

therefore, recommended that provision be made in the extension for the collection of engineering and inspection costs subsequent to December 31, 1924. Recommendation approved by Commission.

In the matter of A. D. Kern contract No. 529, surfacing the Goldson-Blachly Section of the Willamette Valley-Florence Highway in Lane County, carried over from 1922, the Engineer recommended that the penalty be waived in view of the difficult nature of the work and the resulting excessive costs to the contractor by reason of extra quarry setups, also considering the fact that good progress had been made during the present season. Recommendation approved by Commission.

The Engineer was authorized to advertise for bids for the Condon-Thirtymile regrading and surfacing project at the next meeting.

The date for the next meeting was set for January 15, 1925. This was later changed to January 14, 1925, to avoid conflict with the meeting of the Association of County Judges and Commissioners.

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

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Daby
Chairman
H. B. Van Duzer
Commissioner

W. F. Malone
Commissioner

Portland, Oregon, January 14, 1925.

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

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

Bids were opened on the following projects:

JOHN DAY HIGHWAY
CONDON-THIRTY MILE CREEK SECTION - GRADING, SURFACING AND RESURFACING

	Concrete Pipe	Corr. Iron Pipe
Campbell, Barr & Tobin	97,510.00	96,588.50
A. D. Kern	98,301.70	97,892.50
J. V. Stanley	99,995.30	98,740.20
Joplin & Eldon	107,957.00	107,402.00
Bauers & Bauers	108,715.50	107,878.00
H. G. Johnson	105,072.50	104,555.00
Payne & Doust	107,302.30	107,302.30
Triangle Construction Co.	111,883.00	111,055.50
Dunn & Baker	111,937.60	111,447.00
Simonsen & Hefty	112,060.30	112,100.80
Lyon & Price	113,381.80	112,478.50
Newport Construction Co.	117,343.30	116,134.00
Nyberg & Crick	117,550.00	117,148.00
Leisman Construction Co.	124,724.50	123,499.00
Morrison-Knudsen Co.	126,922.50	125,532.50
Greenwood & Dann	131,952.00	129,819.00
Ekstrom & Cleveland	133,605.98	133,310.70
Geo. K. March	135,709.50	135,213.00
United Contracting Co.	152,001.00	150,562.50

PACIFIC HIGHWAY
OAKLAND OVERCROSSING

L. W. Metzger	42,212.50
H. E. Doering	48,965.00
S. S. Schell	49,575.00
Geo. F. Reeves	52,230.00
J. A. Varner	52,615.00
J. W. Sadler	52,955.00
Union Bridge Co.	53,035.00
Sam Boudrye	53,335.00
Lindstrom & Feigenson	54,449.00
C. J. Montag Co.	63,301.50

A delegation from Yamhill and Tillamook Counties, consisting of W. B. Dennis, A. Bewley, T. B. Davis, H. M. Farmer, F. L. Owens and Charles Ray, appeared in the interest of paving on the Roosevelt Coast Highway south of Tillamook to Hebo. W. B. Dennis, as spokesman, pointed out the provision in the original law for 20 miles of pavement in Tillamook County and stressed the heavy traffic on the Tillamook-Hebo unit. Commissioner Van Duzer stated that the Commission was committed to a policy of completing the grading and rock surfacing of the Roosevelt Coast Highway in Tillamook before paving sections now graded to standard and provided with rock surface. The delegation stated that if the whole amount of paving could not be considered they asked for the paving of the 3 mile gap between the present paved sections across the Moore Cutoff.

The delegation stated that they favored the widening and improvement of the Three Rivers Section of the McMinnville-Tillamook Highway rather than the heavy expenditure required for the proposed Forest Grove-Tillamook Cutoff via the Trask or Wilson River routes. The delegation pledged its support to a program of completing the Coast Highway in Tillamook County.

Mr. Joseph N. Teal, President, and Mrs. Lillian Hackleman, Secretary of the Sons and Daughters of Oregon Pioneers, and Mrs. A. B. Crosman, appeared in the matter of the name for the park at the summit of the Blue Mountains on the Old Oregon Trail. Mr. Teal stated that they were quite pleased with the designation "Emigrant Park" and would withdraw their previous request for the name "Pioneer Park." The Chairman asked for suggestions for a name which would use President Harding's name in connection with the words Emigrant Park. Mr. Teal said that he would be glad to call this to the attention of the Society.

Commissioners Bursell and Alford of Jackson County asked for consideration of the Rogue River bridge project at Gold Hill which eliminates a railroad grade crossing. The Engineer reported that plans have not yet been completed for this project.

Dr. G. S. Wright and E. C. Apperson of McMinnville, S. L. Parrett of Newberg and W. B. Dennis of Carlton brought up again the matter of the designation of the West Side Pacific Highway, urging that the present designated Pacific Highway be named Pacific Highway East Side or East Side Pacific Highway, which they thought would equalize the two highways and bring more travel to the West Side Route. It was suggested that proper directory signs at Junction City would direct travel to their destination without prejudice to either highway. A copy of the law on the subject was read and it was found that both highways were called Pacific Highway. Matter taken under further consideration.

Judge Schannep and Commissioner Bean of Umatilla County took up the matter of Emigrant Park and the Commission agreed to reimburse the county for the amount of the award and the costs in the condemnation case. In consideration, the county officials agreed to deed the property to the state.

Judge Schannep referred to the Pilot Rock-John Day Highway in Umatilla County. He stated that they were negotiating with the Forest Service to put on the section from Ukiah north to a point opposite Albee and suggested that the money due the state from the county for reimbursement for previous advances be placed in a fund and matched by an equal amount of state funds, the whole to be applied on the construction of the unit between Lazinka Ranch and a point opposite Albee. Judge Schannep presented statistics showing the county expenditures from Pendleton south in support of this project. No action taken.

The Umatilla County representatives agreed to pay the costs for extra right of way on the Joe Ramos property on the Old Oregon Trail

north of Pendleton.

Judge Bunnell, Commissioners Short and Martin of Klamath County were present and asked for a cooperative project on the Klamath Falls-Lakeview Highway. Commissioner Van Duzer suggested that the worst section be improved first which he understood to be between the Lake County line and Bly. Judge Bunnell stated that they preferred to improve the section over the mountain to Beatty. When asked how much money the county had available, they stated \$150,000 in unsold bonds. The Chairman stated that further consideration would be given to the matter at the next meeting when the engineer's report would be available on the surveys of the alternate routes from Dairy to the Summit and Bonanza to the Summit.

Judge Bunnell stated that the county had some county line markers and asked if the state would place them at the county boundaries. He was advised that this would be done with the maintenance forces.

Portland, Oregon, January 15, 1925.

The Commission met in Room 520 Multnomah County Court House at 10 o'clock A. M. with Chairman Doby and Commissioner Van Duzer present.

The tabulation of bids was read.

Oakland overcrossing. The low bid of L. W. Metzger is satisfactory, but on motion which was carried, it was referred to the Engineer to be held until the right of way matters have been taken care of by the county.

Condon-Thirty Mile Creek grading and surfacing project. On motion which was carried, the contract was awarded to the low bidders, Campbell, Barr & Tobin, using concrete pipe.

Commissioners McCabe and Laughridge of Josephine County asked as to the present status of the Redwood Highway. The Commission stated that no further action had been taken on the project.

Commissioners Frye and Larson of Clatsop County asked the Commission to advertise the Cannon Beach Junction-Necanicum unit of the Roosevelt Highway stating that they will pay \$100,000 toward the cost of this project to be divided over a three year period and that they have already made their levy for the present year one-third. The Commission accepted the cooperative offer.

Commissioners Reed and Richards of Tillamook County stated that they had special tax funds to spend on the Coast Road between Nehalem and the Clatsop County Line. They asked that the state make the survey for them which the Commission agreed to do. After a conference between the Tillamook and Clatsop County Commissioners, the Clatsop Commissioners requested the survey of the Coast route in their

county also, which was granted by the Commission, it being understood that the work was to be done at the expense of each county for the work within its borders.

Judge Kelty of Lake County asked for the improvement of the section between the west end of Drews Valley and the Klamath County Line. He stated that if the state would do this, the county would grade from the east end of the Drews Valley project to Lakeview but that first of all they desired a survey. After consideration, the Commission ordered a survey from Lakeview through to Bly in Klamath County, to be done at the convenience of the Engineer at a season when the work could be done most economically.

The Engineer reported on the Albany-Lebanon survey matter, stating that there were three general routes. The first or most northerly followed the present road in an easterly direction to a junction with the county road to Crabtree, thence southeasterly to Lebanon. The second or intermediate route locally called the Spicer Road utilized the west and east ends of the first route but cut in a diagonal direction across the central portion. This route was 0.5 mile shorter than the first route. The third route parallels the railroad tracks all the way from Albany to Lebanon. This route would require new right of way for the greater part of the distance, but is practically all tangent and saves some distance over the first route. Another route leads directly west from Lebanon and intersects the Pacific Highway at Tangent, but was not considered by the Commission for the reason that it did not lead to Albany. The Engineer was instructed to prepare approximate cost estimated on the first three routes for comparison with the understanding that the survey would not be made until a definite route was adopted. In the meantime the county court will be consulted.

On motion of Commissioner Van Duzer, the minutes of the meeting of December 9 and 10, 1924 were adopted.

The Engineer reported on the matter of market road payments ordered held up at the last meeting. The Polk County Court in a written statement have agreed to transfer the sum of \$10,000 from the county motor vehicle license fee receipts to the market road fund, to replace expenditures from the market road fund for machinery during 1924. The County Court of Union County has agreed in writing to transfer the sum of \$1,826.62 from the general fund to the market road fund which represents the expenditure on a section of the North Powder Southwest market road which was not completed to state standards. The Gilliam County Court made a satisfactory showing that the market road fund had been reimbursed from the general fund with a sum sufficient to offset the amount borrowed from the market road fund in previous years. The Washington County Court agreed that the market road fund should be reimbursed to the amount expended on the Spring Hill road and Cherry Grove road to the Yamhill County Line projects in 1924, upon receipt of the 1925 taxes. The Court also agreed to make complete surveys of all market road projects, submit plans and specifications for approval,

and construct in accordance with approved plans and specifications. In view of these statements, the Commission authorized the release of the second one-half of the allotment of state market road funds to Polk, Union, Gilliam and Washington Counties.

After consideration of the matter of right of way widths, the Secretary was instructed to request the County Courts of Josephine and Jackson Counties to secure a full sixty foot width of right of way, thirty feet on each side of the center line on all state highways in these counties where this width has not previously been required. On new right of way in Josephine County on the Redwood Highway through unimproved property, the Commission requested that a width of 80 feet be secured.

The matter of the final settlement with Lane County under the agreement dated May 25, 1922 came up for consideration. This agreement required an expenditure of \$118,232.64 by Lane County on the Goshen-Lowell and Harpole School House-Goldson Sections to equalize previous expenditures by the Commission on state highways in Lane County in the form of advances for the county's share on various projects. In consideration of the complete payments by Lane County on contract No. 615, Goshen-Lowell grading and surfacing, Warren Construction Company, contractors, contract No. 619, bridge over Lost Creek on the Goshen-Lowell unit, E. D. Olds, contractor, and contract No. 616, grading and surfacing Goldson-Cheshire Section, A. C. Mathews, contractor, the total of which exceeds the original obligated amount, the commission waives the interest due the state on deferred payments as provided in the agreement. Inasmuch as the Public Service Commission has since passed on the matter of final adjudication of costs subsequent to original construction on the Divide Overcrossing, which also was made a part of the beforementioned agreement, the Commission considers this matter closed. In view of the above, the Commission considers that the agreement has been kept and the county has met its obligations in full.

The Engineer reported that Lane County had voted funds toward the construction of a new bridge to replace the present obsolete wooden structure called Hendricks Bridge on the McKenzie Highway about 12 miles east of Springfield and asked for cooperation from the state. On motion which was carried, the Commission voted to cooperate 50-50 with the county in the construction of this bridge.

A request was received from the Chamber of Commerce at Hood River asking that the state improve the approach to the new Interstate Bridge across the Columbia River at that point. Inasmuch as this bridge is a toll bridge, the Commission requested an opinion from the attorney as to the legality of the use of state funds on such a project.

The following requests for extensions of time were received:

K. L. Hall, contract No. 760, paving Cottage Grove Section of the Pacific Highway, requested an extension of time to January 31, 1925. The Engineer recommended that the extension requested be granted without

penalty. Recommendation approved by Commission.

Klamath County Court, contract No. 716, Olene-Bonanza Section of Klamath Falls-Lakeview Highway, requested an extension of time to January 15, 1925. The Engineer recommended that the extension be granted as requested provided that the county be charged with field engineering costs subsequent to the completion date, November 30, 1924. Recommendation approved by the Commission.

John Hampshire, contract No. 740, grading, Chalk Cliff-Hunters Hill Section of the Prineville-Lakeview Highway, requested an extension of time to May 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

The date chosen for the next meeting was February 26, 1925.

The Engineer was instructed to prepare the following projects for advertising, bids to be received at the next meeting:

Paving, Harrisburg to Junction City, Pacific Highway;
Grading, Cannon Beach Junction to Necanicum, Roosevelt Coast Highway;
Grading, Myers Creek-Pistol River, Roosevelt Coast Highway;
Surfacing, Missouri Bend Section, Alsea Highway;
Surfacing, Jetty Creek-Brighton Section, Roosevelt Coast Highway;
Grade widening, Emigrant Hill Section, Old Oregon Trail;
Grade widening, Wolf Creek-Grave Creek Section, Pacific Highway;
Grading, Baker-Stices Gulch Section, Baker-Unity Highway;
Grading, Middle Bridge-Love Bridge Section, Black Bridge-Emigrant Creek Section and Sag-Halfway Section of the Baker-Cornucopia Highway.

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

JAN 15 1925

Portland, Oregon, February 26, 1925.

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.

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

BAKER-CORNUCOPIA HIGHWAY
UNIT 1, MIDDLE BRIDGE-LOVE BRIDGE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
H. C. Boyer	16,344.50	16,150.70
Clark & Crawford		17,647.50*
James Crick	20,058.00	19,472.50
Newport Construction Co.	20,359.00	19,919.50
Geo. Shevar	21,209.00	20,902.00
H. Moeller & Sons	21,629.50	21,310.00
A. D. Kern	23,039.00	22,889.00
Security Construction Co.	23,796.00	23,156.00
Triangle Construction Co.	23,884.00	23,594.00
Jetley Bros.	25,782.50	24,597.50
Johnson Contract Co.	25,420.50	24,985.50
C. A. Robinson	26,214.00	25,949.00

*Irregular bid, excavation items only.

UNIT 2, BLACK BRIDGE - EMIGRANT CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
James Crick	106,879.00	104,927.00
Dunn & Baker, Inc.	117,954.50	116,498.50
A. D. Kern	121,324.50	120,311.50
C. A. Robinson	125,483.00	125,121.00
Security Construction Co.	133,673.00	132,081.00
Newport Construction Co.	135,766.50	133,956.50
Johnson Contract Co.	157,624.50	155,224.50

UNIT 3, SAG-HALFWAY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Geo. Shevar	22,489.50	22,423.50
C. A. Robinson	24,127.00	24,097.00
Newport Construction Co.	25,697.00	25,541.00
Jetley Bros.	27,325.00	26,845.00
Johnson Contract Co.	30,076.00	29,977.00

FEB 26 1925

UNIT 1, MIDDLE BRIDGE-LOVE BRIDGE SECTION AND
UNIT 2, BLACK BRIDGE-EMIGRANT CREEK SECTION, COMBINED

	Concrete Pipe	Corr. Iron Pipe
James Crick	128,937.00	124,399.50
Dunn & Baker, Inc.	140,268.50	138,612.50
A. D. Kern	143,863.50	142,700.50
C. A. Robinson	150,097.00	149,470.00
Security Construction Co.	155,969.00	153,737.00
Newport Construction Co.	158,125.50	153,878.00
Johnson Contract Co.	183,045.00	180,210.00

UNIT 1, MIDDLE BRIDGE-LOVE BRIDGE AND
UNIT 3, SAG-HALFWAY SECTION, COMBINED

	Concrete Pipe	Corr. Iron Pipe
James Crick	40,087.00	39,393.50
Geo. Shevar	43,698.50	43,325.50
Newport Construction Co.	46,058.00	45,460.50
C. A. Robinson	49,841.00	49,546.00
Jetley Bros.	53,107.00	51,442.50
Johnson Contract Co.	55,496.50	54,962.50

UNIT 2, BLACK BRIDGE-EMIGRANT CREEK SECTION AND
UNIT 3, SAG-HALFWAY SECTION, COMBINED

	Concrete Pipe	Corr. Iron Pipe
James Crick	126,908.00	124,848.00
Dunn & Baker, Inc.	139,147.50	137,649.50
A. D. Kern	147,504.00	146,348.50
C. A. Robinson	148,210.00	147,818.00
Security Construction Co.	158,151.00	156,079.00
Newport Construction Co.	161,483.00	159,497.50
Johnson Contract Co.	187,700.50	185,201.50

UNIT 1, MIDDLE BRIDGE-LOVE BRIDGE SECTION
UNIT 2, BLACK BRIDGE-EMIGRANT CREEK SECTION AND
UNIT 3, SAG-HALFWAY SECTION, COMBINED

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.	142,969.50	143,570.50
James Crick	146,966.00	144,320.50
Dunn & Baker, Inc.	161,461.50	159,763.50
A. D. Kern	169,543.00	168,237.50
C. A. Robinson	172,824.00	172,167.00
Security Construction Co.	179,947.00	177,235.00
Newport Construction Co.	181,822.50	179,417.00
Johnson Contract Co.	213,121.00	210,187.00

BAKER-UNITY HIGHWAY
STICES GULCH-BAKER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Greenwood & Dann	95,950.00	94,900.00
C. A. Robinson	96,000.00	95,904.00
A. D. Kern	96,150.00	96,000.00
Morrison-Knudsen Co.	97,605.00	97,680.00
Newport Construction Co.	99,126.00	98,811.00
Dunn & Baker, Inc.	103,610.50	103,825.00
Security Construction Co.	107,645.00*	107,330.00*
Iver J. Rosten Co.	110,405.00	110,420.00
E. A. Webster & Co.	111,650.00	111,440.00
Johnson Contract Co.	120,085.00	119,878.00

*Reduction of \$2,000 if awarded Baker-Cornucopia project also.

ROOSEVELT COAST HIGHWAY
CANNON BEACH JUNCTION-HAMLET JUNCTION SECTION - GRADING

Greenwood & Dann	140,490.00
Bauers & Bauers	153,481.00
Joplin & Eldon	158,318.50
John Slotte & Co.	175,747.50
O. D. Wolfe	179,869.00
United Contracting Co.	185,872.50
Simonsen & Hefty	186,720.00
Parker-Sohram	201,461.00

ROOSEVELT COAST HIGHWAY
BANDON-SIXES RIVER SECTION - SURFACING AND RESURFACING

	Alternate A All Crushed Rock	Alternate B All Crushed Gravel	Alternate C Combination both crushed rock and crushed gravel
John Hakanson		61,465.00	64,870.00
A. D. Kern	97,280.00	70,785.00	67,715.00
Washburn & Hall		70,233.00	
Cummins & Wright		72,345.00	
Simonsen & Hefty	74,212.00		
S. S. Schell		77,336.00	
Dunn & Baker, Inc.	127,870.00	87,906.00	112,120.00
United Contracting Co.	111,629.00	89,693.00	92,549.00
Newport Construction Co.			89,590.00
Johnson Contract Co.	114,818.00	91,419.00	96,091.00
Leisman Construction Co.	98,440.00	89,100.00	

ROOSEVELT COAST HIGHWAY
MYERS CREEK-BURNT HILL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Schell & Rhodes	146,430.00	141,794.00
J. R. Hill	185,780.00	161,878.00
J. W. Sweeney	173,845.00	165,725.00
John Hampshire	166,850.00	165,794.00
E. J. Cheatham & Sons	175,830.00	172,242.40
A. D. Kern	181,410.00	177,822.00
Johnson Contract Company	180,158.00	184,229.00
Bauers & Bauers	197,450.00	193,720.00
United Contracting Co.	205,672.00	208,850.00

PACIFIC HIGHWAY
WOLF CREEK-GRAVE CREEK SECTION - ROADBED WIDENING

Washburn & Hall	25,095.50
Dunn & Baker, Inc.	29,087.30
Joplin & Eldon	29,122.50
J. T. Logan	29,918.00
John Hampshire	30,677.00
M. S. Johnson	32,861.00
United Contracting Company	33,766.00
Calvert, Calvert & Schroeder	34,182.00
Johnson Contract Company	36,416.30
A. D. Kern	39,017.00
H. J. Hildeburn	46,010.00

OLD OREGON TRAIL
EMIGRANT HILL SECTION - ROADBED WIDENING

H. W. Oliver	71,076.50
W. H. Monarch	81,019.00
Campbell Construction Co.	85,576.00
Greenwood & Dann	93,814.00
Morrison-Knudsen Co.	96,922.00
Dunn & Baker	103,026.70
A. D. Kern	104,088.00
Newport Construction Co.	116,059.00
Security Construction Co.	157,929.00

BAKER-UNITY HIGHWAY
BRIDGE OVER POWDER RIVER NEAR BAKER

Geo. F. Reeves	8,260.00
John F. Rhyner	8,647.50
A. Ritchie	9,295.00
E. A. Webster & Co.	9,510.00
Morrison-Knudsen Co.	9,513.75
Colonial Building Co.	9,535.00
Wm. D. Hoffman	9,685.00
C. F. Dinsmore & Co.	11,281.75

COOS BAY-ROSEBURG HIGHWAY
BRIDGE OVER NORTH FORK OF COQUILLE RIVER NEAR MYRTLE POINT

Pat Hennessey	50,260.00
Union Bridge Co.	50,850.00
Portland Bridge Co.	52,305.00
Kuckenberg & Wittman	52,785.00
J. W. Sadler Co.	58,965.00
Johnson Contract Co.	59,903.75
C. F. Dinsmore & Co.	62,227.00
Lindstrom & Feigenson	64,375.00
McKay-Schruth Engineering Co.	69,009.40

ROOSEVELT COAST HIGHWAY
BRIDGES OVER FLORAS CREEK, MORTON CREEK AND WILLOW CREEK

C. J. Montag Company	47,046.25
J. A. Varner	49,450.00
Lindstrom & Feigenson	49,947.50
Union Bridge Company	52,717.50
Kuckenberg & Wittman	53,197.50
McKay-Schruth Engineering Co.	53,726.20
J. W. Sadler Company	61,986.00
Johnson Contract Co.	64,931.50
C. F. Dinsmore & Co.	68,441.75

JOHN DAY HIGHWAY
BRIDGES OVER THIRTY MILE CREEK AND CONDON CANYON
AND TWO CULVERTS NEAR CONDON

Feldschau & Chaffee	13,418.75
J. D. Tobin	14,017.50
Wm. D. Hoffman	14,342.50
Campbell & Barr	14,622.50
C. J. Montag & Co.	14,757.50
O. N. Pierce & Co.	15,530.00
Lindstrom & Feigenson	15,900.00
Sam R. Boudrye	16,387.50
Geo. F. Reeves	17,120.00
John F. Rhyner	17,636.25
Delivuk & Stack	18,582.50
J. W. Sadler & Co.	18,705.00
Colonial Building Co.	18,835.00
C. F. Dinsmore & Co.	22,240.00

COUNTY ROAD
BRIDGE OVER FIFTEEN MILE CREEK NEAR BOYD

Geo. F. Reeves	14,775.00
Feldschau & Chaffee	14,877.50
J. D. Tobin	15,745.00
O. N. Pierce & Co.	15,970.00

Cont'd on next page.

Bridge over Fifteen Mile Creek - cont'd

Delivuk & Stack	16,000.50
C. J. Montag & Co.	16,845.50
Lindstrom & Feigenson	16,992.50
A. Valder	17,450.00
Sam R. Boudrye	17,600.00
J. W. Sadler Co.	17,985.00
Colonial Building Co.	18,535.00
C. F. Dinsmore & Co.	18,950.25

Fred Assenheimer and James Ford of Gardiner and Judge Quine of Douglas County appeared in the interest of a section of the Roosevelt Highway at Gardiner, offering county and road district funds to a total of \$37,500 in cooperation. Matter taken under consideration.

Judge Barnard and Commissioner Crowe and County Engineer Morse of Lane County offered county cooperation of 50% on grading, surfacing and bridging the 3 mile Blachly Section of the Willamette Valley-Florence Highway. The Engineer submitted an estimate of \$45,000 on this project. After consideration, on motion of Commissioner Van Duzer, the cooperative offer of Lane County was accepted and the Engineer was instructed to advertise this project when plans and specifications have been prepared.

The maintenance of the McKenzie Highway between Springfield and Blue River was discussed but no definite plan was agreed upon. The Commission decided to go over the entire McKenzie project in the near future. The County Court offered, however, to cooperate 50-50 on grading and surfacing the approaches to the Hendricks bridge, between the previously improved sections about one mile in length, which was accepted by the Commission.

The Lane County representatives stated that the county has \$261,000 of bond money voted for the Willamette Highway between Lowell and the summit. They asked if there was any way in which the county could expend this money building east from Lowell toward Oakridge as far as the money would go and be assured that this expenditure would be considered as county cooperation when the road was extended east from Oakridge to Crescent. Matter taken under consideration.

B. K. Lawson of Wedderburn asked the Commission to put on the section between Chetco and Winchuck Rivers. No commitment was made. There being some uncertainty as to the amount of unexpended county road bonds available for this project, the Secretary was instructed to inquire of the County Treasurer as to present status of entire bond fund.

John Boyer and M. B. Wilson appeared in behalf of the proposed Salmon River Improvement District. They were advised that before approving the form of petition the Commission must consider the boundaries of the proposed district.

A meeting was held in Room 209 Imperial Hotel at 8 o'clock P. M. with a delegation from Northern Linn County in the interest of the location of the Santiam Highway. From Albany there were present C. H. Murphy, Leonard Gilkey, Wm. Cook, P. A. Young, Judge Payne and Commissioner Isom; from Lebanon, Dr. Gill, Roy A. Fitzwater and Oscar Ingram; from Scio, J. D. Densmore; from Brownsville, Commissioner Hume and W. W. Poland. The Albany, Lebanon and Scio delegates advocated the north or Santiam route between Albany and Lebanon, while Mr. Poland advocated the Lebanon-Tangent route. There was considerable discussion relative to the merits of the respective routes. Matter held under consideration.

Portland, Oregon, February 27, 1925.

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

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

Bridge over Powder River on Baker-Unity Highway in Baker County. The low bid being acceptable to the Baker County Court who are cooperators, on motion which was carried, the contract was awarded to George F. Reeves at \$8,260.00.

Bridge over North Fork Coquille River on Coos Bay-Roseburg Highway in Coos County. Held for investigation of ability of low bidder.

Floras Creek and two other bridges on the Denmark-Coos County Line project. On motion which was carried, the award of the contract was made to C. J. Montag & Co., the low bidder, at \$47,048.25.

Bridges on Condon Canyon Section of John Day Highway in Gilliam County. On motion which was carried, the contract was awarded to Feldschau & Chaffee, the low bidders, at \$13,418.75.

Bridge over Fifteen Mile Creek near Boyd. At the request of Judge Adkisson of the Wasco County Court, for whom the project was advertised, the contract was awarded to the low bidder, George F. Reeves, at \$14,775.00.

Bandon-Sixes River Section of the Roosevelt Highway in Coos and Curry Counties, surfacing. Bids held for further investigation of alternate proposals.

Wolf Creek-Grave Creek Section of Pacific Highway, Josephine County, grade widening. On motion which was carried, the contract was awarded to Washburn & Hall, the low bidders, at \$25,095.00.

Cannon Beach Junction-Hamlet Junction Section of the Roosevelt Highway in Clatsop County, grading. The low bid of Greenwood & Dann is satisfactory, but being a Federal Aid project and approval of the project

not having been received from the Bureau of Public Roads, the award of the contract was referred to the Engineer.

Emigrant Hill Section of Old Oregon Trail in Umatilla County, grade widening. Bids held for further consideration.

Myers Creek-Burnt Hill Section of the Roosevelt Coast Highway in Curry County, grading. On motion which was carried, the contract was awarded to Schell & Rhodes, the low bidder, with the provision that both cedar and concrete culverts may be used at the bid unit prices at the option of the Engineer.

Stices Gulch-Baker Section of the Baker-Unity Highway. The low bid being acceptable to the cooperators, Baker County, the award of the contract was made to Greenwood & Dann on the basis of metal pipe in the 18 inch sizes and concrete in the larger sizes.

Baker-Cornucopia Highway, Unit 1 Middle Bridge-Love Bridge, Unit 2 Black Bridge-Emigrant Creek, Unit 3 Sag-Halfway, grading. These projects were advertised for Baker County and paid for by Baker County. The lowest combination of bids on metal culverts is H. C. Boyer, Unit 1, \$16,150.72 and James Crick, Units 2 and 3, \$124,399.50; and the lowest combination using concrete culverts is the Morrison-Knudsen Company on all three units combined at \$142,989.50. The County Court advised that they favored the award on the basis of metal culverts to H. C. Boyer on Unit 1 and James Crick on Units 2 and 3, but asked that the bids be held until right of way matters were taken care of.

Commissioner Van Duzer made the following statement, "Sometime over a year ago, we had trouble with the Pacific Telephone & Telegraph Company due to the fact that on the Columbia Highway they had ruthlessly destroyed some of the trees and had made impossible the use of a certain area for park purposes which it had been the intention of the Commission to develop. The Highway Commission at that time entered into negotiations with the Telephone Company thinking that the best payment which they could make to the State of Oregon for the destruction and the one which would be the most lasting monument and possibly prevent a repetition of the same would be the purchase of a park and its presentation to the State of Oregon. It has taken a long time to bring all negotiations to a conclusion but the Telephone Company has now arranged to purchase 3.6 acres from J. O. Jones which fronts on the Columbia River Highway near Viento about 8 miles west of Hood River. This tract lies between the highway and the railroad and Viento Creek runs through the property. It can be developed into a very beautiful park and one which will be of great value to the people of the state in years to come. This is the only park outside of the municipal park on the Columbia River Highway in Hood River County. I now make the motion that the Highway Commission, in behalf of the people of the state, accept the deed to this tract of land and express their appreciation of the efforts of the Telephone Company to make what restitution lies within their power to do, after considering the destruction which occurred some months ago. Also I include in the motion that this park be named Viento Park." Motion

seconded by Commissioner Malone and carried.

Ivan E. Oakes of Ontario urged in behalf of Malheur County that the Commission designate the Jordan Valley road as a state highway. He advanced the following reasons for such action: First, this state has an interest in the project, having guaranteed the interest on the bonds of the Jordan Valley project. Second, it is located at a distance from market centers and railroads and must have improved roads to market its crops on a paying basis. Third, the Snake River Valley needs a highway to connect with Nevada points which will form an interstate connection for the state highway system. Matter taken under consideration.

Judge Moses and Commissioner von Lehe of Benton County asked to be permitted to postpone the construction of the embankment at the north end of the Albany bridge until a later date when material could be taken from the bed of the river at the low water stage at a lesser cost. The Engineer reported that since this approach would be subject to overflow conditions each year that it was necessary to use rock and heavier material even though a longer haul was required.

The Benton County representatives stated that they would like to cooperate on the grading and surfacing of a section of the Corvallis-Newport Highway between Philomath and Keyes Hill including the elimination of two railroad crossings, but that available county funds were limited and not sufficient. It is the county agreement that \$20,000 of the market road funds be used to reimburse the state for advances made by the state in behalf of the county on the Missouri Bend Section. They suggest that if the state will defer the payment of one-half of this indebtedness that the county will place the \$10,000 so released on the Philomath West Section. The Chairman stated that he considered that the original agreement should be carried out. Matter held for further consideration.

A delegation from Linn County urged the location and construction of roads from the Pacific Highway at Tangent to Lebanon and from Halsey to Brownsville. From Brownsville there were present Harry Thompson, C. E. Stanard, Chas. Sterling and W. W. Poland; from Tangent, J. E. Jenks, W. C. Obermier, W. A. Whitney and Homer Spear; from Lebanon, Jos. C. Gibson and Oscar Ingram. The Chairman stated that the Commission would not consider the Halsey-Brownsville project since it was not in the highway system and they would not put a new road on the map at this time, but would listen to argument for the location of the Santiam Highway via Lebanon and Tangent as opposed to the location from Lebanon to Albany. Mr. Poland, Mr. Gibson and Homer Spear urged the adoption of the Tangent-Lebanon route, while Charles Sterling spoke of the Brownsville connection. Matter taken under consideration.

Judge Cross and Commissioners Kruse and Wright of Clackamas County and Harvey Starkweather and M. S. Schrock appeared in the interest of a road on the east side of the river between Oregon City and the Multnomah County Line. Commissioner Van Duzer asked what would be the attitude of Clackamas County and what cooperation would they give in the construction of this

project. Judge Cross stated that Clackamas County was engaged in completing its bond and market road program and could not offer anything at the present time but that the Court would take the matter under advisement. Mr. Schrock and Mr. Starkweather also spoke in favor of the East Side project. Matter taken under consideration.

A. A. Ross, A. L. Brown, Charles Murphy, R. A. McGlanathan and Charles Wright of Astoria presented a petition from citizens of Astoria asking for Portland cement concrete pavement on the Astoria-Svensen project. The Chairman stated for the Commission that bids would be received on alternate types and then a decision would be made.

Senator E. W. Miller of Grants Pass called attention to the narrowness of the road from Grayback Creek at the foot of the mountain to the Oregon Caves and urged that the widening of this section be included in the forest road cooperative program.

County Commissioners Dunn and Kent of Lincoln County, W. H. Burtis and H. W. Morris of Waldport appeared in the interest of the Alsea Highway in Lincoln County, particularly referring to the completion of the forest project between Tidewater and the Benton County Line. Under present cooperative basis it will take four years to complete this unit. The county proposes that the cooperative shares be doubled each year for two years in order to expedite completion. Under this plan the annual share of each would be Government \$38,000, State \$38,000 and County \$24,000. Lincoln County, however, could not raise its full \$24,000 in 1925 but desires the state to advance their share in excess of \$12,000 in 1925 and in excess of \$18,000 in 1926, and in 1927 the county will reimburse the state for the accumulated advances; i. e., \$18,000. This arrangement was agreeable to the Commission pending acceptance of the forest road program by the Government.

Commissioner Dunn stated that the Lincoln County Court had no objection to the formation of the Salmon River Road Improvement District.

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

WHEREAS, the City of Athena has deeded to the State of Oregon three lots on a paved street for patrol headquarters, the size of the plot of ground being 120 by 100 feet,

THEREFORE BE IT RESOLVED that the State Highway Commission accept the same on behalf of the State of Oregon and extend their thanks and appreciation to the city above mentioned.

The motion was duly seconded and carried.

Dr. Wright, Mayor of McMinnville, Judge Sackett, W. S. Allan and James Glover, County Commissioners of Yamhill County, and Gordon Baker, President of the Commercial Club of McMinnville, urged the Commission to resurface the McMinnville-Bellevue Section.

Dr. Wright again urged that the Pacific Highway be designated the East Side Pacific Highway by the Commission as contrasted with the name West Side Pacific Highway for the west side route. The Secretary was instructed to ask the Attorney what are the legal rights of the Commission in naming these two highways.

C. M. Granger, District Forester, P. H. Dater, Engineer for Forest Service, C. H. Purcell, District Engineer U. S. Bureau of Public Roads, and J. A. Elliott, U. S. Bureau of Public Roads, met with the Commission for the purpose of deciding upon the forest road program for the fiscal period beginning July 1, 1925 and ending June 30, 1927, designated by the Government as the fiscal years 1926 and 1927, for which the new forest funds are available. The county representatives made their requests in the following order.

Judge Barnard and Commissioner Crowe of Lane County asked for a section of the Willamette Valley-Florence road west of Rainrock about two miles in length running up Thompson Creek connecting at Indian Creek with a forest road but a part of the through road to Florence.

The Lane County Court also requested forest funds on the Florence North project on which the county has \$38,500 of bond funds available for cooperation. On the Willamette Highway also, the county has \$261,000 of bond funds which they would like to spend between Lowell and Oakridge provided the state or Government would cooperate a sufficient sum to insure completion of a project between these limits and give assurances that the county funds so expended would be considered cooperation when the road was extended east across the range to a connection with The Dalles-California Highway at Crescent. Mr. Purcell agreed to work up estimates on the Lowell-Oakridge Section so that more definite data would be available for consideration.

Judge Schanep and Commissioners Bean and Hales spoke of the Pilot Rock-John Day road and particularly referred to the section between the Lazinka Ranch and Ukiah. They asked that the Ukiah-Albee project 6 or 7 miles in length be included in the present forest road program.

Judge Quine of Douglas County, Spencer Hinsdale and R. J. Hubbard of Reedsport, Fred Assenheimer and James Ford asked for forest road assistance in graveling the Umpqua Highway between Scottsburg and Reedsport. Judge Quine stated that the county was now grading the last unit into Reedsport and that all they could put on the surfacing would be \$10,000.

The following program was tentatively discussed. Relative to the surplus shown for 1927, there was some discussion as to its use on the Willamette Highway in cooperation with county bond funds on the Oakridge-Lowell project but this was not finally determined.

Mr. Granger proposed that the Section 8 funds be apportioned as follows:

Umpqua	\$25,000
Detroit-Niagara	22,500
Cloud Cap	63,000
Weston-Elgin	<u>1,000</u>
Total	\$111,500

Commissioner Van Duzer argued that Section 8 funds should not be used on the Cloud Cap Roads but rather development funds. The conference closed with the understanding that the tentative program would be taken under consideration.

Commissioner Malone was excused in order that he might return home.

Mr. Collier H. Buffington, District Attorney for Curry County urged the continuation of the road program in that county and discussed the county bond finances.

Mr. Fred Assenheimer urged consideration of the Gardiner project. The Engineer furnished estimates of cost of the various units but no decision was reached.

The Commission authorized the sale of two trucks to Jackson County at \$305 each and the sale of eight trucks to Thos. Hall for the total sum of \$930.00. These trucks had been appraised, found unserviceable and of value only as parts. Notice of sale was advertised and the above represent the best bids of the five offers received.

The Commission confirmed the award of the Oakland overhead crossing structure by the Engineer to L. W. Metzger.

The minutes of January 14 and 15, 1925 were approved.

The Commission authorized the following projects and instructed the Engineer to prepare plans and specifications and ask for bids to be received at the next meeting.

Harrisburg-Junction City paving, two types, bituminous and Portland cement concrete, 18 foot width.

Astoria-Svensen paving, two types, Portland cement concrete and bituminous resurface with concrete shoulders, 20 foot width.

St. Joseph-Tillamook Junction, paving, Portland cement concrete, St. Joseph to North Yamhill River 18 feet wide and bituminous resurface with concrete shoulders McMinnville city limits to Tillamook Junction, 20 feet wide.

	TENTATIVE PROGRAM FOREST ROAD PROGRAM FOR GOVERNMENT FISCAL YEARS 1926 AND 1927							
	1926*		1927		1926*		1927	
	Government	State	County	Total	Government	State	County	Total
McKenzie River	Surfacing	\$ 45,800	\$ 43,800	0	\$ 87,600			
Alsea	Grade & Surface	36,000	36,000	\$24,000	96,000			
Anetia-Unity	Surface	42,750	42,750	0	85,500			
The Dalles-California	Grade & Surface	73,500	95,500	0	169,000			
Ukiah-Albee	Grade	65,000	0	3,000	68,000			
Waldo-State Line	Surface	20,250	20,250	0	40,500			
Reinrock-Indian Creek	Grade	30,000	0	10,000	40,000			
Umpqua	Surface	55,000**	0	10,000	65,000			
Prospect-Crater Lake	Surface							
Euchre Creek-Giesel	Surface							
Monument	Grade							
Mt. Hood-Wapinitia	Clearing							
Klamath Falls-Lakeview	Grade							
Maintenance								
Surveys								
Unappropriated								
	\$448,300	\$238,300	\$47,000	\$733,600	\$498,000	\$293,250	\$24,000	\$815,250

* Government fiscal year 1926 begins July 1, 1925
**In addition \$25,000 appropriated from Section 8 funds making total Government share \$80,000

Lava Butte-Lapine, Deschutes County, surfacing.

Missouri Bend Section of Alsea Highway, Benton County, surfacing.

Unity-Beam Creek Section of John Day Highway, Baker and Malheur Counties, grading.

Approaches to Umatilla River bridge, grading.

The Commission authorized the following for the April letting:

Agate Beach-Rocky Creek Section of the Roosevelt Coast Highway in Lincoln County, surfacing.

Summer Lake Section of the Prineville-Lakeview Highway, surfacing.

Deschutes County Line-Crescent Section of The Dalles-California Highway, grading.

The date for the next regular meeting was set for 2 P. M. March 26, 1925.

The following extensions of time were requested:

Pacific Bridge Company, contract No. 661, Lewis and Clark bridge, requested an extension of time to March 1, 1925. The Engineer recommended, in view of the adverse weather conditions which have been largely responsible for the delay, that this request be granted without penalty. Recommendation approved by the Commission.

John Slotte & Co., contract No. 679, Astoria-Svensen Section of the Columbia River Highway, grade widening, requested an extension of time to March 31, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Peterson & Scott, contract No. 725, Seaside-Cannon Beach Junction Section, Roosevelt Highway, requested an extension of time to January 31, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Nyberg & Crick, contract No. 730, Gwendolen-Base Line Section of the John Day Highway, requested an extension of time to April 30, 1925. The Engineer reported that the work on this contract had been carried on in a satisfactory manner until the contractors were forced to shut down by winter weather conditions, but that the roadbed has been maintained in good condition and travel has not been interrupted. For that reason he recommended that the extension be granted without penalty. Recommendation approved by the Commission.

R. W. Stevenson, contract No. 754, Unit No. 1, Dufur-White River Section, The Dalles-California Highway, requested an extension of time to April 30, 1925. The Engineer reported that this work had been unnecessarily delayed and recommended that the extension be granted subject to the payment of engineering and inspection expenses subsequent to December 31, 1924 by the contractor. Recommendation approved by the Commission.

J. J. Badraun, contract No. 749, bridge over East Fork of the Illinois River on the Redwood Highway near Kerby, requested an extension of time to April 15, 1925. The Engineer reported that the contractor had been requested to delay painting until weather conditions are more favorable, and in view of this situation, recommended that the time be extended as requested without penalty. Recommendation approved by the Commission.

John Slotte & Co., contract No. 751, Astoria-Slide Section, requested an extension of time to April 30, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Greenwood & Dann, contract No. 753, grading of Mayer Park on the Columbia River Highway in Wasco County, requested an extension to April 30, 1925. The Engineer reported that the contractors were forced to shut down on account of winter weather conditions, also it was desirable to delay the construction of the parapet walls until the fills had settled; therefore, he recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Calvert, Calvert & Schroeder, contract No. 759, Illinois River Crossing Section of the Redwood Highway, Josephine County, requested an extension of time to March 31, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

The Secretary reported that \$1,000,000 state highway short term bonds sold on April 1, 1921 by the Board of Control at the request of the Highway Commission mature April 1, 1925, whereupon Commissioner Van Duzer offered the following resolution and moved its adoption:

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

WHEREAS, the State of Oregon by virtue of Chapter (a) Title XXX and Chapter 7 (b) Title XXX Oregon Laws, as amended by Chapter 347, Laws of 1921, accepted the provisions of the said Federal Act and authorized, directed and empowered the Board of Control of the State of Oregon to issue and sell bonds for the purpose of cooperation with the Federal Government in the construction of roads in the State of Oregon and for the purpose of procuring funds for such cooperation; and

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

WHEREAS, at the request of the State Highway Commission, the Board of Control on April 1, 1921 sold \$1,000,000 par value of state highway bonds under the provisions of said Chapter 7 Title XXX for the purpose of providing funds for cooperation with the Federal Government; and

WHEREAS, because of the high interest rate prevailing at that time and in order to conserve the state highway fund, said Board of Control designated these bonds as short term bonds as provided in Chapter 347 Laws of 1921 and fixed the maturity date as of April 1, 1925; and

WHEREAS, the State Board of Control under said act is authorized and empowered to pay or refund said bonds as same shall mature with funds procured from the sale of other bonds provided for and authorized by the provisions of said Chapter 347 Laws of 1921;

THEREFORE, BE IT RESOLVED, that the Board of Control of the State of Oregon be and said Board is hereby requested to issue and sell bonds of the State of Oregon in the sum of \$1,000,000 par value as provided in Chapter 347 Laws of 1921 and with the funds derived therefrom pay off at maturity \$1,000,000 par value short term $5\frac{1}{2}$ per cent bonds dated April 1, 1921 and due April 1, 1925.

The motion was duly seconded and carried.

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

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Doby
Chairman

H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Salem, Oregon, March 10, 1925.

The Commission met in Room 323 Capitol Building at 11:00 A. M.
Present were:

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

The members of the Commission, accompanied by the Engineer, held a conference with Attorney General Van Winkle in reference to the suits filed by the Warren Brothers Company against the several members of the Highway Commission, several contractors and surety companies covering the alleged use of the Warren patent on several paving contracts. Inasmuch as the case of the Warren Brothers Company vs. Huber had been decided in the Circuit Court of Appeals in favor of the plaintiff and it had been suggested that similar actions might be avoided by compromise, the Commission was desirous of knowing their legal status as of date and the views and plans of the Attorney General who is the legal adviser of the state. Attorney General Van Winkle advised that it was his intention to contest the payment of any money on the part of the state under the Huber decision or similar decisions should such be obtained. He advised the Commission that they were without authority to pay any of these judgments rendered against the contractors even after taking into account the royalty clause in the contracts signed by the several contractors, and, further, that he will advise the Secretary of State against the issuance of any warrants covering payments as before mentioned. The result of the conference, as indicated above, is that the Commission is powerless to act in this matter and it was decided that they were to be guided entirely by the advice of the Attorney General.

The Engineer reported that he had investigated the resources, ability and standing of H. W. Oliver, the low bidder on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County. It was found that his personal resources were very limited; that it would be very difficult if not impossible for him to secure a bond; that he did not have funds in sight to finance the job; that he did not own any large equipment but expected to rent or buy; that he was recommended by several as a good rock man; and that he had four previous jobs with the state, the largest of which totaled \$20,000, all of which had been handled in an acceptable manner but not with marked ability. Oliver himself had not indicated that he desired to be released, but H. C. Leigh and L. A. West, representing the Continental Casualty Company, stated that their company had furnished the bid bond but would not furnish the contract bond on account of Oliver's lack of resources. The Engineer reported that the second bidder, W. H. Monarch, would decline to accept the award stating as his reason that he had bid the work with an associate who had a steam shovel and thinking that the award would be made to the low bidder, the partner had taken other work. Also Monarch had been sick and was not prepared to go ahead

with the job. The Engineer was instructed to see Oliver and find out whether he has secured sufficient backing and is prepared to go ahead, but if not, the Engineer is instructed to readvertise the project for bids to be received at the next meeting.

