forest funds. This request was supplemented by a telegram from a committee at Oakridge urging the inclusion of the Willamette project in the 1925 program. Matter taken under consideration.

In the matter of the final settlement on the agreement dated May 25, 1922, between Lane County and the state, Judge Barnard asked that the state accept the construction of the Goshen-Lowell grading, surfacing and bridges and the Cheshire-Goldson grading and surfacing, costing approximately \$125,000, as full compliance with the agreement to expend on these projects \$118,232 plus a payment to the state of interest on deferred payments. Matter held for further consideration.

Judge Barnard asked the Commission to consider the Blachly unit, 2.8 miles in length, and the Cheshire-Harpole School House unit, 2.0 miles in length, both on the Willamette Valley-Florence Highway, as cooperative projects for the 1925 program. Several resolutions from interested civic bodies were presented in behalf of the Cheshire-Harpole School House project. Matter taken under consideration.

Representing Harney County, Judge A. I. Johnson, County Clerk Chas. E. Dillman and Attorney Wm. Farre were present. Mr. Farre, as spokesman, stated that Harney County has recently voted a \$60,000 bond issue, of which \$25,000 had been allotted to be used between Burns and the Grant County line on the Canyon City-Burns Road. They asked that state funds be allotted to the project and both used in cooperation with forest funds. The Chairman replied that since this is not a state highway, no state funds could be allotted. The matter was held for further consideration when the forest road program is made up.

Judge Patterson and Commissioner Caverhill of Grant County asked the Commission not to overlook the surfacing of the Austin-Unity Section of the John Day Highway. The delegation was assured that the Commission were committed to this project.

Judge Patterson stated that Grant County had \$25,000 to expend between the forks of Beech Creek and Long Creek on the John Day-Pilot Rock Highway, and asked the Commission to recommend the project for cooperation with the Forest Service. Matter taken under consideration.

Col. B. K. Lawson of Wedderburn and Harry Caltoft of Brookings urged further construction of the Roosevelt Highway in 1925. Mr. Caltoft asked the Commission to give preference to the Brookings-Winchuck Section. The Commission replied that they were very much disposed to include a substantial part of the Curry County Section of the Roosevelt Highway in the 1925 program providing funds were made available, but were not disposed to give preference to the Brookings Section because of the fact that other sections needed improvement more.

Commissioner Malone offered the following resolution relative to the distribution of the second one-half of the market road appropriation 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 twenty-seventh day of March, 1924, apportion among the several counties of the State, complying with the provisions and accepting the benefits of said market road law, the 1924 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 29th, 1924, by resolution distribute and make available for payment to all counties, 50% of the total amount apportioned to them for 1924; 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 1924 apportionment as apportioned by the State Highway Commission by resolution under date of March 27th, 1924, 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 as shown on the books and cost records of said Highway Commission at the close of November 15th, 1924, 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	1924 Apportion- ment	Payments made as authorized in June	Expendi- tures made by State	Balance payable Counties
Baker	\$ 31,476.72	\$ 15,738.36	\$ 18.86	\$ 15,719.50
Benton	20,404.14	10,202.07	362.82	9,839.25
Clackamas	58,260.21	29,130.11	11.20	29,118.90
Clatsop	42,670.07	21,335.03	301.03	21,034.01
Columbia	22,838.89	11,419.44	16.26	11,403.19
Coos	25,294.24	12,647.12	20.15	12,626.97
Crook	8,240.72	4,120.36*	1,183.72	2,936.64
Curry	5,318.88	2,659.44	2,137.32	522.12
Deschutes	14,011.57	7,005.79	1,612.43	5,393.35
Douglas	40,726.67	20,363.33	758.70	19,604.64
Gilliam	14,413.54	7,206.77	1,390.35	5,816.42
Grant	10,879.61	5,439.81	11.28	5,428.52
Harney	9,268.94	4,634.47	2,908.36	1,726.11
Hood River	13,978.11	6,989.05	12.00	6,977.06
Jackson	39,294.11	19,647.06	3,393.52	16,253.53
Jefferson	8,056.59	4,028.29	528.04	3,500.26
Josephine	10,554.37	5,277.19	1,810.41	3,466.77
Klamath	26,611.18	13,305.59	343.09	12,962.50
Lake	15,117.49	7,558.74	2,054.00	5,504.75
Lane	55,778.21	27,889.11	267.15	27,621.95
Lincoln	11,354.40	5,677.20	10.98	5,666.22
Linn	45,365.42	22,682.71	22.98	22,659.73
Malheur	21,643.44	10,821.72	4,146.24	6,675.48
Marion	62,016.09	31,008.04	4.17	31,003.88
Morrow	15,799.69	7,899.85	631.25	7,268.59
Multnomah	104,241.06	52,120.53	0.00	52,120.53
Polk	26,155.03	13,077.51	35.50	13,042.02
Sherman	15,265.21	7,632.61	164.38	7,468.22
Tillamook	29,398.98	14,699.49	0.00	14,699.49
Umatilla	66,911.90	33,455.95	10.90	33,445.05
Union	27,942.42	13,971.21	1,493.31	12,477.90
Wallowa	18,311.09	9,155.54	115.95	9,029.60
Wasco	24,920.81	12,460.41	0.00	12,460.40
Washington	45,026.76	22,513.38	1,090.46	21,422.92
Wheeler	6,852.89	3,426.44	1,279.45	2,147.00
Yamhill	32,809.33	16,404.67	149.74	16,254.92
Totals	\$1,027,208.78	\$513,604.39	\$28,296.00	\$485,308.39

