Portland, Oregon, January 19, 1926.

The Highway Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. with the following present:

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

The following bids were received on grading, surfacing and bridge contracts:

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

Motor Investment Co.	$63,915.00
Geo. M. McDowell & Co.	65,165.00
Triangle Construction Co.	65,425.00
Payne & Doust	67,602.50
Lyon & Price	68,170.00
Harness & Colby	70,757.50
Joslin & McAllister	71,850.00
Newport Construction Co.	72,370.00
H. G. Johnson	73,437.50
Warren Construction Co.	73,792.50
H. J. Hildeburn	74,365.00
Simonsen & Hefty	75,487.50
M. J. Conley	80,582.00
Kibler & Bartlett	81,637.50
John Slotte & Co.	81,685.00
Ekstrom & Cleveland	84,900.00
United Contracting Co.	85,060.00
Igoe Construction Co.	88,175.00
Cain & Allen	95,676.25

REDWOOD HIGHWAY
GEORGE RANCH-DEER CREEK SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
E. L. McNutt	$69,325.00	$68,939.00
Harness & Colby	71,347.00	70,980.00
Calvert, Calvert & Schroeder	72,787.00	71,715.00
Swartley Bros.	74,826.00	73,586.00
J. T. Logan	74,900.00	74,820.00
Dunn & Baker	76,175.00	76,465.00
D. P. Plymale	79,377.00	76,959.00
John Hampshire	76,960.00	76,960.00
H. H. Boomer	78,848.00	77,665.00
Johnson-Monarch Co.	78,251.00	78,251.00
Kibler & Bartlett	114,581.00	115,301.00

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ALBANY-CORVALLIS HIGHWAY
BOWERS SLOUGH BRIDGE

John W. Ash	$9,752.00
Mayer & McMillan Construction Co.	10,207.60
Archie Mason	10,512.50
Carl Engstrom	12,186.00
O. N. Pierce	12,290.00
Benton County Court	12,655.00
C. J. Montag Co.	12,915.00
Olds Construction Co.	13,705.00
J. W. Sadler Company	14,068.00
A. G. Enright	14,220.00

REDWOOD HIGHWAY
TWO SMALL BRIDGES AND EIGHT CULVERTS NEAR KERBY

A. G. Enright	$19,179.00
D. T. Eaton Construction Co.	19,864.50
Iver J. Rosten Co.	20,637.50
Dunn & Baker	20,705.00
Webb & Tilson	21,710.00
H. H. Boomer	21,882.50
Catching & McClane	21,925.00
J. J. Badraun	22,680.00
J. T. Logan	22,680.00
Hagen & Wertz	22,913.00
Calvert, Calvert & Schroeder	23,475.00
W. A. Byers	23,830.00
Swartley Bros.	24,075.00
C. R. Johnson	24,110.00

ROOSEVELT COAST HIGHWAY
SILETZ RIVER BRIDGE

	Wood Trestle Piling	Concrete Trestle Piling
Gilpin Construction Co.	$103,935.00	$128,883.00
Portland Bridge Co.	104,740.00	111,400.00
Henry Makela & Son	121,522.13	
J. W. Sadler Co.	128,622.00	137,946.00

OREGON-WASHINGTON HIGHWAY
BUTTER CREEK BRIDGE NEAR VINSON

O. N. Pierce	$ 7,992.50
Sam R. Boudrye	8,460.00
Rhyner & Porter	8,927.50
Morrison-Knudsen Co.	8,952.50
J. D. Tobin	9,060.00
C. J. Montag Co.	9,431.50
Logan Bros.	10,125.50
W. C. Kelly	10,297.50

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The following bids were received for concession privileges at Bradley Park:

J. J. Lynott	$400.00 a year
P. C. Meyer	240.00 " "

Bids were received from the following for auditing the state highway fund and engineer's payroll account:

Walter D. Whitcomb & Co., Portland
C. T. Kronenberg, Portland
Max Crandall, Portland
Chaney, Wood & Co., Portland
Jerome W. Hanks, Portland

Bids were received from the following for lubricating oils and greases:

Alemite Lubricator Co.
Associated Oil Co.
Pennzoil Co.
Rasmussen & Co.
Shell Co. of California
Standard Oil Co. of California
Union Oil Co. of California

Judge Schannep, Commissioners Bean and Hales of Umatilla County presented several petitions from the districts affected, requesting that the Lazinka Ranch-Albee Section of the Pendleton-John Day Highway be placed under contract. This project is 11.7 miles in length and the estimated cost of grading is $132,000. No cooperation was offered by the county. Matter taken under consideration.