The Engineer reported that he had inquired about Pat Hennessey, the low bidder on the bridge over the North Fork of the Coquille River north of Myrtle Point on the Coos Bay-Roseburg Highway and had received very favorable replies from the banks as to his financial ability. Also it was learned that Hennessey had arranged a partnership with M. W. Payne, an experienced bridge contractor. Further, he had suitable equipment available and knew the local lumber market. The fact that this is a cooperative project with Coos County was considered in view of the recent Supreme Court decision invalidating the Coos County bond issue voted for cooperative purposes. However, it was thought advisable to award the contract now so as not to delay the work, and trust that the county bonds would be voted again as a matter of good faith. The Secretary was instructed to inquire of the County Court as to their plans for meeting the situation.

Mr. W. C. Elliott and Mr. J. D. Paquet of Elliott, Scoggin & Paquet, asked for a reclassification on the Tygh Grade and Tygh Valley Sections of The Dalles-California Highway, contracts No. 630 and No. 632. The Engineer was instructed to investigate the matter and report at a later meeting.

The Engineer recommended that the contract for resurfacing and surfacing the Bandon-Sixes River project be awarded to the low bidder on crushed rock, Simonsen & Hefty, at \$74,212.00. in preference to accepting the low bid on crushed gravel of John Hakanson at \$61,465.00. The Engineer reported that the crushed gravel from Floras Creek which Hakanson proposed to use was very soft and he considered that the additional cost would be saved in longer wear. The Commission thereupon awarded the contract for the Bandon-Sixes River surfacing project to Simonsen & Hefty.

The Commission confirmed the award of the contract for the Cannon Beach Junction-Hamlet Junction Section of the Roosevelt Highway to Greenwood & Dann, the low bidders, at \$140,490.00.

The Gardiner project was considered again and the Engineer recommended for the consideration of the Commission a section which would serve the needs of the community and later fit in as a unit in the Roosevelt Highway. It was proposed that the grading section begin at Sta. 595 (east end of project on north shore) then along the dike, through the town of Gardiner and up the hill to Sta. 739 about 1000 feet south of the summit where connection may be made with the old road, a total distance of 2.7 miles. It was proposed to surface from Sta. 595 to Sta. 687 (point at foot of hill where new road leaves old road.) This plan would give a gravel surface where old road is disturbed and give time for settlement on the heavy work between Sta. 687

and 739. It is estimated that the total cost of this project would be \$75,000. After consideration, the Commission approved the project subject to 50 per cent cooperation by Douglas County.

The Engineer requested an expression of policy as to overnight camping in the state parks. After discussion, on motion which was carried, it was ordered that no overnight camping should be permitted in the state parks on the Columbia River Highway west of The Dalles, also on the Pacific, West Side Pacific and Salem-Dallas Highways.

The forest road program tentatively submitted at the last meeting was transmitted for approval by the District Engineer of the U. S. Bureau of Public Roads. It was decided to consider the program in more detail before taking affirmative action. The Attorney was requested to advise as to the Commission's rights in determining the program on which the forest funds derived under Section 8 of the original federal aid act are to be used.

The Engineer reported that the grading of the Euchre Creek-Mussel Creek Section of the Roosevelt Highway in Curry County was practically completed under the forest road program but that in making up the present year's forest program, no funds had been provided for the surfacing and it was necessary that this be done during the present season in order to keep the new road open. The Commission thereupon instructed the Engineer to prepare plans and specifications and invite bids at the April meeting.

A communication was received from the City Recorder of Bandon, stating that the City Council was ready to secure the necessary rights of way on the designated Roosevelt Highway location through the city and urging the Commission to consider the early construction of this project. Inasmuch as this is a cooperative project with Coos County for which county funds were to be provided from the county bond issue which has been invalidated by the Supreme Court decision, the Commission decided to defer action until new county funds were made available.

The Secretary was instructed to invite the Josephine County Court to be present at the next meeting to discuss the program on the Caves and Redwood Highways.

The Commission discussed the connection to the new Columbia River bridge at Hood River. It was finally decided to suggest to the county that they sell their bonds, turn the money into the general fund and use it on this road.

Senate Concurrent Resolution No. 7, reading as follows, was discussed:

"Whereas the state of Oregon stands in the front rank among the states of the union in the matter of permanent road construction; and

"Whereas by reason of the marked advance and the

degree of progress attained, as well as by reason of the character and standards employed in highway construction, the state has gained an enviable reputation, not only among the states of the union, but also with neighboring countries; and

"Whereas the success of Oregon's road program is, in a large measure, due to the foresight, energy, and indomitable will of John B. Yeon, who, as a pioneer and early advocate of good roads, has contributed largely of time, money and effort; and

"Whereas it is deemed by the Oregon state senate, the house of representatives concurring, that the services of John B. Yeon so freely and generously given, should receive public recognition and acknowledgment; now, therefore,

"Be It Resolved by the Senate of the State of Oregon, the House of Representatives concurring:

"That in recognition, and as a small but sincere acknowledgment of the contributions made by John B. Yeon to permanent road construction in the state of Oregon, there be selected by the state highway commission from the bridges on Oregon's scenic highways, a bridge, which, because of its setting and peculiar environment will be an appropriate acknowledgment by the state of the splendid service performed by one of her respected citizens; and that such bridge be designated and known as the John B. Yeon Bridge; be it further

"Resolved, That the state highway commission be requested to confer with Mr. Yeon with respect to any choice he may have, or any suggestions he may wish to offer in the selection of such bridge; be it further

"Resolved, That the chief clerk of the senate and the chief clerk of the house be instructed to forward to Hon. John B. Yeon a copy of this resolution."

The Secretary was instructed to advise Ex-Commissioner Yeon that the Commission would be very pleased to follow the directions of the Legislature that a bridge on the state highway system be named for him in recognition of his devotion to the good roads cause and to ask if he had any preference as to location.

In the matter of the location of the Klamath Falls-Lakeview Highway, Chairman Duby stated Judge Bunnell wished to be heard before a decision was made, therefore, the Secretary was instructed to invite him to be present at the next meeting.

The matter of the location of the Albany-Lebanon unit of the Santiam Highway was discussed and after consideration on motion of Commissioner Van Duzer the north or Santiam route was adopted, provided that the county secure sufficient right of way to eliminate the present jogs and sharp corners on this route.

The Engineer was instructed to grade a road with state forces from the junction of the Sherman and Columbia River Highways near Biggs under the railroad bridge to the Maryhill ferry landing.

The Commission approved the lowering of standard highway signs in view of the new motor vehicle lighting laws which become effective during the present season.

Chairman Duby reported that timber operators were planning to cut standing pine timber in a section of the Wallowa Canyon near the fountain. The Chairman was authorized to make such arrangements to save the timber as seem best.

The Commission approved the recommendation of the Engineer that quarters outside of the Capitol Building be rented for the bridge department inasmuch as all the office space was needed to serve the needs of the balance of the department efficiently.

The date of April 28 was tentatively set as the date for the April meeting.

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

R. G. Klein
State Highway Engineer
and Secretary

W. M. Duby
Chairman
H. B. Van Duzer
Commissioner

W. H. Melrose
Commissioner

Portland, Oregon, March 26, 1925.

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

The following bids were received:

PACIFIC HIGHWAY
HARRISBURG-JUNCTION CITY SECTION - PAVING

	Concrete	Bituminous*
Geo. W. Read	105,207.25	
I. L. Young	105,339.00	
Simonsen & Hefty	106,694.00	
A. D. Kern		106,991.00
J. C. Compton	114,107.50	108,410.00
Guy F. Pyle	113,627.00	
Oregon Contract Co.	114,009.00	
United Contracting Co.	115,884.00	121,841.00
Coast Paving Company	129,861.00	116,962.00
Warren Construction Co.		123,775.00

*Bituminous bids include paving bridge decks and preparing subgrade for
shoulders, which is not included in concrete bids, estimated at \$12,700.

JOHN DAY HIGHWAY
UNITY-BEAM CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
K. L. Goulter	172,891.25	173,250.50
Morrison-Knudsen Co.	178,644.00	178,372.25
Twohy Bros. Co.	178,401.25	179,194.75
W. H. Monarch	180,735.10	178,740.05
H. W. Sheerin	180,124.75	179,895.00
John Hampshire	185,175.00	184,792.00
A. D. Kern	186,263.00	186,014.50
Greenwood & Dann	224,971.50	224,971.50

ALSEA HIGHWAY
MISSOURI BEND SECTION - SURFACING

	Alternate "A"	Alternate "B"
Cummins & Wright	48,255.00	
R. W. Stevenson		24,350.00
Lyon & Price	53,300.00	27,810.00
Harness & Colby	55,100.00	29,700.00
Joplin & Eldon	55,575.00	31,075.00
Ireton & Peterson		34,200.00
Porter & Conley	56,050.00	36,000.00
Newport Construction Co.	59,190.00	36,360.00
Kuckenberg & Wittman	62,300.00	36,720.00
Leisman Construction Co.	62,400.00	36,950.00
A. D. Kern	65,625.00	36,150.00
Johnson Contract Co.	66,730.00	34,230.00
H. J. Hildeburn	68,525.00	36,000.00
Greenwood & Dann		45,230.00

THE DALLES-CALIFORNIA HIGHWAY
LAVA BUTTE-LAPINE SECTION - SURFACING

	Alternate "A"	Alternate "B"
Geo. M. McDowell & Co.	142,430.00	84,260.00
Carl Nyberg	147,285.00	90,000.00
Dunn & Baker	147,725.00	81,200.00
A. D. Kern	153,075.00	86,925.00
Newport Construction Co.	156,470.00	99,450.00
Joplin & Eldon	163,850.00	87,500.00
W. D. Miller	175,450.00	94,450.00
Triangle Construction Co.	181,500.00	108,400.00
Johnson Contract Co.	183,455.00	95,200.00
Warren Construction Co.	187,890.00	104,700.00
Geo. K. March	189,475.00	111,650.00

OLD OREGON TRAIL
EMIGRANT HILL SECTION - ROADBED WIDENING

Swartley Bros.	85,648.00
Taylor Bros., Paquet & Kest	87,947.50
Iver J. Rosten Co.	93,253.50
Morrison-Knudsen Co.	95,267.00
Newport Construction Co.	105,684.00

OLD OREGON TRAIL
UMATILLA BRIDGE APPROACHES - GRADING

O. S. Brown	5,350.00
Morrison-Knudsen Co.	5,775.00
Newport Construction Co.	6,300.00
Logan Bros.	6,790.00
A. A. Hardin & Tri-State Loan Co.	6,850.00
Taylor Bros., Paquet & Kest	8,950.00

COUNTY ROAD - MARION COUNTY
OVERHEAD CROSSING OVER TRACKS OF SOUTHERN PACIFIC COMPANY
(Advertised for Marion County)

O. N. Pierce & Co.	9,802.50
Lindstrom & Feigenson	9,882.25
Wm. D. Hoffman	10,455.25
J. D. Tobin	10,652.50
F. A. Erixon	10,653.80
J. W. Sadler Co.	11,397.50
Geo. F. Reeves	11,570.00
Shaffer Bros.	11,635.00
D. T. Eaton Construction Co.	12,112.75
Pacific Coast Engineering Co.	13,779.00

Judge Sawyer of Deschutes County and Judge King of Jefferson County urged the construction of the Crooked River Gap of The Dalles-California Highway, which includes the high bridge over Crooked River. Judge Sawyer stated that his county offered, as cooperation, to grade, surface and place the necessary drainage structures on the section between the north end of the present improvement and the south side of Crooked River at the sole expense of the county. Judge King stated that Jefferson County in cooperation would offer \$40,000, pledging market road funds to the extent of \$15,000 in 1926, \$15,000 in 1927 and \$10,000 in 1928. On motion of Commissioner Van Duzer, which was carried, the cooperative offer of both counties was accepted and the construction of the Crooked River Section was ordered. Further, the Engineer was instructed to prepare plans for the structure at his early convenience.

Judge Sawyer urged that the Commission give consideration to the improvement of the section of The Dalles-California Highway between Bend and Lava Butte. The Engineer reported that it would be desirable to build a new line securing better alignment, rather than attempt to improve the present road. The Engineer was instructed to furnish an estimate of the cost of the proposed improvement at the next meeting.

In the matter of final settlement of the county cooperation on the Redmond-Cline Falls project, Judge Sawyer reported that Deschutes County had a balance of \$276.16 in their bond fund which had been voted for that project and asked the Commission to accept it as payment in full. This amount added to previous payments makes the total of \$18,690.91. On motion of Commissioner Van Duzer which was carried, the offer of Judge

Sawyer was accepted as final settlement of account on the Redmond-Cline Falls cooperative project.

Judge Mason, Commissioners Reed and Richards and H. T. Botts of Tillamook spoke of the Roosevelt Highway in northern Tillamook County, referring particularly to the section between Brighton and the overhead crossing west of Wheeler approximately 3 miles in length. On motion by Commissioner Van Duzer which was carried, the Engineer was instructed to complete the survey between Brighton and the end of the improved section at Mohler and furnish the Commission with an estimate of the cost. Instructions were also given to make the survey between Rockaway and Watseco at the convenience of the engineer.

The Tillamook County representatives reported that the county had secured the necessary right of way for the elimination of the two grade crossings at Bay City and asked the state to complete the grading. The Engineer was instructed to prepare an estimate of cost and report at the next meeting.

Harry Caltoft of Brookings asked for the construction of the Winchuck River-Chetco River Unit of the Roosevelt Highway. He reported that Curry County had about \$24,000 remaining in their bond fund which their District Attorney says must be spent between Brookings and the Pistol River. The Engineer reported that estimates would be available at the next meeting.

Judge Jordan of Wallowa County asked for the grading of the Enterprise-North Unit, 7.6 miles in length, which completes the remaining gap in the Enterprise-Flora Road. The county offers 50-50 cooperation divided \$20,000 in 1925 and \$11,500 in 1926 based on an estimated cost of \$63,000 for the grading. It was proposed to surface the project next year, the estimated cost of which is \$43,000 on which the county would cooperate 50-50. On motion of Commissioner Van Duzer, the offer of Wallowa County was accepted and the Engineer was instructed to advertise the project for the next meeting.

John Boyer appeared in behalf of the Salmon River-Grande Ronde Improvement District. On motion which was carried, a hearing upon the boundaries of the proposed district was ordered at New Grande Ronde at as early a date as can be arranged.

On motion which was carried, the minutes of the meetings of February 26 and 27 and March 10 were approved.

The tentative Forest Road program considered at the meeting of February 26, 1925, was approved and adopted in so far as the application of forest highway funds and Section 8 funds to roads on the state highway system was concerned.

The Engineer reported in the matter of the Toll Road controversy on The Dalles-California Highway in Klamath County, that the Klamath County Court had not signed the proposed toll agreement with the

Stage Company but had paid them for the work that they had done. In order to help the situation, arrangements had been made to clear the snow from the Sand Creek Hill north of Fort Klamath with state maintenance forces and thus open this section of the road to travel, the estimated cost of which is \$500. Approved by the Commission.

The Engineer was instructed to report on the feasibility and estimated costs of providing a sidewalk for pedestrians on the bridges crossing Still Creek and Zigzag Creek near Rhododendron on the Mt. Hood Loop Highway.

A written request was received from the County Court of Umatilla County asking that the state make the survey on the Pendleton-John Day Highway between Lazinka Ranch and Ukiah. Inasmuch as the unit between Ukiah and Albee was designated a forest project, the Commission asked the attitude of the Bureau of Public Roads in this regard and were advised that it was agreeable to them and that they would be pleased to have the state make the survey for the entire section. On motion by Commissioner Van Duzer which was carried, authority was given to make the survey provided it was paid for by Umatilla County.

The Secretary reported that Judge Mast of Coos County had stated that it was the intention of the County Court to call an election in May to vote on a bond issue of \$280,000 to provide match money for cooperative projects.

Assurances having been received from the County Court that Douglas County would cooperate 50-50 on the Gardiner Section of the Roosevelt Highway, on motion of Commissioner Van Duzer which was carried, the Engineer was instructed to advertise a grading project beginning at the north bank of the Umpqua River (Engineer's Station 595) and extending through the town of Gardiner to a point 1000 feet south of the summit (Station 739) and surface the section from Station 595 to 687 (point at foot of hill where new road leaves old road).

The Engineer reported on the condition of the Central Oregon Highway between Bend and Burns, particularly referring to the section in the vicinity of Glass Buttes, which had recently been the subject of a conference of Deschutes and Harney County residents attended by Division Engineer Wanzer. The Engineer recommended that a survey be made on this section so that any improvement work done by the counties could be done on the proper location. Commissioner Malone moved that the survey be authorized between the control points at Hampton Buttes and the Harney County Line to be made at the convenience of the Engineer. The Chairman expressed himself as agreeable, with the understanding that nothing except the survey be done at this time. Motion declared carried.

A request for permission to erect an arch over the Coos Bay-Roseburg Highway at the intersection with the Pacific Highway near Dillard was received from the Coos County Good Roads Association, accompanied by an architect's plan for the structure. After consideration, the matter was referred to the Advisory Committee on Tree Planting and Beautification.

In the evening the Commission met a committee consisting of Albert Hunter and G. E. Stoddard of La Grande and Dr. Ph. of Hot Lake, who requested paving between Perry and La Grande and Lone Pine and Union. Matter taken under consideration.

Portland, Oregon, March 27, 1925.

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

The bids received the previous day were read and the following action taken:

Harrisburg-Junction City Section of the Pacific Highway. The bid of George W. Read for the concrete pavement was satisfactory, but since the cooperative agreement with Junction City had not been executed, the award was held pending.

Unity-Beam Creek Section of the John Day Highway. On motion which was carried, the low bid of K. L. Goulter was accepted and the award of the contract was made on his bid of \$172,897.25.

Missouri Bend Section of the Alsea Highway in Lincoln and Benton Counties, surfacing. On motion which was carried, the award of the contract was made to Cummins & Wright, the low bidder, at \$48,225.00 on Alternate "A" which includes the job complete.

Lava Butte-Lapine Section of The Dalles-California Highway in Deschutes County, surfacing. On motion which was carried, the contract was awarded to Geo. M. McDowell & Co. of Portland, the low bidders, at \$142,430.00 on Alternate "A" which includes the whole job complete.

Emigrant Hill Section of the Old Oregon Trail in Umatilla County. On motion which was carried, the contract was awarded to the low bidders, Swartley Bros., at \$85,648.00.

Approaches to Umatilla River Bridge, Old Oregon Trail, Umatilla County. On motion which was carried, the contract was awarded to the low bidder, O. S. Brown, at \$5,350.00.

Overcrossing of the Southern Pacific Railway tracks near Jefferson. This being a county project, the bids were referred to the County Court of Marion County.

The following bids were received on the St. Joseph-McMinnville-Tillamook Junction Section:

WEST SIDE PACIFIC HIGHWAY
McMINNVILLE-TILLAMOOK HIGHWAY
ST. JOSEPH-TILLAMOOK JUNCTION SECTION
MISCELLANEOUS PAVING AND REPAIR WORK

United Contracting Co.	95,166.10
J. C. Compton	100,123.00
Warren Construction Co.	106,475.50
Oregon Contract Co.	35,446.00 (Unit No. 1 alone)

Mr. I. N. Day appeared before the Commission and made the following statement. "I wish to have it made a matter of record that Glen E. Kibbe has been served with a summons to appear in the District Court in the matter of the Warren Brothers Company, Plaintiff, vs. Glen E. Kibbe, et al, Defendants. The warrant was served on March 16, 1925 and a reply to this would probably be in order a week from Saturday. Under the contract entered into with the Highway Commission is incorporated this clause, 'Bidders submitting proposals on patented pavements will not include in their bids any amounts for royalties. All royalties, if any, on patented bituminous pavements will be paid by the state of Oregon direct to the holders of the patent rights, or the contractor will be protected against any suit for infringement that may be brought. We now make the request that the obligation herein entered into be recognized and performed; that the State either pay direct to the holder of the patent rights or protect the defendant in this suit for infringement.'"

Commissioner Van Duzer replied, "Inasmuch as Mr. Day has entered the above into the record, I would move that the statement made by Mr. Day be transmitted to the Attorney General under whose advice the Commission is at present acting, and following out instructions, we are transmitting to him just such statements as he has made." Seconded and ordered.

Judge C. W. James, C. E. Sheffield, C. A. Madden, Frank Priest, B. E. Allen, Dr. E. E. Brooks, R. E. Hoyse, Lester Martin, Roy Hendry, George Ashcraft, Al Kirkland, W. G. Walrad, Ed. Baird, George Humpah and E. J. Collins of Lincoln County, together with C. A. Murphey and C. J. Woodman of Astoria, appeared in the interest of the Roosevelt Highway in Lincoln County. Judge James presented the matter for the delegation, reviewing the fact that the county had voted bonds in the sum of \$120,000 which had been expended in a cooperative project between the Siletz River and the Tillamook County Line. At this time the people of the county are asking for more work south of the Siletz River in order to open the road throughout. On account of having bonded itself to the limit, the county is not able to issue more bonds, and having put large amounts of current funds into the Alsea project, the county is unable to offer further cooperation on the coast projects. Judge James stated that the community would be quite willing to abide by the Commission's decision as to which unit should be improved first. Mr. C. A. Murphey spoke also, referring to the interest of Astoria in the completion of the Lincoln County unit of the Roosevelt Highway between Newport and Tillamook. B. E. Allen, President of the Newport Chamber of Commerce, and Lester Martin, also of

Newport, spoke for the project. Matter taken under consideration.

Judge Pollock, Commissioners Laughridge and McCabe of Josephine County, R. L. Sabin and Senator E. W. Miller of Grants Pass urged the construction of the Redwood Highway. When asked what cooperation the county would give, there was some discussion. It was first suggested that the county take over the construction of the Caves Road as their part but after further consideration, the County Court offered as their share to secure the right of way and put up \$20,000 each year in 1926, 1927 and 1928. On motion of Commissioner Van Duzer, the offer of Josephine County was accepted and the Highway Commission agreed to reconstruct the Redwood Highway and grade, surface and drain the balance of the Caves Highway between the junction with the Redwood Highway and Grayback Creek, and in addition the Commission agreed to maintain both of these highways in their entirety. Also the Commission agreed to call for bids on the grading of the O'Brien School House-George's Ranch unit at the next meeting. The Josephine County representatives stated that these arrangements were very satisfactory to them and that the right of way would be secured at once.

Col. F. V. Holman, President of the Oregon Historical Society, representing the Sons and Daughters of Oregon Pioneers, stated that at their meeting held February 14, unanimous endorsement was given to the naming of the park on the Old Oregon Trail at the summit of the Blue Mountains in Umatilla County "Emigrant Park" and asked the Commission to so designate it. On motion of Commissioner Van Duzer, which was carried, this park was named Emigrant Park.

Former County Judge Wallace and J. L. Karnopp of Prineville asked for the completion of the connection between the Central Oregon Highway and the south end of the Bear Creek improvement on the line of the Prineville-Lakeview Highway. Judge Wallace claimed that the state was obligated to do this under a previous agreement when the Bear Creek Section was put on as a cooperative project. The Secretary was instructed to furnish the Commission and also Judge Wallace with a copy of the minutes on this subject and also the estimates of cost on the connection.

Judge Payne and Commissioners Hume and Isom of Linn County appeared in the interest of the Albany-Lebanon project and offered to cooperate 50-50 on the grading, surfacing and bridges. On motion of Commissioner Van Duzer, which was carried, the offer of the Linn County Court was accepted and the Engineer was instructed to complete the survey and advertise the project. It was understood that the Commission would pay for the entire engineering cost and the county would secure the necessary right of way at its sole expense. The county representatives further stated that they were prepared to meet their share of the cost on the monthly estimates.

Judge Mason, Commissioners Reed and Richards of Tillamook County and Mr. Botts of Tillamook were present in the matter of the proposed toll road between Forest Grove and Tillamook via the Wilson River route. Mr. Botts urged that the Commission set a date for a joint hearing

with Washington and Tillamook Counties on the application for a toll road franchise by Elbert M. Chandler of Olympia. Mr. Chandler stated that the plans of his company contemplated a toll section beginning 4 miles east of the Washington-Tillamook County line and extending westerly to a point 10 miles east of the Tillamook city limits. He proposed to pave this section with an 18 foot concrete pavement and asked the two counties to pave up to each end of the toll section. Commissioner Van Duzer asked if the counties were ready to do this and the answer was negative. He then suggested that the two counties have a meeting and agree between themselves on a definite plan and then come before the Commission again. This arrangement was satisfactory. The Washington County Court was present but took no part in the discussion.

Judge Bunnell of Klamath County asked the Commission to put on a cooperative project on the Klamath Falls-Lakeview Highway extending north from Bonanza, stating that the county had \$160,000 in county bonds for the Klamath Falls-Lakeview Highway. The report of the Engineer on the alternate routes northeast of Dairy and north of Bonanza was considered. Some discussion developed as to the section of the road which most needed improvement, but after consideration a project was agreed upon beginning at the junction of the surveys 7.7 miles north of Bonanza and 8.6 miles northeast of Dairy, thence extending north 3.5 miles to the Summit, continuing northeasterly to a point $4\frac{1}{2}$ miles west of Beatty, the exact point of ending for the improvement to be determined on the ground by the Division Engineer and the County Judge. Since the survey had not been made north of the summit, the Engineer was authorized to begin the survey at that point and continue on through to Bly which will, in effect, authorize the completion of the survey of the Klamath Falls-Lakeview Highway throughout. The Secretary was instructed to furnish the Commission before the next meeting with a transcript of proceedings relating to the designation of the route of the Klamath Falls-Lakeview Highway between Dairy, Bonanza and Beatty.

On the St. Joseph-Tillamook Junction Section, the low bid for the entire project was that of the United Contracting Company. Inasmuch as this is a federal aid project and definite approval of the plans had not been received from Washington, it was necessary to hold the award pending for the present.

Mr. H. S. Turley, of the West Spar Logging Co., submitted a proposal to substitute a concrete section in the present pavement near Warren at a point where he crosses the state highway with log hauling operations. He offers to construct the pavement of such thickness as is required and in turn asks that he be permitted to cross with an unrestricted load limit, as he has constructed a private roadway on each side which he is maintaining at his own expense, on which his loading is unrestricted. Further, Mr. Turley stated that he is now maintaining a flagman at the crossing and would continue to do so. The matter was discussed at some length and held for further consideration at the next meeting.

Bids on tires were received from the following:

Columbia Tire Corporation
Firestone Tire & Rubber Co.
Federal Tire Co.
B. F. Goodrich Rubber Co.
Goodyear Tire & Rubber Co.
Goodyear Rubber Co.
Kelly-Springfield Co.
Lee Tire & Rubber Co.
Maloom Rubber Co.
Miller Rubber Co.
Smith & Watkins
United States Rubber Co.
Wiggins & Co.

Many bids were irregular, some not submitting samples, and very few would guarantee the price for the twelve months period requested. The award or rejection of the bids was discussed at some length and the matter was then referred back to the engineer who was instructed to extend all the bids and report to the Commission. In the meantime the return of the checks and bidders' bonds was ordered.

W. C. Elliott of Elliott, Scoggin & Paquet asked relative to the decision of the Commission on their claim for higher classification on the Tygh Grade Section, contract No. 630, and Tygh Valley Section, contract No. 632. The Engineer reported that he had gone over the work on the ground and checked over the classification and that he considered that the work had been liberally classified and that the contractor's claim was without foundation in fact. In view of this report, the Commission rejected the claim.

The Commission discussed the propriety of naming a bridge on the Roosevelt Highway in honor of Ben F. Jones of Newport, lately deceased, who was one of those who proposed the Roosevelt Coast Military Highway idea, and has been called "the father of the Roosevelt Highway." On motion of Commissioner Van Duzer which was carried, the Commission decided to name the new concrete bridge over Rocky Creek on the Roosevelt Highway in Lincoln County "The Ben F. Jones Bridge."

After discussing the finances available for the year, Commissioner Van Duzer made the following motion which was carried. That the Commission is committed to the policy of completing The Dalles-California Highway from The Dalles to Klamath Falls, the John Day Highway from Arlington to Ontario and the Roosevelt Highway from the California State Line to Coos Bay. All of these projects to be completed by the end of 1926.

It was decided that the next meeting should be held on April 23, 1925.

The Engineer was authorized to advertise the following projects: 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.

The Engineer was instructed to request the County Court of Clackamas County to secure the necessary right of way for the widening and revisions in alignment of the Canemah-Canby Section of the Pacific Highway.

The Engineer was authorized to ask for bids on graders at the next meeting.

A cooperative agreement with the city of Harrisburg for paving the Pacific Highway within their city limits was executed by the Commission.

The Secretary reported that the Board of Control had sold \$1,000,000 par value of state highway 4 $\frac{1}{2}$ % bonds to refund an equal amount of short term 5 $\frac{1}{2}$ % bonds due April 1, 1925, as requested by the Commission. The new bonds are dated April 1, 1925 and the first maturity date is April 1, 1930. A premium of \$11,700 was secured, or a net interest rate of 4.11%.

Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, the State Highway Commission has heretofore restricted the load limits on several state highways including the Coquille-Bandon Section of the Roosevelt Coast Highway in Coos County to three-quarters the legal limit for the period beginning November 1, 1924 and ending April 15, 1925, and

WHEREAS, the Engineer has reported that weather conditions make it desirable to continue the above load restriction on the Coquille-Bandon Section for another month in order to conserve and protect the road from damage,

NOW, THEREFORE, the Commission having found that it will be for the best interests of said state highway that the load restriction now in force on said highway be continued another month,

IT IS HEREBY ORDERED that the maximum weight of load which shall be permitted upon the Coquille-Bandon Section of the Roosevelt Coast Highway in Coos County shall not exceed 16,500 pounds and that on any vehicle having a total tire width of less than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread

of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle, multiplied by 375 pounds; and on any vehicle having a total tire width of 30 inches and more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force and effect until the fifteenth day of May, 1925.

The motion was duly seconded and carried.

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

R. A. Klein
State Highway Engineer and
Secretary

W. M. Luby
Chairman
H. B. Baudry
Commissioner

W. H. Malone
Commissioner

VOLUME X
MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1925

T O

MARCH 31, 1926

- - -

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

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1812		Embankment approaches to new bridge at Albany; Mussel Creek-Euchre Creek Section, surfacing; Gardiner Section, grading and surfacing; O'Brien School-George Ranch Section, grading; Chalk Cliff-Hunter Hill Section, surfacing;
1813		Blachly Section, grading and surfacing; Agate Beach-Newport Section, grading; Unit No. 1, Enterprise-Forest Boundary Section, grading; Bee Ranch-Dolph Section, grading and trestle construction; Bridge over Eagle Creek and six small trestles near Richland;
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1816		Curry County. Cnetco River bridge, design and estimate ordered prepared. Grand Ronde-Salmon River Improvement District, matter of hearing postponed. Coos Bay Arch. Report filed by Advisory Committee. Umatilla County. State aid asked on section between Lazinka Ranch and Albee. Lazinka Ranch-Ukiah survey ordered.
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1818	April 24	Blachly Section; Agate Beach-Newport Section; Unit No. 1, Enterprise-Flora Highway; Bee Ranch-Dolph Section; Bridge over Eagle Creek and six small trestles; Bridge over Umpqua River at Elkton; Bridge over South Umpqua River near Dillard; Bridge over McKenzie River (Hendricks Bridge); Bridge over Nestucca River at Cloverdale. Benton County. Corvallis-Newport Highway, agreement as to completion.
1819		Emigrant Park. Sons and Daughters of Oregon Pioneers asking for improvement. Tillamook County. Mohler-Brighton Section, estimates of cost asked by county. Bay City Section, plans and specifications ordered. Market road matters, report made and maps presented. Final apportionment of 1925 appropriation.
1822		Resolution relating to payment of first one-half of 1925 appropriation.
1823		Deschutes County. Bend-Lava Butte Section, location designated and county requested to secure right of way. Bus and Truck Bill. Statement of Commission.
1824		Clackamas County. Sidewalks ordered on Still Creek and Zigzag Creek bridges. Arbitration clause in contracts requested by contractors. Graders. Tabulation of bids read and purchases made. Lubricating oil. Bids to be tabulated and tests made. Hood River County. Connection to Interstate Bridge designated part of Mt. Hood Loop.
1825		Wasco County. Cooperation on guard fence offered. Bonds on contracts. Rate increased on contracts carrying "Annulment of Contract" clause. Conference to be held. Forest highway program; insufficient funds appropriated. Neskowin-Siletz project; additional appropriation. Grande Ronde-Salmon River Improvement District; inquiry by A. Bewley. Jackson County. H. K. Tomlinson granted permission to erect banner over Pacific Highway re Elk's Convention.
1826		Projects authorized for next meeting: Siletz River Dike Section, grading; Onetoo River-California State Line Section, grading and surfacing; Rogue River-Hunters Creek Section, grading and surfacing; Albany-Lebanon Section, grading and surfacing; Deschutes County Line-Crescent Section, grading; Bay City Section, grading; Hobsonville-Wilson River Section, resurfacing; Brighton-Jetty Creek Section, surfacing; Oregon City-Canemah Section, paving;

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1826	April 24	Otter Rock-Newport Section, surfacing; Noon-Philomath Section, grading; Oakland Overcrossing Approaches, grading; Maintenance materials on Coos Bay-Roseburg Highway; Redwood Junction-Wells Ranch Section, grading; Beam Creek-Cow Valley Section, grading; Bridges over West Fork Illinois River and others. Next meeting May 28. Minutes of March 26 and 27 approved. Tire contracts signed. Emigrant Park; plans for building authorized. Polk County. Attorney instructed to try to collect indebtedness. Oregon, California & Eastern Railway; suit authorized to force collection of balance due state.
1827		Extension of time. W. E. Storm, Payette and Weiser Spur connections.
	May 28	Bids opened on following projects: Six bridges and five culverts, Redwood and Oregon Caves Highways; Meacham overhead crossing; Gold Beach-Hunter Creek Section, grading and surfacing; Oakland Overcrossing approaches, grading and surfacing; Hendricks Bridge Section, grading and surfacing; Otter Rock-Newport Section, surfacing; Siletz Bay Section, grading; Beam Creek-Cow Valley Section, grading; Wilson River-Hobsonville Section, resurfacing; Bay City Section, grading.
1828		Jackson County. Gold Hill bridge, construction requested; new highway requested by State Motor Association.
1829		Toll Road, Forest Grove-Tillamook; date for hearing asked.
1830		Clatsop County. Astoria-Svensen Section, Commission asked to make arrangements to proceed. Deschutes County. Bend-Lava Butte Section, advertisement requested; right of way difficulty. Lake County. Lakeview-Drews Valley Section, county ready to begin grading. Quartz Valley project; state and Government asked to advance construction. Lakeview-California State Line; unsurveyed portion ordered surveyed.
1831		Malheur County. Beam Creek-Cow Valley project; Morrison-Knudsen Co. request to withdraw qualification in proposal declined.
1832		Benton County. Bond issue proposed. Cooperative agreement covering completion of Corvallis-Newport and Alsea Highways.

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1832	May 29	Tabulation of bids read and action taken on following: Bridges and culverts, Redwood and Oregon Caves Highways; Meacham Overcrossing; Gold Beach-Hunter Creek Section, grading and surfacing; Oakland Overcrossing Approaches, grading; Hendricks Bridge Section, grading and surfacing; Otter Rock-Newport Section, surfacing; Siletz Bay Dike Section, grading;
1833		Beam Creek-Cow Valley Section, East Unit, grading; Beam Creek-Cow Valley Section, West Unit, grading; Hobsonville-Wilson River Section, surfacing; Bay City Section, grading. Proposals opened on following projects: Furnishing broken stone for maintenance material, Coos Bay-Roseburg Highway; Chetco River-California Line Section, grading and surfacing; Redwood Junction-Wells Ranch Section, grading; Jetty Creek-Brighton Section, surfacing; Jackson Bottom Section, grading and drainage ditch reconstruction.
1834		Yamhill County. Pavement resurfacing in city of Carlton requested. Tabulation of bids read and action taken on following: Chetco River-California Line Section, grading and surfacing; Maintenance materials on Coos Bay-Roseburg Highway; Redwood Junction-Wells Ranch Section, grading; Jetty Creek-Brighton Section, surfacing; Jackson Bottom Section, grading; Wilson River-Hobsonville Section, surfacing.
1835		Crook County. Extension of Bear Creek project, decision requested. Coos County. Entrance into Myrtle Point from south, change to Eighth Street requested. Coquille, state aid in filling timber trestles requested. Bandon, improvement through city; funds discussed.
1836		Morrow County. Oregon-Washington Highway, county cooperation accepted. Toll road, Washington and Tillamook Counties. Matter of hearing discussed.
1837		Douglas County. Claim of state against city of Oakland for paving; account closed. Klamath County. Deschutes County Line-Crescent Section, grading, bids to be received at next meeting. Bly Mountain Section, grading and surfacing, cooperative project agreed upon. Klamath Falls-Lakeview Highway route discussed. Minutes of April 23 and 24 approved.

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1837	May 29	Wallowa County. Preservation of timber; report of Chairman Doby.
1838		Memaloose Park; gift accepted by Commission. Celilo Falls. Mr. Seufert thanked for gift of parking strip. Traffic force; new officers commissioned: McGilvray, Robertson, Lister, Dunn, Ellenberg. Salaries increased: Hadfield, Houston, Griffith, Liequallen, Nichols, Thurber.
1839		Oils and greases; awards. Equipment repair shop at Klamath Falls; site to be purchased and buildings constructed. Equipment repair shop to be established at Coquille. Next meeting June 25 and 26. Projects ordered advertised for next meeting: Redwood Junction-Wells Ranch Section, grading; Beam Creek-Lost Valley Section, grading; Bay City Section, grading; Deschutes County Line-Crescent Section, grading; Bly Mountain-Beatty Section, grading; Modoc Point-Klamath Falls Section, resurfacing; Bend-Lava Butte Section, grading; Meacham Overcrossing Section, grading; Guard fence, Mt. Hood Loop Highway, Hood River County; Guard fence, The Dalles-California and Sherman Highways, Wasco County; O'Brien School-George Ranch Section and Redwood Junction-Grayback Creek Section, surfacing; Oregon City-Canemah Section, paving; Canby-Aurora Section, grade widening; Middle Bridge-Love Bridge Section, surfacing; Sag-Halfway Section, surfacing; Emigrant Hill Section, surfacing and resurfacing; Coquille-Myrtle Point Section, surfacing and resurfacing; Siletz-Rocky Creek Section, grading; Crooked River Bridge; Chetco River Bridge; Rogue River Bridge at Gold Hill; Building at Emigrant Park.
1840		Lincoln County. Siletz River Bridge, plans ordered prepared; application to be made to War Department. Curry County. Chetco River Bridge, plans ordered prepared; application to be made to War Department.
1841		Lincoln County. Attorney instructed to secure quarry at Agate Beach. Extensions of time: Hetrick, Cline & Gardner, Agate Beach-Otter Rock Section. Bauers & Bauers, Unit No. 2, Paulina Prairie-Lava Butte. W. E. Storm, Weiser and Payette Spur Connections. Calvert, Calvert & Schroeder, Illinois River Section. J. W. Sadler, Digger Creek Bridge.

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1841	May 29	Baker County. Resolutions covering condemnation of right of way on Baker-Unity Highway.
1846		Tillamook and Lincoln Counties. Neskowin-Devils Lake Section, load limit reduced.
1847	June 25	Proposals opened on following projects: Chetco River Bridge; Crooked River Bridge; Revetment above site of Willamette River bridge at Harrisburg;
1848		Bridge over Grande Ronde River; Middle Bridge-Love Bridge Section, surfacing; Coquille-Myrtle Point Section, resurfacing; Redwood Junction-Wells Ranch Section, grading; Deschutes County Line-Crescent Section, grading;
1849		Modoc Point-Klamath Falls Section, resurfacing; Albany-Lebanon Section, grading; Beam Creek-Lost Valley Section, grading; Guard fence Hood River and Wasco Counties. Page wire guard fence, inclusion in specifications declined.
1850		Washington County Court. Permit to use six wheel trailer on state highways. Clackamas County. Reconnaissance survey of Webster Road ordered. Mt. Hood Loop, oiling ordered. Curry County. Cooperative offer on Pistol River-Brookings Section accepted by state; Winchuck River Bridge, state to pay balance due contractor. Mitchell Point and Twin Tunnels, height of loads limited.
1851		Hood River County, Columbia River Highway. Reduction of load limit discussed. Linn County. Entrance of Santiam Highway into Lebanon from north approved by Commission.
1852	June 26	Tabulation of bids read and action taken on following: Chetco River Bridge; Revetment above Willamette River Bridge at Harrisburg; Crooked River Bridge; Grande Ronde River Bridge; (Crooked River Bridge, Commission asked to award to low bidder) Middle Bridge-Love Bridge Section, surfacing; Coquille-Myrtle Point Section, resurfacing; Deschutes County Line-Crescent Section, grading; Modoc Point-Klamath Falls Section, resurfacing; Guard fence, Hood River and Wasco Counties.
1853		Proposals opened on following projects: Sag-Halfway Section, surfacing; O'Brien School-George Ranch Section, surfacing and Redwood Junction-Grayback Creek Section, surfacing; Bly Mountain-Beatty Section, grading;
1854		Bay City Section, grading; Emigrant Hill Section, resurfacing.

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1854	June 26	Linn County. Albany-Lebanon Section, bids discussed and rejected. Tabulation of bids read and action taken on following: Sag-Halfway Section; Bly Mountain-Beatty Section; Bay City Section; O'Brien School-George Ranch Section and Redwood Junction-Grayback Creek Section; Emigrant Hill Section; Beam Creek-Lost Valley Section; Redwood Junction-Wells Ranch Section.
1855		Klamath County. Klamath Falls-Malin Section to state line requested placed upon seven per cent system. Quartz Valley Section requested advertised. Coos County Good Roads Association endorsing plan of voting \$280,000 county cooperative bonds as separate item. Malheur County. Improvement of north connection into Ontario requested. Curry County. Park site at Hunters Head discussed. Emigrant Park. Boulder to be furnished for Sons and Daughters of Oregon Pioneers. Tillamook County. Section at Wheeler requested. Roosevelt Highway, basis of cooperation proposed by Commission.
1856		Toll Road, Forest Grove to Tillamook. Hearing to be held July 25. Next meeting to be held July 28. Market road maps Douglas, Washington, Josephine and Jackson Counties approved. Minutes of May 28 and 29 approved. Josephine County. Traffic officer for Redwood and Caves Highways requested. Lincoln County. Traffic officer for Corvallis-Newport Highway requested. Mt. Hood Loop. More traffic officers requested for week ends. Curry County. Pistol River-Chetco River Section, location through Brookings and adjacent to ocean at Harris Beach adopted.
1857		Forest Highway system, following additions made: Wahkeena Falls to East Forest Boundary, Between Hebo and Beaver, one mile. Draw bridge operators to have medical examination. Cooper Spur Forest Road, Multnomah County cooperation approved. Lane County. Florence-North project agreed upon. Projects ordered advertised: Pistol River-Chetco River Section, grading; Siletz Bay-Rocky Creek Section, grading; Florence North Project, grading. Washington County, Dairy Creek fill ordered paved with state plant.

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1858	July 25	Wilson River Toll Road. Public meeting at Tillamook.
1859		Tillamook County. Roosevelt Coast Highway, basis of co-operation agreed upon.
1860	July 28	Proposals received on following projects: Kings Valley and Hoskins Market Road, surfacing; Burnt Hill-Chetco River Section, grading;
1861		Siletz Bay-Rocky Creek Section, grading; Albany-Lebanon Section, grading and surfacing; Meacham Overcrossing Section, grading; Redwood Junction-Wells Ranch Section, grading;
1862		Crooked River Bridge; Two culverts in Grass Valley; Building at Emigrant Park. Linn County. Entrance into Lebanon from north. Albany-Lebanon project to be placed under contract. Washington County. Dairy Creek fill, concrete pavement requested. Wasco County. Wapinitia connection requested. 1863 Lane County. McKenzie Highway, survey of uncompleted portion ordered. Willamette Valley-Florence Highway from Rainrock west, survey of uncompleted portion requested; reconnaissance of river route ordered. County to vote two mill special county tax. Marion County. Removal of Fairfield Market Road from map requested. Clatsop County. Peterson & Scott asked for amount due on Seaside-Cannon Beach Junction Section without giving final acceptance. Crook County. Connection between Prineville and Central Oregon Highway requested. Washington County Court not in favor of toll road. Josephine County. Redwood Junction-Wells Ranch Section, award rescinded. 1864 July 29 Tabulations of bids read and action taken on following: Crooked River Bridge; Two culverts in Grass Valley; Building at Emigrant Park; Kings Valley and Hoskins Market Road, surfacing; Burnt Hill-Chetco River Section, grading; Albany-Lebanon Section, grading and surfacing; Siletz Bay-Rocky Creek Section, grading; Redwood Junction-Wells Ranch Section, grading; Meacham Overcrossing Section, grading. 1865 Benton County. Bond issue carried. Commission to look over two routes between Corvallis and Philomath. Wheeler County. Connection from Mitchell to John Day River, completion requested. Crook County. Extension of Bear Creek Section, statement by Commission. Forest Highway program, conference held. \$80,000 surplus to be programmed.

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1865	July 29	Douglas County. Umpqua Road, state aid requested. \$15,000 balance from surfacing contract, diversion agreed to.
1866		Klamath County. Crescent Section, grading ordered advertised. Division of costs. Lincoln County. Alsea Highway, \$34,000 allotted for completion of grading. Grant County. Bear Gulch project, surfacing 4 miles necessary, allotment approved. Allotment of \$80,000 surplus forest funds. Wapinitia project. Forest Service wants to use \$12,000 from 1927 funds for clearing. Lane County. Lowell-Oakridge Section, completion of estimate requested by county. 1867 Lake County. Quartz Valley Unit, clearing ordered advertised. Date for next meeting, August 27. Projects ordered advertised: Hereford-Mill Gulch Section, grading; Eagle Creek-Emigrant Creek Section, surfacing; Bend-Lava Butte Section, grading; Sutton Lake-Florence Section, grading and surfacing; Dairy Creek Bridge approach embankments, paving; Bridge over Hunters Creek, Curry County; Two bridges over Umatilla River; Building at Emigrant Park. 1870 Resolution authorizing sale of \$2,000,000 refunding bonds. Russell Hawkins, request for form of application for toll road franchise. Curry County. Inland route adopted. Extension of time: John Slotte, Svensen-Astoria Section. Minutes of June 25 and 26, 1925 approved. Union County. Sloane Construction Co. claim on Unit 2, Island City Section rejected. Equipment repair shop at Coquille, purchase of site approved. Warren Brothers Company, compromise settlement confirmed by Commission. Lake County. Chandler Park accepted and named. Joint Board on Interstate Highways, Engineer authorized to attend meeting in Washington, D. C. Aug. 27 Proposals received on following projects: Hereford-Mill Gulch Section, grading; Bend-Lava Butte Section, grading; Sutton Lake-Florence Section, grading; Dairy Creek Bridge Approaches, paving; Bridge over Hunters Creek; Bridge over Umatilla River at Echo; Bridge over Umatilla River at Stanfield; Building at Emigrant Park.