*For Crook County, the deduction shown includes a balance of \$1,159.71 carried over from 1923, as total charges against Crook County were greater than the total allotment for the second half of the year by this amount.

12/4/24

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.

R. H. Mast, County Judge of Coos County, appeared in the interest of his county in the market road allotments. He stated, which he substantiated by certified copies of the Coos County 1924 budget, that the county had levied one mill plus a lump sum of \$9,000 for the County Market Road Fund, but had erroneously reported only one mill, which figure had been used by the Commission in determining the Coos County share. He asked that a correction be made so that Coos County might have all of its County Market Road Funds matched. Matter taken under consideration.

Mr. James Burns of Condon asked that the Condon-Thirtymile Section be advertised early in order to avoid inconvenience to the heavy wool hauling traffic later in the season. The Commission stated that this was their intention.

Commissioner Bean and Roadmaster Shannon of Umatilla County asked that they be permitted to expend on the Cold Springs Highway \$20,000 which they owe the state for advances made on the Old Oregon Trail. Also they suggested a further expenditure to connect the Cold Springs Highway with the Old Oregon Trail using the funds due the state from the county on the Umatilla River bridge. This arrangement was declined.

Curtis Gardner of Hetrick, Cline & Gardner, who have contract No. 651, Agate Beach-Otter Rock Section of the Roosevelt Coast Highway in Lincoln County, asked that the Commission release one-half of the retained percentage since the job is very nearly completed, but cannot be finished before spring. After consideration, the Secretary was authorized to release the retained percentage except \$6,500 on this contract, provided the written consent of the surety was furnished.

Portland, Oregon, December 10, 1924.

The Commission met in Room 520 Multnomah County Court House at 9:30 A. M. with all members present and participating.

Messrs. Geo. H. Cecil, C. M. Granger, and P. H. Dater, representing the Forest Service, and C. H. Purcell and J. A. Elliott, representing the U. S. Bureau of Public Roads, were present for a conference relating to the agreement on the forest road map. Mr. Dater stated that the previous map submitted was not approved by their department officials in Washington, who laid down certain principles to be followed in the classification of development roads and forest highways. In accordance with these principles, the forest service presented the following which

it was proposed to change from the development classification to forest highways.