Commissioner Reed of Tillamook County asked that the Brighton-Wheeler cooperative project on the Roosevelt Highway in their county be placed upon the program for the present year. The Chairman offered the Garibaldi-Hobsonville or Miami-Hobsonville projects as being more necessary since they would serve more traffic and eliminate several railroad grade crossings. The Engineer suggested that the reconstruction of the South Fork bridge near Mohler and the Hunt bridge across the Trask River south of Tillamook would be desirable improvements to consider. The 1926 program in Tillamook County was held for further consideration.

Commissioner Van Duzer suggested that the Engineer secure from the State Highway Commission of California data as to cooperation by the Southern Pacific Railway Company in that state in the elimination of railroad grade crossings.

Judge Hasbrouck of Hood River County appeared in the matter of the so-called bridge road which connects the interstate bridge across the Columbia River with the Columbia River Highway. He stated that at a meeting of the citizens and the County Court it had been agreed to request

the Highway Commission to approve of several additions to the market road map of Hood River County among which was this bridge road. Since the meeting, opposition had developed to this classification of the road and a petition had been circulated and signed remonstrating against the inclusion of this road in the market road program. Mr. J. R. Forden and Mrs. Wm. Monroe were present and opposed the designation of the road as a market road. Mr. Leslie Butler stated that the County Court had agreed to build the road when the bridge was being constructed but this had not yet been done and the present road was dangerous. He quoted figures on traffic across the bridge to indicate the classification of travel and justify its designation as a market road. Mr. Butler stated that the people in Hood River desired the improvement of the present road beginning at the east end of the Hood River Bridge and extending north under the railroad rather than the route from the junction with the Mt. Hood Loop crossing the railroad overhead. The Commission suggested that all of the members of the Hood River Court be present together and then the matter could be discussed. Mr. Butler stated that he would endeavor to have the two commissioners present the next day.

Messrs. C. M. Granger and P. H. Dater, representing the Forest Service, C. H. Purcell, J. A. Elliott and H. B. Farmer, representing the Bureau of Public Roads, met with the Commission in conference on the matter of the adoption of the forest road map. The Forest Service officials submitted the following plan:

Deferred Classification

	Miles
Cloud Cap	10.6
Elk Meadows	6.0
Belknap Springs	1.0
Foley Springs (Horse Creek)	5.0
Kitson Springs (Hills Creek)	4.0

Forest Highways

Salt Creek	13.0
Breitenbush Lake-Jefferson Park	6.0
Lost Lake	12.0
Century Drive (all)	67.0
Santiam	80.0
Wallowa-Troy	11.0
West Side Klamath Lake	25.0
North Umpqua	55.0
Crater Park-Odell Lake	45.0
Heppner-Monument	12.0
Union Creek-Diamond Lake	25.0
Cascade Summit-Beaver Marsh	15.0

Change from Forest Highway to Forest Development

10 Mile-Indian Creek	30.0

There was considerable discussion of the various projects but no decision was reached.

A forest highway project previously designated as the Dolph-Southwest was changed to Otis East to Polk County Line by mutual consent.

The County Court of Morrow County presented the matter of the improvement of the Heppner-Spray Road through the national forest with forest funds. They stated that they had $75,000 of bond money voted for this road which they desired to offer in cooperation with the government. After consideration it was agreed by the representatives of the Forest Service, Bureau of Public Roads and the State to recommend to the Secretary of Agriculture that $50,000 of Government funds out of the fiscal year 1927 appropriation be allotted to this project.

The indebtedness of Klamath County to the Government was discussed as well as the matter of cleaning up debris from clearing operations on The Dalles-California Highway. It was agreed to hold this matter over until the next day when the Klamath County Court would be present.