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1873	Aug. 27	Linn County. Santiam Highway construction urged. County cooperation offered. Marion County. Delegations present for and against Fairfield Market Road.
1874		Deschutes and Jefferson Counties. Crooked River Gap grading ordered advertised. Benton County. Corvallis-Philomath location, petition presented.
	Aug. 28	Klamath County. Bridge at Keno, state requested to take over; county cooperation offered for new bridge. Tabulation of bids read and action taken on following: Emigrant Park Building; Bridge over Umatilla River at Echo; Bridge over Umatilla River at Stanfield; Hereford-Mill Gulch Section, grading; Bend-Lava Butte Section, grading; Sutton Lake-Florence Section, grading and surfacing; Dairy Creek Bridge Approaches, paving.
1875		Linn County. Santiam Highway, county cooperation offered; survey ordered. Baker County. Bids on Hereford-Mill Gulch Section discussed; matter held in abeyance.
1876		Trask River Toll Road, approval of application for franchise asked by J. U. Smith. Klamath County. County to secure right of way between Bly and Lake County line at once. Douglas County. Coos County Line-Reedsport Section and uncompleted section Umpqua Highway, special district proposed to finance. Benton County. Corvallis-Philomath location, Commissioner Van Duzer to look over. Conference with Government officials. Lane County. Rainrock-Indian Creek project abandoned, funds transferred to Portage Section. Douglas County. Diversion of \$50,000 forest money to Umpqua project; agreement between Government and State.
1877		The Dalles-California Forest Highway Project; government cooperation reduced. Alsea Forest Project, government funds increased. Bear Gulch Section, \$5000 government funds. Yamhill County. McMinnville bond issue passed; repavement of Lafayette Avenue agreed upon. Coos County. \$6,000 cash contribution to city agreed to by Commission in Bandon project.
1878		Coquille, embankment project approved and city cooperation accepted. Myrtle Point, additional right of way; city to be asked to pay costs if Commission condemns.

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1878	Aug. 29	Resolution reducing load limit on Columbia River Highway between Multnomah County Line and Hood River.
1880		Next regular meeting September 29. Projects ordered: Oregon City-Canemah, paving; Lapine-Crescent, surfacing; Crooked River Gap, grading; Euchre Creek-Rogue River, grading. Bids received for snow plow equipment; low bid accepted. Canby. Permit to erect ornamental posts requested. Junction City. Erection of arch disapproved. Gilliam County. Settlement of obligations of county. Coos County. Construction of sidewalk on Coal Bank Slough Bridge approved. Market road maps of twenty counties approved. Malheur County. Ontario, maintenance of section in city taken over by state.
1881		Lapine. Request for change of route through town denied. Klamath County. Site for shop and storage purposes near Klamath Falls, purchase authorized. Resolution changing time of publishing notice to bond dealers re sale of \$2,000,000 refunding bonds.
1882		Extensions of time: Hetrick, Cline & Gardner, Otter Rock-Agate Beach Section; Frazier & Samuel, maintenance materials at Cloverdale; W. E. Storm, Weiser and Payette Spurs; Motor Investment Company, Nimrod-Blue River Section; Washburn & Hall, Wolf Creek-Grave Creek Section; Campbell, Barr & Tobin, Condon-Thirtymile Creek Section; James Crick, Sag-Halfway Section; Swartley Brothers, Widening Emigrant Hill Section; United Contracting Company, Tillamook Junction-McMinnville; L. W. Metzger, R. A. Booth Bridge Approaches; John Hampshire, Otter Rock-Rocky Creek Section; John Hampshire, Myrtle Point-North Section.
1883		Engineer authorized to attend meeting at Boise regarding routing of interstate highways.
	Sept. 15	Resolution covering sale of \$2,000,000 refunding bonds.
1888		Proposals received on following projects: Eagle Creek-Emigrant Creek Section, surfacing; Oregon City-Canemah Section, paving. Benton County. Location of Corvallis-Philomath Section adopted. Douglas County. Hearing on boundaries of proposed Umpqua Highway Improvement District requested. Offer of Fred Schmidt to plant flowers at wye connection of Coos Bay-Roseburg and Pacific Highways accepted. Minutes of July 25, 28 and 29, 1925 approved.
1889		

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1889	Sept. 15	Load limit ordered reduced on following highways: Alsea Highway Ashland-Klamath Falls Highway Coos Bay-Roseburg Highway Corvallis-Newport Highway Crater Lake Highway Klamath Falls-Lakeview Highway McMinnville-Tillamook Highway Mt. Hood-Loop Highway Prineville-Lakeview Highway Redwood Highway Roosevelt Coast Highway The Dalles-California Highway Willamette Highway Willamette Valley-Florence Highway
1892		Reduction of load limits on Pacific Highway between Salem and Oregon City discussed. Wilson River Toll Road franchise; matter made special order of business for next meeting. Marion County market road map approved. Baker County. Hereford-Mill Gulch project, report on proposed new line. Tabulation of bids read and action taken on following: Eagle Creek-Emigrant Creek Section; Oregon City-Canemah Section.
1893		County bridges on state highways, policy of Commission. Lane County. Sutton Lake-Florence Section, cooperative arrangement revised. Jackson and Josephine Counties. Request for approval of boundaries of proposed highway improvement district. Engineer authorized to attend meeting of motor clubs at Vancouver, B. C.
1894	Sept. 29	Proposals received on following projects: Euchre Creek-Rogue River Section, grading; Crooked River Section, grading. Spanish War Veterans Association. Proposal to erect statue of Roosevelt on Battle Rock endorsed by Commission.
1895		Wasco County. Wapinitia connection, consideration asked. Maupin bridge. County cooperation offered; engineer's report requested. Lane County. Willamette Valley-Florence Highway, location down Siuslaw River requested. Douglas County. Umpqua Highway Improvement District; matter discussed; time of hearing set. Benton County. Corvallis-Philomath Section, difficulty in securing right of way on new location.
1896		Lane County. Willamette Highway; estimate by Bureau of Public Roads; county funds offered; state and federal aid requested.

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1896	Sept. 29	Wilson River Toll Road. Decision on franchise asked. Discussion.
1897		Clackamas County. Addition of Bluff Road to Clackamas County market road map requested. Tabulation of bids read and action taken on following: Crooked River Section; Euchre Creek-Rogue River Section.
1898		Pole line franchises. Discussion with representatives of power companies. Portland Electric Power Company. Permission to place poles inside of right of way line between St. Helens and Columbia City. Morrow and Umatilla Counties. Lena-Vinson Section, grading ordered advertised. Cooperation accepted. Umatilla County. Cold Springs Highway, survey of remaining unit ordered.
1899		Siskiyou Highway Improvement District. Time and place of hearing set.
	Sept. 30	Wilson River Toll Road. Revised franchise presented. Curry County. Matter of fencing right of way through Macleay Estate north of Rogue River. Longview toll bridge. Sketch map and drawings submitted to Commission. Lewis and Clark Bridge. Request for adjustment made by Pacific Bridge Co. Morrow County. Consideration of Heppner-Spray Road in forest program requested.
1900		Deschutes and Klamath Counties. Lapine-Crescent Section ordered advertised as state project. Wilson River Toll Road. Further conference requested by Washington County. Minutes of August 25 and 26 and September 15 approved. Clatsop County. Astoria-Svensen Section, contract for paving signed. Clackamas County. Agreement with Oregon City re shortage on cost of completion of Oregon City-Canemah Section. Oregon City-Canemah paving contract awarded. Baker County. Hereford-Mill Gulch Section, agreement with owners of irrigation project. Readvertisement on revised alignment ordered. Next meeting October 27 and 28.
1901		Curry County. Park site at Hunters Head; purchase authorized. Park site at Floras Creek. Engineer's report. Clackamas County. Donation of site of monument near Government Camp Hotel reported. Shop buildings, construction at Coquille and Klamath Falls authorized.

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1901	Sept. 30	Fuel oil, matter of contracts for next year referred to Commissioner Van Duzer. Klamath County. Keno bridge, Engineer's report. County offer declined. Projects ordered for next meeting: Hereford-Mill Gulch Section, grading; Lapine-Corral Springs Section, surfacing; Lena-Vinson Section, grading; East Unit, Beatty-Drews Valley Section, clearing; Shop-buildings at Coquille and Klamath Falls. Klamath and Lake Counties. Preservation of timber along right of way and matter of exchange between Government and private owners discussed. Harney County. Aid on road between Canyon City and Burns requested. Malheur County. Permission to borrow \$10,000 market road money for right of way on Baker County Line-Cow Valley Section granted. Union County Chamber of Commerce ready to help in improvement of Gangloff Park. Extensions of time: J. W. & J. R. Hillstrom, Denmark-Coos County Line Section; K. L. Hall, Blachly Section; Joplin & Eldon, Agate Beach-Newport Section; Morrison-Knudsen Company, Unit 1, Enterprise-Forest Boundary Section; Joplin & Eldon, Gardiner Section; Dunn & Baker, O'Brien School-George Ranch Section.
1903	Oct. 27	Bids opened on following projects: Hereford-Mill Gulch Section, grading; Lapine-Corral Springs Section, surfacing; Lena-Vinson Section, grading; East Unit, Beatty-Drews Valley Section, clearing; Shop and service buildings at Coquille; Shop and service buildings at Klamath Falls. Deschutes County. Lava Butte-Lapine Section, oiling requested. Bend North Section, regrading and resurfacing requested. Central Oregon Highway, relocation near Glass Buttes, engineer to report. Curry County. Option to purchase scenic point near Harris Beach authorized. Linn County. Santiam Highway, Snea Hill-Cascadia Section urged. County cooperation offered. Wilson River Toll Road. Franchise discussed and withdrawn. Clackamas County. Balance due from city of Canby remitted. Lane County. Willamette Valley-Florence Highway, North Fork Route adopted between Rainrock and Florence.
1909		Willamette Highway. Lowell-Oakridge Section, county asking authorization to expend bond funds with assurance of cooperation later.

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1909	Oct. 28	Tabulation of bids read and action taken on following: Lapine-Corral Springs Section, surfacing; Lena-Vinson Section, grading; Hereford-Mill Gulch Section, grading; East Unit, Beatty-Drews Valley Section, clearing; Shop and service buildings at Klamath Falls; Shop and service buildings at Coquille. Lane County. Route of Pacific Highway at north entrance to city of Eugene changed. Longview bridge. Report of Bridge Engineer on interview with Chief Engineer of Long-Bell Lumber Company. Clatsop County. Claim of Pacific Bridge Co. on Lewis and Clark River Bridge, settlement. Minutes of September 29 and 30 approved. Market Road fund, resolution relative to distribution of second one-half.
1910		
1911		
1914		Harney County. Central Oregon Highway location west of Burns shifted at request of Herrick Lumber Company. Wasco County. Estimated cost of new bridge at Maupin \$70,000. Operation of bridges at Youngs Bay, Lewis and Clark River and Coquille River to be taken over by Commission. Platform scale for weighing trucks to be installed on Pacific Highway south of Oregon City. Clackamas County. Property along bluff near south city limits of Oregon City; matter of acquiring for scenic purposes discussed. Investigation of possibility of diverting traffic to relieve congestion in Oregon City. Wallowa County. Request of Cricket Flat Grange that six inches of snow be left on highway. Lane County. Petition of residents of Springfield in matter of location of McKenzie Highway. Interstate connection at Welser, position of Commission. Extensions of time: Portland Bridge Company, Harrisburg bridge; Union Bridge Company, Albany bridge; Swartley Brothers, Emigrant Hill Section, grading; H. J. Hildeburn, Chalk Cliff-Hunter Hill Section; Joplin & Eldon, Agate Beach-Newport Section, grading; Washburn & Hall, Oakland Overcrossing Approaches; R. W. Stevenson, Brighton-Jetty Creek Section; A. D. Kern, Sag-Halfway Section; Morrison-Knudsen Company, Eagle Creek Bridge and others. Curry County. Construction of Pistol River Bridge authorized; permit requested from War Department. Road graders, advertisement for bids authorized. Next meeting December 8, 1925. R. H. Baldock and L. P. Campbell authorized to attend Road Show at San Francisco.
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1916	Oct. 28	Engineer and one Commissioner authorized to attend convention of American Association of State Highway Officials at Detroit.
1917	Oct. 29	Umpqua Highway Improvement District. Public meeting at Elkton.
1920	Oct. 30	Siskiyou Highway Improvement District. Public meeting at Jacksonville.
1922		Form of petition and boundaries approved.
1924	Nov. 25	Umpqua Highway Improvement District. Petition amended and boundaries approved as amended.
1926	Dec. 8	Lane County. Lowell-Oakridge Unit presented as forest project.
		Tillamook County. Route through Nehalem requested.
		Little Nestucca Road, state aid requested.
1927		Harney County. Bond issue carried. Canyon City-Burns Road requested as forest project.
		Bend-Burns Road, bond funds available.
		Burns-Drewsey Road, bond funds available.
		Deschutes County. Lava River Caves Park, offered by Shevlin-Hixon Company.
		Wheeler County. Mitchell-Dayville Unit, construction urged.
		Linn County. Santiam Highway, Shea Hill forest project to Cascadia, cooperation agreed upon.
1928		Albany bridge. Resolution accepting bridge from contractor.
1929		Conference with representatives of U. S. B. P. R. and Forest Service.
		Klamath and Lake Counties. Quartz Valley project discussed.
		Not approved by Bureau pending settlement with Klamath County re clearing contracts.
1930		Forest highway program for 1927 fiscal year.
1931		Harney County. Application for extension of Canyon City-Burns forest highway to Burns.
		Klamath County. Connection from Dalles-California Highway to east entrance of Crater Lake, county cooperation tentative.
		Morrow County. Heppner Spray Road; matter postponed.
		Lane County. Lowell-Oakridge Section not favored by Bureau.
		Coos County. Discussion relative to Bald Hill and Lampa Mountain market roads.
Dec. 9		Arbitration Clause in state highway contracts requested.
1932		Surety bond, matter of increased rate for Oregon state highway contracts discussed.
		Road graders, bids received. Contract awarded.
		Lane County. Lowell-Oakridge Section, decision requested by county.
		Lincoln County. Yachats River bridge, county cooperation offered.
		Indebtedness on Corvallis-Newport Highway, county given more time to meet.
		Siletz River forest highway; change of status requested.

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1933	Dec. 9	Lincoln County. Consideration of section at mouth of Alsea River requested.
		Market road maps approved:
		Baker County
		Jefferson County
		Umatilla County
		Wheeler County
		Klamath County
		Benton County
		Coos County
		Lincoln County
		Minutes of October 27, 28, 29, 30 and November 25, 1925 approved.
		Lane County. Letter from Lions Club of Springfield re new bridge at Springfield.
		Siskiyou Highway Improvement District; protest from Otto Niedermeyer and others against inclusion of property.
		Douglas County. Construction north of Gardiner requested.
		Bulletin on Roadside Tree Planting; publication approved.
		Gangloff Park. Deed accepted and park named.
		Limiting loads on state highways out of Portland discussed.
		Shelter sheds; erection on right of way considered and declined.
1934		Albany bridge, permit for lines of Pacific Telephone & Telegraph Company.
		Audit of highway fund and payroll account ordered.
		Purchase of various equipment authorized.
		Park at rim of Crooked River Canyon accepted from Oregon Trunk Railway.
		Cascade Locks toll bridge; protection of state's interest considered.
		Next meeting January 19, 1926.
		Projects ordered advertised:
		George Ranch North about 6 miles, grading;
		Cannon Beach Junction-Hamlet Junction, surfacing;
		Siletz River bridge.
		Oiling program for next year.
		Requests for extension of time:
		Frazier & Samuel, maintenance material at Cloverdale;
		Campbell, Barr & Tobin, Condon-Thirtymile Section;
		Schell & Rhodes, Myers Creek-Burnt Hill Section;
		Simonsen & Hefty, Mussel Creek-Euchre Creek Section;
		Joplin & Eldon, Gardiner Section;
		Dunn & Baker, O'Brien School-George Ranch Section;
		K. L. Hall, Blachly Section;
		Joplin & Eldon, Agate Beach-Newport Section;
		D. P. Plymale, Gold Beach-Hunter Creek Section;
		Washburn & Hall, Oakland Overcrossing Approaches;
		S. H. Newell, Siletz Bay Section;
		J. A. Varner, bridges and culverts on Redwood and Oregon Caves Highways.
1935		

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1936	Dec. 9	J. D. Tobin, Meacham Overcrossing;
1937		Triangle Construction Co., Middle Bridge-Love Bridge Section;
		A. T. Dolan, Bay City Section;
		W. E. Andrews Construction Co., Dairy Creek Bridge Approaches;
		George M. McDowell Company, Lava Butte-Lapine Section.
		Lane County. Indebtedness of city of Creswell on paving cancelled.
		Douglas County. Coos Bay-Roseburg Highway, final settlement of indebtedness to state.
1938	Jan. 19	Proposals received on following projects:
		Cannon Beach Junction-Hamlet Junction Section, surfacing;
		George Ranch-Deer Creek Section, grading;
1939		Bowers Slough Bridge;
		2 small bridges and 8 culverts near Kerby;
		Siletz River Bridge;
		Butter Creek Bridge near Vinson.
1940		Bids received for concession privileges at Bradley Park.
		Bids received for auditing.
		Bids received for lubricating oils and greases.
		Umatilla County. Lazinka Ranch-Albee Section, construction requested.
		Tillamook County. Brighton-Wheeler project requested. 1926 program held for further consideration.
		Grade crossing elimination, cooperation by S. P. Co.; data to be secured from California Highway Commission.
		Hood River County. Bridge road, addition to market road map discussed.
1941		Forest road map, adoption discussed. Plan submitted by forest officials.
1942		Dolph-Southwest forest project changed to Otis East to Polk County Line.
		Morrow County. Heppner-Spray Road, county cooperation offered; government allotment recommended.
		Klamath County. Indebtedness to Government discussed; also matter of cleaning up debris on The Dalles-California Highway.
		Lane County. Cooperation, special tax levy to be voted on at May election; Commission asked amount of cooperation necessary to complete McKenzie and Willamette Valley-Florence Highways.
		Lake County. Surfacing Lakeview to east end of Drews Valley project requested.
1943	Jan. 20	Tabulation of bids read and action taken on following:
		Cannon Beach Junction-Hamlet Junction Section;
		George Ranch-Deer Creek Section;
		Bowers Slough Bridge;
		Bridges and culverts near Kerby;
		Siletz River Bridge;
		Bridge over Butter Creek near Vinson.

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1943	Jan. 20	Contracts awarded for lubricating oils and grease.
1944		Contracts awarded for gasoline.
		Bids for concession privileges at Bradley Park referred to engineer.
		Bids for auditing rejected and matter referred to Commissioner Van Duzer.
		Deschutes County. Recommendations for improvement of Lava River Caves.
		Crook County. Extension of Bear Creek Road requested. Mitchell-Dayville project requested.
		Lincoln County. Hetrick, Cline & Gardner, claim for additional compensation on Otter Rock-Agate Beach Section.
		Salmon River Road, large delegation present.
1945		Lincoln County. Yachats River bridge, county cooperation accepted and construction authorized.
		Klamath County. Indebtedness to Bureau Public Roads for maintenance and charges for extra clearing and grubbing work discussed.
1946		Klamath Falls-Lakeview Highway; direct route from Dairy to common point requested by delegation.
		Extensions of time:
		Simonsen & Hefty, Bandon-Sixes River Section;
		Simonsen & Hefty, Mussel Creek-Euchre Creek Section;
		C. J. Montag Co., bridges over Willow Creek, Floras Creek and Morton Creek;
		F. L. Brown, Bend-Lava Butte Section;
		Union Bridge Company, Hendricks Bridge;
1947		R. W. Papin, guard fence in Hood River and Wasco Counties.
	Jan. 21	Umatilla County. Lazinka Ranch-Albee Section requested. Small plot of ground adjoining Emigrant Park to be purchased from L. L. Mann.
		Wallowa County. Petition for road from Elgin to Lewiston, Idaho.
		John B. Yeon bridge; matter discussed by Commission.
1948		Hood River County. Matter of toll bridge at Cascade Locks discussed.
		Lincoln County. Otter Crest park property, condemnation authorized.
		Park sites in Lincoln and Curry Counties, acquisition proceedings to be expedited.
		Shelton Park at Sarvice Creek Summit accepted by Commission.
		Baker County. Block of ground in Baker offered for shop buildings.
		J. M. Devers. Services loaned to Public Service Commission.
1949		Lane County. High Pass Road added to market road map.
		Projects authorized for next meeting:
		Bend-Lava Butte Section, surfacing;
		Crooked River Gap Section, surfacing;
		Baker-Stices Gulch Section, surfacing;
		Bridge over North Slough near Hauser.

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1949	Jan. 21	Next meeting February 25. Tillamook County. Survey from Hobsonville to Rockaway authorized. Surety bonds on contracts; increase to total amount of contract approved. Annulment of Contract clause approved.
1950		Union County. Resolution re condemnation of property owned by Homer C. and Rachel Bidwell.
1951		Klamath County. Resolution requesting Forest Service and Bureau of Public Roads to approve extension of Klamath Falls-Lakeview project east 1.9 miles.
1952		Deschutes County. Reduction of load limit on McKenzie, McKenzie-Bend and The Dalles-California Highways.
1954		Deschutes and Klamath Counties. Award of contract for surfacing Lapine-Corral Springs Section approved. Resolution re C. C. Kelley.
1955	Feb. 25	Hearing by Port of Portland on Rainier-Longview bridge. Proposals received on following: Stices Gulch-Baker Section, surfacing; Bend-Lava Butte Section, surfacing; Crooked River Section, surfacing; Meacham Overcrossing Section, surfacing; Siletz River Bridge near Kernville; Bridge over Salt Creek near Amity.
1957		Tillamook County. Wheeler-Brighton Section requested. Harney County. Location of Central Oregon Highway requested. County bonds voted. Deschutes County. Bend-Lava Butte Section, surfacing. Permission granted to Kibler & Bartlett to withdraw bid. Lane County. Springfield bridge, delegation present. Report and estimate requested.
1958		McKenzie Highway, fifty-fifty cooperation continued. Willamette Valley-Florence Highway, cooperation agreed upon. Hood River County. Amended market road map approved. Linn County. Santiam Highway; cooperation agreed upon. Oregon Motor Stage Association. Substitute for H. B. 413 offered for consideration of Commission.
1959		Umpqua Highway Improvement District. Report of meeting of Board of Trustees. Discussion of construction from Reedsport south. Douglas County. Gardiner district special tax money to be held until county can match.
1960		La Grande. Site for shops offered free. Lincoln County. Claim of Ryckmann & Martin for lost fish at hatchery on Spencer Creek.

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1960	Feb. 26	Tabulation of bids read and action taken on following: Stices Gulch-Baker Section, Bend-Lava Butte Section, Crooked River Section, Meacham Overcrossing Section, Siletz River Bridge, Bridge at Amity on market road.
1961		Grant County. Austin Stub, balance of county cooperation to be paid in December, 1926. Mitchell-Dayville Section. County ready to cooperate. Deschutes County. Lava Butte-Lapine Section, surfacing; claim of Geo. M. McDowell presented. Lincoln County. Otter Rock-Agate Beach Section, grading; claim for adjustment by Hetrick, Cline & Gardner declined. Douglas County. Winchester bridge, claim for extras presented. Minutes of January 19 and 20, 1926 approved. Clackamas County. Oregon City requested to put Railroad Avenue through. Lane County. McKenzie Highway, location between Springfield and Thurston adopted.
1962		Benton County. Location of Corvallis-Philomath Section reaffirmed. Location between Keyes Hill and Gellatly Point approved and adopted. Lincoln County. Park site at Otter Crest; discussion with W. S. and W. F. Badley. John B. Yeon Bridge named. Lincoln County. Toledo; additional right of way to be secured.
1963		Sites for shops offered by cities of Baker and La Grande. U. S. shield markers, erection authorized. Standard signs approved. Clackamas County. Additional right of way between Canemah and Aurora; cost to be assumed by state. Albany bridge case, Commission asked to pay attorney's fees. Bradley Park. Addition to building authorized; concessionaire to pay half of cost. Entrance marker at city boundaries, plan approved. Ballards Landing bridge, agreement signed by Commissioners.
1964		Lane County. Willamette Valley-Florence Highway, location between Rainrock and Florence, reconsideration declined. Malheur County. Central Oregon Highway, survey from Burrell Ranch to point three miles west of Harper ordered. Harney County. Central Oregon Highway, survey from Drewsey to Malheur County line ordered. Everyday Ferry. Approaches to railroad grade crossing, construction requested by Hon. Samuel Hill. Klamath County. Action on definite location of Klamath Falls-Lakeview Highway to be taken at next meeting. Douglas County. Reedsport-Coos County Line Section, party

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1964	Feb. 26	authorized to cut trails, etc. Next meeting set for March 25.
1965	March 25	Bids received on following projects: Gellatly Point-Corvallis Section, grading; Gellatly Point-Corvallis Section, culverts; Construction of ferry boat at Independence;
1966		Lane County. McKenzie Highway, two projects requested; engineer's estimate and report ordered. Springfield bridge, state cooperation requested. Wheeler County. Mitchell-Dayville Section requested; county cooperation offered. Salmon River-Grande Ronde Highway Improvement District, date for hearing set.
1967		Tabulation of bids read and action taken on following: Gellatly Point-Corvallis Section, grading; Gellatly Point-Corvallis Section, culverts; Ferry boat for Marion County. Lincoln County. Unit between Waldport and Newport requested. Benton County. Gellatly Point-Corvallis Section, county to secure right of way at April meeting. Missouri Bend-Alsea Mountain Section, advertisement ordered. Linn County. Santiam Highway, delegation present in matter of county cooperation; special tax levy proposed. Albany bridge; matter of lighting brought up by Mayor Robnett. Albany, route of Pacific Highway, change requested.
1968		Douglas County. North Umpqua Road, designation as forest highway requested. Forest Highway program discussed.
1969		Klamath County. Connection from Dalles-California Highway to East Entrance of Park discussed. Diversion of fund to county road on west side of Klamath Lake requested. Mt. Hood-Wapinitia clearing. Additional funds diverted from Roosevelt Highway. Klamath County. The Dalles-California Highway, forest funds diverted from Roosevelt Highway. Curry County. Euchre Creek-Rogue River Section, funds diverted to other projects. Agreement for financing. Committee appointed to look over signing system on routes from Junction City to Portland.
1970		Tillamook County. Advertisement of following projects ordered: Bridge over South Fork of Nehalem River at Mohler; Wheeler Mill-Wheeler Overhead Section, grading; Miami-Hobsonville Section, grading.

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1970	March 25	Coos County. Delegation requesting reconsideration of approval of market road map. Lincoln County. Park site at Otter Rook (Punch Bowl) discussed. Klamath County. Bly Mountain Section, surfacing requested; county cooperation; advertisement ordered. Rock Creek road on west side of Klamath Lake, inclusion in forest development system requested. County line markers accepted by state and ordered placed. Klamath Falls-Lakeview Highway, location east of Dairy discussed.
1971		Minutes of February 25 and 26 approved. Resolution re final apportionment of 1926 Market Road Appropriation.
1974		Resolution authorizing negotiation or suit to acquire park site at Otter Crest from W. S. and W. F. Badley.
1975		Lane County. Request for state aid in reconstruction of ferry slip at Florence declined. Curry County. Purchase of Harris Park from Carl Bauers authorized.
1976		Clackamas County. Property along bluff south of Oregon City for scenic purposes; matter referred to Commissioner Van Duzer. Date for next meeting April 29. Projects ordered advertised: City of Bandon Section, grading and surfacing; Alsea Valley Section, grading; Wheeler Section, grading and surfacing; Miami-Hobsonville Section, grading, surfacing and bridges; Winchester Bay-Coos County Line Section, grading; Bridges over Depoe Bay and Rocky Creek; Bridge at Ballards Landing; Wren Overcrossing; Bridge over Mary's River; Bridge over South Fork of Nehalem River near Mohler; Bridge over Yachats River; Bridge over North Slough near Hauser.
1977		Tillamook County. Elimination of grade crossings between Rockaway and Hobsonville; application for hearing ordered. Douglas County. Route through Reedsport; Engineer to make examination. Extension of time, Kuckenberg & Wittman, Crooked River Bridge. Hood River County. Additional right of way at Cascade Locks; engineer to check over situation. Park site at Crooked River bridge, exchange of school land scrip arranged. Clackamas County. Approval of market road map withheld pend- ing inclusion of Bluff Road toward Bull Run.

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1977 March 25 Load limitations, removal authorized on following highways:

Columbia River Highway
Alsea Highway
Ashland-Klamath Falls Highway
Coos Bay-Roseburg Highway
Corvallis-Newport Highway
Crater Lake Highway
Klamath Falls-Lakeview Highway
McMinnville-Tillamook Highway
Mt. Hood Loop Highway
Prineville-Lakeview Highway
Redwood Highway
Roosevelt Coast Highway
The Dalles-California Highway
Willamette Highway
Willamette Valley-Florence Highway
McKenzie Highway
McKenzie-Bend Highway
The Dalles-California Highway
Bonds on contracts; 50% required.

1978

1979

Portland, Oregon, April 23, 1925.

The Commission met in Room 360 Multnomah County Court House at 2:00 P. M. Present were:

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

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

COLUMBIA RIVER HIGHWAY
ASTORIA-SVENSEN SECTION - PAVING

	Alt. "A"	Alt. "B"	Alt. "C"
Simonsen & Hefty	\$261,402.00		
W. D. Andrews Construction Co.	264,540.00		
J. C. Compton	273,516.00	\$269,397.50	\$284,630.00
Cummins & La Pointe	278,167.00		
John Slotte & Co.	281,829.00		
Parker-Schram Co.	300,770.00		
Joplin & Eldon	333,620.50	289,404.50	305,370.00
Warren Construction Co.		251,991.00	257,715.00

PACIFIC HIGHWAY
R. A. BOOTH BRIDGE APPROACHES - PAVING

L. W. Metzger	\$18,154.50
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OLD OREGON TRAIL
TELOCASET-BAKER SECTION - RESURFACING

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Lyon & Price	\$116,047		\$100,853		\$115,532
A. D. Kern	104,190		104,835		113,510
Joslin & McAllister	130,168	\$162,275	108,463	\$127,975	123,795
Security Construction Co.		138,704	109,542	124,142	120,522
Dunn & Baker		140,850	111,430		121,990
Triangle Construction Co.					111,445
Warren Construction Co.	133,844	160,694	114,434		123,906
Harness & Colby	121,220		114,496		
Ekstrom Bros. & Cleveland	118,508				
Columbia Construction Co.	122,840				
Leisman Construction Co.	129,163	142,000	129,780	132,350	130,040
Newport Construction Co.	129,370				
Carl Nyberg				138,860	141,995

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ALBANY-CORVALLIS HIGHWAY
EMBANKMENT APPROACHES TO NEW BRIDGE AT ALBANY

E. H. Itschner	\$ 7,207.50
W. H. Monarch	8,286.00
Davis & Hoflich	8,508.50
W. S. Olenault	8,766.25
H. Hayden	9,056.25
F. M. Bullis	9,728.75
Swartley Bros.	9,866.50
Guy F. Pyle	10,441.25

ROOSEVELT COAST HIGHWAY
MUSSEL CREEK-EUCHRE CREEK SECTION - SURFACING

Simonsen & Hefty	\$40,443.00
S. S. Schell	42,774.00
Johnson Contract Co.	42,982.50
John Hakanson	45,625.00

ROOSEVELT COAST HIGHWAY
GARDINER SECTION - GRADING AND SURFACING

Joplin & Eldon	\$66,527.00
Umpqua Dredging & Construction Co.	71,845.30
Iver J. Rosten Co.	76,941.80
A. D. Kern	77,054.50
Johnson Contract Co.	79,719.00
John Hakanson	79,993.50
J. F. Shea Co.	84,989.00

REDWOOD HIGHWAY
O'BRIEN SCHOOL-GEORGE RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Dunn & Baker	\$58,395.00	\$58,757.00
John Hampshire	65,395.00	63,581.00
J. T. Logan	90,954.00	87,013.00

PRINEVILLE-LAKEVIEW HIGHWAY
CHALK CLIFF-HUNTER HILL SECTION - SURFACING

H. J. Hildeburn	\$47,015.00
Dunn & Baker	49,775.00
W. D. Miller	51,050.00
Warren Construction Co.	52,650.00
R. E. Harness	53,300.00

WILLAMETTE VALLEY-FLORENCE HIGHWAY
BLACHLY SECTION - GRADING AND SURFACING

K. L. Hall	\$40,530.00
Guy F. Atkinson	53,307.50
Johnson Contract Co.	55,297.50

ROOSEVELT COAST HIGHWAY
AGATE BEACH-NEWPORT SECTION - GRADING

Joplin & Eldon	\$63,910.00
A. D. Kern	66,310.00
Parker-Schram Co.	68,985.00
John Hampshire	70,177.00
J. F. Shea Co.	70,711.00
Lucich & Co.	73,394.50
Iver J. Rosten Co.	75,216.70
Johnson Contract Co.	80,580.00
W. H. Monarch	81,407.00
Guy F. Atkinson	81,635.00
J. W. Sweeney Construction Co.	83,360.00
Newport Construction Co.	83,998.50
Washburn & Hall	91,080.00
Greenwood & Dann	94,680.00

ENTERPRISE-FLORA HIGHWAY
UNIT NO. 1, ENTERPRISE-FOREST BOUNDARY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.	\$51,818.00	\$51,604.00
James Crick	56,922.50	56,796.50
Geo. Shevar	58,739.50	58,806.00
Jetley Bros.	60,341.00	61,339.00
Bauers & Bauers	62,892.00	62,456.00
Newport Construction Co.	63,572.30	64,061.00
Security Construction Co.	68,698.00	68,698.00

McMINNVILLE-TILLAMOOK HIGHWAY
BEE RANCH-DOLPH SECTION - GRADING AND TRESTLE CONSTRUCTION

Baker & Scharschmidt	\$22,614.00
Parker-Schram Co.	24,679.00

BAKER-CORNUCOPIA HIGHWAY
BRIDGE OVER EAGLE CREEK AND SIX SMALL TRESTLES NEAR RICHLAND

Morrison-Knudsen Co.	\$22,273.00
Illinois Steel Bridge Co.	23,492.00
Delivuk & Stack	24,579.00

DOUGLAS COUNTY - COUNTY ROAD
BRIDGE OVER UMPQUA RIVER AT ELKTON

Lindstrom & Feigenson	\$24,905.00
O. N. Pierce & Co.	26,770.00
J. J. Badraun	28,145.00
Union Bridge Co.	29,737.50

DOUGLAS COUNTY-COUNTY ROAD
BRIDGE OVER SOUTH UMPQUA RIVER NEAR DILLARD

O. N. Pierce & Co.	\$10,970.00
Lindstrom & Feigenson	11,680.00
O. M. Olds	12,000.00
A. Valder	14,970.00
J. J. Badraun	15,420.00

McKENZIE HIGHWAY
BRIDGE OVER McKENZIE RIVER (HENDRICKS BRIDGE)

Union Bridge Co.	\$56,440.00
D. T. Eaton Construction Co.	61,126.75
Lindstrom & Feigenson	64,809.75
J. W. Sadler Co.	66,944.00
O. N. Pierce & Co.	68,340.00
Kuckenberg & Wittman	69,535.00

TILLAMOOK COUNTY-COUNTY ROAD
BRIDGE OVER NESTUCCA RIVER AT CLOVERDALE

	Alt. "A"	Alt. "B"
E. D. Olds	\$ 8,529.00	\$12,030.00
Lindstrom & Feigenson	10,076.25	12,125.00
W. D. Hoffman	10,417.50	14,185.00
Marshall & Green	12,651.70	14,541.50
Mallory & Ayer	13,629.00	16,637.50
R. W. Pepin	13,655.00	
Henry Makela & Sons	14,320.00	17,140.00

Bids on lubricating oils were received from the following:

Union Oil Company of California
Indian Refining Co., Inc.
Shell Company of California
Standard Oil Company
Rasmussen & Company
Wiggins Company, Inc.
The Pennzcoil Co.
Tide Water Oil Sales Corporation
The Texas Company

Judge Schanep and Commissioner Bean of Umatilla County spoke of the dedication of the new bridge across the Umatilla River and proposed that it be named the "William Duby Bridge." Matter deferred for further consideration when full Commission is present.

Judge Bunnell and Commissioner Short of Klamath County asked for the advertising of the Bly Mountain Section of the Klamath Falls-Lakeview Highway beginning at common point 7 miles north of Bonanza and extending nine miles toward Beatty. They stated that they would cooperate 50-50 on this and also on a short section near the Lake County line. Request was made again that the survey north from Bonanza be accepted. On this project they offered to do the grading themselves and stated that they did not consider that the surfacing was necessary this year. The Commission stated that a decision on the advertising of the Bly Mountain Section would be made at the next meeting when the engineer's report and estimate was available. The Commission stated also that at the next meeting a decision would be made on the alternate routes between Dairy, Bonanza and Beatty.

In the matter of the clearing and grubbing on the Crescent-Deschutes County Line Section of The Dalles-California Highway, the Engineer reported that only a forty foot width had been grubbed and that the brush, stumps and other debris had been piled against the standing timber on the right of way line and burning would cause damage in its present position if not moved. Judge Bunnell stated that this would be done and also sufficient grubbing to furnish width for borrow pits. Arrangements were made for Division Engineer Wanzer to meet the Klamath County Court on the ground next week and show them what work would be necessary to put the project in an acceptable condition.

County Judge Quine and Commissioners Weaver and Beckley, also Roadmaster Frear, of Douglas County, stated that the low bid on the Gardiner project was satisfactory and recommended acceptance and award of the contract. They also stated that they were satisfied with the low bids received on the two bridges at Elkton and Round Prairie advertised for the county and requested that the awards be made to the low bidders.

It was suggested, inasmuch as a large quantity of gravel would be taken from the Umpqua River for the Scottsburg-Reedsport project as well as much larger quantities for surfacing the Roosevelt Highway between the Siuslaw River and Coos Bay, that if proper representation was made before the State Land Board, that the present royalty charged for gravel removed from the beds of navigable streams might be waived, as permitted under the law. The County Court of Douglas County stated that they would like to join the Commission in such a request.

Commissioner Joseph Hume of Linn County stated that the County Court, after considering the Albany-Lebanon project, suggested the following revision of plan. Since the present road is in fair condition between Albany and Crabtree Junction, the Court proposed that the construction of this section be deferred but maintained by the county in the meantime, and the project be extended a sufficient distance beyond Lebanon toward Foster to equal the proposed expenditure. After considering

the matter, the Commission decided to decline the request and adhere to the original program, in order to make the improvement continuous out from Albany.

John R. Hill of Brookings urged the Commission to include the Chatco River Bridge in their Curry County program. The Engineer reported that the present structure was in bad condition and posted for loads in excess of two tons. The Engineer was authorized to prepare a design and estimate and report back to the Commission.

It was decided to postpone the matter of the hearing on the boundaries of the Grand Ronde-Salmon River Improvement District until there seemed to be a more general demand for the formation of the district.

The Secretary reported that the Advisory Committee had filed a report on the arch proposed by the Coos Bay commercial bodies to be erected at the junction of the Coos Bay and Pacific Highways. The Commission decided to take no action on the matter at this time but instructed the Secretary to furnish each member of the Commission with a copy of the report for further study.

A meeting was held in the evening in Room 209 Imperial Hotel, at which the Umatilla County Court and Roadmaster Shannon were present. The county asked for help on the Pilot Rock-John Day Road between the south end of the completed project at Lazinka Ranch through to a point near Albee, the north end of the proposed forest project. After consideration, the Commission declined but agreed to make the survey of the entire section from Lazinka Ranch through to Ukiah at the expense of the state, the work to be done at the convenience of the engineer.

The various bids received were considered and discussed at some length.

Portland, Oregon, April 24, 1925.

The Commission met in Room 360 Multnomah County Court House, with all Commissioners present.

At 10 o'clock the tabulations of the bids were read and the following action taken:

Astoria-Svensen Section, Columbia River Highway, Clatsop County, paving. The Commission gave consideration to all the bids submitted for the several types, to-wit: Type "A", Portland cement concrete, Type "B" bituminous resurface with concrete curbs, using macadam sub-base, and Type "C", same as "B" except bituminous sub-base instead of macadam. In view of the relatively small difference in the low bids on the alternate types as disclosed by the said bids and in view of the superior advantages of Type "A" over Alternate Types "B" and "C" in that particular locality under prevailing climatic conditions, also having in mind the anticipated additional maintenance costs on Alternates "B" and "C", the Commission decided and determined that Type "A" is the

best suited and adapted for this project considering the volume and density of traffic, and will best serve the general public and be for the best interest of the state. The Commission concluded that the bid of Simonsen & Hefty for the construction of Type "A" was the lowest and best bid, and said bidders were deemed and considered the lowest responsible bidders, therefore, on motion which was carried, the contract was awarded to Simonsen & Hefty, the low bidders on Alternate "A", Portland cement concrete at \$261,402.00. Jay Bowerman stated that, as attorney for La Grande clients, he wished to protest against the award of this contract, since in his opinion the present pavement with repairs would be satisfactory and that the money should be spent on surfacing the Old Oregon Trail east of The Dalles. John F. Logan, attorney for Warren Construction Company, asked that the award be made to the lowest bidder, the Warren Construction Company, on Alternate "B", bituminous type with concrete shoulders. A delegation from the Astoria Chamber of Commerce, with A. A. Ross as spokesman, consisting of A. Hildebrand, W. E. Maunula, A. S. Robinson, P. L. Cover, C. A. Murphey, A. L. Brown, L. J. Malarkey, Chas. Callender and Henry Skibbe, congratulated the Commission on making the award on the concrete type. Commissioner Van Duzer made the statement that he had been advised by the District Engineer of the U. S. Bureau of Public Roads, who are cooperating in the construction of this project, that they endorse the acceptance of the bid on the concrete pavement.

Approaches to R. A. Booth bridge, Pacific Highway, Douglas County, 0.54 miles paving. On motion which was carried, the contract was awarded to L. W. Metzger at \$18,154.50.

Telocaset-Baker Section of the Old Oregon Trail, 19.6 miles of resurfacing. On motion which was carried, this contract was awarded to A. D. Kern on Alternate No. 1 (all material to be taken from the North Powder pit and part hauled by train) at \$104,190.00.

Approach to Willamette River Bridge at Albany. The low bid being satisfactory to Benton County, for whom the project was advertised, on motion which was carried, the contract was awarded to E. H. Itschner, the low bidder, at \$7,207.50.

Mussel Creek-Euchre Creek Section of the Roosevelt Highway in Curry County. On motion which was carried, the contract was awarded to the low bidder, Simonsen & Hefty, at \$40,443.00.

Gardiner Section, Roosevelt Highway, Douglas County. On motion which was carried, the contract was awarded to Joplin & Eldon, the low bidder, at \$66,527.00.

George Ranch-O'Brien School Section of the Redwood Highway in Josephine County, grading. On motion which was carried, the contract was awarded to Dunn & Baker, the low bidders, for concrete pipe, at \$58,395.00.

Chalk Cliff-Hunter Hill Section of the Prineville-Lakeview Highway in Lake County. On motion which was carried, the contract was awarded to H. J. Hildeburn at \$47,015.00.

Blashly Section of the Willamette Valley-Florence Highway, Lane County, grading and surfacing. On motion which was carried, the contract was awarded to K. L. Hall of Eugene at \$40,530.00.

Agate Beach-Newport Section of the Roosevelt Coast Highway in Lincoln County, grading. On motion which was carried, the contract was awarded to Joplin & Eldon, the low bidders, at \$63,910.00.

Unit No. 1, Enterprise-Flora Highway in Wallowa County, grading. On motion which was carried, the contract was awarded to the Morrison-Knudsen Company, using concrete pipe, at \$51,818.00.

Bee Ranch-Dolph Section of the McMinville-Tillamook Highway in Yamhill County, 0.78 miles of grading and trestle construction. On motion which was carried, this contract was awarded to Baker & Scharschmidt, Portland, the low bidders, at \$22,614.00.

Bridge over Eagle Creek and six small trestles on the Baker-Cornucopia Highway near Richland. On motion which was carried, the contract was awarded to Morrison-Knudsen Company, the low bidder, at \$22,273.00.

Bridge over the Umpqua River on county road at Elkton. This being a county project, and the Douglas County Court having requested the award, announcement was made that the contract was awarded to Lindstrom & Feigenson, the low bidder, at \$24,905.00.

Bridge over South Umpqua River on county road near Dillard. This being a county project and the Douglas County Court having requested the award, announcement was made of the award of this contract to O. N. Pierce & Co. of Portland, the low bidder, at \$10,970.00.

Bridge over McKenzie River on McKenzie Highway near the present Hendricks bridge, Lane County. The low bid being acceptable to Lane County, which is cooperating, on motion which was carried, the contract was awarded to the Union Bridge Company at \$56,440.00.

Bridge over Nestucca River on county road at Cloverdale. This being a county project, at the request of the Tillamook County Court, all bids were referred to the County Court for their consideration.

Judge Moses and Commissioner von Lehe of Benton County spoke of the Corvallis-Newport Highway in Benton County and the necessity of improving the remaining sections. They stated that the only way that they could finance it would be by deferring the payment of \$10,000 of the \$20,000 due the state on the Missouri Bend Section until next year. The possibility of completing all the work on state highways in the county with a bond issue was discussed at some length. After some consideration Commissioner Van Duzer made a motion which was carried, whereby the state agreed to surface the remaining unimproved portions of the Corvallis-Newport Highway if the county would grade the same, provide the necessary drainage structures, and secure the right of way. The Engineer was instructed to furnish the County Court with estimates of the cost of the uncompleted section of the state highway system in Benton County.

Milton Miller, representing the Sons and Daughters of Oregon Pioneers, stated that their society was much interested in preserving and marking the historic points in the state and particularly interested in the Park at Emigrant Springs at the summit of the Blue Mountains on the Old Oregon Trail. They hoped that the improvement of the Park site would be continued and that a suitable building would be erected in the near future.