1. Recreation and Tourist Roads
(a) Stubs from Forest Highway

Cloud Cap	9.7	
Paradise Park	5.0	
Elk Meadows	6.0	
Belknap Springs	1.0	
Foley Springs (Horse Creek)	5.0	
Kitson Springs (Hills Creek)	4.0	
McCredie Springs (Salt Creek)	<u>13.0</u>	
	43.7	43.7

(b) Stubs or Loops from Forest Development or County Roads

Breitenbush Lake-Jefferson Park	6.0	
Lost Lake	12.0	
South Half Century Drive	<u>36.0</u>	
	54.0	<u>54.0</u>
		97.7

2. State Road

Santiam	80.0	80.0
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3. County and Community Roads

Wallowa-Troy	11.0	
West Side Klamath Lake	25.0	
10 Mile-Indian Creek	30.0	
North Umpqua	55.0	
Crater Park-Odell Lake	<u>45.0</u>	
	166.0	<u>166.0</u>
		342.7
Heppner-Monument or Heppner Spray	12.0	<u>12.0</u>
		355.7

After much discussion, on motion of Commissioner Van Duzer which was carried, the Commission approved as additions to the forest highway system, roads classified under 1 (b), 2 and 3, also the Heppner-Monument or Heppner-Spray projects totalling 312 miles, but rejected the roads classified under 1 (a), totalling 43.7 miles. The Secretary was instructed to address a letter to the Forest Service setting out the reasons advanced by the Commission in objecting to the inclusion of the 43.7 miles of recreation roads on the forest highway system.

Judge Goodin and Commissioners Wisner and Livermore of Washington County asked the Commission for a permit to use a six wheel trailer having a width of about 10 feet on the state highways for the purpose of hauling around a steam shovel and other heavy equipment. The Commission replied that the law fixed the maximum load and width

on any vehicle permitted on the highways and the Commission was not disposed to issue special permits in excess of these limitations.

W. E. Meacham, representing the Baker County Chamber of Commerce and Judge Dodson of Baker County stated that the county had recently voted a \$500,000 bond issue for the Baker-Unity and Baker-Cornucopia Highways. On the Baker-Cornucopia project, Judge Dodson asked that bids be received at the next meeting with the understanding that the state take over the engineering and supervision. Further, the county agrees to pay the entire contract cost, and secure the necessary rights of way at their own expense and the state take the engineering costs as has been the previous practice. After consideration, the Commission ordered the advertisement for bids at the next meeting on the grading of the Middle Bridge-Love Bridge Unit, 3.8 miles, Black Bridge-Emigrant Creek Unit, 10.4 miles, and Sag-Halfway Unit, 2.9 miles.

Judge Dodson also asked for consideration of a cooperative project on the Baker-Unity Highway, expressing a preference for the Baker-Stices Gulch Unit, 9.3 miles, on which he stated the county was prepared to meet the state 50-50 in accordance with the previous agreement. Matter taken under consideration.

Commissioners Dunn and Warren of Lincoln County and Messrs. Morris and Kent of Waldport, stated that if Lincoln County did not have to build a new bridge at the mouth of the Yachats River next year that they would have sufficient funds to double up the county cooperative share on the Waldport-Benton County line forest project and requested the state and government to do likewise in order to advance the completion date of the entire Alsea Highway as much as possible. The Commission stated that the matter would be given consideration when the forest road program was considered.

The Lincoln County Commissioners asked the Commission to place under contract the Newport-Agate Beach Section, stating that the county could not keep the present road in repair any longer with their present resources. Matter taken under consideration.

Commissioner Warren of Lincoln County stated that the Salmon River community had proposed the creation of a super road district under the district improvement plan for the purpose of constructing a through highway from Otis up the Salmon River Valley through New Grande Ronde and connecting with the McMinnville-Tillamook Highway. In the district they proposed to include a part of Lincoln, Tillamook, Polk and Yamhill Counties. The Engineer was instructed to offer them such assistance in the preparation of maps, etc. as was consistent with the general policy.

Messrs. Harvey Starkweather, Guy Haines and others were present in the interest of the adoption of the east side route into Portland from Oregon City via Milwaukie, as a state highway. They presented resolutions on the subject from the County Court of Clackamas County, Oregon City Chamber of Commerce, Mayor of Gladstone, Community Clubs of Jennings Lodge and Oak Grove, Mayor and Council of Milwaukie, Sellwood Board of

Trade, East Side Business Men's Club and others. Commissioner Van Duzer asked if Clackamas County would be prepared to cooperate on a project of this kind and Mr. Starkweather said that he would present the matter to the County Court and endeavor to have the County Judge present at the next meeting.

Judge Sawyer appeared again in the City of Bend matter, urging that the state cooperate with the county in paving the 800 foot strip of The Dalles-California Highway adjacent to the city boundaries, stating that it would have a helpful effect in straightening out the through route in the city. After consideration, it was thought necessary, as a matter of precedent, to decline the request.