Judge Barnard and Commissioners Crowe and Hurd of Lane County were present. Judge Barnard explained that the depleted condition of their treasury as the result of the demands made by the schools and the six per cent limitation made it impossible to offer cooperation on the Willamette Valley-Florence or McKenzie Highways at the present time, but that at the May election they propose to submit to the voters the matter of making a special tax levy for the completion of the McKenzie Highway and the Willamette Valley-Florence Highway. At this time they asked the Commission to determine how much cooperation the state will require from the county on these two projects. This will enable them to make their plans early for the election. The Commission agreed to give them an answer at the next meeting.

Judge Kelty of Lake County asked that the section from Lakeview west to the east end of the Drews Valley project, about 15 miles in length, be surfaced this year. This project has been graded in part by Lake County and the major part of it completed. He stated that work had been continued through the winter and would be completed in the spring. The Commission took the matter under advisement.

Portland, Oregon, January 20, 1926.

The Commission met in Room 404 Multnomah County Court House. Present were:

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

The following awards of contracts were made:

Cannon Beach Junction-Hamlet Junction Section, Roosevelt Coast Highway, Clatsop County, surfacing. On motion which was carried, this contract was awarded to the Motor Investment Company, the low bidder, at $63,915.00.

George Ranch-Deer Creek Section, Redwood Highway, Josephine County, grading. On motion which was carried, the contract was awarded to E. L. McNutt, the low bidder, using concrete pipe, at $69,325.00.

Bridge over Bowers Slough, Albany-Corvallis Highway, Benton County. The County Court of Benton County, who are paying for this structure, having indicated their approval of the low bid, on motion which was carried, this contract was awarded to John W. Ash at $9,752.00.

Bridges and culverts on the George Ranch-Deer Creek Section, Redwood Highway, Josephine County. This is a federal aid project and final approval of plans and specifications not having been received from the Bureau of Public Roads, the bids were referred to the engineer with authority to act.

Bridge over Siletz River, Roosevelt Coast Highway, Lincoln County. On motion which was carried, all bids were rejected and the engineer instructed to readvertise the project.

Bridge over Butter Creek, Oregon-Washington Highway, Umatilla County. The low bid having been approved by Umatilla County who are cooperating on this structure, on motion which was carried, the contract was awarded to O. N. Pierce at $7,992.50.

On motion which was carried, the following contracts were awarded for lubricating oils, cup grease, transmission and gear grease for the year 1926:

Lubricating Oils

Standard Oil Co.	5000 gal.	Medium	$.345
		Heavy	.475
		Ex. Heavy	.545
Union Oil Co.	5000 gal.	Medium	$.325
		Heavy	.325
		Ex. Heavy	.46

Cup Grease

Associated Oil Co.	5000 lbs.	$.0625
Standard Oil Co.	2500 "	.07
Union Oil Co.	2500 "	.0625

Transmission and Gear Grease

Associated Oil Co.	2500 gal.	$.0675 to $.0975
Standard Oil Co.	5000 "	.0625 to .0725
Union Oil Co.	2500 "	.0625 to .0725

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The following awards of contracts for gasoline for the year 1926 were made:

Union Oil Company	250,000 gal.	$.17	f.o.b.	Portland
Standard Oil Company	250,000 "	.17	"	"
Associated Oil Company	50,000 "	.17	"	"

The bids for the concession privileges at Bradley Park were referred to the Engineer for further investigation with authority to act.

On motion which was carried, all bids for auditing were rejected and the matter referred to Commissioner Van Duzer who was instructed to make arrangements for a more extended audit than had originally been contemplated in the advertisement.

Judge Sawyer of Deschutes County submitted a report containing recommendations for the improvement of Lava River Caves. He stated that, as cooperation, the Bend Commercial Club will construct suitable paths or steps leading from the ground surface down to the cave openings and will build stone steps over the present obstructions at the end of each cave. The Commission accepted the offer of the Bend Commercial Club and authorized the engineer to construct a roadway from the highway around the cave entrances to provide adequate parking space, also the engineer was authorized to clear the area around the cave openings of all dead limbs, pine cones and other inflammable materials. The engineer was further authorized to prepare plans for a small building of rustic type to be used as a home for a caretaker.

Judge Biggs and Commissioner Foster of Crook County asked for an extension of the Bear Creek Road. They also asked that consideration be given the Mitchell-Dayville project this year. The Chairman replied that it did not seem probable that either project could be undertaken this year on account of the shortage of funds.