Judge Mason and Commissioners Reed and Richards of Tillamook County asked for the estimates on the cost of completing the section between Mohler and Brighton. The Engineer reported that the surveys were progressing but were not completed. The grading of the cutoff at Bay City to eliminate the two grade crossings was discussed and the engineer was instructed to prepare plans and specifications for the improvement, to be paid for by the state.

A report was made on market road matters and typical maps of the County Market Road System were presented.

Commissioner Malone offered the following resolution relative to the final apportionment of the 1925 State 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 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 1925 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 1925 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 19, 1924, amounting to \$1,058,880.74, together with the balance of \$4,035.06 of the 1924 State Market Road Appropriation unapportioned, making available for apportionment for 1925, a total of \$1,062,916.00 less deductions for administrative expenses of the State Highway Commission for Market Roads; 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 1925 State Market Road Appropriation Fund in such a manner that each County which made a County levy in excess of its 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 1924 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 1925 State Market Road Appropriation shall receive an amount equal to the amount produced by its 1925 County levy, with the exception of Multnomah County which shall receive such an amount as will equal said County's levy of 0.31 of a mill levied on the taxable property of the County, provided that such County shall not receive in excess of 10 per cent of said Market Road Fund as provided by the terms of the State Market Road Act, all of which is shown on the following statement:

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of County.	for County Levy.	levy in Mills.	Funds Produced	ed by 1 Mill Surplus & Levy on State Bal. of 1924 Funds	Share of 1925 Apportionment
Baker	\$ 27,411,580.54	1.20	32,948.09	\$ 22,887.71	\$ 31,505.98
Benton	13,309,910.74	1.64	21,828.25	15,689.38	21,597.15
Clackamas	33,150,044.44	1.9612	65,013.87	47,449.93	65,013.87
Clatsop	40,373,420.93	-	45,000.00	29,964.80	41,247.92
Columbia	21,770,628.29	1.50	32,655.94	17,220.99	23,705.48
Cos	25,306,185.68	1.74	44,032.76	24,940.07	34,331.15
Crook	5,601,088.72	1.8	10,081.96	5,907.43	8,131.85
Curry	5,737,668.00	1.10	6,311.43	2,224.42	5,935.23
Deschutes	9,902,817.64	1.52	15,052.28	4,574.90	16,724.54
Douglas	33,363,120.07	1.501	50,073.64	11,443.04	41,832.54
Gilliam	14,886,221.06	1.00	14,886.22	10,055.30	13,841.58
Grant	8,934,307.40	1.40	12,508.03	7,672.97	10,562.20
Harney	8,891,810.32	1.65	14,000.00	8,909.22	12,263.95
Hood River	10,855,697.33	1.66	18,000.00	10,197.15	14,036.85
Jefferson	29,492,402.93	1.50	44,238.60	29,065.72	40,010.30
Josephine	6,532,814.46	1.23	8,035.36	5,531.50	7,614.36
Klamath	8,851,027.69	1.50	13,276.54	7,941.81	10,932.27
Lake	24,660,116.19	1.80	44,388.21	21,178.63	29,153.36
Lane	12,235,034.22	1.20	14,682.04	10,659.99	14,673.97
Linn	38,336,279.73	1.60	61,338.05	43,484.54	59,858.47
Lincoln	12,951,160.49	2.00	25,902.32	8,949.32	12,319.15
Linn	30,063,772.62	1.57	47,200.12	34,101.10	46,941.73
Malheur	14,027,692.65	1.50	21,041.54	15,059.10	20,729.54
Marion	43,724,719.17	1.50	65,000.00	46,939.64	64,614.57
Morrow	13,758,802.33	1.20	16,510.56	11,028.59	15,181.36
Multnomah	335,345,664.61	.31	103,957.15	366,547.94	105,888.07
Polk	14,074,926.53	1.9183	27,000.00	19,230.66	26,471.89
Sherman	14,456,762.89	1.80	26,022.17	10,346.48	14,242.41
Tillamook	30,829,297.57	-	30,000.00	21,550.93	29,665.85
Umatilla	55,089,063.94	1.21	66,657.77	47,311.66	65,126.68
Union	25,326,423.38	1.27	32,164.56	19,272.92	26,530.06
Wallowa	12,867,535.18	1.00	12,867.53	12,278.79	16,902.32
Wasco	21,861,594.00	-	30,169.72	18,003.62	24,782.81
Washington	26,471,962.00	2.00	52,943.92	33,860.16	46,610.07
Wheeler	6,115,306.80	1.50	9,172.96	4,837.33	6,658.81
Yamhill	22,313,876.07	1.70	37,933.59	23,954.54	32,974.52
Totals	\$1,058,880,736.61		\$1,172,895.18	\$1,058,880.74	\$1,058,916.00
				\$260,695.13	\$1,050,974.89

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Amount produced by one mill state levy \$1,058,880.74
 Balance of 1924 unapportioned funds
 carried over 4,035.26

Total \$1,062,916.00
 Deduct for administration expenses 4,000.00
 Total funds to be apportioned \$1,058,916.00
 Total apportionment to counties in 1925 1,050,974.89

Unapportioned State Market Road funds \$ 7,941.11

The motion was duly seconded and carried.

Commissioner Malone offered the following resolution relating to the payment of the first one-half of the State Market Road Appropriation for 1925 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 24th day of April, 1924, apportion among the several Counties of the State complying with the provisions and accepting the benefits of said market road law, the 1925 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 1925 "State Market Road Appropriation" to the various Counties by resolution adopted by the State Highway Commission on April 24th, 1925, 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

June Allotment

Baker	\$15,752.99	Lake	\$ 7,336.98
Benton	10,798.57	Lane	29,979.24
Clackamas	32,506.94	Lincoln	6,159.57
Clatsop	20,623.96	Linn	23,470.87
Columbia	11,852.74	Malheur	10,364.77
Coos	17,165.57	Marion	32,307.28
Crook	4,065.93	Morrow	7,540.68
Curry	2,967.61	Multnomah	51,978.58
Deschutes	7,526.14	Polk	13,235.94
Douglas	20,916.27	Sherman	7,121.21
Gilliam	6,920.79	Tillamook	14,832.92
Grant	5,281.10	Umatilla	32,563.34
Harney	6,131.98	Union	13,265.03
Hood River	7,018.42	Wallowa	6,433.77
Jackson	20,005.15	Wasco	12,391.40
Jefferson	3,807.18	Washington	23,305.04
Josephine	5,466.14	Wheeler	3,329.40
Klamath	14,576.68	Yamhill	16,487.26

Total \$525,487.44

The motion was duly seconded and carried.

The Engineer reported on the new location of the Bend-Lava Butte Section of The Dalles-California Highway. After consideration, the Commission by unanimous vote approved the report and designated the location between Bend and Lava Butte in accordance therewith and the County Court of Deschutes County was requested to secure the necessary right of way.

After a discussion of the referendum on the Truck and Bus Regulation Measure, House Bill 413, Commissioner Van Duzer made the following statement for the Commission:

"The State Highway Commission desires to state their hearty approval of the attitude of the State Association of County Judges and Commissioners in their recent declaration against the proposed referendum on the so-called Bus and Truck Bill recently passed by the legislature. The highway system of Oregon is not constructed and maintained by general taxation, but by fees in the form of license and gas tax paid by the individual motorists of the state. The burden, therefore, should be equitably distributed. The initial heavy construction and heavy reconstruction costs are caused in the main by the users of heavy motor equipment. Many of our roads will have to be rebuilt and be constructed in a manner to withstand

this equipment. In our opinion, this bill does not levy a confiscatory fee, but does attempt in a manner to distribute the burden equitably among those who use the highways."

The Secretary was instructed to send a copy to each county court so that they may be fully informed as to the position of the Commission on this matter.

The Engineer reported on the matter of the addition of sidewalks on the bridges at Still Creek and Zigzag Creek on the Mt. Hood Loop. After consideration, the Commission ordered the construction of sidewalks on these structures in order to better protect pedestrians at these points.

A delegation from the Associated General Contractors, consisting of W. H. Feigenson, President, J. H. Walters, Secretary, Natt McDougall, R. D. Hoyt, C. J. Cook and Graham Steel, members, asked that an arbitration clause be inserted in state highway contracts and cited four other states where this had been done. Matter taken under consideration.

The tabulation of bids received on graders was read. Bids were received from the following:

National Machinery & Equipment Co., Seattle
Feenaughty Machinery Co., Portland
Willamette Equipment Co., Portland
Road Builders' Equipment Co., Portland
Clyde Equipment Co., Portland
Western Road Machinery Co., Portland
Loggers & Contractors Machinery Co., Portland

The following purchases were made:

1 Galion Easy Lift	8 ft.	Road Builders' Equipment Co.
1 Edwards Pioneer	8 ft.	Loggers & Contractors Machinery Co.
1 Austin Leaning Wheel	8 ft. with scarifier attachment	Feenaughty Machinery Co.
4 Adams regular	8 ft.	Willamette Equipment Co.
5 Adams 8 ft. with 10 ft. mould board		
2 Adams regular	10 ft.	
1 Adams 10 ft. with 12 ft. mould board		

The Commission announced that after the lubricating oil bids had been tabulated and tests made of the samples submitted, that the award would be made and the checks of the unsuccessful bidders returned.

In response to the repeated requests from the County Court of Hood River, for the designation of a connection between the Hood River-White Salmon Interstate Bridge and the state highway system as a part of the Mt. Hood Loop, the Commission after consideration, by unanimous vote designated as a part of the Mt. Hood Loop a connection between the

Interstate Bridge and the state highway system, to be constructed and maintained by county funds and the exact and definite location to be determined later.

Judge Adkisson of Wasco County by letter advised that Wasco County was ready to cooperate 50-50 in the building of the necessary guard fence on The Dalles-California Highway and the Sherman Highway in Wasco County. The Engineer was instructed to prepare an estimate of the amount of fence needed.

Commissioner Van Duzer reported that the Towner Rating Bureau had increased the premium rate on bonds covering state highway contracts (revised form, dated June 1, 1924) carrying the present "Annulment of Contract" clause, from 1½ to 3 per cent of the contract amount. As a temporary expedient in the present contracts, on which bids were received at this meeting, it had been thought advisable to carry the "Annulment of Contract" clause in effect prior to June 1, 1924, with the idea that before the next meeting a conference would be held and a form agreed upon which would be mutually satisfactory. K. V. Lively, representing the agents for the surety companies, and J. H. Walters, representing the Associated General Contractors, were present in the interest of arranging such a meeting. Mr. Lively stated that the agents had taken it up with their companies but had not yet received advice. As soon as this was received, they desired a conference so that the details could be worked out and agreed upon and a satisfactory clause inserted in the contracts for the next letting. This arrangement was approved by the Commission.

P. H. Dater and J. A. Elliott, representing the Forest Service and the Bureau of Public Roads, respectively, referred to the Forest Highway program and stated that for the present they were unable to advertise any of the new projects, for the reason that sufficient funds were not appropriated, although authorized by Congress, and in order to take on contract obligations, it would be necessary for the Bureau of the Budget to authorize the Bureau of Public Roads to create a deficiency but thus far no action had been taken. It was hoped, however, that this may be worked out soon, so that there will be no delay in letting the forest highway projects. The Government representatives referred to the Neskowin-Siletz project stating that additional surfacing material was needed and that more bulkhead was required at Schooner Creek to properly protect the roadbed, and other necessary work estimated to cost in all \$60,000, on which they asked 50-50 cooperation from the state. After consideration, the Commission voted to furnish the additional \$30,000 of state funds to complete the project.

A. Bewley of Sheridan inquired relative to the formation of the Grande Ronde-Salmon River Improvement District.

Permission was granted to H. K. Tomlinson to erect a banner over the Pacific Highway near the California line carrying information relative to the Elks' Convention to be held in Portland in July.

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

- 1 Siletz River Dike Section, Roosevelt Highway, Lincoln County, grading;
- 1 Chetco River-California State Line Section, Roosevelt Highway, Curry County, grading and surfacing;
- 1 Rogue River-Hunters Creek Section, Roosevelt Highway, Curry County, grading and surfacing, contingent on county securing right of way;
- 1 Albany-Lebanon Section of Santiam Highway, Linn County, grading and surfacing;
- 1 Deschutes County Line-Crescent Section of The Dalles-California Highway in Klamath County, grading;
- 1 Bay City Section, Roosevelt Highway, Tillamook County, grading;
- 1 Hobsonville-Wilson River Section, Roosevelt Highway, Tillamook County, resurfacing;
- 1 Brighton-Jetty Creek Section, Roosevelt Highway, Tillamook County, surfacing;
- 1 Oregon City-Canemah Section, Pacific Highway, Clackamas County, paving, subject to financing section within city limits;
- 1 Otter Rock-Newport Section, Roosevelt Highway, Lincoln County, surfacing;
- 1 Noon-Philomath Section, Corvallis-Newport Highway, Benton County, grading, provided cooperation can be secured from railroad and Benton County;
- 1 Approaches to Oakland Overcrossing, Pacific Highway, Douglas County, grading;
- 1 Maintenance materials on Coos Bay-Roseburg Highway at Enchanted Prairie Quarry;
- 1 Redwood Junction-Wells Ranch Section, Caves Highway, Josephine County, grading;
- 1 Beam Creek-Cow Valley Section, John Day Highway, grading;
- 1 Bridges over West Fork Illinois River and Rough and Ready Creek and other small bridges on Redwood Highway in Josephine County.

May 28th was chosen for the date of the next meeting.

The minutes of the meetings of March 26 and 27 were approved.

Contracts were signed with the Lee Tire & Rubber Company and the United States Rubber Company for a portion of the tire requirements for the ensuing year.

The Engineer was authorized to prepare plans for a suitable building at Emigrant Park.

The Attorney was instructed to try to collect the amount of the indebtedness of Polk County to the state, taking legal action if necessary. The Attorney was authorized to bring suit if necessary to force the collection of the balance due the state from the Oregon, California & Eastern Railway on account of the construction of the Dairy Overhead Crossing.

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An application for extension of time was received from W. E. Storm, contract No. 755, grading and surfacing the Payette and Welser Spur connections in Malheur County. The Engineer recommended that the extension be granted subject to payment by the contractor of engineering costs subsequent to March 31, the date of completion. 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

Wm. J. Badraun
Commissioner

Portland, Oregon, May 28, 1925.

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

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

Bids were opened and read on the following projects:

REDWOOD AND OREGON CAVES HIGHWAYS
SIX BRIDGES AND FIVE CULVERTS

J. A. Varner	\$65,810.00
C. J. Montag & Co.	70,870.00
J. J. Badraun	73,370.00
Kuckenberg & Wittman	74,993.75
Dunn & Baker	75,011.25

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5/27/25
OLD OREGON TRAIL
MEACHAM OVERHEAD CROSSING

J. D. Tobin	\$30,730.00
O. N. Pierce & Co.	30,980.00
Kuckenberg & Wittman	30,990.00
J. W. Sadler & Co.	34,966.00
D. T. Eaton Construction Co.	35,957.00
Delivuk & Stack	36,720.00
Colonial Building Co.	36,765.00
E. A. Webster & Co.	37,560.00
R. A. Burns	43,820.00

ROOSEVELT COAST HIGHWAY
GOLD BEACH-HUNTER CREEK SECTION - GRADING AND SURFACING

	Concrete Pipe	Timber Culverts
D. P. Plymale	\$70,445.00	\$69,060.00
John Hakanson	71,065.00	70,215.00
J. W. & J. R. Hillstrom	75,375.00	74,770.00
Engelhart Paving & Construction Co.	77,890.00	78,200.00
Schell & Rhodes	78,565.00	79,545.00
Iver J. Rosten Co.	80,660.00	82,225.00
McNutt & Taylor	80,895.00	82,365.00
Johnson Contract Co.	82,490.00	80,535.00
Chas Harlow, Jr.	86,920.00	86,870.00
J. W. Sweeney Construction Co.	89,415.00	87,935.00

PACIFIC HIGHWAY
OAKLAND OVERCROSSING APPROACHES - GRADING AND SURFACING

Washburn & Hall	\$17,312.50
L. W. Metzger	18,792.50
Baker & Scharschmidt	19,515.00
W. H. Monarch	20,735.00
Iver J. Rosten Co.	22,603.75

McKENZIE HIGHWAY
HENDRICKS BRIDGE SECTION - GRADING AND SURFACING

R. S. Thomason	\$12,674.00
Godard & Putnam	14,630.00

ROOSEVELT COAST HIGHWAY
OTTER ROCK-NEWPORT SECTION - SURFACING

	Alternate "A"	Alternate "B"
Joslin & McAllister	\$64,950.00	\$40,950.00
Harness & Colby	65,490.00	
Joplin & Eldon	69,170.00	41,100.00
Jack Moore		48,150.00
T. B. Bidwell	84,850.00	

ROOSEVELT COAST HIGHWAY
SILETZ BAY SECTION - GRADING

S. H. Newell	\$17,420.00
Johnson Contract Co.	21,607.50
R. W. Pepin	26,130.00
Parker-Schram Co.	24,790.00
John Hampshire	26,800.00
Longview Dredging & Construction Co.	28,475.00
Brookfield Quarry & Towage Co.	33,165.00
W. G. Brown	34,630.00
	Special Bid No. 1
	No. 2
	26,490.00

JOHN DAY HIGHWAY
BEAM CREEK-COW VALLEY SECTION - GRADING

East Unit Alone

	Concrete Pipe	Corr. Iron Pipe
H. C. Boyer	\$35,887.50	\$35,360.00
Newport Construction Co.	42,626.00	41,885.00
James Crick	42,845.00	42,310.00
Shevar & Co.	44,427.50	44,185.00
Quinn & Robbins	44,726.50	43,963.50
Jetley Bros.	44,855.00	44,855.00
Security Construction Co.	45,804.00	45,519.50
A. D. Kern	46,355.00	46,030.00
H. E. Cornell	46,470.00	45,836.50
Smith & Aarland	47,416.00	47,416.00
Swartley Bros.	47,660.00	47,292.50
E. A. Webster & Co.	52,017.50	51,686.00

West Unit Alone

	Concrete Pipe	Corr. Iron Pipe
Newport Construction Co.	\$120,741.00	\$119,820.00
James Crick	110,212.50	109,304.00
Shevar & Co.	114,920.00	114,346.00
Quinn & Robbins	136,377.80	134,487.50
Security Construction Co.	115,804.00	115,412.00
A. D. Kern	122,432.50	122,167.50
E. A. Webster & Co.	133,884.00	133,291.00

Cont'd

Beam Creek-Cow Valley Section - cont'd

East and West Units Combined

	Reduction for both units	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.		\$148,812.00	\$147,095.00
Newport Construction Co.		163,367.00	161,705.00
James Crick	\$500.00	152,557.50	151,114.00
H. W. Sheerin		158,951.00	158,243.00
Shevar & Co.		159,347.50	158,531.00
Quinn & Robbins	1,240.00	179,863.80	177,211.00
Security Construction Co.	3,000.00	158,608.00	157,931.50
A. D. Kern	1,500.00	167,237.50	166,697.50
E. A. Webster & Co.	3,000.00	182,901.50	184,977.00

ROOSEVELT COAST HIGHWAY
WILSON RIVER-ROBSONVILLE SECTION - RESURFACING

	Alternate "A"	Alternate "B"
R. W. Stevenson		\$13,450.00
Warren Construction Co.	\$28,085.00	16,330.00
Dolan & Ayer	31,310.00	14,225.00

ROOSEVELT COAST HIGHWAY
BAY CITY SECTION - GRADING

Baker & Scharschmidt \$ 8,615.00

Judge Hartzell and Commissioner Bursell of Jackson County urged the early construction of the Pacific Highway bridge across the Rogue River at Gold Hill. Messrs. Elton Watkins, J. J. Dunne and George Brandenburg, representing the Oregon State Motor Association, stated that they were opposed to the new bridge and proposed that a new highway should be constructed on the west or south bank of the river leaving the present improvement at Rocky Point. The Engineer reported that while the bridge at Gold Hill would not be required with this plan, yet there would be necessary 2-3/4 miles of new grading and paving, also expensive right of way to secure. Further, it had been planned to construct the bridge with railroad, county and state cooperative funds. It developed that the State Motor Association was in controversy with the city authorities at Gold Hill regarding the strict enforcement of city ordinances relating to speed limits within the city, at intersections, etc., and that numerous arrests had been made for minor violations which had been the subject for some adverse criticism from tourists and others. The representatives of the Motor Association stated that they had been unable to secure cooperation from the city authorities of Gold Hill in these matters and frankly stated that one of the reasons they desired a rerouting of the highway was in order to avoid the city of Gold Hill. Mr. Watkins stated that the Motor

Association desired that time be given for a further study of the situation and an opportunity to appear again in the matter of the proposed bridge at Gold Hill before the contract was awarded, which was granted.

H. T. Botts and A. G. Beals of Tillamook, John T. Thornburgh, L. M. Graham, R. J. Mills, W. T. Graham, Otto Parsons, W. F. Eberts and Carmel Good of Forest Grove, and Elbert M. Chandler of Olympia asked the Commission to set a date for a joint hearing on the application for a franchise for a toll road between Forest Grove and Tillamook by Elbert M. Chandler and A. G. Beals. The Attorney was instructed to advise the Commission the next day as to their authority in the matter, and the hearing of the Committee was therefore postponed until the next day.

W. P. O'Brien, John Tait and M. R. Chessman of Astoria, representing the Astoria Chamber of Commerce, asked that arrangements be made to proceed on the Astoria-Svensen paving. The Commission stated that they were ready to sign up the contracts provided they were given assurance that no appeal would be made from the decision of the Circuit Court in the recent case in which F. De Neffe sought an injunction to prevent the Highway Commission from entering into a contract with Simonsen & Hefty for concrete paving, which case was decided adversely to the plaintiff.

Judge Sawyer of Deschutes County stated that negotiations had been commenced to secure the right of way for the new location between Bend and Lava Butte, but there was some conflict at the crossing of the Oregon Trunk Railway right of way. If this matter can be cleared up promptly, Judge Sawyer asked that the project be advertised for the next meeting, which was agreeable to the Commission.

Judge Kelty and Commissioner Fisher of Lake County reported that the county was ready to begin the grading of the Lakeview-Drews Valley Section of the Klamath Falls-Lakeview Highway about 17 miles in length as soon as the survey was approved. They asked that the State and Government undertake the Quartz Valley project at the west end of Drews Valley this year. The Engineer reported that the survey of this unit was now in progress and would be completed about July 15. The Commission stated that they were committed to the Quartz Valley project and had programmed it as a forest project for the 1926 construction season and that it had been accepted by the Federal authorities. The Commission stated that they would be quite willing to advance the construction into the present year provided satisfactory arrangements could be made with the Government.

Judge Kelty also asked that a survey be made of the unsurveyed portion of the state highway between Lakeview and the California State Line about 9 miles in length. The Commission acceded to this request, and ordered that the survey be made at the convenience of the Engineer.

Commissioner Malone arrived at 5:10 P. M.

F. M. McKay of the Morrison-Knudsen Company asked to withdraw the qualification in their proposal on the Beam Creek-Cow Valley project

relating to the acceptance of both units or none. The request was denied.

An evening meeting was held in Room 209 Imperial Hotel at 8:00 o'clock P. M.

Messrs. Woodcock and Dolan and Judge Moses of Benton County were present in the interest of the completion of the Newport-Corvallis and Alsea Highways in Benton County. The Benton County representatives stated that they had it in mind to propose a bond issue to complete the state highways in their county and as a basis for figuring the amount needed, they wished to know what cooperation would be given by the state. After some consideration, on motion which was carried, the Commission voted to offer cooperation to the extent of 50 per cent on the uncompleted portion of the Corvallis-Newport Highway and cooperation of 66-2/3 per cent on the uncompleted portion of the Alsea Highway, conditioned on 50 per cent cooperation by Benton County on the first project and 33-1/3 per cent on the second. This arrangement was satisfactory to the Committee who stated that they would go home and take the matter up with their people.

Portland, Oregon, May 29, 1925.

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

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

Bridges and culverts on George Ranch-O'Brien School Section of the Redwood Highway and Redwood Highway Junction-Wells Ranch Section of the Oregon Caves Highway. On motion which was carried, the contract was awarded to J. A. Varner, the low bidder, at \$65,810.00.

Overcrossing structure over O.-W. R. R. & N. tracks at Meacham, Old Oregon Trail, Umatilla County. On motion which was carried, the contract was awarded to J. D. Tobin, the low bidder, at \$30,730.00.

Gold Beach-Hunter Creek Section, Roosevelt Coast Highway, Curry County, grading and surfacing. On motion which was carried, the contract was awarded to D. P. Plymale, the low bidder, using concrete pipe, at \$70,445.00.

Approaches to overcrossing at Oakland, Pacific Highway, Douglas County, grading. On motion which was carried, the contract was awarded to Washburn & Hall, the low bidder, at \$17,312.50.

Hendricks Bridge Section, McKenzie Highway, Lane County, grading and surfacing. This is a cooperative project with Lane County, and the low bid being satisfactory to the County Court, on motion which was carried, the contract was awarded to R. S. Thomason, the low bidder, at \$12,674.00.

Otter Rock-Newport Section, Roosevelt Coast Highway, Lincoln County, rock surfacing. On motion which was carried, the contract was

awarded to Joslin & McAllister, the low bidders, on Alternate "A" (project complete) at \$64,950.00.

Siletz Bay Dike Section, Roosevelt Coast Highway, Lincoln County, grading. On motion which was carried, the contract was awarded to S. H. Newell, the low bidder, at \$17,420.00.

Beam Creek-Cow Valley Section, East Unit, of the John Day Highway, Malheur County, grading. On motion which was carried, the contract was awarded to H. C. Boyer, the low bidder, using concrete pipe at \$35,887.50.

Beam Creek-Cow Valley Section, West Unit, John Day Highway, Malheur County, grading. On motion which was carried, all bids were rejected and the Engineer was instructed to readvertise the project.

Hobsonville-Wilson River Section of the Roosevelt Coast Highway, Tillamook County, surfacing. Held for further consideration.

Bay City Section, Roosevelt Coast Highway, Tillamook County, grading. On motion which was carried, the bid received was rejected and the Engineer instructed to readvertise this project at the next meeting.

The following proposals were opened and read by the Secretary:

COOS BAY-ROSEBURG HIGHWAY
FURNISHING BROKEN STONE FOR MAINTENANCE MATERIAL

Harness & Colby	\$30,400.00
J. W. & J. R. Hillstrom	32,300.00
Johnson Contract Co.	35,900.00
Warren Construction Co.	39,600.00

ROOSEVELT COAST HIGHWAY
CHETCO RIVER-CALIFORNIA LINE SECTION - GRADING AND SURFACING

	Concrete Pipe	Timber Culverts
J. R. Hill	\$92,229.00	\$38,399.00
Webber Construction Co.	95,149.50	94,582.00
John Hakanson	97,660.00	97,010.00
Johnson Contract Co.	102,052.00	99,972.00
McNutt & Taylor	102,561.00	101,546.00

OREGON CAVES HIGHWAY
REDWOOD JUNCTION-WELLS RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
F. L. Brown	\$27,327.50	\$25,765.00
Dunn & Baker	30,507.00	30,540.00
Barkley & Dillard	37,472.50	36,800.00

ROOSEVELT COAST HIGHWAY
JETTY CREEK-BRIGHTON SECTION - SURFACING

Alternate "A" Alternate "B"

R. W. Stevenson

\$7,209.00

HILLSBORO-LAUREL MARKET ROAD
JACKSON BOTTOM SECTION - GRADING AND DRAINAGE DITCH RECONSTRUCTION

Newport Construction Co.	\$36,454.00
S. H. Newell	39,124.00
J. F. Shea & Co.	40,022.50
General Construction Co.	40,395.50
Campbell Construction Co.	40,606.00
Morrison-Knudsen Co.	42,445.00
J. W. Goodin	42,588.00
Iver J. Rosten Co.	43,542.00
Parker-Sohram Co.	44,433.50
Nick Casciato	45,095.50
Cummins & Trent	45,397.75
J. A. Lyons	47,344.00
A. Guthrie & Co.	47,557.70
W. H. Monarch	47,923.00
Brose & Heisler	49,300.00
United Contracting Co.	50,985.50
O. D. Wolfe & Co.	54,111.50
A. D. Kern	58,528.50
Guy F. Atkinson	60,283.50
Greenwood & Dann	63,694.50

W. B. Dennis, Mayor Frank Brooks and Councilmen Wheeler and Deck of Carlton were present, Mr. Dennis acting as spokesman. The statement was made that of the 4100 lineal feet on the route of the highway through the city, 1300 feet was originally paved by the city but 800 feet of this had now become rough and needed resurfacing. They asked that the Commission do this resurfacing the full width of the 40 foot street, stating that the city was still in debt for the original paving and unable to do the work with its present resources. It was stated further that during construction operations between Carlton and McMinnville all of the paving materials were hauled east and west from Carlton with the result, it was claimed, that the light 12 foot paving on these sections was badly broken. The Commission indicated that this claim would not be considered because it had not been presented earlier before the contractor had been paid, but nevertheless instructed the engineer to file a report on the matter. The Commission, on motion which was carried, agreed to resurface a twenty foot width on the approximately 800 feet on the main street provided the city would surface the balance. This arrangement was acceptable to the Carlton representatives.

At 2 o'clock the tabulation of bids received in the morning was read and the following action was taken:

Chetco River-California Line Section, Roosevelt Coast Highway, Curry County, grading and surfacing. The Engineer reported that the unit prices of the low bid of J. R. Hill were satisfactory except that the prices on culvert pipe were in excess of the estimate. After a conference, Mr. Hill agreed to reduce his price \$1.00 per lineal foot on all sizes of concrete culvert pipe and the contract was awarded to him with this reduction, which made the total of his bid \$90,069.00.

Maintenance materials on Coos Bay-Roseburg Highway. On motion which was carried, the contract was awarded to Harness & Colby, the low bidder, at \$30,400.00.

Redwood Junction-Wells Ranch Section, Oregon Caves Highway, Josephine County, grading. All bids being largely in excess of the Engineer's estimate, on motion which was carried, the bids were rejected and the Engineer instructed to readvertise the project at the next meeting.

Jetty Creek-Brighton Section, Roosevelt Coast Highway, Tillamook County, surfacing. On motion which was carried, the contract was awarded to R. W. Stevenson, on Alternate "B" (delivery of materials at the bunkers) at \$7,209.00.

Jackson Bottom Section, Hillsboro-Laurel Market Road, grading. This is a project advertised for Washington County. The low bid of the Newport Construction Company at \$36,450.00, was satisfactory to the county, who requested the Commission to make the announcement of the award, which was done.

Wilson River-Hobsonville Section, Roosevelt Coast Highway, Tillamook County. On further consideration, the contract for this unit was awarded to R. W. Stevenson on Alternate "B" (delivery of material at the bunkers) at \$13,450.00.

Former Judge Wallace of Crook County asked if the Commission had taken up the matter of extending the Bear Creek Section of the Prineville-Lakeview Highway south to the intersection with the Central Oregon Highway. The Chairman replied that the matter had not yet been discussed. Judge Wallace asked that a decision be reached in the near future and was assured by the Commission that the matter would be considered.

Judge Mast of Coos County, Mr. J. T. Brand of Marshfield and E. J. Schneider of Myrtle Point discussed Coos County matters. Mr. Schneider presented a resolution from the City Council of Myrtle Point proposing Eighth Street as an alternate route of entrance into the city from the south for the Coos Bay-Roseburg Highway instead of Railroad Avenue. The new route required grading of Eighth Street which the city proposed to do from Spruce to Bothwick Street and asked the state to grade from Bothwick Street to Maryland Avenue. The reason advanced for the change was that Railroad Avenue was narrow at the south end, tapering from 50 feet at Spruce Street to 30 feet at Maryland Avenue, and that the city officials considered it impossible to secure the additional width necessary to make a full 60 foot width. After consideration, the Commission did not feel warranted in undertaking the new grading on Eighth Street, but indicated their preference to

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hold the location on Railroad Avenue, and therefore declined the proposal of the city.

Judge Mast presented the matter of securing state aid in filling the timber trestles at the junction of Front and Hall Streets in Coquille. After consideration it was decided to hold this matter over until county and city funds were more certain.

Judge Mast and Mr. Brand asked the Commission to undertake the improvement of the Roosevelt Highway through the city of Bandon. The Commission replied that they were ready as soon as Coos County provided its share of the cost, estimated at \$15,000. Judge Mast stated that they expected to put up \$15,000 out of their bond funds and did not feel that they could pay it out of budget funds. However, the Court felt very certain that the bond issue would carry and would be willing to advance it out of budget funds to be repaid from bond funds provided the petition for the \$280,000 bond election was filed and the order made. With this understanding, the matter was held in abeyance.

Judge Bengtson of Morrow County asked for state aid for completing the Oregon-Washington Highway in Morrow County, a distance of approximately 12 miles. The County Court proposed a bond issue of \$75,000, \$5,000 of which, or such part thereof as may be necessary, to be reserved for right of way, and the balance, but not less than \$70,000, to be offered to the state in cooperation. After consideration, the Commission voted to accept the offer of \$70,000 cooperation from Morrow County and agreed to place this unit under construction if the county bonds are voted and the funds made available.

The members of the County Courts of Washington and Tillamook Counties were present, also A. G. Beals and E. M. Chandler, for the purpose of discussing the matter of a joint hearing on the franchise proposed by Messrs. Beals and Chandler for a toll road between Forest Grove and Tillamook. It developed that the proposed toll road was to begin at Agaards Mill, 13 miles from Forest Grove, and the County Court of Washington County were asked to pave this unit, which they were unwilling to consider. Subsequently, however, Mr. Chandler suggested that the toll road company would pay for one-half of the paving. In the present meeting, the Washington County Court indicated that they were willing to construct a macadam road to Agaards Mill from Forest Grove, but no more. On the Tillamook end the toll road company asked the county to pave about two miles. Mr. Botts of Tillamook spoke in favor of the project, as did L. M. Graham of Forest Grove, both urging that a hearing be given. Messrs. Beals and Chandler explained the purposes and desires of the company. Other speakers in favor of the project were L. E. Latourette and Fred Dundee of Portland.

Commissioner Van Duzer pointed out the danger of establishing a bad precedent in this instance, that even if the rates were set low in the original franchise they could be raised by the Public Service Commission, and also that there was a strong possibility that the state or counties might have to take the road over at some time. It was also pointed out

that the Federal Government had taken a very decided stand against the allotment of Federal Aid on roads connecting with toll roads or toll bridges.

Senator Garland spoke on the subject of the toll road legislation in general. Commissioner Van Duzer questioned the County Court of Tillamook County on the subject of the effect of this road in retarding the completion of the Roosevelt Highway through the county. After considerable discussion, both County Courts indicated that they desired that a joint hearing be held on the subject of the franchise proposed by Messrs. Beals and Chandler at a convenient date. It was finally agreed to call the meeting some time in July at Tillamook, the exact date to be set later.

Mayor R. D. Bridges and Jess R. Lasswell of Oakland appeared relative to the claim of the state against the city for paving. The original agreement was that the state pave a 16 foot width at its own expense in view of the paving previously done by the city, and the city pave the balance of the width between curbs. The preliminary estimate of the cost of the additional paving was \$4,250.00, but the final cost was found to be \$6,232.84, due to additional work found necessary. The city authorities stated that they had previously paid \$3,116.42 and were ready to pay the balance of \$1,133.58 to equal the estimate of \$4,250.00, but that they were unable to pay any more. After consideration, on motion of Commissioner Van Duzer, which was carried, the offer of the City of Oakland was accepted and the account closed on that basis.

Judge Bunnell and Commissioner Short of Klamath County stated that the clearing on The Dalles-California Highway was going ahead satisfactorily now and asked when the contract for grading would be let for the section from Deschutes County Line to Crescent. The Commission stated that it was their intention to ask for bids on this project at the next meeting.

Judge Bunnell proposed the construction of the section over Bly Mountain on the Klamath Falls-Lakeview Highway and after some discussion it was mutually agreed upon as a cooperative 50-50 project for grading and surfacing between the common point 7.7 miles north of Bonanza to Beatty, a distance of 13.4 miles. The program agreed upon provided grading this year and surfacing next year.

Judge Bunnell discussed the routing of the Klamath Falls-Lakeview Highway urging that the Bonanza north route be adopted and presented some endorsements by Klamath County organizations for that route. After consideration, definite action on the location was deferred.

The minutes of April 23 and 24 were approved.

The Chairman reported in the matter of preservation of standing timber on the Enterprise-Flora and Wallowa Lake Highways. On the former, a large part of the location traverses the National Forest, and on an inspection trip by the Chairman with the Forest Supervisor and the Manager

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of the East Oregon Lumber Company who has purchased the timber, it was agreed that only "ripe" timber would be cut on sections within close view of the road, leaving a good stand adjacent to the highway. In the Wallowa River Canyon below the town of Wallowa, the Chairman found that on one particular section which was very desirable, the timber had already been sold. The owner of the land, however, offered to donate a strip of land lying along the road about 300 feet wide and approximately one and one-half miles in length, provided he be given a lease enabling him to retain the pasture and give his stock access to the river for water. The Chairman stated that he would not recommend the purchase of all the timber on this tract but that the owner of the timber had agreed to sell an especially desirable stand on a flat adjacent to the road about 500 feet long and 200 feet wide, which the Chairman recommended be purchased. On motion which was carried, the Chairman was authorized to accept in behalf of the Commission the above mentioned tract of land and purchase the timber on the smaller area as recommended.

The donation of a tract of two acres of land for park purposes on the Columbia River Highway in Wasco County overlooking Memaloose Island by Roy D. Chatfield of Mosier was reported to the Commission. On motion of Commissioner Van Duzer which carried, the gift of Mr. Chatfield was accepted in behalf of the state, and the Secretary was instructed to express to him the appreciation of the Commission. Further, in following the desire of Mr. Chatfield, the park was designated "Memaloose Park" and the Engineer was instructed to erect a suitable sign on the premises indicating the name of the park and the donor. The Engineer was further instructed to provide parking places and walkways in order to make the park available to the public.

On motion of Commissioner Van Duzer, which was carried, the Commission voted to thank Mr. Frank Seufert in behalf of the people of the state for the donation of a parking strip 40 feet wide and 400 feet long adjoining the right of way of the Columbia River Highway overlooking Celilo Falls.

After consideration and discussion of policy in regard to traffic matters, it was agreed to continue on the same basis as heretofore; that is, place the personnel of the force under the direction of T. A. Raffety, the number of traffic officers to be equally divided between the Department of State and the Highway Commission. Chief Raffety recommended that the force be increased to twenty-four including himself, which was approved. He recommended for appointment, to be commissioned by the Highway Commission, the following: W. E. McGilvray of Portland, J. A. Robertson of Ontario, E. H. Lister of Eugene, A. G. Dunn of La Grande, and W. H. Ellenberg of Corvallis, which were approved. New legislation provided for a scale of salaries beginning with \$125 the first year, \$150 the second year, and \$175 the third year. The following men: W. J. Hadfield, Earl B. Houston, H. L. Griffith, C. L. Lieuallen, O. O. Nichols and E. R. Thurber, having served in excess of twenty-four months, Mr. Raffety recommended that they be given an increase to \$175 per month, which was approved.

After considering the bids on oils and greases received at the previous meeting and reviewing the report of tests on samples submitted, the following awards were made:

Rasmussen & Co.	2000 gal.	Paratest	med.	\$.57 gal.
			heavy	.59 "
			ex "	.62 "
	5000 lb cup grease			.0575 lb.
Union Oil Co.	2000 gal.	Aristo	med.	.325 gal.
			heavy	.325 "
			ex "	.460 "
	5000 lb. trans. & gear grease		Trans.	.0675 lb.
			Yuba	.0775 "
			Worm oil	.345 gal.
Standard Oil Co.	2000 gal.	Zerolene	1-3-5 & F	.345 gal.
			6	.395 "
			7 heavy	.475 "
			9 ex heavy	.545 "
	5000 lb. trans. grease		oil	.44 "
			B	.0725 lb.
			BB	.0625 "
			BBB	.0675 "

The Engineer reported that better repair shop facilities were needed at Klamath Falls. The present shop, a rented building, was found to be too small, not suitable for present needs, and inadequate outside space for storage purposes. It was recommended that a site be purchased and suitable buildings be constructed. The Commission approved the plan and instructed the Engineer to investigate locations which could be secured and report back to the Commission.

The Engineer also recommended that a shop for the repair of equipment be established at Coquille to facilitate operations in South-western Oregon with a greater mileage under maintenance. Recommendation approved by Commission and Engineer instructed to find a suitable site and report back to the Commission.

The next meeting was set for June 25 and 26, beginning at 2 P. M. on the 25th.

The Engineer was instructed to prepare plans and specifications and advertise the following projects for bids to be opened at the next meeting:

Redwood Junction-Wells Ranch Section, Caves Highway, 4.32 miles grading;
 Beam Creek-Lost Valley Section, John Day Highway, 11.65 miles grading;

- Bay City Section, Roosevelt Coast Highway, 0.23 miles grading;
- Deschutes County Line-Crescent Section, The Dalles-California Highway, 13.36 miles grading;
- Bly Mountain-Beatty Section, Klamath Falls-Lakeview Highway, 13.45 miles grading;
- Modoc Point-Klamath Falls Section, The Dalles-California Highway, 18.0 miles resurfacing;
- Bend-Lava Butte Section, The Dalles-California Highway, 9.1 miles grading;
- Meacham Overcrossing Section, Old Oregon Trail, 0.8 miles grading;
- Guard fence, Mt. Hood Loop Highway, Hood River County, 3620 lin. ft.
- Guard fence, The Dalles-California and Sherman Highways, Wasco County 17,832 lin. ft.;
- O'Brien School-George Ranch Section, Redwood Highway and
- Redwood Junction-Grayback Creek Section, Oregon Caves Highway, 20.42 miles surfacing;
- Oregon City-Canemah Section, Pacific Highway, 0.9 mile paving;
- Canby-Aurora Section, Pacific Highway, 4.0 miles grade widening;
- Middle Bridge-Love Bridge Section, Baker-Cornucopia Highway, 3.8 miles surfacing;
- Sag-Halfway Section, Baker-Cornucopia Highway, 3.2 miles surfacing;
- Emigrant Hill Section, Old Oregon Trail, 16.7 miles surfacing and resurfacing;
- Coquille-Myrtle Point Section, Coos Bay-Roseburg Highway, 8.4 miles surfacing and resurfacing;
- Siletz-Rocky Creek Section, Roosevelt Coast Highway, 10.1 miles grading;
- Crooked River Bridge, The Dalles-California Highway;
- Chetco River Bridge, Roosevelt Coast Highway;
- Rogue River Bridge at Gold Hill;
- Building for concession and rest room at Emigrant Park, Old Oregon Trail.

The Engineer reported on the comparative cost of bridge construction and ferry maintenance over the Siletz River on the Roosevelt Highway route in Lincoln County. After consideration, on motion which was carried, the Commission voted in favor of constructing a bridge at this point and instructed the State Highway Engineer to make an application to the Secretary of War in behalf of the Commission for a permit to construct a bridge over the Siletz River on the route of the Roosevelt Highway survey. The Engineer was further instructed to prepare plans and specifications at his convenience.

The Engineer reported on the present condition of the bridge over the Chetco River on the route of the Roosevelt Highway south of Brookings in Curry County. After consideration, on motion which was carried, a new bridge was ordered at this location. The State Highway Engineer was authorized to make an application to the Secretary of War for a permit to construct a bridge over the Chetco River at this point, using the piers of the present bridge. The Engineer was further instructed to prepare plans and specifications and advertise for bids on the project at his early convenience.

The Attorney was instructed to secure the quarry at Agate Beach and in event of negotiations for a reasonable settlement failing, condemnation proceedings were authorized.

Requests for extensions of time were received from the following:

Hetrick, Cline & Gardner, contract No. 651, Agate Beach-Otter Rock Section of Roosevelt Coast Highway, requested an extension of time to July 15, 1925. The Engineer recommended that the extension requested be granted and that the matter of penalty be held open for further consideration. Recommendation approved by Commission.

Bauers & Bauers, contract No. 746, Unit No. 2, Paulina Prairie-Lava Butte Section, requested an extension of time to June 10, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

W. E. Storm, contract No. 755, Weiser and Payette Spur connections to Old Oregon Trail, grading and surfacing, requested an extension of time to July 15, 1925. The Engineer recommended that the extension requested be granted subject to the payment of engineering costs subsequent to the completion date of the contract. Recommendation approved by the Commission.

Calvert, Calvert & Schroeder, contract No. 759, Illinois River Section of the Redwood Highway, grading and surfacing, requested an extension of time to June 1, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

J. W. Sadler, contract No. 742, bridge over Digger Creek, requested an extension of time to July 31, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

The following resolutions were introduced upon motion of Commissioner Malone:

WHEREAS, that certain highway known and designated as the Baker-Unity Highway and otherwise designated in the Highway Records as State Highway #13, is one of the duly adopted highways of the State Highway System; and

WHEREAS, it is provided that said State Highway shall be permanently constructed and maintained as a part of said system; and

WHEREAS, said highway has been definitely surveyed and located upon the ground and is being permanently improved thru Baker County, a portion of which said highway, within said county as located, surveyed and adopted, encroaches upon the parcel of

land owned by H. E. Currey and in the possession of W. O. Long, as tenant, which premises are described as follows:

Beginning at the intersection of the south boundary line of the H. E. Currey property in the SE quarter of the SW quarter of said section 5, and the center line of the Baker-Unity Highway at station 683+00 of said survey, which station is approximately 1594 feet east of the section corner common to sections 5-6-7-8 T. 10 S. R. 40 E., W. M.; running thence north 16°08' east, a distance of 1386 feet, more or less, to an intersection of the north boundary line of the said property with the center line of the Baker-Unity Highway at station 696+86 of said survey, which station is approximately 1320 feet north and 605 feet west of the quarter corner common to sections 5-8 T. 10 S. R. 40 E., W. M., containing 2.71 acres, more or less.

WHEREAS, it is necessary that the State of Oregon acquire title to the above described parcel of land for right of way purposes in connection with the location, construction and maintenance of said highway thru Baker County; and

WHEREAS, the County of Baker 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, thru its State Highway Commission, to acquire said parcel of land either by agreement, purchase, condemnation, or by the exercise of the power of eminent domain as provided by law; and

WHEREAS, the State Highway Commission has heretofore attempted, in good faith, to agree with the owners of said parcel of land thru 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 parcel of land might be acquired for said purposes and the compensation to be paid for the same, but said Commission is unable to reach a satisfactory or reasonable agreement with said owner, and, therefore, now requests the Attorney General of the State of Oregon to prosecute the necessary proceedings to acquire title to said parcel of land for the purposes herein set forth; and

WHEREAS, the above described parcel of land is required and necessary for right of way purposes as hereinabove stated, and by reason of the neglect and failure of the County of Baker to acquire said parcel of land, it is necessary that title to the same be acquired either by purchase, agreement or condemnation proceedings by the State, thru its State Highway Commission.