F. W. Farrar asked the Commission to consider the publication of a highway department magazine similar to publications of other states. He proposed to print and distribute the magazine and secure his return from the advertising. After consideration, the Commission declined the offer, believing it improper to lend the support of the Commission to a magazine published by an individual for profit.

After considering the bids received for auditing, on motion of Commissioner Van Duzer, the award of the contract was made to Whitcomb, Piepenbrink & Company.

Commissioner Van Duzer offered the following resolution relative to a correction in the 1924 State Market Road Appropriation for Coos County, where the county levy was reported in error, 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, Market Road Resolutions for 1924, 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, on the 27th day of March, 1924, the State Highway Commission did apportion to the several Counties according to levies as reported by resolution signed by said County Courts, the 1924 State Market Road appropriation as recorded in Volume VIII, pages 1664, 1665, 1666 and 1667, minutes of the Oregon State Highway Commission of March 27th, 1924.

WHEREAS, Coos County by resolution signed by all members of the County Court, did report that a levy of one mill had been levied on all taxable property in Coos County for the specific purpose of Market Road construction to match the State Market Road appropriation.

WHEREAS, by reference to resolution making the apportionment of the 1924 "Market Road Appropriation", as recorded in Volume VIII, pages 1664, 1665, 1666 and 1667, minutes of the Oregon State Highway Commission, it appears that Coos County did not make sufficient levy to participate in the apportionment of the surplus and the unapportioned balance carried over from 1923.

WHEREAS, on the 9th day of December 1924, R. H. Mast, County Judge of Coos County, did appear before the Oregon State Highway Commission, then sitting in session, and did present a certified copy of the Coos County budget, certified to be a copy of the original, approved and signed by the Budget Committee and County Court, upon which statement was shown the levies upon which all taxes in Coos County were raised in 1924. Said certified copy of budget does show that a levy of one mill on all taxable property in the County plus a flat levy or item of \$9,000.00 for the purpose of market road construction had been made; and,

WHEREAS, it therefore appears that the Coos County Court did make sufficient levy to match the State one mill levy but made an error of \$9,000.00 in reporting this levy, NOW THEREFORE, BE IT RESOLVED by the State Highway Commission, meeting in regular session, that there be disbursed out of the fund known as the "State Market Road Appropriation" the difference between the sum of the amounts distributed and disbursed in the June and December payments and the total amount held available for Coos County. This appropriation or sum to be deducted from the "unapportioned State Market Road Fund" as shown in the 1924 apportionment dated March 29th, 1924, recorded on pages 1664, 1665, 1666 and 1667, Volume VIII, minutes of the Oregon State Highway Commission.

Total available for Coos County by apportionment (Original 1924) - - - - -	\$34,589.49
Coos County raised by one mill levy as originally reported - - - - -	25,294.24
Raised by flat levy for surplus - - - - -	9,000.00
Total raised by Coos County - - - - -	\$34,294.24

Paid to Coos County by June allotment - - - - -	\$12,647.12
Paid to Coos County by December allotment (Total) - - -	12,647.12

\$25,294.24

Total funds for Coos County 1924	\$34,294.24
Total funds paid first and second allotment	25,294.24

To be paid by this special allotment or apportionment \$ 9,000.00

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.

The Engineer reported that there were delinquencies and non-compliance with the terms of the Market Road Act in Gilliam, Polk, Union and Washington Counties. In Gilliam County, market road funds had been transferred to other county funds and apparently had not been returned. In Polk County, market road funds had been used to purchase machinery. In Union County, a section of road had been built with market road funds without regard to plan and profile and required standards. In Washington County, over fifty roads had been designated as market roads, and on over one-half no plans or profiles had been submitted. On most of the projects, the construction had been handled by the supervisors and built without regard to standards. Also the projects are mostly small and disconnected. A few projects have been constructed under engineering supervision and are acceptable, but the great majority are inferior to state standards for market road construction. In view of this report, the Commission instructed the Secretary to withhold payment on the second one-half of the market road fund from Gilliam, Polk, Union and Washington Counties.