Curtis Gardner of the firm of Hetrick, Cline & Gardner, contractors on the Otter Rock-Agate Beach Section of the Roosevelt Highway, Lincoln County, contract No. 651, requested that the Commission give consideration to certain claims for additional compensation on this contract. On motion of Commissioner Van Duzer, the Highway Engineer was instructed to make a report on these claims at the next meeting.

A large delegation advocating the Salmon River Road, was present. The following comprised the members of the party: J. W. Boyer, M. B. Wilson, Ira L. Withrow, Grand Ronde, B. A. Teats, R. D. Embrey, V. A. Russell, A. J. Bewley, Loil Hamstreet, Sheridan, A. A. Muck, Chas. Macpherson, New Grande Ronde, T. M. Hicks, Salem, H. A. Hostetler, G. Evert Baker, Frank Hallock, Harry Thorpe, Delake, D. Chesley Bones, Mrs. Lillia Bones, J. W. Bones, Walter Bones, F. C. Robison, F. W. Gerttula, Taft, W. B. Smith, E. V. Blair, Dr. H. L. Toney, A. F. Arthur, Wm. Deilschneider, McMinnville, Dr. L. P. Waidt, Budd W. Jones, Portland, C. M. Warren, Rose Lodge, Commissioner Kent of Lincoln County, Judge Hawkins and Commissioner Gardner of Polk County, Judge Sackett of Yamhill County.

Mr. C. M. Warren was the spokesman. He stated that the object was to build a road from the junction of the Roosevelt Coast Highway at Otis up the Salmon River easterly through New Grande Ronde. This is a cutoff which it was claimed would save not less than 34 miles when compared with the present road via Hebo and Neskowin. Mr. Warren stated that Lincoln County has 6 miles completed out of 8-3/4 in that county. About 6 miles of the proposed road is in Polk County which is not constructed. Mr. Budd W. Jones, representing the Miami Corporation, stated that they will give the right of way if the road is built through New Grande Ronde, except that they do not want the road to be built through the lumber yard at New Grande Ronde. Also the Company will favor a special tax of 10 mills in their district for a period of three years to assist in constructing the project which they estimated will be $5,000 per annum. Judge Hawkins of Polk County statedthat the proposed road was on the market road system of Polk County but did not favor expenditures by Polk County on the road as he did not consider that the road was of particular benefit to Polk County. Judge Sackett of Yamhill County stated that his county favored the road but that there was no part of the project in Yamhill County. Dr. Toney of McMinnville stated that the Salmon River country was a fine dairy country and there would be a large development there and the section would be settled up soon and need direct connections with the valley. Mr. T. M. Hicks stated that he represented the Salem Chamber of Commerce and wished to point out the fact that Salem was deeply interested in the development of the dairy industry and also in a short cut to the coast. Commissioner Kent of Lincoln County stated that the county was willing to continue until the portion of the road in Lincoln County was completed but could not go beyond the county boundaries. Chairman Duby asked if it was the plan of the sponsors of the road to form a highway improvement district. Mr. Warren replied that they had considered that plan with some modifications preferring special taxes rather than bonds. Mr. Jones suggested that the Miami Corporation would prefer to put in a fixed sum, say $20,000, and be left out of the district. Judge Hawkins stated that he personally would favor a contribution of $5,000 of two years from Polk County but not this year, as their funds were already pledged. Commissioner Van Duzer suggested that since this road between Otis and the Polk County line was on the forest highway map that some forest aid could be secured. The hearing closed without a definite plan being presented, the sponsors of the project considering it necessary to study the matter over further.

Commissioner Kent of Lincoln County asked for a decision on the construction of a new bridge across the Yachats River near its mouth on the Roosevelt Highway. He stated that Lincoln County wished to renew its offer of the amount which they estimated the county could put into a timber bridge, $5,000. After consideration, the Commission accepted the county cooperation offered and authorized the construction of the bridge during the present season, provided arrangements could be made with the Pacific Spruce Corporation to haul the bridge materials over their railroad.