THEREFORE, BE IT RESOLVED, that the above described parcel of land be and the same is hereby declared to be necessary for the proper location, establishment, improvement, construction and maintenance of said Baker-Unity Highway thru Baker County, and for general right of way purposes; and

BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, thru its attorney, and thru the Attorney General's office, to agree with the owner 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 and attorney for the Highway Commission, be, and they are hereby requested to prosecute, to a final determination, such suit, action or proceeding as may be necessary to acquire title to said premises and to acquire the necessary rights of way, land, franchise and privileges for the proper location, establishment and improvement of said highway over and across the said premises.

WHEREAS, that certain highway known and designated as the Baker-Unity Highway and otherwise designated in the Highway Records as State Highway #13, is one of the duly adopted highways of the State Highway System; and

WHEREAS, it is provided that said State Highway shall be permanently constructed and maintained as a part of said system; and

WHEREAS said highway has been definitely surveyed and located upon the ground and is being permanently improved thru Baker County, a portion of which said highway, within said County, as located, surveyed and adopted, encroaches upon the respective parcels of land claimed to be owned by and in the possession of the following named persons:

W. A. MACKAY And OLIVE MACKAY, his wife, and D. HERPMAN: 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:

A strip of land 85 feet wide, being 30 feet on the easterly side, and 55 feet on the westerly side of the center-line of the Baker-Unity Highway, as surveyed over and across the east half of Section 18, T. 10 S. R. 40 E. W. M., said center line being more particularly described as follows:

Beginning at the intersection of the south boundary line of the W. A. Mackay property with the center line of the Baker-Unity Highway at station 572+35 of said survey, which station is approximately 1347 feet east of the quarter corner common to sections 18-19 T. 10 S. R. 40 E., W. M., running thence north 16°07' east, a distance of 4120 feet, more or less, to an intersection of the north boundary line of said property with the center of the Baker-Unity Highway at station 613+55 of said survey, which station is approximately 153 feet west and 1322 feet south of the section corner common to sections 7, 8, 18 and 17, T. 10 S. R. 40 E., W. M., containing 8.03 acres, more or less.

EUPHROSINE BOWEN: DUDLEY E. BOWEN, AND WIFE, RUBY BOWEN: FRANK A. BOWEN AND WIFE, KATHERINE BOWEN: MARY KATHLYNE WIDMAN AND ED WIDMAN,

HER HUSBAND: EDWARD CLIFFORD BOWEN AND ETHEL BOWEN, HIS WIFE: ROBERT R. BOWEN; MARCELLA EUPHROSINE BOWEN JACKSON AND FRED JACKSON, HER HUSBAND: THE OREGON-WASHINGTON JOINT STOCK LAND BANK OF PORTLAND, OREGON, A CORPORATION: 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 intersection of the south boundary line of the Ed C. Bowen property with the center line of the Baker-Unity Highway at station 696+86 of the said survey, which station is approximately 1320 feet north and 605 feet west of the quarter corner common to sections 5-8 T. 10 S. R. 40 E., W. M., running thence north 16°07' east, a distance of 6852 feet, more or less, to an intersection of the north boundary line of the Ed C. Bowen property and the center line of the Baker-Unity Highway at station 765+38 of the said survey, which station is approximately 1343 feet west of the quarter corner common to sections 32-33 T. 10 S. R. 40 E., W. M., containing 13.37 acres, more or less.

R. L. STEWART AND _____ STEWART, his wife: J. M. STEWART AND _____ STEWART, his 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:

A strip of land 85 feet wide, being 30 feet on the easterly side and 55 feet on the westerly side of the Baker-Unity Highway, as surveyed over and across the W₂ of Section 8, T. 10 S. R. 40 E., W. M., said center line being more particularly described as follows:

Beginning at the intersection of the south boundary line of the R. L. & J. M. Stewart property and the center line of the Baker-Unity Highway at station 627+27 of said survey, which station is approximately 192 feet east of the section corner common to sections 8, 7, 18 and 17, T. 10 S. R. 40 E., W. M., running thence north 16°07' east, a distance of 5473 feet, more or less, to an intersection of the north boundary line of said property with the center line of the Baker-Unity Highway at station 683+00 of said survey, which station is approximately 1594 feet east of the section corner common to sections 6, 5, 7 and 8, T. 10 S. R. 40 E., W. M., containing 10.67 acres, more or less.

GEORGE P. DYKE AND _____ DYKE, his 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:

A strip of land 85 feet wide, being 30 feet on the easterly side and 55 feet on the westerly side of the Baker-Unity Highway as surveyed over and across the NW quarter of Section 17, T. 10 S. R. 40 E., W. M., said center line being more particularly described as follows:

Beginning at the south boundary line of the Geo. P. Dyke property, which intersects the center line of the Baker-Unity Highway at station 619+50 of said survey, which station is approximately 748 feet south of section corner common to sections 7, 8, 18 and 17, T. 10 S., R. 40 E., W. M., running thence north 16°07' east, a distance of 777 feet, more or less, to an intersection of the north boundary line of the said property with the said center line of the Baker-Unity Highway at station 627+27 of said survey, which station is approximately 192 feet south of the section corner described above, containing 1.52 acres, more or less. 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 thru Baker County; and

WHEREAS, the County of Baker 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, thru 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 thru 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 Baker 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, thru 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 Baker-Unity Highway thru Baker County, and for general right of way purposes; and

BE IT FURTHER RESOLVED, that a further effort be made by the Highway Commission, thru its attorney, and thru the Attorney General's

office, to agree with the owners of said parcels of land as to the compensation to be paid for the taking of the same and the damage, if any there be, and, in the event that no satisfactory agreement can be made, then it is further resolved that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and attorney for the Highway Commission, be, and they are hereby requested to prosecute, to a final determination, such suit, action or proceeding as may be necessary to acquire title to said premises and to acquire the necessary rights of way, lands, 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.

Upon motion of Commissioner Malone, the following resolution was introduced:

WHEREAS, the Neskowin-Devils Lake Section of the Roosevelt Coast Highway has been designated and declared to be a state highway; and

WHEREAS, the above highway is being subjected to a kind and character of traffic which is damaging and injuring 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 that the maximum weight permitted and authorized by law be reduced.

NOW, THEREFORE, the State Highway Commission having as a result of due investigation found that the road above mentioned is being damaged and injured on account of the kind and character of traffic now being hauled over and upon it by reason of the fact that loads of the maximum weight are breaking up, damaging and deteriorating said road, and the Commission having found that it will be for the best interest of said highway that the maximum weight of load, including weight of vehicle, shall be reduced from 22,000 pounds to 6,000 pounds;

IT IS HEREBY ORDERED, that the maximum weight of load which shall be permitted upon this road shall not exceed 6,000 pounds.

IT IS FURTHER ORDERED, that this rule and regulation 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 until in the judgment of the engineer conditions have improved to such an extent that it is no longer necessary to maintain this limit.

The motion was duly seconded and carried.

MAY 28 1925

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

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

Portland, Oregon, June 25, 1925.

The Commission met in Room 404 Multnomah County Court House at 2:00 o'clock P. M. with the following present:

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

The following bids were opened and read:

ROOSEVELT COAST HIGHWAY
BRIDGE OVER CHETCO RIVER

J. J. Badraun	\$71,525.00
Kuckenberg & Wittman	72,925.00
Mercer-Fraser Co.	76,957.00
C. J. Montag Co.	79,570.00
Webber Construction Co.	80,610.00

THE DALLES-CALIFORNIA HIGHWAY
BRIDGE OVER CROOKED RIVER

J. W. Sadler & Co.	\$116,020.00
Booth & Pomeroy, Inc.	116,480.00
Portland Bridge Co.	120,900.00
Illinois Steel Bridge Co.	131,960.00
A. Guthrie & Co.	139,775.00

PACIFIC HIGHWAY
REVTMENT ABOVE SITE OF WILLAMETTE RIVER BRIDGE AT HARRISBURG

O. M. Olds	\$10,000.00
Portland Bridge Co.	10,200.00
Johnson & McCaughin	10,460.00

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ALICEL-LOWER COVE MARKET ROAD
BRIDGE OVER GRANDE RONDE RIVER

A. Valder	\$10,911.00
Illinois Steel Bridge Co.	12,280.00
D. T. Eaton Construction Co.	12,477.25
Delivuk & Stack	12,520.00
J. W. Sadler & Co.	13,100.00

BAKER-CORNUCOPIA HIGHWAY
MIDDLE BRIDGE-LOVE BRIDGE SECTION - SURFACING

Triangle Construction Co.	\$19,990.00
A. D. Kern	21,930.00
Lyon & Price	27,994.00
Smith Construction Co.	28,070.00

COOS BAY-ROSEBURG HIGHWAY
COQUILLE-MYRTLE POINT SECTION - RESURFACING

	Alt. "A"	Alt. "B"	Alt. "C"
I. L. Young	\$47,160.00		
A. B. Gidley		\$43,505.00	
Johnson Contract Co.	50,404.00	59,845.00	\$43,524.00
United Contracting Co.	60,623.50		

OREGON CAVES HIGHWAY
REDWOOD JUNCTION-WELLS RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
J. C. Kincaid	\$26,516.90	\$25,000.00
John Hampshire	26,155.00	25,499.00
J. T. Logan	27,870.00	26,180.00
F. L. Brown	27,815.00	26,252.50
Dunn & Baker	27,002.50	26,572.50
Way & McAllister	29,567.10	29,268.00

THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY LINE-CRESCENT SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Newport Construction Co.	\$22,470.00	\$22,383.00
Edgington & Harrington	23,127.20	23,012.50
H. Hayden	23,342.50	23,284.50
F. H. May	23,948.50	23,965.00
G. I. Stebbins	24,495.00	24,198.00
John Hampshire	25,644.00	25,295.00
Jetley Bros.	25,601.50	25,601.50
W. A. Stevens	27,228.90	27,149.50
H. W. Sneerin	33,118.00	32,898.00

THE DALLES-CALIFORNIA HIGHWAY
MODOC POINT-KLAMATH FALLS SECTION - RESURFACING

Dunn & Baker	\$57,392.00
Carl Nyberg	59,683.00
W. D. Miller	61,284.00
Warren Construction Co.	62,186.00
Triangle Construction Co.	63,055.00
J. T. Logan	65,398.00
Lyon & Price	70,890.00

SANTIAM HIGHWAY
ALBANY-LEBANON SECTION - GRADING

Linn County Court	\$101,594.50
Newport Construction Co.	111,838.50
Leisman Construction Co.	118,855.00
Greenwood & Dann	122,735.00
Washburn & Hall	124,852.50
Johnson Contract Co.	153,489.00

JOHN DAY HIGHWAY
BEAM CREEK-LOST VALLEY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Drummie, Brown & Toller	\$96,325.10	\$95,705.00
Morrison-Knudsen Co.	101,148.00	
Security Construction Co.	101,491.00	100,879.00
W. H. Monarch	102,050.00	101,340.00
Ryberg, McHugh & Cowley	101,826.60	101,805.00
James Criok	103,631.00	102,828.50
E. A. Webster & Co.	123,787.50	123,476.00

THE DALLES-CALIFORNIA HIGHWAY
SHERMAN HIGHWAY
MT. HOOD LOOP HIGHWAY
GUARD FENCE

	Alt. "A"	Alt. "B"
Ole Soleim	\$15,942.30	
Calvert, Calvert & Schroeder	16,754.50	
R. W. Pepin	17,585.10	\$21,558.60
E. A. Webster & Co.	18,985.00	36,235.00
Wolke & Pearce	20,302.60	
Parker-Schram	22,411.50	30,001.50

S. M. Calkins of the Coast Culvert & Flume Co. urged the consideration of Page wire fence for guard fence purposes and asked that in the future this type be included in the specifications and bids be requested in competition with wood. Request declined.

A request was received from the Washington County Court for a permit to use a six wheel trailer on state highways in Washington County. The Court agreed (1) not to use state highways where county roads can be used; (2) to transport trailer on highways only at periods when traffic is light; (3) to have county traffic officer accompany trailer when moved on state highways. After consideration, in view of legislation at the last session, it was decided to instruct the Secretary to issue a permit to the county to use the state highways under the above terms provided that the movement be confined as far as possible to the early morning hours and that under no circumstances should it be used when the bituminous pavement was soft.

A request was received from the Clackamas County Court requesting a survey of the Webster Road as an intermediate choice between the Milwaukie and 82d Street routes for an east side state highway between Oregon City and the Multnomah County Line. After consideration, a reconnaissance survey was ordered of this route at the convenience of the Engineer.

Several verbal requests having been made to the Commission to oil the Mt. Hood Loop to lay the dust, the matter was considered at some length. At the present time, the section in Hood River County between Hood River and Parkdale and the section in Clackamas County between the Multnomah County Line and Sandy is oiled with the intention of continuing this latter project to Brightwood. The cost of continuing all the way around the loop was discussed but in view of the benefits it was decided to proceed and the Engineer was instructed to apply a light coat of oil on the entire section at once.

The Curry County Court offered to sell its \$23,000 of bonds, the balance still on hand voted for the construction of the Roosevelt Highway, and turn the money derived therefrom over to the Highway Commission for cooperation on the Roosevelt Highway between Pistol River and Brookings. As a condition, however, they requested that the state, out of these funds, pay the balance due on the Winchuck Bridge; i. e., the sum of \$1,312.00, to the contractor, A. B. Gidley, the county being without funds for this purpose. On motion which was carried, the Commission accepted the cooperative offer of Curry County and agreed to pay the balance due to the contractor on the Winchuck River Bridge.

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

WHEREAS, in the construction of the Columbia River Highway between Cascade Locks and Mosier, it was necessary to construct and use two tunnels, one of which is located at or near Mitchell Point and known as the Mitchell Point Tunnel, Mile 61.2, the other of which is located between Hood River and Mosier and is known as Twin Tunnels, Mile Post 72; and

WHEREAS, the maximum vertical clearance at the spring line of said tunnels varies from eight and one-half to ten feet; and

WHEREAS, it appears that there are being used upon said highways certain trucks having a maximum height in excess of this vertical clearance; and

WHEREAS, because of the fact of limited vertical clearance on the sides and limited horizontal width of said tunnels, said trucks are required to occupy the center of the roadway, thereby making it impossible for vehicles, entering the said tunnels from the opposite direction, to meet and pass said trucks within the length of the tunnels; and

WHEREAS, because of said facts it has been brought to the attention of the Commission that many times vehicles meeting such trucks in said tunnels are required to back out in order to permit said trucks to pass, thereby creating a hazard which may result in injury or loss of life; and

WHEREAS, in the judgment of the Highway Commission, it will be, and is for the best interests of the State, and for the protection of said traffic from damages resulting from collision therein, that there be prohibited from the use of that portion of said highway constructed by the use of such tunnels, any truck or vehicle having a height in excess of nine and one-half feet, measured from the surface of the road.

THEREFORE, BE IT RESOLVED by the State Highway Commission meeting in regular session, all members being present and participating, that the Commission does find that the use of any such truck on said road within said tunnels having a vertical height greater than nine and one-half feet, measured from the surface of the ground is detrimental to said highways, may result in undue damage to said tunnels, and creates a hazard which may result in injury or death to persons or the loss of property; and

BE IT FURTHER RESOLVED by the State Highway Commission that no vehicle or truck having a vertical height of greater than nine and one-half feet be permitted to use that portion of the Columbia River Highway known as Mitchell Point Tunnel located at Mile 61.2 or that portion known as Twin Tunnels located at Mile Post 72; and

BE IT FURTHER RESOLVED that this order and resolution shall be in effect from and after the fifteenth day of July, 1925.

The motion was duly seconded and carried.

The matter of reducing the allowable load limit on the Columbia River Highway between the Multnomah County Line and Hood River was discussed and the Engineer was instructed to report at the next meeting with a recommendation as to the maximum load which should be permitted.

The matter of the entrance of the Santiam Highway into the city of Lebanon from the north was discussed. The route recommended by the

Engineer, extending directly north on Main Street to an intersection with the highway at the north city limits, was approved by the Commission who were agreeable to dividing the cost of the grading and gravel surfacing fifty-fifty with the city, the same basis as with the county on the adjoining section. The City Council, however, were going ahead with a paving project requiring two right angle turns on Main Street, and the Commission felt that if this paving was completed, the city would not improve the new location for Main Street. On motion which was carried, it was agreed to hold the award of the Albany-Lebanon contract until the City Council had approved the revised alignment for Main Street and given definite assurances that the improvement would be made.

Portland, Oregon, June 26, 1925.

The Commission met in Room 404 Multnomah County Court House with all members present and participating.

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

Chetco River Bridge, Roosevelt Highway, Curry County. On motion which was carried, the award of the contract was made to J. J. Badraun, the low bidder, at \$71,525.00.

Revetment above the Willamette River Bridge at Harrisburg, Pacific Highway, Lane County. On motion which was carried, the award of the contract was made to O. M. Olds, the low bidder, at \$10,000.00.

Crooked River Bridge, The Dalles-California Highway, Jefferson County. On motion which was carried, all bids were rejected and the project ordered readvertised.

Grande Ronde River Bridge on the Alicel-Lower Cove Market Road, Union County. On motion which was carried, the award was referred to the County Court of Union County for whom the project was advertised.

J. H. Walters, representing the Associated General Contractors, urged that the contract for the Crooked River Bridge be given to the low bidder, J. W. Sadler. He stated that there were unusual conditions in the erection of this bridge and that he considered that the bid was not excessive. Further that Mr. Sadler would like to have a conference with the engineer to discuss various items in his bid. Matter referred to the engineer.

Middle Bridge-Love Bridge Section, Baker-Cornucopia Highway, Baker County, surfacing. On motion which was carried, the contract was awarded to the Triangle Construction Company, the low bidder, at \$19,990.00.

Coquille-Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. On motion which was carried, the contract was awarded to A. B. Gidley on Alternate B (gravel surfacing crushed and hauled by the contractor) at \$43,505.00.

Deschutes County Line-Crescent Section, The Dalles-California Highway, Klamath County, grading. On motion which was carried, the contract was awarded to the low bidder, Newport Construction Company, at \$22,470.00, on concrete pipe.

Modoc Point-Klamath Falls Section of The Dalles-California Highway, resurfacing. On motion which was carried, the contract was awarded to Dunn & Baker, the low bidder, at \$57,392.00.

Mt. Hood Loop Highway, The Dalles-California Highway, Sherman Highway, Hood River and Wasco Counties, guard fence. On motion which was carried, this contract was awarded to R. W. Pepin, the low bidder on Alternate B (wood posts in Hood River County, concrete posts in Wasco County) at \$21,558.60.

At 10:30 o'clock, bids were opened on the following grading and surfacing projects:

BAKER-CORNUCOPIA HIGHWAY
SAG-HALFWAY SECTION - SURFACING

A. D. Kern	\$14,010.00
Smith Construction Co.	18,420.00
Triangle Construction Co.	18,510.00

REDWOOD HIGHWAY
O'BRIEN SCHOOL-GEORGE RANCH SECTION - SURFACING
OREGON CAVES HIGHWAY
REDWOOD JUNCTION-GRAYBACK CREEK SECTION - SURFACING

	Alternate "A"	Alternate "B"
Joslin & McAllister	\$89,240.00	\$84,600.00
Carl Nyberg	89,430.00	88,950.00
R. E. Harness		96,020.00
Dunn & Baker	109,130.00	97,630.00
Washburn & Hall	118,850.00	101,300.00
Triangle Construction Co.	107,450.00	102,500.00
J. T. Logan	113,450.00	104,710.00
John Hakanson	110,800.00	106,900.00
Calvert, Calvert & Schroeder		111,070.00

KLAMATH FALLS-LAKEVIEW HIGHWAY
BLY MOUNTAIN-BEATTY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
J. T. Logan	\$121,997.00	\$121,188.00
John Hampshire	122,697.00	121,001.00
Dunn & Baker	129,779.50	129,104.00
Klamath County Court	131,501.50	129,697.50
H. W. Sheerin	135,068.00	133,446.00

ROOSEVELT COAST HIGHWAY
BAY CITY SECTION - GRADING

A. T. Dolan	\$5,864.00
F. O. Feldschau	6,178.00
Baker & Scharschmidt	7,208.00
W. C. Elliott	9,374.00

OLD OREGON TRAIL
EMIGRANT HILL SECTION - RESURFACING

A. D. Kern	\$52,867.00
Payne & Doust	58,309.00
Lyon & Price	58,919.00
Newport Construction Co.	70,510.00
S. S. Schell	75,686.00
Columbia Construction Co.	78,888.00
Security Construction Co.	80,756.00
Triangle Construction Co.	91,099.00
Kesl, Taylor Bros. & Paquet	96,520.00

Judge Payne and Commissioner Hume of Linn County were present and discussed the bids on the Albany-Lebanon Section of the Santiam Highway in Linn County. After consideration, on motion which was carried, all bids were rejected and the project ordered readvertised.

At 2:00 o'clock P. M., the tabulation of the bids received in the morning was read and the following action was taken:

Sag-Halfway Section, Baker-Cornucopia Highway, Baker County, surfacing. On motion which was carried, the contract was awarded to A. D. Kern, the low bidder, at \$14,010.00.

Bly Mountain-Beatty Section, Klamath Falls-Lakeview Highway. On motion which was carried, this contract was awarded to J. T. Logan, the low bidder, at \$121,997.00 for concrete pipe.

Bay City Section, Roosevelt Coast Highway, Tillamook County. On motion which was carried, this contract was awarded to A. T. Dolan, the low bidder, at \$5,864.00.

O'Brien School-George Ranch Section of the Redwood Highway, Redwood Junction-Grayback Creek Section of the Oregon Caves Highway, surfacing. On motion which was carried, the contract was awarded to Joslin & McAllister on Alternate "A" (crushed rock surfacing throughout), they being the low bidder on Alternate "A" at \$89,240.00.

Emigrant Hill Section, Old Oregon Trail, Umatilla County, resurfacing. On motion which was carried, the contract was awarded to A. D. Kern, the low bidder, at \$52,867.00.

Beam Creek-Lost Valley Section of the John Day Highway in Malheur County, grading. On motion which was carried, the award of the

contract was made to Drummie, Brown & Toller, the low bidder, at \$96,325.10, using concrete pipe.

Redwood Junction-Wells Ranch Section of the Oregon Caves Highway, grading. On motion which was carried, the award was made to J. C. Kincaid, the low bidder, at \$25,000.00, using corrugated iron pipe.

Judge Bunnell of Klamath County asked that the Klamath Falls-Malin Section to the state line be placed upon the Federal Aid Map as a part of the seven per cent system, the object being to induce California to put on the connection south as a state highway. The Commission stated that they would discuss the matter with the District Engineer of the Bureau of Public Roads.

Judge Bunnell asked that the Quartz Valley Section of the Klamath Falls-Lakeview Highway be advertised in the near future. The Engineer reported that the survey was completed and as soon as the maps and other data were prepared, they would be forwarded to the Bureau of Public Roads requesting that the project be advanced and advertised during the present season.

J. T. Brand, President of the Coos County Good Roads Association, reported that the Association strongly endorsed the plan of voting for the \$280,000 county cooperative bonds as a separate item in the proposed Coos County bond election, and they were hopeful that the matter could be worked out that way.

A request from Ivan Oakes of Ontario for the improvement of the city street connecting with the Old Oregon Trail to the north was received and referred to the Chairman for investigation and report.

The matter of securing property for park site at Hunters Head was discussed and the engineer was instructed to run out the land lines to determine the ownership.

Col. F. V. Holman, a member of the Board of Directors of the Sons and Daughters of Oregon Pioneers, presented a resolution from that Association requesting the State Highway Commission to furnish and transport a large boulder to a suitable site at Emigrant Park and agreeing that the Association would pay the expense of a proper concrete foundation for the boulder and a bronze plate to be attached stating the name of the Park and that the tablet was furnished by the Sons and Daughters of Oregon Pioneers. On motion which was carried unanimously, the Commission agreed to furnish a suitable boulder as requested and instructed the Engineer to select the boulder and transport it to the Park site without expense to the Sons and Daughters of Oregon Pioneers.

Judge Mason, Commissioners Reed and Richards of Tillamook County asked that the state put on the project between Wheeler and the overhead crossing east of Wheeler about one mile in length, and that it be financed by the state giving Tillamook County credit for expenditures on the overhead railroad crossing and an embankment in Wheeler. The Commission

6/26/25

stated that they would not consider the project in itself but only as a part of the entire program of completing the Roosevelt Coast Highway through Tillamook County. The Tillamook County Court asked what would be the basis of cooperation required and after consideration, on motion which was carried, the Commission agreed to complete the Roosevelt Coast Highway in Tillamook County in a two year program on a basis of 40% county and 60% state funds, and the Commission would accept as part cooperation from the county the county expenditures on the overhead near Wheeler and the embankment in Wheeler. The county representatives stated that they would take the matter under consideration and confer with their constituents.

The matter of setting the definite date for the hearing on the application by E. M. Chandler and A. G. Beals for a franchise for a toll road between Forest Grove and Tillamook via the Wilson River route was considered and it was decided to hold the meeting in the Court House at Tillamook at 1:30 P. M. on Saturday, July 25, 1925. The Attorney was instructed to prepare the proper form of notice and notify the County Courts of the date selected.

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

The Market Road maps of Douglas, Washington, Josephine and Jackson Counties were approved and signed by the Commission on recommendation of the Market Road Engineer.

The minutes of the meeting of May 28 and 29 were approved.

A request was received from the Josephine County Court, transmitted through the Chief Traffic Officer, asking that a traffic officer be employed, in addition to the one now stationed at Grants Pass, who should be assigned to the Redwood and Caves Highways for the summer months. The county offered to pay one-half of the officer's salary. Inasmuch as the Commission felt that there might be division of authority under such an arrangement, the request was declined.

A similar request received from Lincoln County, asking that a traffic officer be assigned to the Corvallis-Newport Highway in Lincoln County during the summer months under a fifty-fifty cooperative arrangement, was also declined for similar reasons.

The Engineer was instructed to request the Chief Traffic Officer to assign more men to the Mt. Hood Loop on week ends on account of the great volume of traffic on this road on those days.

The location of the Pistol River-Chetco River Section of the Roosevelt Highway in Curry County was considered at some length, maps, profiles and cost data being furnished by the engineer. The Commission had also viewed this location on the ground on a recent inspection trip in Coos and Curry Counties. On motion which was carried, the Commission adopted the route passing through Brookings and adjacent to the ocean at Harris Beach.

Attention having been called to the omission from the forest highway system of two units on completed roads by the Bureau of Public Roads, the following were ordered placed upon the forest highway map by unanimous vote: Route one, Columbia River Highway, Wahkeena Falls to East Forest Boundary, approximately one mile east of Viento, length twenty-eight miles, class two; Route two, Roosevelt Coast Highway, between Hebo and Beaver, from South Forest Boundary to North Forest Boundary, length one mile, class one.

The Commission instructed the Engineer to require that all draw bridge operators submit to a medical examination by a physician and authorized the expense to be paid from the state highway fund.

The Commission approved the contribution of \$2000 on the Cooper Spur Forest Road as cooperation by Multnomah County from the county share of the motor vehicle license fees. The total project is estimated to cost \$67,000 of which Hood River and Multnomah Counties each agree to put up \$2000 and the balance to be paid by the Government.

The Engineer reported on the estimated costs of grading the section of the Roosevelt Highway from Florence 6 miles north across the sand area. He recommended that this section be covered with clay for surfacing which was considered sufficient for the local travel until the rock or gravel surfacing was made necessary when the road was opened for through travel. The estimated cost of this improvement was \$61,000, which the Commission agreed to put on provided Lane County would put up the \$36,000 which they have available of bond funds, the intention being to make a 50-50 project of it and the county to be given credit for the excess funds later when a further project is added.

The Engineer was instructed to advertise the following projects:

Pistol River-Chetco River, Roosevelt Highway, Curry County, 23 miles grading;
Siletz Bay-Rocky Creek, Roosevelt Highway, Lincoln County, 8.8 miles, grading;
Florence North, Roosevelt Highway, Lane County, 6 miles grading.

The Commission ordered the Dairy Creek embankment section about 1400 feet in length on the Tualatin Valley Highway between Forest Grove and Hillsboro to be paved with bituminous pavement with the state repair plant.

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

R. A. Klein
State Highway Engineer
and Secretary

W. A. Dwyer
Chairman
W. B. Brander
Commissioner
W. H. Malone
Commissioner

Tillamook, Oregon, July 25, 1925.

A public meeting was held in the Courthouse at Tillamook, Oregon at 1:30 o'clock P. M. to consider the application of A. G. Beals and Elbert M. Chandler for a franchise to construct and operate a toll road between Forest Grove and Tillamook via the Wilson River Route, pursuant to previous arrangement and advertisement.

Present were Wm. Duby, Chairman, and Commissioners Van Duzer and Malone of the State Highway Commission, Roy A. Klein, State Highway Engineer, J. M. Devers, Assistant Attorney General; Judge Ward and Commissioners Hiatt and Livermore of Washington County; Judge Mason and Commissioners Richards and Reed of Tillamook County.

The meeting was called to order by the Chairman of the Commission.

E. V. Littlefield appeared as attorney for the applicant and argued that the franchise be granted. L. M. Graham of Forest Grove and H. L. Botts of Tillamook, attorneys, urged the approval of the franchise with suitable control by the state.

Mr. Chas. A. Hart, representing the United Railway Co., opposed the granting of the franchise as did Russell Hawkins of the Whitney Timber Co., and Wells Gilbert of the Wilson River Lumber Co., on account of interference with plans for railroad development and increased fire hazard to standing timber.

M. E. Latourette of Portland spoke in favor of the project. Also, several residents of both counties spoke both for and against the granting of the franchise.

The remarks of the speakers in detail were taken down by a reporter and a transcript prepared which is on file in the office of the Commission.

At 4:50 o'clock, after giving opportunity for all to be heard, the Chairman announced that the discussion would be closed and that the whole matter would be first referred to the county courts with the thought that they would meet together and after consideration and agreement confer with the Commission at a subsequent meeting.

The meeting was then declared adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Duby
Chairman
J. M. Devers
Commissioner
E. V. Littlefield
Commissioner

Tillamook, Oregon, July 25, 1925.

Immediately after the toll road hearing, a meeting was held in the Courthouse with the County Court of Tillamook County.

Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
Homer Mason, County Judge
S. G. Reed, County Commissioner
R. O. Richards, County Commissioner

The matter of the completion of the Roosevelt Coast Highway in Tillamook County was discussed at considerable length. The figure of \$700,000 as a tentative estimate of cost was used and the Commission offered to cooperate on a basis of 60% state and 40% county, which equals \$280,000 for the county share. In addition, the county must secure all right of way and the state will furnish the engineering as has been the previous custom. The county officers accepted this offer of cooperation and it was agreed that the county would be permitted to spread its share over a three year period beginning with 1926, the payment in the first year to be not less than \$50,000 and the balance to be spread over two years but not less than \$75,000 in the second year. Also the Commission agreed that if the Wheeler overhead structure and the embankment in Wheeler was used as a part of the project that the county will be given credit for its proportionate share of the cost.

The meeting was then adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Duby
Chairman
H. B. Van Duzer
Commissioner
W. H. Malone

Portland, Oregon, July 28, 1925.

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

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

Bids were opened on the following projects:

BENTON COUNTY
KINGS VALLEY AND HOSKINS MARKET ROAD - SURFACING

Joslin & McAllister	\$19,955.50
Nick Casciato	22,721.75
Trent & Peterson	23,328.75
Ray S. Thomason	25,302.50
Warren Construction Co.	37,632.50

ROOSEVELT COAST HIGHWAY
BURNT HILL-CHEMCO RIVER SECTION - GRADING

	Unit 1	Unit 2	Unit 3	Unit 4	Unit 4
				Fir Piling	Cedar Piling
Webber Construction Co. \$	\$	\$284,966.50	\$		
Washburn & Hall		108,782.50			
Wm. von der Hellen		118,012.50			
Kibler & Bartlett	375,140.00	165,285.00	310,625.00	303,283.50	303,641.00
Twohy Brothers Company	292,245.33	125,603.00	290,184.50	319,917.66	320,632.66
S. S. Schell	297,762.00	114,848.00	253,420.00	300,080.00	300,366.00
A. J. & J. L. Fairbanks, Inc.			329,435.00	357,952.50	359,025.00
Triangle Construction Co.	356,820.00	152,730.00	318,649.00	342,414.00	343,129.00
J. W. Sweeney Const. Co.			244,310.00		
John Hampshire	356,630.00	138,883.00	342,898.00	345,946.50	346,304.00
Morrison-Knudsen Co.	329,702.00	127,733.00	289,887.50	326,771.00	327,486.00
Charles M. Igoe	369,200.00				
Guy F. Atkinson	303,343.00	118,084.50	269,640.00	329,674.00	330,389.00
K. L. Goulter & Co.	315,013.00	119,692.00			
A. Guthrie & Co.	412,548.00	170,482.50	374,341.50	424,192.00	424,549.50
Engelhart Paving & Construction Co.		105,913.00			
A. D. Kern	378,390.00	149,340.00	333,519.50	343,368.00	343,940.00
Bauers & Bauers	289,211.50	109,355.50	248,549.00	302,168.00	303,598.00

(See proposals for special qualifications and reductions)

ROOSEVELT COAST HIGHWAY
SILETZ BAY-ROCKY CREEK SECTION - GRADING

James Crick	\$163,035.00
W. H. Monarch	174,422.00
Ryberg, McHugh & Cowley	187,785.00
John Hampshire	193,442.00
Guy F. Atkinson	195,510.00
E. A. Webster & Co.	195,635.00
Iver J. Rosten Co.	207,470.00
Triangle Construction Co.	216,494.00
Joplin & Eldon	218,527.00
Greenwood & Dann	224,970.00

SANTIAM HIGHWAY
ALBANY-LEBANON SECTION - GRADING AND SURFACING

Kibler & Bartlett	\$ 97,093.00
Linn County Court	99,494.50
Harness & Colby	99,833.00
Trent & Peterson	102,464.50
Payne & Doust	102,977.50
Herbert Gee & Co.	105,841.00
F. L. Brown	110,175.00
Triangle Construction Co.	110,689.00
United Contracting Co.	133,530.00

OLD OREGON TRAIL
MEACHAM OVERCROSSING SECTION - GRADING

Morrison-Knudsen Co.	\$17,905.00
T. W. Davis	18,732.00
Newport Construction Co.	19,843.00
A. D. Kern	20,925.00
Swartley Brothers	22,019.00

OREGON CAVES HIGHWAY
REDWOOD JUNCTION-WELLS RANCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Earl L. McNutt	\$24,033.00	\$23,671.50
Calvert, Calvert & Schroeder	25,795.00	24,870.00
John Hampshire	26,605.00	25,949.00
Dunn & Baker	26,777.50	26,347.50
Charles M. Igoe	27,105.00	26,895.00

THE DALLES-CALIFORNIA HIGHWAY
CROOKED RIVER BRIDGE

Knokenberg & Wittman	\$106,400.00
J. W. Sadler Co.	112,852.00
Portland Bridge Co.	114,360.00
Illinois Steel Bridge Co.	122,960.00

SHERMAN HIGHWAY
TWO CULVERTS IN GRASS VALLEY

William Endicott	\$1,922.50
Raymond G. Heider	2,157.50
Sherman County Court	2,180.00

OLD OREGON TRAIL
BUILDING AT EMIGRANT PARK

E. A. Webster & Co.	\$27,832.50
W. C. Kelly	33,420.00
D. T. Eaton Construction Co.	40,934.50

A delegation from Lebanon consisting of M. D. Shanks, City Attorney, Thad Sterling, Mayor, N. M. Newport, N. E. Irvine, G. G. Gill, G. Billings and D. A. Reeves, was present in the interest of the north entrance into the city. Mr. Shanks stated that the city officers were anxious to meet the wishes of the Commission in the matter of the adoption of the route laid out by the Engineer as a city street. A statement was submitted signed by the Mayor and five councilmen pledging their support in the adoption and construction of the proposed route. With this understanding the Commission stated that the Albany-Lebanon grading and surfacing project would be placed under contract at once.

Judge Ward and Commissioners Hiatt and Livermore of Washington County asked that cement concrete pavement be used instead of bituminous type on the Dairy Creek Fill between Hillsboro and Forest Grove, quoting some figures that a contractor in Hillsboro had submitted. After consideration the Commission agreed to call for bids on concrete type 20 feet wide, which could be compared with costs of laying bituminous type with the state repair plant.

Judge Adkisson of Wasco County presented the matter of the connection between The Dalles-California Highway and the Mt. Hood Loop via Wapinitia. He stated that Wasco County has already expended \$65,000 to connect Wapinitia with The Dalles-California Highway and the county now has available \$25,000 to expend between Wapinitia and the Forest Boundary. Judge Adkisson pointed out that $7\frac{1}{2}$ miles south from the Mt. Hood Loop has been constructed as a forest project and he urged that the entire section between the junction with the Mt. Hood Loop and The Dalles-California Highway via Wapinitia be made a state highway. The Commission indicated that they were not disposed to consider the project favorably at this time.

Judge Barnard, Commissioner Crowe and County Engineer Morse of Lane County reviewed road conditions in their county, stating that they would like to definitely program the completion of the remaining uncompleted units of the Willamette Valley-Florence and McKenzie Highways. The delegation asked that a survey be made of the uncompleted portion of the McKenzie Highway which was granted. A similar request for the survey of the uncompleted portion of the Willamette Valley-Florence Highway from Rainrock west was made. On this latter the Engineer reported that the U. S. Bureau of Public Roads has made a preliminary survey over the North Fork Route. J. C. Cushman asked that a survey of the route along the river via Cushman and Mapleton be made. The Commission ordered that a reconnaissance survey over this latter route be made for the sake of comparison. The County Court indicated the purpose of the county to vote a two mill special county tax to be used on the completion of the McKenzie and Willamette Valley-Florence Highways.

A delegation from Marion County, consisting of B. J. J. Miller, Joseph Rubens, F. Brassel, A. L. Kavanaugh, R. P. Horning, Henry Zorn, J. P. Kavanaugh and C. J. Espy, spokesman, asked that the Fairfield Market Road be eliminated from the market road map by the Commission. The Commission desired to hear the other side to the controversy and continued the matter until the next meeting.

Commissioner Malone came in at 5:05 P. M.

F. W. Peterson of Peterson & Scott, contractors on the Seaside-Cannon Beach Junction Section of the Roosevelt Coast Highway in Clatsop County, contract No. 725, asked for the amount admitted to be due on this contract without giving a final acceptance of his claim in full. He stated that he desired to make a claim for additional payments later. The Commission decided not to waive the customary requirement that the contractor accept the final estimate as payment in full.

Former Judge Wallace and Judge Biggs of Crook County asked the Commission to complete the connection between Prineville and the Central Oregon Highway; that is, extend the Bear Creek Section south to a junction with the Central Oregon Highway a distance of 14 miles. The county representatives argued that the state was obligated to do this inasmuch as the county had contributed to the Bear Creek Section. They urged that the Commission give the assurance that this unit would be a part of the system and completed when funds were available. Matter taken under consideration.

The members of the Washington County Court, Judge Ward and Commissioners Hiatt and Livermore, discussed the Wilson River Toll Road proposal and stated that Washington County was not in favor of the Toll Road.

A record was made for the minutes of the interim action by the Commission since the previous meeting in rescinding the award of the contract for the grading of the Redwood Junction-Wells Ranch Section of the Oregon Caves Highway. The low bidder on this contract was J. C. Kincaid, who was found on investigation to be lacking in financial resources and

was reported by reputable citizens of his city to be mentally deficient. For these reasons the Commission instructed the Engineer to return the bidder's check and readvertise the project.

Portland, Oregon, July 29, 1925.

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

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

The tabulations of the bids received on the previous day were read by the Secretary and the following awards were made:

Bridge over Crooked River, The Dalles-California Highway, Jefferson County. On motion which was carried, this contract was awarded to Knuckenberg & Wittman of Portland, the low bidder, at \$106,400.00.

Two culverts in the town of Grass Valley, Sherman Highway, Sherman County. On motion which was carried, this contract was awarded to William Endicott at \$1,922.50.

Building at Emigrant Park on the Old Oregon Trail, Umatilla County. On motion which was carried, all bids were rejected.

Kings Valley and Hoskins Market Road, Benton County. On recommendation of the County Court of Benton County, for whom the project was advertised, the contract was awarded to Joslin & McAllister at \$19,955.50.

Burnt Hill-Chetco River Section, Roosevelt Coast Highway, Curry County, grading. On motion which was carried, the contracts for Units 1 and 4 were awarded to Bauers & Bauers, the low bidder, at \$591,379.50; Unit No. 2 was awarded to the Engelhart Paving & Construction Company, the low bidder, at \$105,913.00; Unit No. 3 was awarded to J. W. Sweeney Construction Co. at \$244,310.00, making the total for the entire project \$941,602.50.

Albany-Lebanon Section, Santiam Highway, Linn County. The low bid being satisfactory to the County Court of Linn County, on motion which was carried, the contract was awarded to Kibler & Bartlett, the low bidder, at \$97,093.00.

Siletz Bay-Rocky Creek Section, Roosevelt Coast Highway, Lincoln County. On motion which was carried, the contract was awarded to James Crick, the low bidder at \$163,035.00.

Redwood Junction-Wells Ranch Section, Oregon Caves Highway, Josephine County. On motion which was carried, the contract was awarded to Earl L. McNutt, using concrete pipe, at \$24,033.00.

Meacham Overcrossing Section, Old Oregon Trail, Umatilla County, grading. On motion which was carried, this contract was awarded to Morrison-Knudsen Co. at \$17,905.00.

Judge Moses and Commissioner von Lehe of Benton County advised that their county bond issue had carried and urged that the work in the county be expedited. There was some discussion as to the location between Corvallis and Philomath and it was agreed that the Commission would look over the two routes. The county officials stated that they would get the right of way at once at the point where the railroad crossings are to be eliminated.

Judge Sawyer of Deschutes County, Mr. C. H. Miller of Redmond, a former commissioner of Deschutes County, Judge Biggs and Former Judge Wallace of Crook County appeared in the interest of the completion of the road from Mitchell to the John Day River as a part of the through road between Ontario through Central Oregon to Eugene. They urged its importance to Crook and Deschutes Counties. Commissioner Van Duzer stated that the project merited consideration but no promise could be made for this year nor for next. Judge Wallace stated that if it is a question of deciding between the construction of the Bear Creek South project and the Mitchell-Dayville project, that the people of Crook County would prefer the Mitchell-John Day River Unit.

The matter of the extension of the Bear Creek Section of the Prineville-Lakeview Highway to a junction with the Central Oregon Highway was discussed by the Commission after which Commissioner Van Duzer made a statement for the Commission to Former Judge Wallace and Judge Biggs bearing on this subject, as follows: This Commission reaffirms the statement made by the previous State Highway Commission that the road running south from Prineville to a connection with the Central Oregon Highway is an obligation which would be met, but that the Commission stated at this time they were not prepared to say when the road would be built.

A conference was held on the subject of the Forest Highway program, C. H. Purcell, F. E. Andrews and J. A. Elliott representing the Bureau of Public Roads, and P. H. Dater the Forest Service. Mr. Purcell stated that there had been a saving of about \$80,000 in the award of the contracts on the program and it was desired to program this surplus at once in order to place further work under contract during the present year.

Judge Quine of Douglas County, R. J. Hubbard, Joseph Lyons and C. McC. Johnson of Reedsport asked for state aid on the Reedsport-Scottsburg Road referring particularly to the one and one-half mile grading section east of Reedsport which is estimated to cost \$90,000. It was stated that the county has \$20,000 for this project and that there was a \$15,000 surplus on the surfacing contract between Reedsport and Scottsburg, which they asked be transferred to this unit, and the state was asked to make up the balance. The Chairman replied that since it was a county road, state cooperation could not be considered. The

Commission and the representatives of the Bureau and the Forest Service agreed, however, to the diversion of the \$15,000 balance from the surfacing contract to the proposed one and one-half mile unit of grading. Matter of further financing held pending.

The advantage of completing the grading of the Crescent Section of The Dalles-California Highway in Klamath County extending 11 miles south of Crescent was considered in view of the state program to complete this highway in 1926. It was agreed to advertise the grading and \$26,000 was set aside for this purpose. In the division of costs it was agreed that the state would pay for the cost of the overhead railroad crossing near Corral Springs and the Government would pay for the cost of grading the Crescent Section.

On the Alsea Highway the desirability of completing the grading this year of the four mile remaining gap in order to complete the surfacing of the entire section between the Lincoln County line and Waldport was discussed and it was agreed that the sum of \$34,000 be allotted for this purpose.

Mr. Dater reported that it was necessary that four miles of the graded section of the Bear Gulch project on the road between Burns and Canyon City be surfaced. If \$5,000 of Government funds are available, Grant County will put in an equal amount and it is thought that this amount will be sufficient to cover the project with pit run gravel. This allotment was approved by all parties.

Summed up, it was agreed that the \$80,000 surplus should be allotted as follows:

The Dalles-California Highway	\$26,000
Alsea Highway	34,000
Bear Gulch	5,000
Scottsburg-Reedsport	15,000

Mr. Dater stated that the Forest Service would like to use \$12,000 out of the 1927 funds for clearing another section of the Wapinitia project in order to advance construction. Commissioner Van Duzer opposed this appropriation and Chairman Doby concurred.

Judge Barnard and Commissioner Crowe of Lane County stated that the Bureau had worked up about 15 miles of the plans for the Lowell-Oakridge Section of the Willamette Highway but that the survey fund was now exhausted and there remained 10 miles more to complete the estimate for that unit. They asked the Commission to work up these plans for them. The Engineer reported that since it was a government survey and their notes, that it would seem desirable that they complete the estimates. After consideration, Mr. Purcell stated that the plans would be worked up by the Bureau and the estimates furnished the county for the Lowell-Oakridge Section in the near future, which was satisfactory to the Court.

The Engineer suggested the advisability of clearing the Quartz Valley Unit of the Klamath Falls-Lakeview Highway proposed as a forest project on the next year's program, during the present fall and winter in order to expedite the grading next year, suggesting that the work be done as a state project. Such an arrangement was approved by all parties and the Engineer was authorized to advertise for bids for clearing this unit.

The date for the next meeting was set for August 27 at 2 o'clock P. M.

The Commission authorized the advertising of the following projects:

Hereford-Mill Gulch Section of the Baker-Unity Highway, 12.5 miles grading, 50-50 cooperative project, state and county. Eagle Creek-Emigrant Creek Section of Baker-Cornucopia Highway, 2.5 miles of crushed gravel surfacing, to be paid for by Baker County.