As a result of a conference held the evening before with Judge Payne, Senator Garland, Milton Miller, Dolph Reeves, C. Murphy, Wm. Cook, Frank Miller, Z. E. Merrill, _____ Williamson and James Stewart on the Santiam Highway, the Engineer was instructed to make a survey from Albany to Lebanon for the route of the state highway.

On motion which was carried, the Engineer was instructed to call the attention of all contractors to the employment situation among ex-service men, urging that in the employment of help, preference be given to ex-service men in so far as practicable, as provided in all department contracts.

On motion which was carried, the minutes of the meeting of October 28 and 29, 1924 were approved.

The Commission approved of the final payment to the Sloane Construction Company on contract No. 580, Island City-Elgin surfacing, Unit No. 2, without a bond, on the recommendation of the Engineer that the contractor had done all that could reasonably be expected in the matter of removing rock from the river bed.

The Engineer reported that there was some confusion in the present termini of the highways near the Idaho boundary, therefore, for the purpose of clarifying the situation, the following order was made:

The Old Oregon Trail was carried through Ontario and Cairo to Nyssa ending at the center of the Snake River. A stub extending eastward to the center of the Snake River from Ontario would also be designated as the Old Oregon Trail. The terminus of the John Day Highway is designated at Cairo at the intersection with the Old Oregon Trail and the end of the Central Oregon Highway is designated at Vale at the intersection with the John Day Highway.

The Commission, for the purpose of convenience, designated the Crater Lake Highway as beginning at Medford, extending through Trail, Prospect, Anna Springs Camp and Fort Klamath to a junction with The Dalles-California Highway.

The Secretary read a notice of a public hearing to be held in Portland on December 15 on the subject of tolls on the Interstate bridge between Vancouver and Portland. The Commission desired to be represented at the hearing and requested Commissioner Van Duzer and the Secretary to be present.

The Umatilla County Court requested that the Commission pay the costs and damages awarded in the condemnation cases on the Stanfield Out-off, in the first instance, the County to reimburse the state later. Agreed to by the Commission.

The matter of the construction of sidewalks on the Wahanna Creek bridge at the north city limits of Seaside, suggested by Mr. John Gill, was deferred for consideration at another time.

The Commission authorized a survey of the unsurveyed portions of the Redwood Highway.

The Commission executed an agreement with the O.-W. R. R. & N. Company covering the construction of the overcrossing at Meacham in Umatilla County.

The following requests for extensions of time were received:

United Contracting Company, contract No. 732, Jetty Creek-Brighton Section, Roosevelt Highway in Tillamook County, requested an extension of time to December 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation

approved by the Commission.

John Slotte, contract No. 751, Astoria Slide Section of Columbia River Highway in Clatsop County, requested an extension of time to January 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Johnson Contract Company, contract No. 707, Coquille-Bandon Section of the Roosevelt Highway in Coos County, surfacing, requested an extension of time to July 31, 1925. The Engineer reported that the contract was over ninety per cent completed and, since the State has not suffered any loss on account of non-completion, he recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Hetrick, Cline & Gardner, contract No. 651, Agate Beach-Otter Rock Section of Roosevelt Highway in Lincoln County, requested an extension of time to May 31, 1925. The Engineer reported that the job should have been completed during the present season and recommended that the extension be granted as requested, but that the matter of penalty be held open for further consideration at the time of completion, depending on the progress made in finishing the contract. Recommendation approved by Commission.

Pacific Bridge Company, contract No. 661, Lewis and Clark River Bridge, requested an extension of time to December 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Peterson & Scott, contract No. 725, Seaside-Cannon Beach Junction Section of Roosevelt Highway in Clatsop County, requested an extension of time to December 31, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. J. Montag & Co., contract No. 736, bridge at Myers Creek on Roosevelt Highway in Curry County, requested an extension of time to November 30, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Greenwood & Dann, contract No. 753, improvements at Mayer Park on the Columbia River Highway in Wasco County, requested an extension of time to December 20, 1924. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Frazier & Samuel, contract No. 733, crushing maintenance materials on Roosevelt Highway near Cloverdale in Tillamook County, requested an extension of time to July 31, 1925. The Engineer reported that the work had not been handled as promptly as could reasonably be expected and,