Judge Bunnell and Commissioners Short and Martin of Klamath County were present. Also Messrs. Purcell, Dater, Elliott and Farmer of

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the Government Service. The claims of the Bureau on the Anna Creek and Sand Creek forest sections for maintenance cooperation were discussed and agreed upon. The matter of charges for extra work in clearing and grubbing on the Beaver Marsh, Corral Springs and Crescent Sections as well as the picking up and burning of the roots, logs and debris still on the ground were discussed at some length. It was finally agreed that the conference between the County Court and the Government officers should be continued in the latters' office.

Messrs. James G. Wight and Chas. H. Flackus of the Hildebrand district, Klamath County, appeared before the Commission to voice the views of their community that the Klamath Falls-Lakeview Highway should be routed direct from Dairy to the common point, the south end of the present contract, Bly Mountain Section, rather than the longer and indirect route tnrough Bonanza. They urged the designation of this route in the near future. The Chairman replied that the matter would be taken under consideration.

The following requests for extensions of time were received:

Simonsen & Hefty, contract No. 770, Bandon-Sixes River Section of the Roosevelt Coast Highway in Curry County, requested an extension of time to February 28, 1926. The Engineer recommended that the extension be granted subject to a penalty in the form of the cost of inspection subsequent to December 31, 1925. Recommendation approved by the Commission.

Simonsen & Hefty, contract No. 792, Mussel Creek-Euchre Creek Section, Roosevelt Coast Highway in Curry County, requested an extension of time to January 31, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

C. J. Montag Co., contract No. 775, bridges over Willow Creek, Floras Creek and Morton Creek, Roosevelt Coast Highway, Curry County, requested an extension of time to January 31, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

F. L. Brown, contract No. 845, Bend-Lava Butte Section of The Dalles-California Highway in Deschutes County, grading, requested an extension of time to May 1, 1926. The Engineer reported that favorable progress had been made on this contract but that it had been necessary to close down the work on account of the frozen condition of the ground and the uncertainty of the weather, and for that reason recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Union Bridge Company, contract No. 804, bridge over McKenzie River on the McKenzie Highway near Hendricks in Lane County, requested an extension of time to January 31, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation was approved by the Commission.

R. W. Pepin, contract No. 824, construction of guard fence in Hood River and Wasco Counties on the Mt. Hood Loop and The Dalles-California Highways, requested an extension of time to June 30, 1926. The Engineer reported that very unsatisfactory progress had been made on this contract and recommended that the extension be granted only on the condition that the contractor be charged for all engineering expense subsequent to November 30, 1925 and also that he be held liable for any damage or expense that may occur from the fact that the contract has been left uncompleted during the winter months, some post holes being dug and mounds of earth and material alongside, as well as posts piled on the right of way, which, if heavy snow conditions prevail, may have to be removed. Recommendation approved by the Commission.

Portland, Oregon, January 21, 1926.

The Commission met in Room 209 Imperial Hotel at 10:30 A. M. Present were:

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

Judge Schannep and Commissioners Bean and Hales again referred to the Lazinka Ranch-Albee Section of the Pendleton-John Day Highway but offered no county cooperation. The Chairman explained that funds were short for the present year's program.

Judge Schannep reported that a triangular strip of ground fronting on the highway at Emigrant Springs Park owned by L. L. Mann could be purchased for $100.00. The Engineer reported that the area was only about twelve hundredths of an acre but that it was well located adjoining the park and if it passed into other ownership might be used for objectionable purposes. After considering the matter, the Commission voted to acquire the property at the price asked.

A petition was received from citizens of Troy, Oregon, for the construction of the part of a road in Oregon down the Grande Ronde and Snake Rivers from Elgin to Lewiston, Idaho. Petition ordered filed.

Commissioner Van Duzer referred to Senate Concurrent Resolution No. 7 passed at the last session of the legislature which reads in part:

> "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;' and 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;***"

The Commission discussed several bridges either constructed or contemplated but did not arrive at a decision. The Secretary was instructed to write Mr. Yeon asking him to express his preference in the matter and advise him that the Commission would be very pleased to follow his wishes.

The Commission discussed the toll bridge across the Columbia River at Cascade Locks. In view of the fact that the original permit had been issued by Congress several years ago and that the extension was granted without the restrictions requested by the State Highway Commission and the further fact that the opposition to the toll feature was not supported by the Bureau of Public Roads, it seemed advisable to defer further action on the matter.