Bend-Lava Butte Section of The Dalles-California Highway in Deschutes County, 9.05 miles of grading.

Sutton Lake-Florence Section of Roosevelt Coast Highway in Lane County, 6.15 miles of grading and clay surfacing.

Dairy Creek Bridge approach embankments, paving 0.24 miles. Bridge over Hunters Creek-Roosevelt Coast Highway in Curry County.

Two bridges over the Umatilla River on county roads at Echo and Stanfield, for Umatilla County.

A building for rest room purposes at Emigrant Park on the Old Oregon Trail in Umatilla County.

The Commission having under consideration the matter of the maturity of short term State Highway Bonds in the sum of Two Million (2,000,000) Dollars, Commissioner Van Duzer offered the following resolution which was duly and regularly adopted and ordered entered into the minutes of the Commission.

WHEREAS, under the provisions of Chapter VI, Title XXX, Laws of Oregon, as amended by Chapters 245 and 348, Laws of 1921, there was sold on May 27, 1921, the sum of One Million (1,000,000) Dollars, par value, six per cent bonds, dated June 1, 1921, and due October 1, 1925, series two, numbers 3041 to 4040, both numbers inclusive; and likewise, on September 20, 1921, there was sold the sum of One Million (1,000,000) Dollars, par value, six per cent bonds, dated October 1, 1921, and due October 1, 1925, series two, numbers 9081 to 10080, both numbers inclusive; and

WHEREAS, by the terms and provisions of said act as amended, the State Highway Commission is authorized and empowered to pay or refund said bonds as the same shall mature with funds procured from the sale of other bonds; and

WHEREAS, the Attorney General of the State of Oregon is, by said Act, required, under the direction of the State Highway Commission, to prepare a form of interest bearing gold bonds of the State of Oregon; and

WHEREAS, said Attorney General has prepared such form of coupon bond in conformity with the requirements of such statute, which has been, and is hereby, ratified and adopted; and

WHEREAS, the said statute, as above stated, authorizes the issuance and sale of such bonds by the State Highway Commission for the purpose of carrying out the provisions of said Act; and

WHEREAS, such bonds, issued and sold for the purpose of procuring funds with which to redeem said short term bonds, are required to be paid one-twentieth each year, commencing with the sixth year after the issuance thereof, one-half of the amount payable each year to be payable on the first day of April and the other half on the first day of October, each of which bonds must bear upon its face a statement showing the date of maturity; and

WHEREAS, such statute authorizes the State Highway Commission to cause a part, or all, of such bonds to be issued payable to the purchaser thereof, and subject to registration with an appropriate endorsement for such purchase and registration, and a portion, or all, thereof to be payable to bearer and not subject to registration; and

WHEREAS, such statute authorizes said Highway Commission to provide such method as it may deem necessary for the advertisement of each issue of said bonds before the sale thereof, and to require such deposit with bid as said Commission may deem advisable, and generally to conduct the sale and issuance of said bonds under such rules and regulations not inconsistent with said Act as it shall adopt; and

WHEREAS, said State Highway Commission is desirous of complying with the requirements of said law, by causing, in the manner provided by law, the redemption and payment of said short term bonds, and to that extent promote and further road construction; and

WHEREAS, it is, in the judgment of the Highway Commission, necessary and expedient that there be issued and sold bonds of the State of Oregon in the sum of Two Million (2,000,000) Dollars, for the purpose of procuring funds with which to redeem and pay said short term bonds.

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

(a) That of the bonds authorized under said Chapter VI, Title XXX, as amended by Chapters 245 and 348, Laws of 1921, Two Million (2,000,000) Dollars, par value thereof, shall be issued and sold at the present time for the purpose of refunding Two Million (2,000,000) Dollars, par value, short term bonds, due October 1, 1925, and carrying out the

provisions of said statute, but so as not to violate any of the provisions of the constitution of the State of Oregon, as hereinafter provided;

(b) That sealed bids for such sale be requested and received at Room 520, Multnomah County Courthouse, Portland, Oregon, at 2:00 o'clock P. M. of the 15th day of September, 1925; and that said bids shall be opened by the Commission at Room 520, Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at the hour of 2:00 o'clock P. M. of the 15th day of September, 1925;

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

(d) That such notice shall, in effect, be that the State Highway Commission of the State of Oregon will receive bids for the sale of Two Million (2,000,000) Dollars, par value, of the gold bonds of the State of Oregon, and that said bonds be sold at not less than par and be sold to the bidder bidding the lowest rate of interest. Of the issue two and one-half per cent will be payable on April first, and two and one-half per cent October first of each year, beginning with the sixth year from date of issue, the first installment to be payable on October 1, 1930; that said bonds shall be in denomination of One Thousand Dollars (\$1000) each; and known and numbered as series two and shall be numbered 10081 to 12080, both numbers inclusive;

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

(f) That said bonds be dated October 1, 1925, and bear interest from such date, and that the bidders be required to pay the amount of their bid with accrued interest to be added thereto from October 1, 1925, until the date the purchase price is paid, and that information to that effect be inserted in such advertisement;

(g) That the full purchase price from the sale of such bonds shall be payable upon delivery of said bonds;

(h) That an opinion be secured from Storey, Thorndike, Palmer and Dodge, attorneys of Boston, Massachusetts, showing the validity of such bond issue as a prerequisite to issuance thereof;

(i) That the Commission reserves the right to reject any and all bids which fact shall be set forth in such advertisement.

BE IT FURTHER RESOLVED, that the said bonds shall be made payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City.

BE IT FURTHER RESOLVED, that said bids be received for Two Million (2,000,000) Dollars, par value of said bonds.

A letter was received from Russell Hawkins asking for the form of application for toll road franchise. He was referred to the legislative act covering this subject.

The Commission considered the report of the Engineer on the alternate routes of the Roosevelt Coast Highway between Giesel Monument and Wedderburn in Curry County. The Commission decided that the Inland route was more scenic and desirable and on motion which was carried, adopted that location provided that all right of way through the Macleay Estate should be donated by the owner to the county.

John Slotte, contract No. 679, Svensen-Astoria Section of the Columbia River Highway, requested an extension of time to July 31, 1925. The Engineer recommended that the extension requested be granted.

The minutes of the meeting of June 25 and 26, 1925 were approved.

A claim for adjustment was filed by Nichols & Hallock in behalf of the Sloane Construction Co. on contract No. 580, Elgin-Island City, Unit #2, account of the required removal of rock from the bed of the Grande Ronde River resulting from quarry operations. The Commission rejected the claim.

The Engineer recommended the purchase of a site for a repair shop for equipment in Coquille. The tract recommended consisted of a total of 1.77 acres with a frontage of 145 feet on Front Street and a depth of 541 feet. The property is centrally located to the postoffice and the freight depot and is also on the Roosevelt Highway route. There are two ownerships involved; one, Collier, fronting on Front Street, 0.33 acres, for which \$1800 is asked, and the second, Kistner, on the back end of the tract, 1.44 acres, for which \$2000 is asked. The price is thought reasonable by those familiar with local property values and the attorney has approved the title of owners. After consideration, the Commission approved the purchase for the total sum of \$3,800.00.

The Commission confirmed the interim compromise settlement made with the Warren Brothers Company, which was recommended and approved by the Attorney General for the sum of \$225,000. This covers the cases of the Warren Brothers Company against Holt Cookingham et al and Warren Brothers Company against G. E. Kibbe et al, for money claimed by the plaintiff as royalty for the laying of bitulithic pavement by the Oregon State Highway Commission under contracts between said Commission and the several defendants, and the settlement of all claims for costs or otherwise in any way connected therewith.

The Commission accepted in behalf of the State of Oregon the gift of a park site of 2.2 acres and water rights on the Prineville-Lakeview Highway 16 miles north of Lakeview from S. B. Chandler and

Frank Loveless. On motion which was carried, the tract was named Chandler Park and the Secretary was instructed to thank the donors for this gift to the public.

The Commission authorized the Engineer to attend the meeting of the Joint Board on Interstate Highways, of which he is a member, in Washington, D. C. on August 3, 1925, it being understood that all travel expense is paid by the Government.

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, August 27, 1925.

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

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

Bids were opened on the following grading, paving and bridge contracts:

BAKER-UNITY HIGHWAY
HEREFORD-MILL GULCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
John Hampshire	\$132,583.00	\$131,427.00
Ryberg, McHugh & Co.	133,480.00	130,764.00
Morrison-Knudsen Co.	134,395.00	132,715.00
Triangle Construction Co.	136,759.00	137,074.00
W. H. Monarch	138,916.00	138,469.00
K. L. Goulter & Co.	141,140.00	141,140.00
Payne & Doust	144,675.00	144,675.00
Iver J. Rosten Co.	152,072.50	148,542.10
A. D. Kern	150,700.00	148,920.00
Johnson Contract Co.	153,031.00	152,912.00
Security Construction Co.	154,270.00	153,655.00
Jas. Tobin & Son	163,730.00	157,580.00
Greenwood & Dann	165,379.00	162,319.00

THE DALLES-CALIFORNIA HIGHWAY
BEND-LAVA BUTTE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
F. L. Brown	\$48,968.50	\$48,968.50
Swartley Bros.	53,760.00	53,760.00
John Hampshire	54,976.10	54,976.50
Ryberg, McHugh & Co.	61,109.00	60,726.07
Newport Construction Co.	68,363.50	68,105.00

ROOSEVELT COAST HIGHWAY
SUTTON LAKE-FLORENCE SECTION - GRADING

Baker & Scharschmidt	\$55,732.50
Trent & Peterson	63,988.50
Johnson & Schroeder & Co.	69,913.00
J. W. & J. R. Hillstrom	70,715.00
John Hakanson	70,895.00
Snow, Manerud & Earle	72,157.50
Ryberg, McHugh & Co.	72,186.10
Harness & Colby	72,600.00
Johnson Contract Co.	72,672.00
Washburn & Hall	84,936.00
Earl L. McNutt	87,694.00

TUALATIN VALLEY HIGHWAY
DAIRY CREEK BRIDGE APPROACHES - PAVING

W. D. Andrews Construction Co.	\$10,140.00
United Contracting Co.	11,022.00

ROOSEVELT COAST HIGHWAY
BRIDGE OVER HUNTERS CREEK

C. J. Montag & Co.	\$27,130.00
I. L. Young	28,385.25
J. J. Badraun	30,440.00

COUNTY ROAD
BRIDGE OVER UMATILLA RIVER AT ECHO

J. D. Tobin	\$22,755.00
Geo. F. Reeves	24,835.00
C. J. Montag Co.	26,100.00
D. T. Eaton Construction Co.	26,216.25
Delivuk & Stack	26,347.50
Illinois Steel Bridge Co.	30,490.00
Morrison-Knudsen Co.	30,710.00
Sam Boudrye	31,400.00

COUNTY ROAD
BRIDGE OVER UMATILLA RIVER AT STANFIELD

C. J. Montag Co.	\$18,745.00
D. T. Eaton Construction Co.	19,584.00
Delivuk & Stack	19,700.00
J. D. Tobin	19,920.00
Geo. F. Reeves	20,015.00
Curtis Gardner	20,785.00
Morrison-Knudsen Co.	22,130.00
Illinois Steel Bridge Co.	22,300.00
Sam Boudrye	23,010.00

OLD OREGON TRAIL
BUILDING AT EMIGRANT PARK

Curtis Gardner	\$25,669.00
E. A. Webster & Co.	26,670.00

A delegation consisting of J. K. Weatherford, C. H. Murphy, Dr. J. H. Robnett, F. E. Callister, J. H. Ralston and F. J. Miller, Albany, Samuel M. Garland and Dr. J. G. Gill, Lebanon, Judge Robert W. Sawyer, Bend, M. A. Lynsh, Redmond, Judge M. R. Biggs, Prineville, Judge Victor W. Moses, Corvallis, Judge B. M. Payne, Commissioners Joseph Hume and J. D. Isom, of Linn County, Carl Gildersleeve, Toledo, appeared in the interest of the Santiam Road. Judge Weatherford made the opening talk urging the construction because of saving in distance between Central Oregon and Portland as compared with the McKenzie Highway, and a lower summit with resulting longer open season than the McKenzie. He further stated that Linn County had purchased the right of way through the holdings of the Oregon & Western Colonization Co. Judge Sawyer of Deschutes County, Judge Moses of Benton County and Judge Biggs of Crook County spoke in favor of the project. The delegation stated that Linn County would be willing to go fifty-fifty with the Commission from Lebanon to the Forest Boundary. Matter taken under consideration.

A delegation from Marion County appeared in the matter of the Fairfield Market Road controversy. The following favored the road from Arral's Corner to Brassel's Corner and argued that the Fairfield-St. Paul Road should be taken off the map entirely: Dr. Calvin White, Henry Zorn, R. P. Horning, B. J. J. Miller, F. Brassel, J. H. Gooding, W. S. Bates, C. E. Allenbach, Joseph Rubens, A. L. Kavanaugh, A. J. McKay, W. R. McKay, C. J. Eapy. Judge Hunt and Commissioners Smith and Porter and Roadmaster Culver of Marion County, together with S. J. Smith, E. Nelson, Jack Imlah, Clarence Butts, S. A. Calkins and Clifford Spaulding, appeared in favor of the Fairfield Route. The State Market Road Engineer reported to the Commission that the Fairfield Road was a meritorious market road project and recommended its inclusion in the Marion County Market Road System, and, in fact, was 0.8 mile shorter than the other route between Arral's Corner and St. Paul. Judge Hunt stated that it was the purpose of the Court to improve each road mile for mile as funds were available. There was considerable argument among the delegation and

finally Commissioner Van Duzer suggested that such an agreement should be satisfactory since on a mile for mile basis the Arral's Corner north project would be completed first. The delegation left apparently satisfied with this solution.

Judge Sawyer of Deschutes County asked that the grading of the Crooked River Gap on The Dalles-California Highway be advertised at the September meeting. He repeated his former statement that Deschutes County would grade, surface and drain the entire section between the south bridge approach and the north end of the present improvement, a distance of about $1\frac{1}{2}$ miles. After consideration, the Commission ordered the advertisement of the grading of the Crooked River Gap in Deschutes and Jefferson Counties, a distance of approximately six miles.

Commissioner von Lehe of Benton County and Messrs. Thomas and George Cooper of Corvallis presented a petition urging the Commission to use the present road between Corvallis and a point $1\frac{1}{2}$ miles east of Philomath with sharp corners flattened rather than the direct route as surveyed by the engineer. It was agreed that Commissioner Van Duzer would go down to Corvallis and look over the two routes.

Judge Bunnell and Commissioner Short of Klamath County asked the Commission to take over the bridge over the Klamath River at Keno. The present bridge was in need of repairs, the engineer reported, but could be made safe at small cost. After some discussion, the County Court offered as cooperation \$10,000 toward the cost of a new bridge provided the county could have the present spans to use on a market road. Matter taken under consideration. In the meantime, the county agreed to make the necessary repairs to the present structure.

Portland, Oregon, August 28, 1925.

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

The summaries of bids received the previous day were read by the Secretary.

Emigrant Park Building. On motion which was carried, all bids were rejected.

Bridge over Umatilla River at Echo. This structure having been advertised for Umatilla County, and the low bid being satisfactory to the Court, the award of the contract was made to J. D. Tobin, the low bidder, at \$22,755.00.

Bridge over Umatilla River at Stanfield. This structure having been advertised for Umatilla County, and the low bid being satisfactory to the Court, the award of the contract was made to C. J. Montag & Co., the low bidder, at \$18,745.00.

Bridge over Hunter Creek, Roosevelt Coast Highway, Curry County. Since the low bid exceeded the engineer's estimate, on motion which was carried, the low bid of C. J. Montag & Co. was rejected.

Hereford-Mill Gulch Section of the Baker-Unity Highway, Baker

County, grading. The Chairman announced that a protest against the construction of this project on the line as surveyed on account of a conflict with an irrigation reservoir and dam had been made, therefore, it would be necessary to hold this contract in abeyance until this matter was settled.

Bend-Lava Butte Section of The Dalles-California Highway, Deschutes County, grading. On motion which was carried, the contract was awarded to F. L. Brown, the low bidder, at \$48,968.50, using concrete pipe.

Sutton Lake-Florence Section of the Coast Highway, Lane County, grading and surfacing. On motion which was carried, the contract was awarded to the low bidder, Baker & Scharschmidt, at \$55,732.50.

Dairy Creek Bridge Approaches, Tualatin Valley Highway, Washington County, paving. On motion which was carried, the contract was awarded to the low bidder, W. D. Andrews Construction Co., at \$10,140.00.

Judge Payne and Commissioner Hume of Linn County, C. H. Murphy, F. J. Miller, J. H. Ralston and Milton Miller appeared in the matter of the Santiam Highway. They confirmed the previous statement that the county would cooperate fifty-fifty on work between Lebanon and the Forest Boundary. The county asked for a survey over this section and the Commission agreed to make a survey over such portions as were contemplated for improvement in the near future. Judge Payne stated that after the survey is made, the county district tax funds would be expended upon the proper line and grade. Commissioner Van Duzer stated for the Commission that if any work was done by any district on this road that at the time this road is improved by the Commission, the State Highway Engineer's determination of the value of the work done by the district or county shall be final as to the amount to be matched by the state; i. e., the amount of work done rather than funds expended shall be the measure of cooperation. This was acceptable to the Court.

Judge Dodson and Commissioners Cartmill and Miller of Baker County discussed the bids on the Hereford-Mill Gulch Section, the County Court urging that the contract be awarded to the low bidder using metal pipe. The Commission indicated their preference for the low bid using the concrete culvert pipe, holding that the concrete pipe was worth the difference in cost. The Baker County Court held to their views and declined to consider the low bid using the concrete pipe. Commissioner Van Duzer suggested that if there was to be a controversy that the whole project be withdrawn. Mr. Max Kuney, representing John Hampshire, the low bidder using concrete pipe, asked the Commission not to readvertise the project in the event it was decided to change the line around the reservoir site, but give them an opportunity to check over this part of the line and determine how it affected their prices. Mr. McHugh of Ryberg, McHugh & Co., the low bidder using metal pipe, made a plea that his company be awarded the contract. Matter held in abeyance until engineer makes a report on difference in costs on line through and around the reservoir and the Chairman can determine what the owners of the reservoir site will do.

J. U. Smith of Newberg asked the Commission to approve his application for a franchise for a toll road between Forest Grove and Tillamook on the Trask River Route. This franchise he proposed to turn over to a highway improvement district for the formation of which he asked the Commission to approve the form of petition. Commissioner Van Duzer suggested that the question of whether the toll road franchise could be given to a trustee and then later transferred to a highway improvement district be referred to the attorney and he be requested to furnish an opinion on the subject, which was approved by the other members of the Commission.

Judge Bunnell stated that the Klamath County Court would secure the right of way on the Klamath Falls-Lakeview Highway between Bly and the Lake County line at once so that a clearing contract could be let.

R. J. Hubbard and Joseph Lyons of Reedsport and C. W. Parker of Marshfield proposed a special district to finance the county share of the Coos County Line-Reedsport Section of the Roosevelt Highway and the uncompleted one and one-half mile unit east of Reedsport. They were not decided whether they wished to form a highway improvement district as contemplated in the 1921 legislation and issue bonds or form a special road district. Mr. Parker emphasized the need for connecting up the Roosevelt Highway with Coos County. The representatives also inquired as to the possibilities of securing the inclusion of the Drain-Reedsport Road as a part of the Federal Aid system. Matter held for further consideration.

It was decided to withhold final decision on the Corvallis-Philomath location until Commissioner Van Duzer has an opportunity to look the location over on the ground.

A conference was held with C. H. Purcell and J. A. Elliott of the Bureau of Public Roads and P. H. Dater of the Forest Service.

Mr. Purcell stated that in view of the alternate route proposed west of Rainrock on the Willamette Valley-Florence Highway using a lower summit elevation, it seemed advisable to abandon the Rainrock-Indian Creek project for the present to permit opportunity for further investigation. This is a cooperative project on which there is \$30,000 in government funds and \$10,000 of county funds, total \$40,000, and it has been suggested that these funds be transferred to a section on the same highway connecting with and east of a section just completed by Lane County which may be placed under contract for grading immediately. The new project to be known as the Portage Section and extend from the terminus of the county work about one mile east of the Forest Boundary to a point approximately four miles east of the Forest Boundary. Judge Barnard of Lane County was present and indicated his approval of the plan. The transfer also met the approval of the Forest Service representative and the Commission.

Messrs. Hubbard, Lyons and Parker brought up the completion of the one and one-half mile unit east of Reedsport estimated to cost

\$85,000. As stated at the previous meeting, Douglas County has \$20,000 and a \$15,000 balance from the Scottsburg-Reedsport surfacing project is on hand. Argument was made by the proponents that this was an important section and would open up a through all-year road between Reedsport and the Pacific Highway. After some discussion it was agreed by the Commission to approve the diversion of \$50,000 of the forest highway fund to this project, reducing the government cooperation on other projects to take up the difference, provided that Douglas County would guarantee \$115,000 which is one-third of the estimated cost of completing the Roosevelt Highway between the Coos County line and Reedsport, to be divided into two equal payments spread over two years. Mr. Hubbard stated that he would arrange to have the Douglas County Court make such an agreement to cooperate. The transfer of \$50,000 to the Reedsport grading project was approved by the representatives of the Bureau of Public Roads and the Forest Service with the understanding that if Douglas County failed to guarantee the Roosevelt Highway cooperation, then the Commission may ask for a modification of the agreement.

In harmony with the above, it was agreed to reduce the government cooperation on The Dalles-California Forest Highway project from \$73,500 to \$48,500 and on the Alsea Forest project, the government funds were increased from \$36,000 to \$45,000. The Scottsburg-Reedsport project will receive in addition to the \$80,000 of government money previously provided out of the 1926 fiscal year funds the sum of \$50,000, making a total of \$130,000 government funds and \$30,000 county funds, the latter \$50,000 to be contingent upon execution of cooperative agreement with the state on the Roosevelt Highway between Reedsport and Coos County line.

The Bear Gulch Section of the Canyon City-Burns will receive \$5,000 of government funds as heretofore agreed upon.

The Commission were advised that the city of McMinnville had passed a bond issue which provided, among other improvements, for the repaving or resurfacing of Lafayette Avenue within the city limits. About 1350 feet of this street in longitudinal dimension is one-half in the city and one-half outside, the city boundary being in the center of the street. They ask that the state repave or resurface the other half at the same time since it is a part of the West Side Pacific Highway. The Commission agreed to do this and authorized an extension of contract No. 788, United Contracting Co., Unit No. 2, Tillamook Junction to McMinnville, West Side Pacific Highway to cover at the same unit prices, which was agreeable to the contractor, and in addition authorized the resurfacing the full width from the north city boundary to the railroad crossing, a distance of 350 feet.

Relative to the construction of the Roosevelt Highway through Bandon which had been agreed upon previously, depending upon the passage of the Coos County bond issue, which had recently been affirmatively determined, the Engineer reported that the previous plans for filling Second Street between Fillmore and Baltimore Avenues with borrowed material might be changed by the proposed plan to form an improvement

2/28/25

district and fill by dredging the area bounded by First Street, Baltimore Avenue, Second Street and Fillmore Avenue, including the full street width of 60 feet on Second Street. The original plan and estimate of the engineer provided for a 26 foot embankment at this point which, of necessity, must be protected from tide action on the lower side. The advantage of the proposed plan would be the full width street and the bulkhead protection placed at First Street rather than Second. The proponents of the plan asked for state aid in an approximate equivalent of the saving made over the original plan. In view of the advantage to the state, the Commission agreed to a cash contribution of \$6,000 to the city project which is a rough estimate of the saving to the project by reason of this construction.

The city of Coquille requested that the old bridge at the junction of Front and Hall Streets be removed and an embankment substituted toward which they offered \$2,500 in cooperation. It was understood that in addition the city would take care of the sewer. The Engineer's estimate of cost of the embankment was \$7,260. After consideration, the Commission approved the project, accepting the cooperation offered by the city of Coquille.

The matter of the additional right of way required for the flattening of the curve at the corner of Maryland and Railroad Avenues in Myrtle Point, also the additional right of way for widening Railroad Avenue, was reported by the Engineer to have seemingly been abandoned by the city authorities. The Engineer was instructed to ask the City Council if they will pay the costs of the property if the Commission's attorney condemns it for them.

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

WHEREAS, the Columbia River Highway between the east boundary of Multnomah County and the west limits of the city of Hood River 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, and

WHEREAS, the above named state highway in the judgment of the State Highway Commission is being subjected to a kind and character of traffic which is damaging and injuring 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 said highway that the maximum weights now 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 and does find that said road 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 and does find upon due investigation that it will be for the best interests of the said state highway that the maximum weight of load permitted upon said road shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum weight of 600 pounds per inch 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 combined load and vehicle which shall be permitted upon said road 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 or more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds.

IT IS FURTHER ORDERED, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force and effect from and after October 1, 1925 until revoked or modified by the State Highway Commission.

AND IT IS FURTHER ORDERED, that a notice be posted in a conspicuous manner and place at each end of said highway, and at every cross-roads, 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 Hood River County, 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.

The date for the next regular meeting was set for 10 o'clock A. M. September 29, 1925. The following projects were authorized and the engineer instructed to prepare plans and specifications:

Oregon City-Canemah, Pacific Highway, paving;
 Lapine-Crescent, The Dalles-California Highway, surfacing;
 Crooked River Gap, The Dalles-California Highway, grading;
 Euchre Creek-Rogue River, Roosevelt Coast Highway, grading.

Bids were received and read for snow plow equipment as follows:

Howard-Cooper Corporation

15 - 8' Champion Snow Plows complete with attachments for either FWD or Quad trucks, f.o.b. Salem, Ore., each \$291.90 \$4378.50
 2 - 10' Champion Snow Plows, with attachments to fit 5-ton artillery type Holt tractor, f.o.b. Salem, Oregon, each \$650.00 \$1300.00
 Total bid price \$5678.50

Feenaughty Machinery Co.

15 Baker auto truck snow plows (tripping blade), with a mouldboard 16 inches high, 5/16 inches thick and 8 ft. long, made from high carbon steel and curved to correct radius, shipping weight 1300 pounds \$287.50 each, f.o.b. Salem.

The above price includes all necessary attachments for attaching to FWD truck or Nash Quad Truck.

2 Baker trip blade snow plows for Holt 5 ton artillery type tractor with mouldboard 10 ft. long, 5/16 inches thick, with end wings, with a shipping weight of 3000 pounds \$632.50 each, f.o.b. Salem.

The Engineer recommended that the low bid of the Feenaughty Machinery Co. be accepted which was approved by the Commission.

A request was received from the citizens of Canby for a permit to erect ornamental posts in the form of an open gate on the highway in the center of the city. The Engineer was instructed to advise them that the Commission was opposed to structures of this kind and requested that the plan be abandoned.

The matter of the erection of an arch at Junction City at the junction of the Pacific and West Side Pacific Highways by the cities and communities on the east side of the river to direct travel by that route was disapproved by the Commission, and the Engineer was instructed to prepare suitable signs to properly direct travel.

The Secretary presented a statement showing the final costs on the Gwendolen-Base Line Section of the John Day Highway in Gilliam County, including grading, surfacing and bridges, which totaled \$208,682.28, exclusive of engineering. The agreed cooperation was one-third of the cost which would amount to \$69,560.76. The county had paid to the state the full sum of \$75,000 derived from their bond issue, and agreed that the balance should apply on unpaid obligations of the county on other projects. These items are: grading and surfacing in Condon \$1,977.62, cattle passes north of Condon \$3,453.88 and the county share of the Heppner Junction overcrossing \$5,877.89, a total of \$11,309.39. On motion which was carried, the Commission accepted the balance left over from the bond issue as full payment on all obligations of the county except that it is understood that Gilliam County will pay to the state in addition the sum of \$940.95 due for the construction of cattle passes on the Gwendolen-Base Line Section, which is a part of the right of way consideration.

A request was received from the Marshfield Chamber of Commerce for the construction of a sidewalk on the bridge at Coal Bank Slough at the south city limits of Marshfield on the route of the Roosevelt Highway. The Engineer reported that there was a large pedestrian traffic which crossed this bridge each day which probably would increase materially and now that a new sidewalk had been built on the approach to the bridge within the city limits by the city, it was more urgent to extend the sidewalk across the main span than heretofore. The Commission approved the construction of a sidewalk on the Coal Bank Slough Bridge and instructed the Engineer to prepare plans and specifications and do the work with maintenance forces.

The Commission approved and signed the Market Road maps of the following counties:

✓ Clatsop	✓ Grant	✓ Morrow	✓ Baker
✓ Crook	✓ Harney	✓ Polk	✓ Wallowa
✓ Deschutes	✓ Hood River	✓ Sherman	✓ Union
✓ Curry	✓ Lane	✓ Wasco	✓ Tillamook
✓ Columbia	✓ Linn	✓ Yamhill	✓ Malheur

The Chairman reported that he had investigated conditions in the city of Ontario and found that an accurate census taken recently indicated a population of only 1604, a loss of over 400 from the 1920 count, and that the city was heavily in debt for street improvement, and that while they had purchased right of way and graded and rock surfaced the connection with the Old Oregon Trail in the north part of the city extending from the pavement to the city limits a distance of 4,500 feet, that they were unable to maintain it properly. The Chairman recommended that in view of the circumstances, the state take over this 4500 feet and maintain it without further expense to the city. On motion which was carried, the recommendation was adopted.

The request of the Commercial Club of Lapine that The Dalles-California Highway be routed across the railroad right of way to pass through the town was denied.

The Commission authorized the purchase of 3.23 acres of land near Klamath Falls for shop and storage purposes. The property is located in the NW $\frac{1}{4}$ of Section 3 T. 39 S. R. 9 E., on the line of the Strahorn Railroad about 300 feet south of The Dalles-California Highway and about one mile from the city limits. The purchase price to be \$500 per acre and the present owner is the Nedra Company.

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

WHEREAS, at a regular meeting of the State Highway Commission, held in Portland, Oregon, July 29, 1925, a resolution was adopted, resolving, authorizing and ordering the sale of State of Oregon Highway Bonds in the sum of Two Million (2,000,000) Dollars, and, as a part of said resolution, it was provided that the notice of such sale should be given, by the Secretary of the State Highway Commission, for publication thereof for two issues in the Pacific Banker published at Seattle, Washington and Portland, Oregon, and in the Bond Buyer published in New York City; and

WHEREAS, there has now come to the attention of the Commission the fact that the Pacific Banker is published only twice a month, and, therefore, there will not be sufficient time before the date upon which bids are to be received, to-wit: before the 15th day of September, 1925, within which to publish said notice in said Pacific Banker for two issues.

THEREFORE, BE IT RESOLVED, that the Secretary of the State Highway Commission, be, and he is hereby instructed to publish the notice of said sale of bonds in one issue of the Pacific Banker, and in three issues of the Bond Buyer.

The motion was duly seconded and carried.

The following requests for extensions of time were received:

Hetrick, Cline & Gardner, contract No. 651, grading, Otter Rock-Agate Beach Section of the Roosevelt Coast Highway, requested an extension of time to September 1, 1925. The Engineer recommended that the extension be granted and that the penalty be left for later consideration. Recommendation approved by the Commission.

Frazier & Samuel, contract No. 733, furnishing maintenance material at Cloverdale quarry, requested an extension of time to September 30, 1925. The Engineer recommended that the extension be granted subject to payment by the contractor of rock checker's expense from January 1, 1925, to date of completion of original yardage in the contract, superseding previous recommendation on this subject. Recommendation approved by the Commission.

W. E. Storm, contract No. 755, grading and surfacing, Weiser and Payette Spurs to the Old Oregon Trail in Malheur County, requested an extension of time to September 20, 1925. The Engineer recommended that the extension be granted with full engineering penalties. Recommendation approved by the Commission.

Motor Investment Company, contract No. 761, grading and surfacing, Nimrod-Blue River Section of the McKenzie Highway, requested an extension of time to September 15, 1925. The Engineer recommended that the extension be granted without penalty.

Washburn & Hall, contract No. 772, roadbed widening, Wolf Creek-Grave Creek Section of the Pacific Highway, requested an extension of time to July 15, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Campbell, Barr & Tobin, contract No. 766, grading and surfacing, Condon-Thirtymile Creek Section of the John Day Highway, requested an extension of time to October 15, 1925. The Engineer recommended that a sixty day extension be given which brings it to September 30, 1925 without penalty but with the further provision that if the work is not completed by that date that all engineering expenses subsequent thereto be charged against the contractor. Recommendation approved by the Commission.

James Crick, contract No. 779, grading, Sag-Halfway Section of the Baker-Cornucopia Highway, requested an extension of time to August 15, 1925. The Engineer reported that the contractor was delayed by unfavorable weather conditions but made satisfactory progress later, and therefore, recommended that the extension be granted without engineering penalty. Recommendation approved by the Commission.

Swartley Brothers, contract No. 783, widening Emigrant Hill Section of the Old Oregon Trail, requested an extension of time to September 30, 1925. The Engineer recommended that the extension be granted contingent upon the payment of engineering costs subsequent to the expiration date of the contract. Recommendation approved by the Commission.

United Contracting Company, contract No. 788, resurfacing, Tillamook Junction-McMinnville Section of the West Side Pacific Highway, requested an extension of time to August 31, 1925. The Engineer recommended that the extension be granted subject to the payment of the cost of a rock checker subsequent to July 31, 1925.

L. W. Metzger, contract No. 793, paving approaches to the R. A. Booth Bridge on the Pacific Highway in Douglas County, requested an extension of time to September 10, 1925. The Engineer recommended that the extension requested be granted without penalty. The recommendation was approved by the Commission.

John Hampshire, contract No. 762, grading, Otter Rock-Rocky Creek Section of the Roosevelt Coast Highway, requested an extension of time to October 31, 1925. On account of bad slide conditions which

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increased the yardage, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved.

John Hampshire, contract No. 754, Myrtle Point-North Section of the Coos Bay-Roseburg Highway, requested an extension of time to September 15, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Engineer was authorized to attend a meeting called at Boise, Idaho, September 1, of the four northwest states relative to routing of interstate highways.

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 15, 1925.

The State Highway Commission met in Room 520 Multnomah County Courthouse 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

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

WHEREAS, at a meeting of the State Highway Commission held July 29, 1925, a resolution was regularly adopted directing that bids be invited for the purchase of Two Million Dollars, par value, of the bonds of the State of Oregon authorized under the provisions of Chapter VI of Title XXX, Oregon Laws, and as amended by Chapter 245 and Chapter 348, General Laws of Oregon for 1921; and,

WHEREAS, such resolution authorized the invitation and receipt of sealed bids for the purchase of such bonds, which said sealed bids were to be received at Room 520 Multnomah County Courthouse, Portland, Oregon, up to and including the hour of two o'clock P. M. of the 15th

day of September, 1925, and further directed that said bids should be opened by the Commission at Room 520 Multnomah County Courthouse, Portland, Oregon, at a meeting to be held at said place at two o'clock P. M. of the 15th day of September, 1925; and,

WHEREAS, such resolution further required that notice of such sale be given by the Secretary of the State Highway Commission by publication thereof for one or more issues in the following publications, to-wit: The Bond Buyer, published in New York City, and the Pacific Banker, published at Portland, Oregon, and at Seattle, Washington; and,

WHEREAS, such resolution required each bid to be accompanied by a certified check for five per cent of the par value of the bonds; and further required that such bonds be dated October 1st, 1925, bearing interest from such date, and requiring the bidders to pay the amount of their bid, with the accrued interest to be added thereto, from the 1st day of October, 1925, until the date the purchase price is paid; and that an opinion be secured from Storey, Thorndike, Palmer & Dodge, attorneys at Boston, Massachusetts, showing the validity of such bonds as a prerequisite of such issuance; and further providing that the Commission reserve the right to reject any and all bids, and requiring further that said bonds be payable at the office of the State Treasurer at Salem, Oregon, or at the office of the fiscal agent of the State of Oregon in New York City; and,

WHEREAS, said resolution, pursuant to the provisions of Chapter VI of Title XXX, Oregon Laws, as amended by Chapter 245 and Chapter 348 of the Laws of Oregon for 1921, provided that bids should be received for the purchase of said bonds maturing serially \$50,000 October 1st, 1930 and the same amount each April 1st and October 1st thereafter until the full amount is paid, and that said bonds, if sold as the result of such invitation for bids should be sold to the bidder bidding the lowest rate of interest therefor; and,

WHEREAS, notice of such sale was duly given by the Secretary of the Highway Commission as required by such resolution, by publication thereof for one or more successive issues in the above named publications, proof of which publication has been filed in the form of affidavits and is now before this Commission and the same has been duly considered; and,

WHEREAS, the said State Highway Commission of the State of Oregon met in regular session at the hour of two o'clock P. M. on the 15th day of September, 1925, in Room 520 Multnomah County Courthouse in Portland, Oregon, with all members present and participating; and

WHEREAS, pursuant to the said resolution and published notice, the following bids for said bonds were received by the State Highway Commission and were opened publicly and filed in the presence of the Commission, to-wit:

Bidder	Amount	Per cent of par	Premium Net Interest Rate
The Detroit Company, Inc. Kissel, Kinnicutt & Company Eldredge & Company Anglo London Paris Company Stevenson, Perry, Stacy & Company Ralph Schneeloch Company	\$1,450,000 maturing October 1, 1930 to October 1, 1944, inclusive, interest rate $4\frac{1}{2}\%$ \$ 550,000 maturing April 1, 1945 to April 1, 1950, inclusive, interest rate $4\frac{1}{2}\%$		4.397% \$105.00
Halsey, Stuart & Co. The National City Co. Mercantile Securities Co. of California A. D. Wakeman Co.	\$2,000,000 at $4\frac{1}{2}\%$	100.797	4.425%
A. M. Wright	\$2,000,000 at $4\frac{1}{2}\%$	100.60	4.444%
Redfield & Wood Ames, Emerich & Co. Northern Trust Co. Phelps, Fenn & Co. Lehman Bros. Kean, Taylor & Co.	\$1,250,000 maturing October 1, 1930 to October 1, 1942, inclusive, interest rate $4-3\frac{1}{4}\%$ \$ 750,000 maturing April 1, 1942 to April 1, 1950, inclusive, interest at $4\frac{1}{2}\%$		\$185.00 4.449%
Bankers Trust Co., New York Guaranty Company of New York, Inc. E. H. Rollins & Sons, New York Hannahs, Ballin & Lee, New York John E. Price & Co., Seattle	\$2,000,000 at $4\frac{1}{2}\%$	100.449	4.458%

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

WHEREAS, the Commission being fully advised and sitting in regular session, it is deemed and declared by the Commission that the bid and proposal of The Detroit Company, Inc., Kissel, Kinnicutt & Company, Eldredge & Company, Anglo London Paris Company, Stevenson, Perry, Stacy & Company, Ralph Schneeloch Company is the best bid and constitutes the lowest interest rate bid for said block of bonds, and said bid, offer and proposal is deemed and declared by the Highway Commission to be the highest and best bid received in accordance with said resolution and said notice; and,

WHEREAS, the said Highway Commission, after considering all of the said bids and the general situation, and being fully convinced that it is and will be to the best interests of the State of Oregon to accept the bid of The Detroit Company, Inc., Kissel, Kinnicutt & Company, Eldredge & Company, Anglo London Paris Company, Stevenson, Perry, Stacy & Company, Ralph Schneeloch Company,

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED BY THE STATE HIGHWAY COMMISSION, that the said bid of \$2,000,105 by The Detroit Company, Inc., Kissel, Kinnicutt & Company, Eldredge & Company, Anglo London Paris Company, Stevenson, Perry, Stacy & Company, Ralph Schneeloch Company for the \$2,000,000 bonds of the State of Oregon authorized under Chapter VI of Title XXX, Oregon Laws, and amendments thereof, be, and the same is hereby accepted.

BE IT FURTHER RESOLVED that the Secretary of the Highway Commission be and he is hereby authorized, empowered and directed to cause to be lithographed and printed one thousand four hundred and fifty \$1000 bonds, of which amount \$50,000 shall mature October 1st, 1930 and a like amount each April 1st and October 1st thereafter to October 1st, 1944, inclusive, and that said bonds shall bear interest at the rate of four and one-half ($4\frac{1}{2}\%$) per cent per annum, and also five hundred and fifty \$1000 bonds, of which \$50,000 shall mature April 1st, 1945 and a like amount each April 1st and October 1st thereafter to April 1, 1950, inclusive, and said bonds shall bear interest at the rate of four and one-quarter ($4\frac{1}{4}\%$) per cent per annum, and that these two thousand bonds be dated October 1st, 1925, and that the purchaser of such bonds be required to pay, in addition to his bid, the interest accrued on all of said bonds from October 1st, 1925 until the purchase price thereof has been paid, said bonds to be described as Series No. 2 and numbered 10081 to 12080, both numbers inclusive.

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

BE IT FURTHER RESOLVED that the Secretary of this Commission be instructed to request Storey, Thorndike, Palmer & Dodge, Attorneys of Boston, Massachusetts, to examine into the validity of such bonds and the regularity of their issuance, and to render an opinion as to

the validity and regularity of the same, and that immediately upon receipt of such opinion, if the same be favorable, that said transaction be consummated by the exchange of said bonds for the purchase price thereof with the accrued interest thereon, and that the said proceeds and funds be turned over and paid into the State Treasury of the State of Oregon pursuant to the laws of this State.

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

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

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

The motion was duly seconded and carried unanimously.

Bids were opened on the following surfacing and paving projects:

BAKER-CORNUCOPIA HIGHWAY
EAGLE CREEK-EMIGRANT CREEK SECTION - SURFACING

Security Construction Company	\$11,870.00
Ekstrom & Cleveland	12,080.00
H. G. Johnson	15,310.00
A. D. Kern	16,864.00

PACIFIC HIGHWAY
OREGON CITY-CANEMAH SECTION - PAVING

Oregon Contract Company	\$21,874.00
Cummins & La Pointe	22,663.50
J. C. Compton	23,914.00
Simonsen & Hefty	24,082.50
Oregon Engineering & Contracting Co.	26,357.50
B. C. Seydel Co.	30,346.90

Commissioner Van Duzer reported that he had examined the location of the Corvallis-Philomath Section of the Corvallis-Newport Highway as surveyed by the Engineer and recommended that the direct location be adopted leaving the present road near the von Lehe place and extending diagonally through Sections 4, 5 and 7 in T. 12 S. R. 5 W., connecting with Main Street in Philomath. On motion which was carried, the recommended location was adopted and the Secretary was instructed to notify the County Court.

A request was received from Joseph Lyons and Russell J. Hubbard of Reedsport for a hearing on the boundaries of a proposed highway improvement district in western Douglas County, extending from the Coast to the Pacific Highway at Drain. Inasmuch as this is a matter of considerable importance to Douglas County, the Commission decided to confer with the Douglas County Court before taking any action and for that purpose the Secretary was instructed to invite the Douglas County Court to be present at the next meeting.

A letter was received from Fred Schmidt of Dillard stating that if the space at the wye connection of the Coos Bay-Roseburg Highway was filled in and fenced off, he would plant the same with flowers and take care of them at no expense to the state. Mr. Schmidt's offer was accepted.

The minutes of the meetings of July 25, 28 and 29, 1925 were approved.

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	Mt. Hood Loop Highway
Ashland-Klamath Falls Highway	Prineville-Lakeview Highway
Coos Bay-Roseburg Highway	Redwood Highway
Corvallis-Newport Highway	Roosevelt Coast Highway
Crater Lake Highway	The Dalles-California Highway
Klamath Falls-Lakeview Highway	Willamette Highway
McMinnville-Tillamook Highway	Willamette Valley-Florence 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 combined load and vehicle 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 Coos Bay-Roseburg Highway between Rock Creek and Upper Ten Mile Creek Bridge, and in respect to this section of that highway it is ordered in view of the 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 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 the following period, to wit: From the fifteenth day of October, 1925, to the fifteenth day of April, 1926, 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) and between Maltby Creek in Benton County and Waldport in Lincoln County.

Ashland-Klamath Falls Highway, between the junction of the Pacific Highway in Jackson County and the west city limits of Klamath Falls in Klamath County.

Coos Bay-Roseburg Highway, between Upper Ten Mile Creek Bridge in Douglas County and the south city limits of Coquille in Coos County, excluding within the corporate limits of Myrtle Point.

Corvallis-Newport Highway, between Wren in Benton County and the east city limits of Newport in Lincoln County, excluding within the corporate limits of the city of Toledo.

Crater Lake Highway, between the north city limits of Medford in Jackson County and the junction with The Dalles-California Highway in Klamath County, excluding the section between the boundaries of Crater Lake National Park.

Klamath Falls-Lakeview Highway, between the east city limits of Klamath Falls and Bonanza, in Klamath County.

McMinnville-Tillamook Highway, between the junction with the West Side Pacific Highway in Yamhill County and Hebo in Tillamook County, excluding within the corporate limits of the cities of Sheridan and Willamina.

Mt. Hood Loop Highway, between the Multnomah County Line and the Hood River County Line, in Clackamas County, excluding within the corporate limits of Sandy.

Prineville-Lakeview Highway, all macadamized portions between a point 7 miles south of Summer Lake Postoffice and New Pine Creek, in Lake County, excluding within the corporate limits of the city of Lakeview.

Redwood Highway, between the junction with the Pacific Highway at Grants Pass and the O'Brien Schoolhouse, in Josephine County.

Roosevelt Coast Highway, between Seaside in Clatsop County and Mohler in Tillamook County; between Brighton and Rockaway and between Hobsonville and Wilson River, in Tillamook County, and between Pleasant Valley in Tillamook County and the Siletz River in Lincoln County.

Roosevelt Coast Highway, between Lakeside and Glasgow, and between the south city limits of Coquille and the east city limits of Bandon, in Coos County; between the Coos County Line and Denmark, between Mussel Creek and Euchre Creek, between Gold Beach and Hunters Creek; and between Brookings and the California State Line, in Curry County.

The Dalles-California Highway, between Beaver Marsh and the California State Line near Malin, in Klamath County, excluding within the corporate limits of Klamath Falls and Merrill.

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Willamette Highway, between 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 important 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 Chief of the Traffic Enforcement Division for his information.

The motion was duly seconded and carried.

The matter of reducing the load limits on the Pacific Highway between Salem and Oregon City was discussed but definite action was postponed until the next meeting.

A joint letter from the County Courts of Tillamook and Washington Counties was received submitting a draft of the proposed Wilson River Toll Road franchise and contract accompanying the same. On motion which was carried, this matter was made a special order of business for the next meeting to be considered at 2 o'clock P. M. on September 29, 1925.

The market road map of Marion County was approved.