The Commission instructed the Attorney to condemn the property desired for park purposes at Otter Crest if satisfactory settlement could not be made with the owners.

The Secretary was instructed to expedite proceedings as much as possible in the acquisition of the other proposed park sites along the coast in Lincoln and Curry Counties.

A letter was received from Mr. E. W. Wetmore, President of the Kinzua Lumber Company of Warren, Pa., offering to donate a timbered area of three or four acres on the Service Creek Summit of the John Day Highway. The Commission voted to accept the property for park purposes and to name it Shelton Park in honor of L. D. W. Shelton, an Oregon pioneer of 1848, who lived in that region, as suggested by Mr. Wetmore. The Secretary was instructed to thank the officers of the Kinzua Lumber Co. for this generous donation.

A letter was received from the County Court of Baker County offering to donate a block of ground in the city of Baker, more specifically designated as Block 38, B. W. Levens Addition to Baker City, for the purpose of shop or other buildings. Matter taken under consideration.

The Public Service Commission by letter requested the services of Mr. Devers in connection with the Central Oregon Railway hearings before the Interstate Commerce Commission at Washington, D. C. the first week in February. The Public Service Commission offered to pay his salary and traveling expenses while engaged in this work. Because of the fact that Mr. Devers had previously assisted in the previous hearings on this subject and in view of the importance of this railway case to the entire state, the Commission voted to loan Mr. Devers to the Public Service Commission as they requested.

A request was received from the Lane County Court that the market road map for Lane County be amended to include a road from the junction of High Pass Road and the Willamette Valley-Florence Highway near Blachly, extending northeasterly to Horton Post Office. The Market Road Engineer reported that this road is a market road for the upper portion of Blachly Valley and recommended that it be added to the map. On motion which was carried, the High Pass Road from the junction with the Willamette Valley-Florence Highway to Horton P. O. was added to the Lane County market road system as requested by the County Court of Lane County.

The following projects were authorized for the next meeting and the Engineer was instructed to prepare plans and specifications:

Bend-Lava Butte Section of The Dalles-California Highway, surfacing;
Crooked River Gap Section of The Dalles-California Highway, surfacing;
Baker-Stices Gulch Section of the Baker-Unity Highway, surfacing -- cooperative fifty-fifty project with Baker County;
Timber bridge over North Slough near Hauser on the Roosevelt Coast Highway in Coos County.

The date for the next meeting was set for February 25 at 10 o'clock A. M.

The Commission authorized a survey for the Coast Highway in Tillamook County from Hobsonville through to Rockaway.

The Commission approved increasing the amount of surety bonds on contracts to a sum equal to the total amount of the contract. The Commission also approved the revised form of the Annulment of Contract clause in all construction contracts, which is quoted as follows:

"If the contractor should neglect to prosecute the work properly or fail to perform any provision of this contract, the State Highway Commission, after three days' written notice to the contractor, may, without prejudice to any other remedy it may have, make good such deficiencies and may deduct the cost thereof from the payment then or thereafter due to the contractor.

"If the contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditors, or if a receiver should be appointed on account of his insolvency, or if he should persistently or repeatedly refuse or should fail to supply enough properly skilled workmen or proper materials, or if he should fail to make prompt payment to subcontractors or for material or labor, or persistently disregard laws, ordinances or the instructions of the engineer, or otherwise be guilty of a substantial violation of any provision of the contract, then the State Highway Commission, upon

the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor seven days' written notice, terminate the employment of the contractor and take possession of the premises and of all materials, tools and appliances thereon and finish the work by whatever method it may deem expedient. In such case the contractor shall not be entitled to receive any further payment until the work is finished. If the unpaid balance of the contract price shall exceed the expense of finishing the work, including compensation for additional managerial and administrative services, such excess shall be paid to the contractor. If such expense shall exceed such unpaid balance, the contractor shall pay the difference to the State Highway Commission. The expense incurred by the State Highway Commission as herein provided, and the damage incurred through the contractor's default, shall be certified by the engineer."

Commissioner Malone made the following motion, "It appearing that at the meeting of the Highway Commission, held on the 29th day of May, 1925, the Highway Commission authorized the institution of a condemnation action to acquire certain property owned by Homer C. Bidwell and Rachel Bidwell, and at that time adopted the formal resolution, but it appearing that the entry and record of said resolution was inadvertently omitted from the minutes or the records of the commission, it is therefore now moved that said resolution be entered nunc pro tunc as of date of May 29, 1925."

WHEREAS, there has been duly and regularly adopted, located, and established by the Oregon State Highway Commission a state highway known as the Old Oregon Trail, and otherwise designated in the Highway Records as State Highway No. 6, a portion of which said highway is located in Union County, Oregon, and

WHEREAS, the State Highway Commission is now resurfacing and otherwise improving that portion of the said highway in Union and Baker Counties known as the Telocaset-Baker Section, and

WHEREAS, the State Highway Commission requires and needs, in connection with said highway improvement certain rock, sand, gravel and other mineral deposits owned by and in the possession of Homer C. Bidwell and Rachel Bidwell, which said materials are found on the following described parcel of land situated in Union County, State of Oregon, to-wit:

"Beginning at point in the NE¼ of the NW¼ of Section 12, T. 6 S. R. 39 E. W. M., which point is approximately 547.5 feet west of the N ¼ corner of Section 12, T. 6 S. R. 39 E. W. M., thence south 52' west a distance of 103.6 feet; thence on a 388.1 foot radius

curve right a distance of 138.6 feet; thence south 6 degrees 16' west a distance of 59.7 feet; thence south 48 degrees 17' east a distance of 149.0 feet; thence south 10 degrees 43' east a distance of 400 feet; thence north 59 degrees 17' east a distance of 375.0 feet; thence north 15 degrees 51' east a distance of 223.6 feet; thence north 37 degrees 17' west a distance of 223.6 feet; thence south 59 degrees 17' west a distance of 200 feet; thence north 36 degrees 31' west a distance of 380.8 feet, more or less, to the point of beginning, containing 4.84 acres, more or less." And,

WHEREAS, in the judgment and opinion of the State Highway Commission it is necessary and needful and will be to the advantage of the State that said materials and said property be acquired and the title to said property be obtained so that the State may use and appropriate said materials in highway construction, improvement and maintenance.

NOW THEREFORE IT IS HEREBY RESOLVED by the Oregon State Highway Commission, all members being present in regular session, and the Commission does hereby declare it to be necessary that the State procure and acquire certain gravel, rock, sand and other mineral deposits from the premises herein above described, for the purposes heretofore stated, and there is hereby declared to exist a need on the part of the State for said materials, and it is further declared to be of advantage to the State that said materials and said property be acquired for the purposes herein stated.

BE IT FURTHER RESOLVED that the Attorney General for the State of Oregon and J. M. Devers, attorney for the State Highway Commission be, and they are hereby authorized and requested, for, and on behalf of the State Highway Commission, to attempt to agree with the owner or owners of any interest in the above described land upon the compensation to be paid therefor and the damages, if any, and that they acquire said land by agreement, if the same can be so procured at a reasonable price, and if they are unable to acquire said property by agreement with the said owners then the said Attorney General and the said J. M. Devers are hereby requested to commence and prosecute to a final determination any necessary or appropriate suit or action in the name of the Highway Commission in the Circuit Court of the proper county for the condemnation of such interest as the said owners may have in said above described property, to determine the compensation to be paid for said property and the damage, if any there be, to the remaining portion of defendants' property.

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

WHEREAS, in the description of forest highways submitted January 24, 1923, the east end of the Klamath Falls-Lakeview Highway project through the Fremont Forest was stated to be the range

line between R. 16 E. and 17 E. T. 38 S., and

WHEREAS, this does not connect with the state construction previously completed through Drews Valley a distance of 8.8 miles, and

WHEREAS, this short section between the present east end of the forest project and the west end of the completed state project is only 1.9 miles in length and too short for an economical separate contract, and

WHEREAS, the state has already placed this entire project under contract for clearing between the west end of the completed state work and the west forest boundary, a distance of 10 miles, at the sole expense of the state without cost to the Government;

THEREFORE, BE IT RESOLVED, that the Forest Service and the Bureau of Public Roads be requested to approve the extension of the Klamath Falls-Lakeview project east a distance of 1.9 miles from the range line between R. 16 and R. 17 E. to a point in Sec. 17, T. 38 S. R. 17 E. approximately 3600 feet south and 1100 feet east of the section corner between Sec. 7, 8, 18 and 17, T. 38 S. R. 17 E., more specifically described as from engineer's Station 3090 to Station 3189+04 (west end completed state work).