The Engineer reported on the Hereford-Mill Gulch project, stating that the line around the reservoir site was estimated to cost approximately \$8,300.00 more than the original location; that the new line was 54 feet shorter and had 91 feet less of rise and fall but had 231 degrees more of curvature. Ryberg & McHugh, the low bidder on metal pipe on the project, submitted a statement offering to substitute concrete pipe for metal pipe at the same price and also offered to accept the line change at the same unit prices as previously bid. John Hampshire, the low bidder on the concrete pipe, submitted a statement also offering to do the work on the line change at the same unit prices and offering, in addition, to agree to a postponement in the decision on the line change itself until January 1, 1926. Commissioner Van Duzer asked if the owners of the irrigation project were willing to meet the additional costs, and the matter was held over until the next meeting to learn their attitude and position.

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

Eagle Creek-Emigrant Creek Section of the Baker-Cornucopia Highway, surfacing. On motion which was carried, this contract was awarded to the Security Construction Company, the low bidder, at \$11,870.00.

Oregon City-Canemah Section, Pacific Highway, Clackamas County, paving. Commissioner Van Duzer stated that inasmuch as the part inside of the city exceeded the cooperative funds provided, it seemed advisable that the award be deferred until he had an opportunity to confer with the city authorities. Accordingly, the award on this project was deferred.

Relative to future policy as to county bridges on state highways, Commissioner Van Duzer made a motion which was carried that when a bridge is found by the engineer to be unsafe for the traffic to which it is subjected that it immediately be posted and the County Court notified. If the County Court refuse, neglect or fail to make the necessary repairs, then the engineer is instructed to proceed with the work and charge the county with the costs.

The Commission revised the previous arrangement for cooperation with Lane County on the Sutton Lake-Florence Section of the Roosevelt Highway made on June 26, 1925, so as to provide for fifty-fifty cooperation rather than require a lump sum of \$36,000 from the county.

A request was received from the County Court of Jackson County to consider the matter of the approval of the boundaries of a proposed highway improvement district in southwestern Jackson and southeastern Josephine County, having as its object the construction of a road from the source of Williams Creek through to the Oregon Caves, affording a connection with Crescent City via the Caves Highway and Redwood Highway. Consideration of the matter was deferred until the next meeting.

A request was received from the State Motor Association that the Engineer attend a meeting of the motor clubs of the Pacific Coast at Vancouver, B. C. the first week in October, at which meeting the subject of standard road signs and markers is to be considered. The Commission authorized the Engineer to represent the state at the meeting.

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

R. A. Klein
State Highway Engineer
and Secretary

Wm. D. Dyer
Chairman
H. B. Dyer
Commissioner

Wm. D. Dyer
Commissioner

Portland, Oregon, September 29, 1925.

The Commission met in Room 520 Multnomah County Courthouse at 10 o'clock. 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 projects:

ROOSEVELT COAST HIGHWAY
EUCHRE CREEK-ROGUE RIVER SECTION - GRADING

	North Unit Alone	South Unit Alone	North and South Units Combined
Hagquist & Bjorkquist	\$76,980.00		
Schell & Rhodes	83,530.00	\$116,542.00	\$196,572.00
Washburn & Hall	89,410.00	119,439.00	205,849.00
John Hampshire	89,265.00	124,815.00	214,080.00
Trent & Peterson	93,235.00	123,940.00	217,175.00
T. M. Morgan	87,485.00	136,710.00	221,195.00
Joplin & Eldon	99,894.00	120,260.00	219,154.00
Guy F. Atkinson	96,115.00	144,098.00	240,213.00
Bauers & Bauers	130,120.00	131,735.00	261,855.00
J. W. & J. R. Hillstrom	95,120.00		
W. C. Elliott		119,260.00	
D. P. Plymale		121,532.00	
Jas. Tobin & Son		122,054.00	
Iver J. Rosten Company		132,860.00	
W. H. Monarch		136,340.00	

THE DALLES-CALIFORNIA HIGHWAY
CROOKED RIVER SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Logan Bros.	\$10,270.00	\$10,572.50
Newport Construction Co.	11,883.50	12,021.00
Herbert Gee & Co.	12,194.00	12,139.00
John Hampshire	12,195.00	12,195.00
Doty & Stevens	12,835.00	12,890.00
Kuckenberg & Wittman	16,840.00	16,829.00

Messrs. Geo. F. A. Walker, Secretary-Treasurer, and Frank S. Godfrey, member of the Roosevelt's Statue Committee of the Spanish War Veterans Association, stated the purpose of their Association to raise a fund by popular subscription for the erection of a statue of Col. Roosevelt to be placed on Battle Rock at Port Orford in full view of the

Roosevelt Highway. They asked that the Commission endorse the project. On motion of Commissioner Van Duzer which was seconded and carried, the Commission endorsed the proposal of the Roosevelt's Statue Committee to erect a suitable statue of Roosevelt at Battle Rock near Port Orford on the Roosevelt Highway.

Judge Adkisson of Wasco County asked the Commission to consider the Wapinitia connection to the Mt. Hood Loop Highway. The Secretary was instructed to furnish the Commission with a transcript of the minutes of the Commission bearing on this subject before the next meeting.

Judge Adkisson mentioned the matter of the renewal and reconstruction of the bridge across the Deschutes River at Maupin, stating that Wasco County was ready to pay one-half of the cost of the construction of a new bridge at this point when the Commission was ready. The Engineer was instructed to make a report at the next meeting as to the condition of the present bridge and the probable cost of a new structure.

John Beck, _____ Morris and T. J. Neely, of Mapleton, asked that the route of the Willamette Valley-Florence Highway be located from Rainrock down the Siuslaw River via Mapleton to Cushman, rather than via the North Fork route. Matter taken under consideration.

Judge Quine and Commissioners Weaver and Beckley of Douglas County, Joseph Lyons and Spencer Hinsdale of Reedsport, appeared in the interest of the Umpqua Highway. They repeated the previous request that this route be placed upon the Federal seven per cent system and thus be made eligible to receive Federal Aid. The Commission indicated that this could not be considered. The matter of the formation of a highway improvement district was discussed and a form of petition with the boundaries defined was presented for consideration. Mr. Hinsdale stated that the purpose of the formation of the district was to raise \$57,500 for the Roosevelt Highway and \$92,500 for the Umpqua Highway between Scottsburg and Drain, and that the County Court had agreed to match this amount thus producing the required cooperative amount on the Roosevelt Highway south of Reedsport. Commissioner Van Duzer asked the County Court if the proposal to form the improvement district passed, would the Court then be ready to enter into a cooperative agreement on the Roosevelt Highway between the Coos County line and the Umpqua River. The Court answered in the affirmative. After consideration, on motion of Commissioner Van Duzer which was carried, the hour of 2 o'clock P. M. on October 29, 1925 at the Masonic Hall in Elkton, Douglas County, was set for the time and place of hearing on the form of petition and boundaries of the proposed Umpqua Highway Improvement District.

Judge Moses and District Attorney McHenry of Benton County stated that the county would have difficulty in securing the right of way on the new location of the Corvallis-Philomath Section and probably it would be necessary to condemn. The majority of the Court apparently were opposed to the new location and, therefore, opposed to taking court action. The Commission decided to let the matter rest for the present, since the contract could not be let at this season of the year.

Judge Barnard and Commissioner Crowe of Lane County stated that the Bureau of Public Roads had furnished them with an estimate of cost of the Lowell-Oakridge Section of the Willamette Highway, including the bridges, which totaled \$800,000. The county has \$256,000 in bonds voted for this project and state and forest funds are asked to construct the project. The Commission decided to defer action until the next meeting.

Judge E. V. Littlefield presented the matter of the Wilson River Toll Road for the applicants for the franchise, Mr. E. M. Chandler and Mr. A. G. Beals. He asked for a decision on the franchise previously submitted, which had been tentatively approved by Washington and Tillamook Counties.

Commissioner Van Duzer asked regarding the financing of the project. Mr. Chandler stated that it was estimated that the total cost would be \$3,000,000 of which \$2,000,000 was to be raised by the sale of bonds, the balance to be preferred and common stock. The bonds were to be 7 per cent bonds and a contract had been made for their sale at 90. Provision was made for retirement of bonds serially and a premium provided if called before maturity. In response to a question as to whether it was intended to pave the project, Mr. Chandler stated that it could not be financed otherwise. Commissioner Van Duzer asked as to the expected traffic to which Mr. Chandler replied that they expected to have 350,000 motor vehicles pass over the road the first year. The matter of the basis of taking over the road in the future was discussed. Mr. Chandler interpreted the term "reasonable value" to mean original cost, including right of way, engineering, interest during construction, costs of financing, discount on bonds, etc. plus liquidation charges if taken over before the maturity date of the bonds. In response to a question from Commissioner Van Duzer, Mr. Chandler explained that the cost of liquidation would be the premium paid on bonds if called before maturity.

Commissioner Malone suggested that if the road was to be operated on a toll road basis that it had best be constructed by the counties and/or state and then the public would receive the benefit of lower interest rates on borrowed money, no promotion costs and other incidental savings.

Chairman Duby stated that he considered it essential that there be open competition in bidding. Mr. Chandler replied that their plan was to let the work at unit prices to be approved by the Highway Commission to a large construction company who would take part of their compensation in preferred stock, and that any change would necessitate a release from that company. He indicated that this feature would be considered if open competition was made a requirement, but stated that they would like to retain the privilege of paying for the work in part in preferred stock. It was developed also that it was the purpose of the company to pay for the right of way with preferred stock and \$50,000 had been estimated as the cost of this feature. Mr. Botts of Tillamook spoke in favor of granting the franchise, as well as Mayor Gady of Hillsboro. J. T. Thornburgh and L. M. Graham of Forest Grove spoke in favor of the franchise. Commissioner Reed of Tillamook County stated that the County Courts considered this matter entirely in the light of protection of the public and that some

features had been changed or added to the franchise since they saw it. Commissioner Richards of Tillamook County stated that the County Courts had "passed the buck" and did not deny it. And that the franchise as now submitted was not acceptable to four out of six of the County Judges and Commissioners. After further discussion, Judge Littlefield suggested that the franchise be redrafted, revising those provisions which were not acceptable, and present it in its revised form tomorrow at 10 o'clock A. M. The discussion closed with this arrangement. Stenographic notes of this hearing were taken and are on file in the office of the Commission.

Messrs. Chris Schuebel, W. A. Proctor, _____ Hauglan, Fred Wagner, _____ Judkins, J. R. Hall, David Swartz, Nels Peterson, Albert Andrews and Tommy Dunn of Clackamas County asked the Commission to add the Bluff Road to the Clackamas County Market Road system before approval of the market road map. It developed that this road was originally on the market road system but had since been removed by the Court. Commissioner Van Duzer expressed his view that the road should be on the map. Matter taken under consideration for conference with Clackamas County Court.

At 4:15 P. M., the tabulation of the bids was read and the following action taken:

Grooked River Section of The Dalles-California Highway, Jefferson and Deschutes Counties. On motion which was carried, the contract was awarded to Logan Bros., the low bidders, using concrete pipe at \$10,270.00.

Euchre Creek-Rogue River Section of the Roosevelt Coast Highway. The low bid on the north unit by Hagquist and Bjorkquist of \$76,980 is satisfactory and also the low bid of Schell & Rhodes of \$116,542.00 on the south unit is satisfactory but this being a federal aid project and final approval not having been given, the award was referred to the Engineer pending final approval by the Government.

A delegation of representatives of several power companies was present to discuss the matter of pole line franchises. The representatives and companies represented were: R. J. Moore, Yamhill Electric Co., Newberg, E. C. Kiersteel, Idaho Power Co., Boise, E. F. Pearson, Northwestern Electric Co., Portland, H. S. Gray, Lewis A. McArthur, Geo. L. Myers, Pacific Power & Light Co., Portland, J. C. Thompson, The California-Oregon Power Co., Medford, C. M. Brewer, Mountain States Power Co., Tacoma, H. V. Gates, Heppner Light & Water Co., Hillsboro, C. R. Peck, H. R. Wakeman, O. B. Coldwell, Portland Electric Power Co., Portland, and David Wright, Portland Electric Power Co., Salem. Mr. Henry S. Gray acted as spokesman and stated they desired (a) franchises for a longer term of years; (b) elimination of clauses as to liability for person and property damage; (c) permission to place poles not closer to right of way line than one-half of length of cross arm; and (d) other matters looking toward a standardized form of franchise. Mr. Gray suggested that these matters could best be discussed and considered by a committee and the findings referred to the Commission for approval or rejection. It was suggested that this committee consist of a representative of the Attorney General's office and a representative of the State Highway Engineer and three representatives from the

utilities, one an attorney, one an operating man and one an engineer. This arrangement was approved by the Commission who suggested also that the Pacific Telephone & Telegraph Company be invited to name a member of the committee and also that the Public Service Commission be invited to have a representative on the committee. The utilities represented were agreeable to these additions. Mr. J. M. Devers and Mr. W. D. Clarke, Attorney and Engineer, were named to represent the Highway Commission.

Mr. C. R. Peck, representing the Portland Electric Power Company, stated that his company had an emergency matter re setting some poles on the lower Columbia River Highway between St. Helens and Columbia City, inasmuch as their customers wanted power at once and they could not wait for the committee report. The Portland Electric Power Company had filed their application but had been advised that the poles must be placed on the edge of the right of way. On account of the overhang of their cross arms on private property under such an arrangement, they asked to be allowed to place their poles at a distance of one-half of the length of the cross arm from the right of way line. The Engineer reported on the necessity for keeping all pole lines on the edge of the right of way in order to conserve space for widening, ditches, sidewalks, etc. After some consideration, it was decided in view of the present emergency not to require the utility to place their poles on the edge of the right of way but permit them to occupy the relative position of the present private line which they are replacing. It was stated, however, that this concession should not be taken as a precedent for future construction.

Judge Schannep, Commissioners Bean and Hales of Umatilla County, Judge Bengé, Commissioners Bleakman and Davidson of Morrow County, and S. E. Notson, District Attorney of Morrow County, asked the Commission to complete the gap in the Oregon-Washington Highway between Vinson and Lena, a total distance of 15 miles, of which 11 miles is in Morrow County and 4 miles in Umatilla County. The Morrow County Court reported that their bond issue had carried which provided \$75,000 for county cooperation. The Umatilla County Court stated that they were ready to contribute 40% of the cost in Umatilla County. The offer of cooperation by the counties was accepted, provided, however, that in the case of Morrow County as previously agreed, \$5000 of this amount may be used for right of way. In the event, however, that the full \$5000 was not required, the balance would be payable to the state; on the other hand, should the right of way cost in excess of \$5,000, the county will take up the difference from other county funds. As previously agreed, also, the County Court stated their intention to surface the three mile section between the foot of Jones Hill and Lena graded by the state in 1924. As on other projects, it was agreed that both counties secure the right of way in their respective counties and the state furnish the engineering without expense to the counties. With these arrangements completed, the Engineer was instructed to prepare plans and specifications for the grading and advertise for bids to be opened at the next meeting.

Judge Schannep of Umatilla County asked that the survey of the remaining unit of the Cold Springs Highway be completed and the county will agree to build it. On motion which was carried, the Engineer was

instructed to make this survey at his convenience.

G. A. Gardner of Jacksonville, W. H. Gore and J. C. Thompson of Medford, L. L. Sparlin and W. C. Pixley of Williams appeared in the interest of the Siskiyou Highway Improvement District in Southwestern Jackson and Southeastern Josephine Counties, the purpose being to construct a road from Williams to the Oregon Caves, giving a direct connection from Medford. They asked approval of the petition previously submitted, proposing the formation of this district. After consideration, the Commission set the hour of 2 o'clock P. M. October 30, 1925 at the Jackson County Courthouse, Jacksonville, Oregon, as the time and place of a hearing to be held on the matter of the approval of the form of petition and boundaries of the proposed district.

Portland, Oregon, September 30, 1925.

The meeting was called to order at ten o'clock A. M. with all Commissioners present and participating.

Mr. Littlefield and E. M. Chandler presented a copy of the revised Wilson River Toll Road franchise for the consideration of the Commission.

Judge Bailey of Curry County asked relative to the matter of fencing the right of way through the Macleay Estate north of the Rogue River. Commissioner Van Duzer stated that it was his understanding that the right of way would be furnished free to the county by the Macleay Estate without condition as to fencing. The Attorney was instructed to pass upon the deed through this property to insure that the state's rights are fully protected in the matter of connections for bridge and ferry.

Mr. Wesley Vandercook, Chief Engineer, Long-Bell Company, W. D. Comer, Kansas City and J. D. Tennant, Vice-President of the Long-Bell Company, presented a sketch map of the location and outline drawings of the structure to indicate dimensions and clearances of the proposed interstate bridge across the Columbia River at Longview. It is proposed to operate this bridge on a toll basis and a permit has already been given by the War Department subject to approval of the State Highway Commissions of the two states. It is for the purpose of securing the approval of the Commission that the plans are now submitted. Matter referred to the State Highway Engineer and Bridge Engineer for report.

Mr. C. F. Swigert, President of the Pacific Bridge Co., contractors on the Lewis and Clark Bridge, asked for an adjustment for the replacement of the seal in Pier No. 1 made necessary by the destruction of the original seal from unknown and undetermined causes. Matter was referred to the Engineer for report at the next meeting.

Commissioners Bleakman and Davidson of Morrow County, Mr. S. E. Notson of Heppner, asked that the Heppner-Spray Road be considered in the forest road program for 1926. The Commission stated that it would be discussed with the forest officials at the joint meeting in December.

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The Engineer reported that an investigation of the sources of rock for surfacing the Lapine-Crescent Section of The Dalles-California Highway disclosed that the quarry one and one-half miles north of Crescent was the best available source of supply and that the most economical arrangement to secure minimum haul on the surfacing materials would be to combine the Lapine-Crescent Section with the Crescent South Section now under contract for grading as a forest project, making approximately 28 miles of surfacing. Since new forest funds would not be available for this project until July 1, 1926, and for the further reason that the state and forest projects cannot be combined under one contract, it seemed advisable to withdraw the Crescent South Section from the forest program and advertise the entire unit from Lapine to a point 11 miles south of Crescent as a state project and thus advance the completion date in order to complete The Dalles-California Highway by the end of the year 1926.

J. M. Hiatt, County Commissioner of Washington County, stated that he did not favor the Wilson River toll road franchise and asked for further conference between the County Courts and the Commission. It was agreed that such a conference would be held at the time of the next regular Commission meeting.

On motion of Commissioner Van Duzer, which was carried, the minutes of the meeting of August 25 and 26 and September 15 were approved.

The contract for the paving of the Astoria-Svensen Section of the Columbia River Highway by Simonsen & Hefty was signed.

Commissioner Van Duzer reported that the city of Oregon City had agreed to make up the shortage of \$2255 necessary to build a curb, gutter and sidewalk on the north end of the Oregon-City-Canemah Section within the city limits, provided that they be given two years, 1926 and 1927, to complete the payment. This arrangement was agreeable to the Commission and the contract for the paving of the Oregon City-Canemah Section was awarded to the Oregon Contract Company on their bid of \$21,874.00 submitted at the meeting of September 15. The Attorney was instructed to prepare an agreement with Oregon City providing for co-operation of \$2255 as previously agreed.

On the Hereford-Mill Gulch project, the Chairman reported that the owners of the irrigation project through which the line was originally located will pledge themselves to pay one-third of the additional cost of constructing the highway on the side hill above the reservoir if and when the dam is built. The Commission voted to accept this proposal and instructed the attorney to prepare a suitable agreement to cover these conditions. The Chairman stated that the Baker County Court would withdraw its stated preference for the low bid on metal pipe. With this understanding, the Commission ordered the readvertisement of the Hereford-Mill Gulch project on the revised alignment around the reservoir site.

The dates of October 27 and 28 were decided upon for the next meeting beginning at 10 A. M. on the first day.

The Commission authorized the purchase of approximately 249 acres in Lots 3 and 4, Section 36 and the SW $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 36, all in Twp. 37 S. R. 15 W. W. M., also Lots 1, 2, 3 and 4 of Section 1, Twp. 38 S. R. 15 W. W. M. in Curry County for park purposes from George W. Henry and wife. This property is located on a cape and bay overlooking the ocean about one mile north of Myers Creek and is adjacent to the Roosevelt Highway. The Engineer was instructed to lay out a road connecting this park site with the highway and the Attorney was instructed to secure a right of way 80 feet wide through the intervening property.

The Engineer reported that the owners of the park site at Floras Creek had asked \$200 per acre for the entire tract which was excessive. The Commission stated that unless the timbered areas on both sides of the right of way extending to the center of the creek could be secured at a reasonable price, the matter would be deferred for the present.

The Secretary reported the donation of 20 square feet on the north side of and adjacent to the Mt. Hood Loop Highway near Government Camp Hotel by Harvey G. Starkweather and Eva M. Starkweather, covering the site of the monument erected to honor Samuel K. and Susannah Barlow by the Sons and Daughters of Oregon Pioneers. It appeared to the Commission that a larger area should be included in the donation in order to properly handle and protect the property and the Secretary was so instructed to advise the donors.

The Commission authorized the construction of shop buildings at Coquille and Klamath Falls.

The matter of fuel oil contracts for next year for road oiling purposes was referred to Commissioner Van Duzer.

The Engineer reported that the bridge over the Klamath River at Keno was in fair condition and could be maintained for a few years at a small expense. He further reported that the present opening could not be shortened materially and that a new structure would cost not less than \$40,000. In view of these circumstances, it seemed advisable to decline the county offer of \$10,000 cooperation on a new bridge which was offered on a condition that they be given the present spans to use elsewhere.

The Commission authorized bids on the following projects to be received at the next meeting of the Commission:

Hereford-Mill Gulch Section, Baker-Cornucopia Highway, grading;
Lapine-Corral Springs Section, The Dalles-California Highway, surfacing;
Lena-Vinson Section, Oregon-Washington Highway, grading;
East Unit, Beatty-Drews Valley Section, Klamath Falls-Lakeview Highway, clearing;
Shop buildings at Coquille and Klamath Falls.

The matter of preservation of standing timber bordering on the

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right of way of the East Unit of the Beatty-Drews Valley Section, Klamath Falls-Lakeview Highway, and the desirability of exchange between the Government and the private owners was discussed. The Secretary was instructed to take the matter up with the District Forester.

A request was received from the Harney County Good Roads Club for aid on the road between Canyon City and Burns. The Commission declined to consider placing any more roads upon the state highway system at this time.

The County Court of Malheur County requested permission to borrow \$10,000 of their market road fund to use for right of way purposes on the Baker County Line-Cow Valley Section of the John Day Highway, on account of the depleted condition of the general fund. With the understanding that an equal amount would be returned to the market road fund next year, the Commission agreed to this arrangement.

A letter was received from the Union County Chamber of Commerce indicating their readiness to help in the improvement of Gangloff Park at La Grande. Ordered filed for future reference.

The following requests for extensions of time were received:

J. W. & J. R. Hillstrom, contract No. 758, Denmark-Coos County Line Section, grading, requested an extension of time to December 1, 1925. The Engineer recommended that the extension be granted without penalty inasmuch as the grading can not be completed until the Floras and Willow Creek bridges are completed, which are under a separate contract. On motion which was carried, the Commission approved the recommendation of the Engineer.

K. L. Hall, contract No. 737, Blachly Section of the Willamette Valley-Florence Highway, Lane County, grading and surfacing, requested an extension of time to October 31, 1925. The Engineer recommended that the extension requested be granted without penalty. On motion which was carried, the Commission approved the recommendation of the Engineer.

Joplin & Eldon, contract No. 798, grading, Agate Beach-Newport Section of the Roosevelt Coast Highway in Lincoln County, requested an extension of time to November 1, 1925. The Engineer recommended that the extension requested be granted without penalty, reporting that the delay in completion of the project had been caused by delay in securing an adjustment in the railroad crossing near Monterey. On motion which was carried, the Commission approved the recommendation of the Engineer.

Morrison-Knudsen Company, contract No. 799, Unit 1, Enterprise-Forest Boundary Section, grading, requested an extension of time to November 1, 1925. The Engineer recommended that the matter of penalty be held in abeyance for the present, pending progress made in completing the job. On motion which was carried, the recommendation of the Engineer was approved.

Joplin & Eldon, contract No. 794, Gardiner Section of the Roosevelt Coast Highway in Douglas County, grading and surfacing, requested an extension of time to November 1, 1925. The Engineer recommended that the extension requested be granted without penalty. On motion which was carried, the recommendation of the Engineer was approved.

Dunn & Baker, contract No. 795, O'Brien School-George Ranch Section of the Redwood Highway, Josephine County, grading, requested an extension of time to October 31, 1925. The Engineer recommended that the extension requested be granted without penalty. On motion which was carried, the recommendation of the Engineer was 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

Portland, Oregon, October 27, 1925.

The Commission met in Room 360 Multnomah County Courthouse at 10 o'clock A. M. Present were:

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

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

BAKER-UNITY HIGHWAY
HEREFORD-MILL GULCH SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
H. E. Cornell	\$126,689.50	\$125,035.50
Drumie & Toller	135,224.00	133,998.00
Morrison-Knudsen Co.	135,968.50	134,303.50
Triangle Construction Co.	133,694.80	134,484.50
James Tobin & Son	137,761.50	135,739.00

Cont'd on next page.

Hereford-Mill Gulch Section - Grading - Cont'd

John Hampshire	139,502.00	135,971.00
K. L. Goulter & Co.	136,924.00	136,924.00
Swartley Bros.	139,413.00	138,406.00
Iver J. Rosten Co.	139,698.50	138,481.00
H. C. Boyer	146,461.80	145,255.60
Johnson Contract Co.	146,973.80	147,227.50
Security Construction Co.	151,201.00	150,329.50
A. Guthrie & Co.	160,542.00	159,822.50

THE DALLES-CALIFORNIA HIGHWAY
LAPINE-CORRAL SPRINGS SECTION - SURFACING

	North Unit	South Unit	North & South Units Combined
Carl Nyberg	\$161,250.00	\$44,750.00	\$203,000.00
John Hampshire			203,760.00
Joplin & Eldon	169,820.00	44,130.00	213,950.00
Payne & Doust	175,015.00		217,635.00
Harness & Colby	180,890.00	41,825.00	222,715.00
Dunn & Baker	179,000.00		226,680.00
Newport Construction Co.	178,160.00	49,440.00	227,600.00
Motor Investment Co.	173,655.00	58,235.00	227,870.00
Johnson Contract Co.			233,744.00
J. P. Holland	228,365.00		274,670.00
H. G. Johnson		42,485.00	
Geo. K. March		46,050.00	
R. W. Stevenson		48,135.00	
Geo. M. McDowell & Co.	196,955.00		

OREGON-WASHINGTON HIGHWAY
LENA-VINSON SECTION - GRADING

	West Unit		East Unit	
	Concrete Pipe	Corr. Iron Pipe	Concrete Pipe	Corr. I. Pipe
Morrison-Knudsen Co.	\$89,186.00	\$87,378.00	\$32,903.00	\$32,058.00
John Hampshire	84,450.00	82,940.00	35,259.00	34,519.00
J. A. Terteling & Sons	90,887.00	90,887.00		
W. H. Monarch	90,237.00	89,939.00	33,343.00	33,273.00
Philbrick & Nicholson	88,440.50		36,635.50	
Triangle Construction Co.	96,259.50	96,494.50		
Greenwood & Dann	97,667.50	95,654.00	37,116.50	36,139.00
Security Construction Co.	101,787.00	101,787.00	32,737.00	32,737.00
A. Guthrie & Co.	96,269.50	95,660.00	37,332.50	37,138.00
K. L. Goulter & Co.	96,645.90	96,645.90		
Newport Construction Co.	104,682.50	105,016.00	40,492.50	40,621.00
Logan Bros.			31,889.40	32,939.00
H. G. Johnson	101,719.00	100,311.50	36,690.00	36,355.00
Archie Mason			40,692.00	40,178.00

Lena-Vinson Section - Cont'd

	East and West Units Combined	
	Concrete Pipe	Corr. Iron Pipe
Morrison-Knudsen Co.	\$120,089.00	\$117,436.00
John Hampshire	119,709.00	117,459.00
J. A. Terteling & Sons	121,979.00	121,979.00
W. H. Monarch	123,580.00	123,212.00
Philbrick & Nicholson	124,076.00	
Bauers & Bauers	131,394.00	130,308.00
Triangle Construction Co.	130,361.50	130,705.50
Greenwood & Dann	134,784.00	131,793.00
Security Construction Co.	132,000.00	132,000.00
A. Guthrie & Co.	133,602.00	132,798.00
K. L. Goulter & Co.	133,209.90	133,209.90
Newport Construction Co.	145,175.00	145,637.00
Johnson Contract Co.	148,697.00	149,079.50

KLAMATH FALLS-LAKEVIEW HIGHWAY
EAST UNIT, BEATTY-DREWS VALLEY SECTION - CLEARING

Iver J. Rosten Co.	\$ 8,500.00
H. J. Hildeburn	9,700.00
Stebbins & Rocco	9,816.00
R. W. Pepin	12,700.00
J. T. Logan	13,475.00
Heller & Co.	14,790.00
Kullander & Kullander	17,490.00

SHOP AND SERVICE BUILDINGS AT COQUILLE

Olds Construction Co.	\$13,745.21
Carl O. Engstrom	14,032.00
O. N. Pierce	14,680.00
I. L. Young	14,880.00
Ostrom & Mart	15,124.35
H. E. Wilder	15,240.00
O. Hibarger	15,924.00
T. J. Halstead	16,904.91
Hagquist & Bjorkquist	19,102.00

SHOP AND SERVICE BUILDINGS AT KLAMATH FALLS

Olds Construction Co.	\$11,554.71
H. E. Wilder	13,740.00
Ostrom & Mart	15,064.29
Porter Construction Co.	22,337.18
C. J. Montag Co.	21,327.00 Steel Const.

Judge Sawyer of Deschutes County recommended that the new surfacing between Lava Butte and Lapine be oiled. He also asked that the section of The Dalles-California Highway from Bend north to the junction

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of the McKenzie-Bend connection be regraded and resurfaced.

Judge Sawyer further stated that the Bend and Burns people were interested in the matter of the relocation of the Central Oregon Highway near Glass Buttes on which a survey had previously been ordered. The Engineer was instructed to report on this project.

The Commission authorized the Engineer to secure an option to purchase a scenic point north of Brookings in the vicinity of Harris Beach from Bauers & Bauers.

At 2 o'clock the Commission met a delegation consisting of the following: Judge B. M. Payne, Commissioners J. D. Isom and Jos. Hume, C. H. Murphy, F. J. Miller, Dr. Robnett, J. H. Ralston, P. A. Young, Albany, Saml. M. Garland, Dr. Gill, Dr. Irvine, Hugh Kirkpatrick, Dolph Reeves, Lebanon, Judge R. W. Sawyer, H. H. De Armond, R. D. Davis, Bend, M. A. Lynch, Redmond, Judge M. R. Biggs, Prineville, Milton Miller, who urged the Santiam Highway project. Judge Payne stated that the county desired to improve the Shea Hill-Cascadia Section next year, stating that this section was not graded and surfaced and consequently not open for travel throughout the year, while the section from Shea Hill to Lebanon was gravel surfaced and in fair condition. As a further reason for taking up the Shea Hill-Cascadia Unit first, he stated that the district would vote a special ten mill levy. As to the whole Santiam project, Judge Payne stated that the county could put in \$50,000 in 1926 and \$100,000 each year after that. Mr. Frank Miller of Albany urged that the entire Santiam project be placed on the program for progressive improvement by cooperation between the Forest Service, the County and the State. H. H. De Armond of Bend and Judge Biggs of Crook County spoke in favor of the proposed Santiam connection to Central Oregon. The Chairman stated that the whole matter would be considered in conference with the representatives of the Bureau of Public Roads and the Forest Service when the forest highway program was made, probably at the December meeting.

Messrs. E. V. Littlefield, E. M. Chandler and A. G. Beals appeared in the matter of the application for the franchise for the Wilson River Toll Road. Accompanying them interested in the same matter, was the following delegation: John T. Thornburgh, A. G. Hoffman, Chas. Hill, Frank Miller, Mr. Lee, George Bauman and Loyal M. Graham, Forest Grove, E. B. Tongue, Judge E. J. Ward, W. P. Cady, J. M. Hiatt, Frank Livermore and Earl L. Hobbs, Hillsboro, G. A. Reher, H. H. Rosenberg, M. D. Ackley, R. B. Miller, A. G. Beals, Tillamook, Otto Erickson, Doy Gray, W. E. Pegg, J. W. Raynard, Beaverton.

Mr. Littlefield urged that the franchise be granted to the applicants. Commissioner Van Duzer asked relative to the plans for financing. Mr. Chandler replied, "\$2,000,000 of 7 per cent bonds and \$1,000,000 cumulative 7% preferred stock or perhaps 8% straight." Asked relative to interest charges during construction, Mr. Chandler replied that interest on the bonds sold must be paid but that the interest on preferred stock would be paid later out of earnings.

Commissioner Van Duzer asked what arrangements had been made with the railroad along the Wilson River where there would be interference. Mr. Chandler stated that some difficulties were anticipated and that the road would undoubtedly cost more than if the railroad were located elsewhere but that he was confident these conflicts could be worked out to mutual satisfaction.

Mr. A. J. Witthell, Chief Engineer of the S. P. & S. Ry. Co., presented the map showing the railroad survey up the Wilson River and pointed out the places where there was interference with the present road. Ellison, Attorney for the Railroad Company, stated that the railroad would claim priority by having made its survey in 1923 and would protect its right of way. Discussion developed, however, that no right of way had actually been purchased.

Mr. E. B. Tongue, District Attorney of Washington County, stated that he favored the Toll Road plan with such modification as may be necessary to protect the interest of the public. L. M. Graham of Forest Grove and Otto Erickson of Beaverton spoke for the project.

Chairman Doby asked Commissioner Van Duzer to speak for the Commission, and he replied as follows: "After listening to the argument pro and con with reference to the granting of a franchise on the so-called Wilson River Road, fully appreciating the earnestness of the citizens of both Tillamook and Washington Counties, the Highway Commission does not feel itself yet in position to pass upon the matter. No survey has ever been made of this road. The S. P. & S. have a survey running from the connection with their Gales Creek Road to Tillamook which is in conflict with the proposed line of this toll road. Realizing that there may be serious difficulties to overcome and also appreciating fully that the County Courts of Washington and Tillamook Counties, as well as the Highway Commission, have a duty not self-imposed but written into the act authorizing the construction of a toll road to protect the interests of the state as well as of the counties in the cost of the construction of the same and the possible future taking over of this road on the part of either the counties or the state, the Highway Commission feel that they would not be exercising proper judgment at this time unless they were in possession of the survey of this proposed road, and, therefore, I move that the Highway Engineer be instructed to proceed with the location survey, presenting the same to us at the earliest possible date with the approximation of the cost of the construction of this road. I make this as a motion." Seconded and ordered.

Mr. Chandler: "The bankers naturally hold off entering new enterprises in order to keep their facilities for this. It is our opinion that we should withdraw our application under the circumstances because we can not hold our banking connections that length of time."

A. G. Beals: "In the legislature eighty members out of ninety being fully cognizant of the Wilson River Road, passed this legislation, they adopted this policy; the Governor by affixing his signature to the bill was a party to this policy. I became injected in this case last

spring after various meetings of the Highway Commission and County Courts. I went into it in good faith and I took it that you gentlemen were considering it in the same manner. We met and you gentlemen very nicely told us that if we would go before the County Courts and there listen to them and get their approval of the franchise, it would come back to you and then you would consider the franchise. We have come here from meeting to meeting and today we are told that we are not going to get the franchise because the survey has not been made. You gentlemen were thoroughly familiar with the fact when in Tillamook that there had been no survey from McNamer's Camp into Tillamook. You were thoroughly familiar with the fact that there was a railroad survey. We could just as well have been told in July * * * that we were not going to get this franchise. We have gone ahead and arranged all our finances and we have met all your objections. We have written into the franchise that you shall be the sole judge of the survey to be made by a private corporation instead of the state."

Mr. Graham: "If the franchise applicants are going to quit, that is no sign Washington and Tillamook Counties are going to quit. We are going to push the thing along."

Mr. Beals: "We wish to withdraw our franchise."

Mayor W. N. Bair, City Attorney C. N. Wait and A. H. Knight of Canby, asked that the Commission waive the balance of their cooperation due on pavement through the city. On the basis of 25 per cent, the total sum due was \$4,693.95 of which \$2,211.10 has been paid, leaving balance due \$2,482.95. Their statement was that the pavement was not of benefit to the city since the Pacific Highway did not pass through the main part of the city, that the city limits extended beyond the built-up part of the city, that the city had a heavy bonded indebtedness on account of their own pavement, and that they were unable to raise each year by taxation the amount due. After consideration, in view of the circumstances, the Commission voted to remit the balance due, \$2,482.95, from the city of Canby and balance the account at \$2,211.00, the sum previously paid.

Judge Barnard and Commissioners Hurd and Crowe of Lane County, accompanied by H. M. Peterson, asked the Commission to make the definite location of the route of the Willamette Valley-Florence Highway between Rainrock and Florence so that the status of the Portage Forest Project could be determined. Mr. C. H. Purcell, District Engineer of the Bureau of Public Roads was present and stated also that it would be desirable to have the definite adoption of the route before the contract for the Portage Section was awarded. The Engineer reported that the distance between common points was 21.2 miles on the Siuslaw River Route as compared with 18.2 miles on the North Fork Route; that there remained 10.7 miles to improve on the North Fork Route, not including the 1.4 mile Portage Section now contemplated, compared with 15.6 miles of construction on the River Route; that the rise and fall and curvature on the North Fork Route would not be in excess of that on the River Route; and that the per mile cost of construction of the River Route, on account of the steep side hills and the closeness of the railroad would be far in excess

of the cost of construction on the North Fork Route. Commissioner Malone stated that the River Route was already served with railroad and water transportation and now had a road which with some improvement would serve local travel. The County Court stated that the River Route was included in their market road system and would receive market road aid from year to year. After consideration, the Commission voted to adopt the North Fork Route as the location for the Willamette Valley-Florence Highway between Rainrock and Florence.

The Lane County Court presented the matter of the Willamette Highway, referring particularly to the section between Lowell and Oakridge, asking that the county be authorized to expend their county bond funds on this section now with assurance that state and federal forest money would be expended later to complete the project between these points. The county is willing to turn its money over to the state and have the state handle the work. Commission took the matter under advisement.

Portland, Oregon, October 28, 1925.

The Commission met in Room 360 Multnomah County Courthouse at 10 o'clock A. M. with all members present and participating.

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

Lapine-Corral Springs Section, The Dalles-California Highway, Deschutes and Klamath Counties, surfacing. The low bid of Carl Nyberg on the north and south units, totaling \$203,000.00 was satisfactory, but the actual award was deferred pending approval of the Bureau of Public Roads since this is a Federal Aid project.

Lena-Vinson Section, Oregon-Washington Highway, Morrow and Umatilla Counties, grading. On motion which was carried, the contract on the West Unit, covering the section between Lena and the Umatilla County line was awarded to John Hampshire, the low bidder on concrete pipe, at \$84,450.00. On the East Unit, between the Morrow County line and Vinson in Umatilla County, the contract was awarded to Logan Bros., the low bidder, at \$31,809.40, using concrete pipe.

Hereford-Mill Gulch Section of the Baker-Unity Highway, Baker County, grading. Commissioner Cartmill of Baker County having indicated that the low bid was satisfactory to the Baker County Court, on motion which was carried, the contract was awarded to H. E. Cornell, the low bidder on concrete pipe, at \$126,689.50.

East Unit, Beatty-Drews Valley Section, Klamath Falls-Lakeview Highway, Klamath and Lake Counties, clearing. On motion which was carried, the contract was awarded to Iver J. Rosten Company, the low bidder, at \$8,500.00.

Shop and service buildings at Klamath Falls. On motion which

was carried, this contract was awarded to the low bidder, the Olds Construction Company, at \$11,554.71.

Shop and service buildings at Coquille. On motion which was carried, the contract was awarded to the Olds Construction Company, the low bidder, accepting the alternate bid using flat grain siding rather than vertical grain siding on the basis of a reduction in price which would bring their bid to \$12,895.21.

Representing the city of Eugene, Mayor E. B. Parks, City Engineer H. E. Devereaux and Councilman C. G. Washburne presented the matter of the north entrance of the Pacific Highway into the city of Eugene. In order to provide more ample space for the Southern Pacific yard development north of Eugene in carrying out the recent arrangements made by the city with the Railroad Company, it was desired to close the present grade crossing at Blair Avenue and substitute another crossing at Van Buren Street. The city officers stated that already pavement had been laid from the River Road along Railroad Boulevard on the north side of the railroad tracks to the crossing at Van Buren Street and south on Van Buren Street to Blair Avenue, and at the intersection of Railroad Boulevard and Van Buren Street, a curve with 100 foot radius had been constructed. This arrangement gives a larger angle at the crossing of the railroad tracks and avoids the additional crossing of the tracks of the Coos Bay Branch on the Blair Avenue route. It was also set out that the railroad improvement contemplated several other spur tracks across Blair Avenue between Van Buren Street and the present railroad crossing which made the proposed new arrangement that much more desirable. Chairman Duby suggested that the city should acquire Block 10 of Sladden's Addition which is a triangular strip bounded by Van Buren Avenue, Second Street and the railroad property, in order to prevent possible future obstruction to the sight distance at the crossing. The city officials agreed to either do this or prevent the erection of buildings which would obstruct the sight distance by a city ordinance. After considering the above, Mr. Van Duzer made the following statement for the Commission: After listening to the representations of the Mayor, the City Officials and Chamber of Commerce of Eugene, the Highway Commission has indicated their approval of the proposed change in the location of the Pacific Highway at the north entrance to the city of Eugene. The change in route from Blair Avenue to Railroad Avenue eliminates two hazardous grade crossings and substitutes for the same a wide pavement and one grade crossing in which the hazard to travel is greatly reduced. The Highway Commission respectfully urges the Public Service Commission to pass upon this matter favorably at the earliest possible date.

Bridge Engineer McCullough reported that in company with Mr. C. E. Andrew he had gone to Longview and interviewed Mr. Wesley Vandercook, Chief Engineer of the Long-Bell Lumber Company, relative to the proposed Columbia River bridge at that point. The matter of the location appeared satisfactory except some details as to the connection with the Columbia River Highway which Mr. Vandercook said would be revised. Mr. Vandercook stated that he would be quite willing to have the two departments approve the design, specifications and shop drawings and also

maintain an inspector on the job during progress of construction. He stated, however, that his company would object to open competitive bidding. Also, he stated they would very much object to greater horizontal and vertical clearances in the channel span than previously submitted. A request was received from the Port of Portland requesting that final decision on the matter be withheld pending a further showing by the Port of Portland on the matter of greater clearances. The whole matter was held for further consideration.

The Engineer reported on the Pacific Bridge Company's claim for additional compensation on the Lewis and Clark River Bridge in Clatsop County. This is a matter previously presented to the Commission in the nature of an adjustment for the replacement of the seal in Pier No. 1, made necessary by the destruction of the original seal from unknown and undetermined causes. The Engineer recommended that the Commission pay one-half of the total additional cost to the contractor in replacing the damaged work, making an even break on the misfortune which apparently was the fault of neither the design nor the workmanship. In computing the cost, the engineer recommended that, in addition to actual labor and material costs and industrial accident insurance, rental on the contractor's equipment be allowed for the time used at customary rental rates, but that no percentage of profit be included, all to be subject to final re-check on the filing of certified payrolls and receipted invoices. The Engineer estimated the total cost in round figures to be \$25,000, of which one-half or the state share would be approximately \$12,500. He further stated that the additional piling driven and the greater quantity of concrete in the new pier would provide a more stable structure and there would be less vibration in raising the movable span. After consideration, the Commission, on motion which was carried, voted to approve the payment to the Pacific Bridge Company of one-half of the total cost of the replacement work on Pier No. 1 at the Lewis and Clark River Bridge as recommended by the Engineer.

On motion of Commissioner Van Duzer, the minutes of the meeting of September 29 and 30 were approved.

Relative to the distribution of the second one-half of the Market Road fund, 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 twenty-fourth day of April, 1925, apportion among the several counties of the State, complying with the provisions and accepting the benefits of said market road law, the 1925 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 24th, 1925, by resolution distribute and make available for payment to all counties, 50% of the total amount apportioned to them for 1925; 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 1925 apportionment as apportioned by the State Highway Commission by resolution under date of April 24th, 1925, 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 September 30, 1925, 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	1925 Apportion- ment	Payments made as authorized in June	Expendi- tures made by State	Balance payable to Counties
Baker	\$ 31,505.98	\$ 15,752.99	\$ 435.69	\$ 15,317.30
Benton	21,597.15	10,798.57	4.00	10,794.58
Clackamas	65,013.87	32,506.94	692.85	31,814.08
Clatsop	41,247.92	20,623.96		20,623.96
Columbia	23,705.48	11,852.74	37.44	11,815.30
Coos	34,331.15	17,165.57	4.00	17,161.58
Crook	8,131.85	4,065.93		4,065.92
Curry	5,935.23	2,967.61	1,622.85	1,344.77
Deschutes	15,052.28	7,526.14	3,492.04	4,034.10
Douglas	41,832.54	20,916.27	56.76	20,859.51
Gilliam	13,841.58	6,920.79	1,784.87	5,135.92
Grant	10,562.20	5,281.10	11.24	5,269.86
Harney	12,263.95	6,131.98	1,391.19	4,740.78
Hood River	14,036.85	7,018.42		7,018.43
Jackson	40,010.30	20,005.15	105.80	19,899.35
Jefferson	7,614.36	3,807.18	1,470.10	2,337.08
Josephine	10,932.27	5,466.14	447.24	5,018.89
Klamath	29,153.36	14,576.68	8.61	14,568.07
Lake	14,673.97	7,336.98	230.87	7,106.12
Lane	59,858.47	29,979.24		29,879.23
Lincoln	12,319.15	6,159.57		6,159.58
Linn	46,941.73	23,470.87	39.74	23,431.12
Malheur	20,729.54	10,364.77	7,477.68	2,887.09
Marion	64,614.57	32,307.28	256.00	32,051.29
Morrow	15,181.36	7,540.68	622.57	7,018.11
Multnomah	103,957.15	51,978.58		51,978.57
Polk	26,471.89	13,235.94	4.00	13,231.95
Sherman	14,242.41	7,121.21		7,121.20
Tillamook	29,665.85	14,832.92	190.58	14,642.35
Umatilla	65,126.68	32,563.34		32,563.34
Union	26,530.06	13,265.03	238.89	13,026.14
Wallowa	12,867.53	6,433.77		6,433.76
Wasco	24,782.81	12,391.40	100.02	12,291.39
Washington	46,610.07	23,305.04	164.50	23,140.53
Wheeler	6,658.81	3,329.40	741.55	2,587.86
Yamhill	32,974.52	16,487.26	65.56	16,421.70
Totals	\$1,050,974.89	\$525,487.44	\$21,696.64	\$503,790.81

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.

10/28/25

The Commission considered the request of the Herrick Lumber Company to shift the location of the Central Oregon Highway west of Burns to permit the development of lumber yard facilities without crossing the highway with railroad tracks and give them an undivided area for yard purposes. The Engineer reported that the proposed new alignment, profile grade and roadbed section were satisfactory and harmonized with standards on that highway. As a matter of public policy, the Commission approved the request with the understanding that the new road must be completed and accepted by the Engineer before the abandonment of the present route.

The Engineer reported that the estimated cost of a new bridge across the Deschutes River on The Dalles-California Highway at Maupin was \$70,000.

The Commission considered the desirability of taking over the operation of the movable bridges at Youngs Bay, Lewis and Clark River and Coquille River; thus relieving the counties of that expense which they have hitherto carried. On motion of Commissioner Van Duzer, the Commission voted to take over the operation of the above bridges beginning January 1, 1926.

The Engineer suggested the plan of installing a 20 ton platform scale on the Pacific Highway at some convenient point south of Oregon City for the purpose of weighing up loaded trucks using the highway. After consideration, the Commission approved an estimated expenditure of \$2000 for this purpose.

Mr. Earle C. Latourette and Mr. G. C. Fields, representing the Sunset Land Company, in a letter offered to convey to the state their holdings along the bluff near the south city limits of Oregon City between the highway west right of way line and the Southern Pacific east right of way line for the sum of \$3000. Since the balance of the land is owned by the Portland Electric Power Company, Commissioner Van Duzer stated that he would see the officers of that company in regard to sale of their holdings located adjacent to the Sunset Land Company property so that a price could be determined for the whole tract which could be saved for scenic purposes.

Division Engineer Clarke was instructed to investigate the possibility of diverting some traffic away from Main Street in Oregon City and thus relieve congestion by the use of a connection near the south city limits with the paved streets through the residence portion of the city on the bluff. Also, he was instructed to follow up the proposed opening up of Railroad Avenue from Fifth Street to Seventh Street.

A request was received from Cricket Flat Grange and the Elgin Ad Club that six inches of snow be left on the Wallowa Lake Highway in the vicinity of Elgin in order to permit the farmers to drive into the town in their sleighs and sleds, stating that the snow was not removed on side roads and consequently only sleighs could be used, while on entering the highway with all snow removed, the sleighs could not be used. The Commission considered that the greater number would be served by clearing off

the snow entirely for motor vehicle traffic, it being apparent that if sufficient snow was left to accommodate the sleighs there would be an element of danger for the motor vehicle traffic and that in melting periods the roadbed itself would be adversely affected. For these reasons, it seemed advisable to decline the request.

The Commission considered the petition of the residents of Springfield that the McKenzie Highway be definitely located via Main Street, south on south Second Street to D Street, thence west on D Street to the present Willamette River bridge. It was the expressed idea of the petitioners that, with the designation of this route, co-operation in paving could be secured. The Commission declined the request in view of the fact that the location on which it is hoped to build sometime in the future makes a direct connection with the Pacific Highway by extending Main Street in Springfield directly west, providing a new bridge across the river on piers previously constructed by the railroad company.

In response to an inquiry by the Bureau of Public Roads as to the position of the Oregon State Highway Commission on the request of the State of Idaho to make an interstate connection at Weiser as a part of the Federal Aid highway system, the Commission replied that there should be only one connection and that it should be at Ontario. At Ontario, connection may be made with the John Day Highway and the Central Oregon Highway and the distance for through travel is 4 miles shorter.

The following requests for extensions of time were received and the following action was taken:

Portland Bridge Company, contract No. 738, bridge over Willamette River at Harrisburg, requested an extension of time to January 1, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Union Bridge Company, contract No. 745, bridge over Willamette River at Albany, requested an extension of time to December 30, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Swartley Brothers, contract No. 783, grading Emigrant Hill Section, Old Oregon Trail in Umatilla County, requested an extension of time to December 1, 1925. The Engineer recommended that the extension requested be granted subject to the payment of engineering costs subsequent to the completion date of the contract. The Commission approved the recommendation of the Engineer.

H. J. Hildeburn, contract No. 796, surfacing Chalk Cliff-Hunter Hill Section, Prineville-Lakeview Highway, Lake County, requested an extension of time to October 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 798, grading Agate Beach-Newport Section, Roosevelt Coast Highway in Lincoln County, requested an extension of time to November 30, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 807, construction Oakland Overcrossing approaches, requested an extension of time to November 15, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

R. W. Stevenson, contract No. 817, surfacing Brighton-Jetty Creek Section, Roosevelt Coast Highway, Tillamook County, requested an extension of time to September 30, 1925. The Engineer recommended that the extension be granted subject to payment by the contractor of the rock checker's expense from the specified date for the completion of the contract to the actual completion. Recommendation approved by the Commission.

A. D. Kern, contract No. 828, surfacing Sag-Halfway Section, Baker-Cornucopia Highway, Baker County, requested an extension of time to December 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Morrison-Knudsen Company, contract No. 801, construction of Eagle Creek Bridge and others near Richland on the Baker-Cornucopia Highway in Baker County, requested an extension of time to October 31, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

The Commission authorized the construction of a bridge across Pistol River in Curry County on the location of the Roosevelt Highway. The Secretary was instructed to make a request to the War Department for a permit for the crossing of this river at once, to be followed, on approval, by the preparation of detail plans and specifications by the Engineer with instructions to advertise for bids early in 1926.

The Secretary was authorized to advertise for bids for eight road graders.

The date for the next meeting was set for December 8, 1925.

On motion by Commissioner Van Duzer which was carried, R. H. Baldock and L. P. Campbell were authorized to attend the Road Show in San Francisco.

On motion which was carried, the Engineer and one of the Commissioners were authorized to attend the annual convention of the American Association of State Highway Officials to be held in Detroit November 18-21.

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

R. A. Klein
State Highway Engineer
and Secretary

Wm. Doby
Chairman

H. B. Van Duzer
Commissioner

J. M. Devers
Commissioner

Elkton, Oregon, October 29, 1925.

The Commission held a public meeting in the Masonic Hall which was called to order at 2 o'clock P. M.

Those present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
J. M. Devers, Assistant Attorney General

The Secretary read the call of the meeting as follows:

TO WHOM IT MAY CONCERN:

You are hereby notified that there has been filed with the Oregon State Highway Commission a proposed form of petition proposing the organization of a highway improvement district under the provisions of Chapter 399 of the General Laws of Oregon for 1921, said district to be known as the "Umpqua Highway Improvement District." The land which it is proposed by said petition to include within said district is described as follows, to-wit:

A part of road districts numbered four (4) and five (5), and all of Road Districts six, seven, eight, twenty, twenty-one, twenty-two, thirty-four, forty-six, forty-nine and sixty-seven.

The territory embraced within said Road Districts, and which is to be included within the said Highway Improvement District, is more particularly described as follows:

Beginning at the northeast corner of Township 21 S. R. 6 W. W. M., Douglas County, Oregon; thence east ten and one-half (10½) miles; thence south seven (7) miles; thence west seven and one-half (7½) miles; thence south two (2) miles; thence west one (1) mile; thence

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south three (3) miles; thence east to the east line of the O. & C. right of way; thence southerly along the east line of said right of way to the north city limits of Yoncalla; thence west-erly and southerly along the north and west boundary of the city limits of Yoncalla to the intersection with the south boundary of the north half of Section 9, Township 23-5; thence west to the one-fourth section corner of Sections 8 and 9, Township 23-5; thence south one-half, west one-half, south one-half, west six (6) miles, north one (1) mile, west to the center of the Umpqua River; thence down said stream to the west boundary line of Section 8, Township 23-7; thence south to the Southwest corner of Section 17, Township 23-7; thence west one (1) mile, south one (1) mile, west six (6) miles, south four (4) miles, west six (6) miles to the Coos County line; thence along said line, north two (2) miles, west three (3) miles, north six (6) miles, west to the Pacific Ocean; thence in a northerly direction along Pacific Ocean to the north bank of the Umpqua River; thence following the meanderings of the north bank of said river in an easterly direction to the east line of Township 22-11; thence north to the northeast corner of Section 12, Township 21-11; thence east six (6) miles; thence north approximately twelve (12) miles to the Lane County line; thence following the Lane County-Douglas County line as follows: east eight (8), south one (1), east two (2), south two (2), east two (2), south two (2), east three (3), south two and one-half ($2\frac{1}{2}$), east three (3), south one and one-half ($1\frac{1}{2}$), east six (6), south two (2) to the place of beginning.

You are further notified that Thursday, the 29th day of October, 1925, at the hour of 2:00 o'clock P. M. of said day in the Masonic Hall at Elkton, Oregon, has been set as the time and place for approving or disapproving the form of said petition, the contents or matters set forth therein and the boundaries of said proposed district.

Any persons desiring to protest the organization of said proposed district or desiring to be heard with reference to any of the matters therein set out are hereby notified to appear before the Commission at the time and the place herein designated and file with said Commission at said time, or prior thereto, their objections or protests in writing.

Dated this 30th day of September, 1925.

OREGON STATE HIGHWAY COMMISSION,
By WM. DUBY, Chairman
H. B. VAN DUZER, Commissioner
W. H. MALONE, Commissioner

Attest:

ROY A. KLEIN, Secretary

The Secretary reported that the notice of the meeting had been printed in the local newspapers and posted on the various public bulletin boards of the various communities. Proof of the publication of said Notices was duly filed in the records of the Commission.

Chairman Duby then declared the meeting open for general discussion.

N. D. Coal of Drain asked for an explanation of the purpose of the formation of the district.

Joseph Lyons of Reedsport explained the purpose in forming the district to raise funds to complete the Roosevelt Highway between the Coos County Line and Reedsport and further work on the Umpqua Highway between Reedsport and Drain to bring it up to standard. The sums so raised he stated would be matched by the county. The total amount proposed, he said was \$150,000, and the matter of whether this amount should be raised by bonds or direct tax would be a question for future determination.

Commissioner Van Duzer explained the position of the Commission in the matter, stating that the Commission had no interest other than determining as fairly as could be done the proper boundaries for the district.

Attorney J. M. Devers explained several legal questions on the subject raised by Attorney Napier of Reedsport.

Russell Hubbard and _____ Staples of Reedsport urged that the boundaries of the district be approved as designated.

Arthur Woolley of Gunter filed a petition objecting to the inclusion of Road District No. 46.

J. P. Smith who has property in Section 24, Tp. 23 S. R. 8 W. W. M., objected to having his property included in the district.

H. T. Lewis of Smith River precinct objected to the formation of the district and presented a petition requesting approval of another district embracing the Smith River watershed.

A petition, signed by G. C. Miller and others, objecting to the inclusion of Road District No. 22, was filed.

Before closing the meeting to general discussion, Chairman Duby again announced that anyone who desired to speak, either for or against the formation of the district, would be given an opportunity to be heard. There appeared to be no further discussion desired.

The Commission not being fully advised, decided to take the matter under advisement, and, therefore, on motion by Commissioner Van Duzer, which motion was declared carried, final action was deferred to a subsequent meeting to be called by the Chairman.

There being no further business before the Commission, the meeting was declared adjourned.

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Duby
Chairman
H. B. Van Duzer
Commissioner

1920

Jacksonville, Oregon, October 30, 1925.

The Commission held a public meeting in the County Courthouse of Jackson County which was called to order at 2 o'clock P. M. Present were:

Wm. Duby, Chairman
H. B. Van Duzer, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
J. M. Devers, Assistant Attorney General

The Secretary read the call of the meeting as follows:

TO WHOM IT MAY CONCERN:

You are hereby notified that there has been filed with the Oregon State Highway Commission a proposed form of petition proposing the organization of a highway improvement district under the provisions of Chapter 399 of the General Laws of Oregon for 1921, said district to be known as the "Siskiyou Highway Improvement District." The land which it is proposed by said petition to include within said district is described as follows, to-wit:

"Beginning at the northwest corner of Section 28 in Twp. 37 S. of Range 6 W. of the W. M. in Josephine County, Oregon, and running thence east to the southeast corner of Section 22 in Twp. 37 S. of R. 2 W. of the W. M. in Jackson County, Oregon; thence north to the northeast corner of said Section 22 in said township and range; thence east to the northeast corner of Section 19 in Twp. 37 S. of R. 1 W. of the W. M., in said Jackson County, Oregon; thence south to the southeast corner of Section 30 in said township and range; thence west to the northwest corner of Section 34 in Twp. 37 S. of R. 2 W. of the W. M. in said Jackson County, Oregon; thence south to the northwest corner of Section 27 in Twp. 38 S. of R. 2 W. of the W. M. in said Jackson County, Oregon; thence east to the northeast corner of Section 25 in said township and range; thence south to the southwest corner of Section 7 in Twp. 39 S. of R. 1 W. of the W. M. in said Jackson County, Oregon; thence east to the Willamette Meridian in said Jackson County; thence south to the Oregon-California State Boundary Line; thence west on said state boundary line to the west line of Section 16 in Twp. 41 S. of R. 6 W. of the W. M. in Josephine County, Oregon; thence north to the place of beginning; and including the Cities of Medford and Jacksonville, in Jackson County, Oregon, as shown by the official plats of said respective cities now on file and of record in the office of the County Clerk of said County and State."

You are further notified that Friday, the 30th day of October, 1925, at the hour of 2:00 o'clock P. M. of said day in the Jackson County Courthouse at Jacksonville, Oregon, has been set as the time and the place for hearing and passing upon said petition and for approving or disapproving

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the form of said petition, the contents or matters set forth therein and the boundaries of said proposed district.

Any persons desiring to protest the organization of said proposed district or desiring to be heard with reference to any of the matters therein set out are hereby notified to appear before the Commission at the time and the place herein designated and file with said Commission at said time, or prior thereto, their objections or protests in writing.

Dated this 30th day of September, 1925.

OREGON STATE HIGHWAY COMMISSION,

Attest:
ROY A. KLEIN, Secretary.

By WM. DUBY, Chairman
By H. B. VAN DUZER, Commissioner
By W. H. MALONE, Commissioner

The Secretary reported that the notice of the meeting had been published in the local newspapers and posted on the public bulletin boards of the various communities. The meeting was then by the Chairman declared open for general discussion.

Mr. Lewis Ulrich introduced several of the speakers.

W. H. Gore explained that the purpose of organizing the district was to build a road up Williams Creek from Williams Post Office to the Oregon Caves and that they expected to get some forest road aid on the section within the National Forest. He stated further that the proposed road would give Medford a direct route to the Caves shorter than the present road via Grants Pass and also a direct connection to Crescent City via the Redwood Highway. He stated that the boundaries of the district had been decided upon after careful study and represented a valuation of \$8,000,000.

W. C. Fixley of Williams spoke in favor of the project.

Former Mayor Gaddis of Medford said that the city of Medford has been included in the boundaries of the proposed district, and that the citizens were in favor of the project.

V. Bursell, County Commissioner, stated that the County Court was satisfied with the boundaries and in favor of the project which would connect up with their market road system.

G. A. Gardner, former County Judge, approved the boundaries as laid out and favored the formation of the district.

H. D. Norton of Grants Pass spoke of the possibility of the act being unconstitutional and stated that he doubted the wisdom of financing the project in this manner. Mr. Norton asked if it was definitely agreed that the road should be located up Williams Creek and Mr. Gore replied that was the plan.

Wm. Sparling of Williams spoke enthusiastically for the project, stating that Josephine County was unable to help, and, hence the reason for the district.

_____ Looman objected to having his property included in the district.

L. Niedermeyer and J. W. Vincent of Rural Route #2 Medford filed written protest against the formation of the district.

A petition was presented from residents of Murphy objecting to the formation of the district.

T. J. Wilkinson of Williams Creek and _____ Doherty of Medford spoke in favor of the formation of the district as proposed.

C. E. Davidson, who discovered the Caves, was present and spoke in favor of the project.

Before closing the meeting to general discussion Chairman Duby again announced that anyone who desired to speak either for or against the formation of the district would be heard.

There appearing to be no further general discussion, Commissioner Van Duzer offered the following resolution, which after due consideration, was unanimously adopted by the Commission, and its adoption duly declared by the Chairman:

WHEREAS, there was submitted to the Commission under the provisions of Chapter 399, General Laws of Oregon 1921, a form of petition for use in the organization of the Highway Improvement District to be known as the "Siskiyou Highway Improvement District", the boundaries of which were to include portions of Josephine and portions of Jackson Counties, State of Oregon; and

WHEREAS, the Commission, by an order duly entered in the minutes, fixed Friday, the 30th day of October, 1925, at the hour of two o'clock P. M. in the County Courthouse in Jacksonville, Jackson County, Oregon, as the time and the place for hearing and passing upon said matter, notice of which said hearing was given by publication thereof in the four newspapers of general circulation published in Jackson County, Oregon, and three newspapers of general circulation published in Josephine County, Oregon, copies of which said publications containing said notices are on file in the office of the State Highway Commission at Salem, Oregon; and also by posting said notices on the public bulletin boards in the various communities; and

WHEREAS, pursuant to said notice the Highway Commission met at said time and place for the purpose announced and declared in said notice, at which time and place the meeting, after being called to order, and after the Secretary had read said notice, was thrown open to public discussion, during which said discussion

all persons interested in the formation of said district -- either for or against the same -- were given opportunity to be heard; and

WHEREAS, after due inquiry and investigation, and after due consideration of all of the matters set forth in said petition, and after due consideration of the form of said petition and the boundaries of said proposed district as disclosed therein, it appears to the Commission that the boundaries as defined and described in said petition are indefinite with respect to the corporate limits of the cities of Medford and Jacksonville, and with respect thereto said description should be amended so as to clearly include the whole of said cities, and, therefore, said description should be and is amended by striking out the word "including" following the words "to the place of beginning; and" and adding in lieu thereof the words "also the whole of", and further amending said description by adding at the end thereof the following words, "it being intended hereby to include in said district those portions of the corporate limits of the cities of Medford and Jacksonville which are not defined or included within the above boundaries"; and

WHEREAS, it appearing to the Commission that said petition with respect to the form and content thereof and the boundaries of said proposed district as the same have been amended by the Commission should be approved, and that said proposed district as bounded and described in said petition is within the spirit and letter of the provisions of said Chapter 399, General Laws of Oregon 1921, and that said petition in form and content is satisfactory to the Commission.

THEREFORE, BE IT RESOLVED, by the Oregon State Highway Commission, that the said petition for the organization of said proposed highway improvement district be, and the same is, hereby approved as to form and content; and

BE IT FURTHER RESOLVED, that the boundaries of said Highway Improvement District as amended by the Commission, as disclosed in said petition and as set out therein, be, and the same are, hereby approved and are hereby declared to be the boundaries of the Siskiyou Highway Improvement District, should said district be organized as provided by the provisions of Chapter 399, General Laws of Oregon 1921.

There being no further business before the Commission, the meeting was declared adjourned at four o'clock P. M. on said day.

R. G. Klein
State Highway Engineer
and Secretary

W. D. Duby
Chairman
W. B. Baileys
Commissioner

Portland, Oregon, November 25, 1925.

A special meeting pursuant to adjournment was held at 12 o'clock noon at the Arlington Club Building. Present were:

Wm. Doby, Chairman
H. B. Van Duzer, Commissioner
Roy A. Klein, State Highway Engineer
J. M. Devers, Assistant Attorney General

The matter of the boundaries of the proposed Umpqua Highway Improvement District was made a special subject for discussion. The protests filed from Road Districts 4, 6, 46 and 22 were considered and after consideration, Commissioner Van Duzer offered the following resolution, which after due consideration was adopted by the Commission and its adoption duly declared by the Chairman:

WHEREAS, there was submitted to the Commission under the provisions of Chapter 399, General Laws of Oregon 1921, a form of petition for use in the organization of the Highway Improvement District to be known as the "Umpqua Highway Improvement District", the boundaries of which were to include a portion of Douglas County adjacent in a general way to the Umpqua Highway between Reedsport and Drain; and

WHEREAS, the Commission by an order duly entered in the minutes, fixed Thursday, the 29th day of October, 1925, at the hour of two o'clock P. M. in the Masonic Hall at Elkton, Oregon, as the time and the place for hearing and passing upon said matter, notice of which said hearing was given by publication thereof in three newspapers of general circulation published in Douglas County, Oregon, copies of which said publications containing said notices are on file in the office of the State Highway Commission at Salem, Oregon, and also by posting said notices on the public bulletin boards in the various communities; and

WHEREAS, pursuant to said notice the Highway Commission met at said time and place for the purpose announced and declared in said notice, at which time and place the meeting, after being called to order, and after the Secretary had read said notice, was thrown open to public discussion, during which said discussion all persons interested in the formation of said district, either for or against the same, were given opportunity to be heard; and

WHEREAS, the Commission not being fully informed with respect to said matters took the same under advisement; and

WHEREAS, thereafter, pursuant to adjournment and upon call of the Chairman, a special meeting was held in Portland, Oregon, on the 25th day of November, 1925, at the hour of twelve o'clock of said day, at which time said matter was made a special order of business; and

WHEREAS, now at this time, after due inquiry and investigation and after due consideration of all the matters set forth in said petition,

and after due consideration of the form of said petition and the boundaries of said proposed district as disclosed therein, and the Commission being fully advised with respect to said matters, it appears to the Commission that the boundaries, as defined and described in said petition, include certain territory which is not properly tributary to the Umpqua Highway, to-wit: Road Districts Nos. 4, 46, 21 and 22, and the north half of Road District No. 6; and therefore said road districts should be eliminated from said proposed highway improvement district; and

WHEREAS, it appearing to the Commission that the balance of the area proposed to be included in the district will be benefited by the construction of the proposed Umpqua Highway and by the construction of that section of the Roosevelt Highway between the Umpqua River and the Coos County line;

THEREFORE, BE IT RESOLVED, by the State Highway Commission, that the petition for the organization of the said proposed highway improvement district be, and the same is, hereby amended as follows:

Beginning at the northwest corner of Section 4, Township 21 S. R. 5 W. M., Douglas County, Oregon; thence east two and one-half ($2\frac{1}{2}$) miles to the northeast corner of Road District 20; thence south seven (7) miles; thence west one and one-half ($1\frac{1}{2}$) miles; thence south two (2) miles; thence west one (1) mile; thence south one (1) mile; thence west four (4) miles; thence south two (2) miles; thence west three (3) miles; thence south one and one-half ($1\frac{1}{2}$) miles, thence approximately two and three-fourths ($2\frac{3}{4}$) miles to the center of the Umpqua River; thence down said stream to its intersection of the west boundary line of Section 8 Township 23-7; thence south to the southwest corner of Section 17, Township 23-7; thence west one (1) mile; thence south one (1) mile; thence west six (6) miles; thence south four (4) miles; thence west six (6) miles to the Coos County line; thence along said line north two (2) miles, west three (3) miles, north six (6) miles, west approximately seventeen (17) miles to the Pacific Ocean; thence northerly along the Pacific Ocean to the north bank of the Umpqua River; thence along the meanderings of the north bank of the Umpqua River in an easterly direction to the east line of Section 1, Township 22-11; thence north to the southwest corner of Section 6, Township 21-10; thence east eighteen (18) miles, thence south one (1) mile; thence east six (6) miles; thence south two (2) miles, thence east six (6) miles; thence south one and one-half ($1\frac{1}{2}$) miles, thence east one and one-half ($1\frac{1}{2}$) miles; thence north one-half ($\frac{1}{2}$) mile; thence east one-half ($\frac{1}{2}$) mile; thence north five (5) miles to the point of beginning;

and

BE IT FURTHER RESOLVED, that the boundaries of said highway improvement district as amended by the Highway Commission be, and the same are, hereby approved and are hereby declared to be the boundaries of the

Umpqua Highway Improvement District, should said district be organized as provided by the provisions of Chapter 399, General Laws of Oregon, 1921.

There being no further business before the Commission, the meeting was declared adjourned.

R. A. Klein
State Highway Engineer
and Secretary

Wm. D. Doby
Chairman
J. H. Braunsdyer
Commissioner

Portland, Oregon, December 8, 1925.

The Commission met in Room 404 Multnomah County Courthouse at 10 o'clock A. M. Present were:

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

Judge Barnard and Commissioners Crowe and Hurd of Lane County presented the Lowell-Oakridge Unit of the Willamette Highway as a forest project. The Bureau of Public Roads estimate for the grading, surfacing and bridges is \$890,000 and the county has available \$256,000 in bond funds. The County Court asked the State and Government to cooperate with them in building this section, the County being willing to spend their money first if the State and Government would agree to finish the project through to Oakridge. The county officials indicated that they considered \$100,000 sufficient for the first year's work. They also argued that the expenditure of bond funds on the Willamette Highway would enable them to put over a special tax levy for the completion of the Eugene-Florence and McKenzie Highways at the spring election. The Commission agreed to take up the Willamette Highway project at a conference with federal officials in the afternoon.

Messrs. Arnold and Anderson of Nehalem and Commissioner Reed of Tillamook County urged the adoption of a route through Nehalem to a connection with the Roosevelt Coast Highway rather than the present location through Mohler. The matter is brought up at this time on account of the necessity of replacing the Mohler bridge on the South Fork of the Nehalem River which has been condemned. The Engineer was instructed to file a report at the next meeting covering the comparative features of these two routes.

Commissioner Reed stated that the road districts in the southwestern part of the county had voted \$60,000 for the improvement of the

Little Nestucca Road, beginning at Dolph and continuing down the river to the junction with the Roosevelt Highway. He asked if the state would assist in the construction of this cutoff. The Commission replied that it was not on the state highway system and consequently not eligible for state aid.

Judge Johnson of Harney County, J. W. Biggs and Messrs. Cecil and Donegan of Burns reported that their \$200,000 bond election had carried. Mr. Biggs, as spokesman, stated that of the total sum, \$65,000 was voted to be used on the Burns-Canyon City road between Burns and the Grant County Line which they considered their most important project. Grant County had already built a considerable portion of the road north of the county line and had indicated their willingness to continue the improvement in their county. The delegation asked that this project be submitted as a forest project, requesting Government cooperation. It was agreed to bring up the matter at the meeting with the Government officials in the afternoon.

The Harney County delegation stated that they also had included in their bond program the sum of \$10,000 for the Bend-Burns Road and they would like to surface the graded section between Burns and Suntext and grade other bad places near the Lake and Deschutes County line. East of Burns they had \$55,000 of bond money available for the road through Drewsey to a connection with the road in Malheur County which passes through Juntura.

Judge Sawyer of Deschutes County presented a letter from the Shevlin-Hixon Company pledging the donation of a parcel of approximately 6 acres of land, on which no timber would be cut, at the mouth of Lava River Cave just south of Lava Butte on The Dalles-California Highway. On motion of Commissioner Van Duzer, which was carried unanimously, the Commission voted to extend its thanks to the Shevlin-Hixon Company for the generous donation of the Lava River Caves Park site. The matter of working out a plan for policing and taking care of the property was referred to Division Engineer Wanzer and Judge Sawyer. It was suggested that the Bend Commercial Club would be interested in the development of the Park. The Attorney was instructed to prepare the deed conveying the property and the Secretary was instructed to transmit to the Company an expression of the thanks of the Commission.

E. R. Laughlin, who lives on the route of the Ochoco Highway east of Mitchell, urged the construction of the Mitchell-Dayville Unit. The Commission stated that funds were not available to undertake a project of that magnitude this season, although this unit was necessary to complete the cross-state road.

A delegation from Linn County, consisting of Judge Payne, Commissioners Isom and Hume of the Linn County Court, F. J. Miller, J. H. Ralston, J. H. Robnett, P. A. Young of Albany, Dr. N. E. Irvine, Dr. J. G. Gill and Senator Garland of Lebanon, appeared in the interest of the Santiam Highway. Judge Payne reported that the road district had voted a \$10,000 tax and the county could raise a sum sufficient to bring the

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total to \$50,000 this year which they offered on a cooperative fifty-fifty basis, for application on the unit between Shea Hill and the Ranger Station. The Commission preferred that Cascadia be made the eastern terminus rather than Ranger Station. After consideration, the Commission agreed to cooperate with Linn County on a fifty-fifty basis on grading and surfacing from the east end of the Shea Hill forest project at least to Cascadia.

Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, the engineer reported to the Commission that the bridge across the Willamette River at Albany was completed November 30th, 1925, except a small portion of the work consisting of the construction of the railing on either side, and a portion of the approach in front of the Barrett Brother's property, said part of the construction work on said bridge having been prevented by reason of the court order made in the case of Barrett Brothers v. Union Bridge Company; and

WHEREAS, the engineer reported further to the Commission that the old bridge across the river at Albany is unsafe for traffic, and in fact is in a hazardous condition; and the engineer recommended that said old bridge be closed; and

WHEREAS, the Highway Commission, after duly considering all of the matters and facts relative to the condition of said old bridge, and the probable loss of life which might result were the public required to continue to use the said old bridge, decided that the interests of the public require that the instructions given to the engineer be confirmed, the new bridge be formally accepted and the contractor relieved of his obligations on his contract whereby it was required to construct the said railing and complete the said approach, and that said further work as is necessary to complete said bridge be done by the state's own forces after the pending litigation has been disposed of; and

WHEREAS, the Commission not being in session on the date of the completion of said bridge, the engineer brought to the attention of the individual members of said Commission the fact that said bridge was completed save and except the portion affected by said court order, and said engineer also brought to the attention of the Commission individually the condition of said old bridge, a condition which had been generally known for some time, and said engineer was instructed to accept said bridge and permit the same to be used by the public and was ordered to close the old bridge to traffic.

THEREFORE BE IT RESOLVED, that the said bridge be accepted and the contractor be relieved of his contract and agreement to complete said railing and complete the said approach; and

BE IT FURTHER RESOLVED that the estimated cost of completing said bridge be deducted from the contract price and that final payment be made to said contractor; and

BE IT FURTHER RESOLVED that the old bridge be barricaded and that traffic be diverted therefrom to the new bridge.

The motion was duly seconded and declared carried.

At 2:30 P. M. a conference was held with representatives of the United States Bureau of Public Roads and the Forest Service in the matter of formulating a forest highway program for the government fiscal year 1927. Representing the Bureau of Public Roads was C. H. Purcell, H. D. Farmer and J. A. Elliott. Mr. P. H. Dater represented the Forest Service.

The Quartz Valley Unit of the Klamath Falls-Lakeview Highway was first discussed. The previous amounts, \$75,000 each from state and government, were retained. Mr. Purcell stated that he would not approve this project until Klamath County had cleaned up the debris on The Dalles-California Highway and paid up its obligations to the government on account of the expense caused grading contractors because of uncompleted clearing and grubbing contracts. Mr. Dater stated that the Forest Service was dissatisfied with the clean-up of the clearing operations by Klamath County in the forest area outside of the right of way. The Secretary was instructed to write Klamath County asking them to attend the next meeting of the Commission and see if a satisfactory solution could not be worked out.

After discussion, the following projects were agreed upon for construction:

*Plus \$62,000.00 unappropriated.

Section	Highway	Project	Government	State	County	Total
Quartz Valley Unit	Klamath Falls-Lakeview	Grading	\$ 75,000.00	\$ 75,000.00	\$	\$150,000.00
Park Boundary West	Crater Lake Highway	Surfacing	50,000.00			50,000.00
Wapinitia	Wapinitia	Clearing	6,000.00	6,000.00		12,000.00
Maintenance			54,000.00			54,000.00
Location Surveys			25,000.00			25,000.00
Rochre Creek-Rogue R.	Roosevelt	11 mi. Surf.	45,000.00	45,000.00		90,000.00
Shea Hill-Cascadia	Santiam	Grading	40,000.00			40,000.00
Burns North	"	Grading	65,000.00			65,000.00
Canyon City-Seneca	"	Surfacing	3,000.00			3,000.00
East Entrance Crater	East Entrance Crater	Grad. and				
Lake Park	Lake Park	Surfacing	25,000.00		25,000.00	50,000.00
Beech Cr.-Long Creek	Long Cr.-S.Forest Bdry.	Grading	50,000.00		50,000.00	100,000.00
Wapinitia	Wapinitia	Grading	25,000.00		25,000.00	50,000.00
Zig Zag	Mt. Hood Loop Highway	Widening	25,000.00			25,000.00
Forks	Flora-Enterprise Hwy.	6 Mi. Grading	35,000.00		10,000.00	45,000.00
			\$623,000.00*	\$126,000.00	\$218,000.00	\$967,000.00

FOREST HIGHWAY PROJECTS FOR 1927 GOVERNMENT FISCAL YEAR

The desirability of extending the Canyon City-Burns Forest Highway system from the south boundary of the Malheur National Forest to Burns was discussed with a delegation from Harney County. After consideration, Commissioner Van Duzer made a motion, which was carried, that application be made to the United States Bureau of Public Roads and the Forest Service that the Canyon City-Burns Forest Highway be extended from the South Boundary of the Malheur National Forest south to Burns a distance of fourteen miles more or less. This unit outside of the forest serves the forest reserve and particularly connects an important logging operation with the sawmills at Burns. Further, the extension will permit the expenditure of county bond funds in cooperation with forest highway funds on sections of the road where the improvement is most needed.

The \$25,000 cooperation by Klamath County for the improvement of the connection between the east entrance to Crater Lake and The Dalles-California Highway was tentative only, subject to confirmation by the County Court.

Judge Bengé and Commissioners Davidson and Blackman of Morrow County conferred relative to the Heppner-Spray Road, part of which is in the Umatilla National Forest. It was agreed to postpone the matter until the next meeting.

The improvement of the Lowell-Oakridge Section was discussed. Mr. Purcell stated that the Bureau estimate was \$890,000 for this 26 mile unit, including surfacing and bridges and that all of the work must be done to realize any benefit from the expenditure. Further, the government funds were so limited that they favored smaller expenditures on several projects spread around the state rather than one large project. For that reason, the Bureau did not favor the project at this time.

Judge Mast of Coos County, Henry Kern of North Bend and J. T. Brand of Marshfield appeared relative to the market road situation in Coos County. The County Court wished to eliminate the so-called Coopers Bridge route and connect the Bald Hill road direct with the Roosevelt Highway north of Myrtle Point, which was objected to by Myrtle Point. The Market Road Engineer sustained the position of the County Court. The County Court objected to the inclusion of the Lampa Mountain Road as a market road. Discussion developed that the Court felt it was an important road and a proper market road designation, but did not wish to expend funds on it in the near future. The Market Road Engineer recommended that it be included. Judge Mast conferred with the members of the court and later advised his willingness to include the Lampa Mountain Road as a market road.

Portland, Oregon, December 9, 1925.

The Commission met in Room 404 Multnomah County Courthouse at 10 o'clock A. M. with all Commissioners present.

Messrs. H. M. Johnson and C. I. Cook, representing the Associated General Contractors, asked that the Commission include an Arbitration

Clause in state highway contracts. The matter was discussed at some length by the contractors' representatives. Secretary instructed to furnish the Commission with copies of the proposed arbitration clause.

The matter of the increased rate on surety bonds for Oregon state highway contracts announced by the Towner Rating Bureau was discussed. Commissioner Van Duzer reported that objection was raised to the present annulment of contract clause, which had been previously agreed upon by the Surety Committee, contractors and State Highway Department. It was stated that one company had retained the previous rate of 1½ per cent and solicited the state business.

The bids received on road graders were read, the price quoted being for eight machines:

Howard-Cooper Corporation	Stockland	\$10,408.20
Feenaughty Machinery Co.	Straight Wheel Austin	11,225.00
	Leaning Wheel Austin	10,977.00
Loggers & Contractors Mach. Co.	Edwards	Incomplete
Willamette Equipment Co.	Adams	10,694.00
Western Road Builders	Super Special Russell	11,466.00

On motion which was carried, the low bid of the Howard-Cooper Corporation on Stockland graders was accepted and the contract awarded.

Commissioners Hurd and Crowe of Lane County asked for a decision on the Lowell-Oakridge Section of the Willamette Highway. The Commission replied that the project was too big to consider at this time and could make no promises. As to expenditure of county funds, it seemed unwise to approve this since the work done would be a dead end and no immediate prospect of state or federal assistance to complete it. However, the Commission would instruct the Engineer to check over the Bureau of Public Roads estimates.

Commissioners Dunn and Kent of Lincoln County appeared in the matter of replacing the present bridge over the Yachats River on the Roosevelt Highway. They stated that they would be willing to cooperate on a new structure on state highway standards to the extent of \$5000, the amount which they estimated they would have to put into a light timber structure which would last a few years. The Commission took the proposal under advisement and instructed the Engineer to report at the next meeting.

The representatives of the Lincoln County Court asked the Commission to give them more time to meet their obligations for the completion of the Corvallis-Newport Highway in their county, stating that some of their funds were tied up in a bank failure at Newport and it was taking some time to get affairs straightened out, but that they would meet the indebtedness as soon as possible. This arrangement was satisfactory to the Commission.

Commissioner Dunn spoke of the forest highway extending up the Siletz River from a junction with the Roosevelt Highway about 6 miles.

He stated that if it was not possible to secure the improvement of this road as a forest highway, the County Court would prefer that its status be changed to that of a forest development road. The Commission advised that it had been arranged to take final action on the forest map at the next meeting which would be held jointly with the Bureau and Forest Service, and that this request could be considered at that time.

Commissioner Dunn stated that the tramway over the sand dunes at the mouth of the Alsea River was causing much trouble to the county and if the Commission could do anything south of Newport, they believed this section should be considered.

The Commission approved the market road maps of the following counties as recommended by the Market Road Engineer: Baker, Jefferson, Umatilla, Wheeler, Klamath, Benton, Coos and Lincoln. This leaves only Clackamas County not approved.

The Commission approved the minutes of the meetings of October 27, 28, 29, 30 and November 25, 1925.

A letter was received from the Lions Club of Springfield requesting information as to the Commission's plans for a new bridge across the Willamette River at Springfield. The Secretary was instructed to advise that the Commission cannot appropriate funds for the project at this time believing that all funds, both state and county, which can be raised, should be expended in improving the McKenzie Highway.

A protest was received from Otto Niedermeyer and others against inclusion of their property in the Siskiyou Highway Improvement District. The Commission declined to make any changes at this time since the boundaries had previously been approved.

A request for further construction north of Gardiner and pledging cooperation by the road district at Gardiner was declined because of the limitation of state funds.

A report was received from the Advisory Committee on Tree Planting suggesting the publication of a bulletin in pamphlet form on Roadside Tree Planting. This was heartily approved by the Commission.

The receipt of a deed to a three acre tract of land on the Old Oregon Trail north of La Grande by Mrs. Mary A. Foley for park purposes was acknowledged and it was voted to name the park Gangloff Park.

The matter of limiting loads on state highways leading out of Portland was discussed but no action was taken.

The matter of policy as to the erection of shelter sheds for the accommodation of stage passengers on the right of way was considered and it was decided not to permit encroachments on the highway right of way for this purpose.

An application was received from the Pacific Telephone and Telegraph Company, requesting a permit to carry their lines across the Willamette River at Albany on the new bridge. The Commission discussed the matter of making a charge for this privilege and decided upon an annual rental of \$100 for this privilege and ordered the franchise drawn with this provision.

Bids for an audit of the state highway fund and engineer's payroll account were ordered to be received at the next meeting.

The Commission authorized the purchase of:

- One Killifer Pavement Scarifier
- One Truck Crane
- Three McCormick-Deering tractors
- One elevating loader
- One portable crushing and screening plant
- Two 12 foot graders with back slopers
- One one-man grader.

A deed for approximately six acres of ground at the rim of the Crooked River Canyon was received from the Oregon Trunk Railway. The purpose of this donation was to provide a scenic viewpoint for the benefit of the public overlooking the Deschutes River Canyon. The Commission voted to accept the gift and the Secretary was instructed to convey the thanks of the Commission to the donors.

The construction of the proposed toll bridge across the Columbia River at Cascade Locks by private interests was considered. The Secretary was instructed to take it up with the Attorney to protect the state's interest when request is made of Congress for an extension of time on the permit.

The next meeting was set for 10 o'clock A. M., January 19, 1926.

The Commission authorized the advertising of the following projects:

- Redwood Highway, George Ranch North about 6 miles, grading;
- Roosevelt Highway, Cannon Beach Junction-Hamlet Junction, surfacing;
- Roosevelt Highway, bridge over Siletz River.

The Engineer presented a program for oiling next year approximately 630 miles of main state highways, being about 400 miles more than was oiled this year. The Commission approved the program as follows, subject to such minor changes as may appear to be necessary:

- Old Oregon Trail, Seufert to Ontario;
- The Dalles-California Highway, Seufert to Dufur, Redmond to Bend, Lava Butte to Lapine, Modoc Point to Klamath Falls, Klamath Falls 5 miles East to Junction;

- Mt. Hood Loop, Multnomah County Line to Hood River City;
- Sherman Highway, Biggs to Wasco;
- La Grande-Wallowa Lake Highway, Island City to Elgin;
- Oregon-Washington Highway, Pendleton-McKay Dam, 3 miles;
- Ochoco Highway, Redmond-Prineville;
- Crater Lake Highway, Medford-Trail;
- Ashland-Klamath Falls Highway, Klamath Falls-Keno;
- Coos Bay-Roseburg Highway, Coquille-Myrtle Point;
- Corvallis-Newport Highway, Newport-Toledo;
- McMinnville-Tillamook Highway, Sheridan to Tillamook City on unpaved sections.

The following requests for extension of time were considered:

Frazier & Samuel, contract No. 733, furnishing maintenance material on the Roosevelt Coast Highway in Tillamook County at Cloverdale, requested an extension of time to October 31, 1925. The Engineer recommended that the extension be granted, but with no penalty after September 30, 1925, inasmuch as the amount of material called for in the original contract had been furnished prior to September 30. Recommendation approved by the Commission.

Campbell, Barr & Tobin, contract No. 766, Condon-Thirtymile Section of the John Day Highway, grading and surfacing, requested an extension of time to December 1, 1925. The Engineer recommended that the extension requested be granted without penalty since the contract had been extended to cover an additional $2\frac{1}{2}$ miles and also from the fact that they furnished material from their quarry for $2\frac{1}{2}$ miles of market road work and in the meantime maintained the work under their state contract. Recommendation approved by the Commission.

Schell & Rhodes, contract No. 771, Myers Creek-Burnt Hill Section, Roosevelt Coast Highway, grading, requested an extension of time to May 31, 1926. The Engineer reported that the uncompleted portion of this contract is south of the Pistol River and will not be used by the public until after the completion of the Pistol River bridge. From this fact, and also because it will not require additional engineering expense due to other work immediately adjacent, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Simonsen & Hefty, contract No. 792, Mussel Creek-Euchre Creek Section, Curry County, surfacing, requested an extension of time to October 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 794, Gardiner Section, Roosevelt Coast Highway, Douglas County, grading, requested an extension of time to November 15, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Dunn & Baker, contract No. 795, O'Brien School-George Ranch Section, Redwood Highway, grading, requested an extension of time to

November 30, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

K. L. Hall, contract No. 797, Blachly Section, Willamette Valley-Florence Highway, Lane County, grading and surfacing, requested an extension of time to November 30, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Joplin & Eldon, contract No. 798, Agate Beach-Newport Section of the Roosevelt Highway, Lincoln County, grading, requested an extension of time to December 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

D. P. Plymale, contract No. 806, Gold Beach-Hunter Creek Section, Roosevelt Coast Highway, Curry County, grading and surfacing, requested an extension of time to November 30, 1925. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Washburn & Hall, contract No. 807, Oakland Overcrossing Approaches, grading and surfacing, requested an extension of time to December 15. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

S. H. Newell, contract No. 810, Siletz Bay Section, Roosevelt Coast Highway, Lincoln County, grading, requested an extension of time to February 1, 1926. The Engineer recommended that the extension requested be granted. Recommendation approved by the Commission.

J. A. Varner, contract No. 813, bridges and culverts on the Redwood Highway and Oregon Caves Highway. The Engineer reported that the contractor on this work was delinquent and that the work had been unnecessarily delayed and recommended the following, which was approved by the Commission: That the contractor be required to build temporary structures to carry the rooking operations of Joslin & McAllister forward without delay, should any of his bridges not be complete at the dates they may wish to cross these streams; that he be responsible for any damage that may accrue to the contractor resulting from delay on his part or for any damage or loss to the ends of the fills adjacent to the bridges, which may be chargeable to his failure to complete on time; that he be obligated to complete the fills adjacent to his bridges at the unit prices given in the grading contract or otherwise to stand good for any additional cost accruing to the state by virtue of the fact that the grading contractor will not be able to fill the approaches at this time; that the contractor be assessed additional costs of engineering.

J. D. Tobin, contract No. 814, Meacham overcrossing structure, Old Oregon Trail, Umatilla County, requested an extension of time to November 30, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Triangle Construction Company, contract No. 818, Middle Bridge-Love Bridge Section, Baker-Cornucopia Highway in Baker County, surfacing, requested an extension of time to January 1, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

A. T. Dolan, contract No. 831, Bay City Section, Roosevelt Coast Highway, grading, requested an extension of time to October 15, 1925. The Engineer recommended that the extension be granted subject to the payment of all engineering costs subsequent to September 15, 1925. Recommendation approved by the Commission.

W. D. Andrews Construction Co., contract No. 847, Dairy Creek Bridge Approaches, paving, requested an extension of time to December 31, 1925. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

George M. McDowell Company, contract No. 782, Lava Butte-Lapine Section, The Dalles-California Highway, requested an extension of time to November 30. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

The Secretary presented the matter of the indebtedness of the city of Creswell in the sum of \$482.08, being the city share on a five per cent basis of the cost of paving the Pacific Highway from the crossing of the Southern Pacific Company tracks to the north city limits. This work was completed in 1923, and Lane County has paid its share of the cost, but the City of Creswell had declined to sign the agreement and cooperate in the cost of the improvement. Due to the small population, the limited resources and the fact that cooperation had been given on the section south of the railroad crossing, the Commission, on motion which was carried, decided to cancel the charge against the City of Creswell.

The County Court of Douglas County tendered a payment of \$4,042.31 as a final payment to cover the amount of their cooperation on the Coos Bay-Roseburg Highway. The original agreement provided for \$200,000 from Douglas County on this project and the statement of estimates paid, right of way costs and the present payment slightly exceeds that amount. The Commission voted to accept the sum of \$4,042.31 as final settlement of the indebtedness of Douglas County to the state, with the exception of current contracts at Oakland and Gardiner.

No further business coming before the Commission, it was voted to adjourn.

R. A. Klein
State Highway Engineer and
Secretary

W. D. Dolan
Chairman

Y. H. B. Anderson
Commissioner

W. H. Mulvaney
Commissioner