The motion was duly seconded and carried.

The Engineer reported that alternate freezing and thawing conditions on the roads in the vicinity of Bend made it desirable to limit loads using them, whereupon Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, the following roads or highways have been designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to wit:

McKenzie Highway
McKenzie-Bend Highway
The Dalles-California 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 The Dalles-California Highway between the Jefferson County Line and the city of Bend, 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 twenty-eighth day of January, 1926, 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:

McKenzie Highway, between Sisters and Redmond in Deschutes County.

McKenzie-Bend Highway, between Sisters and the junction with The Dalles-California Highway near Bend in Deschutes County.

The Dalles-California Highway between the Jefferson County Line and the north city limits of Bend in Deschutes 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 Deschutes County in which the 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 declared carried.

The Commission approved the award of the contract for surfacing the Lapine-Corral Springs Section, north and south units, amounting to $203,000, to Carl Nyberg.

Commissioner Van Duzer moved as follows:

WHEREAS it has been deemed advantageous and economical in the administration of the affairs of the Commission to re-arrange the divisions of the Engineering Department, and

WHEREAS the new plan reduced the number of divisions and consequently the number of Division Engineers, and

WHEREAS the resignation of Mr. C. C. Kelley had been accepted,

THEREFORE, BE IT RESOLVED, that in all fairness to Mr. Kelley the Commission desired to go on record as being very highly appreciative of the engineering ability and the service rendered by him to the state, covering many years, and to assure whomsoever it may concern that the severance of Mr. Kelley from the state's service is no reflection on his ability or work.

The motion was declared carried.

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

At 2:30 P. M. Chairman Duby, Commissioner Van Duzer, Attorney Devers and State Highway Engineer Klein attended the hearing held by the Port of Portland in the Portland Chamber of Commerce rooms in the Oregon Building on the proposed Rainier-Longview bridge. Arguments for and against the project were made. The meeting was adjourned at 5 P. M. after giving an opportunity to all who wished to be heard.

Roy A. Klein
State Highway Engineer
and Secretary

Wm. Duby
Chairman

H. B. Van Duzer
Commissioner

W. H. Malone
Commissioner

Portland, Oregon, February 25, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. Present were:

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

Bids were received on the following projects:

BAKER-UNITY HIGHWAY
STICES GULCH-BAKER SECTION - SURFACING

Harness & Colby	$35,225.00
H. G. Johnson	35,975.00
Payne & Doust	39,175.00
Lyon & Price	39,790.00
H. S. Barr	39,920.00
Triangle Construction Co.	40,710.00
Ekstrom & Cleveland	41,095.00
Security Construction Co.	42,075.00
Kibler & Bartlett	43,850.00
R. W. Stevenson	47,545.00
A. D. Kern	48,700.00
Newport Construction Co.	49,000.00
H. E. Cornell	58,875.00

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

Kibler & Bartlett	$65,575.00
Carl Nyberg	86,285.00
Newport Construction Co.	87,575.00
Warren Construction Co.	87,462.00
Harness & Colby	89,850.00
Dunn & Baker	91,900.00
Geo. M. McDowell & Co.	92,070.00

THE DALLES-CALIFORNIA HIGHWAY
CROOKED RIVER SECTION - SURFACING

Kibler & Bartlett	$28,520.00
H. G. Johnson	30,420.00
Dunn & Baker	31,605.00
Warren Construction Co.	33,220.00
Newport Construction Co.	36,305.00

OLD OREGON TRAIL
MEACHAM OVERCROSSING SECTION - SURFACING

H. G. Johnson	$10,120.00
H. S. Barr	11,807.00
Triangle Construction Co.	12,354.50
Logan Bros.	12,945.00
Kibler & Bartlett	15,517.50
Security Construction Co.	15,555.00

ROOSEVELT COAST HIGHWAY
SILETZ RIVER BRIDGE NEAR KERNVILLE

Union Bridge Co.	$104,320.00
Portland Bridge Co.	113,410.00
Gilpin Construction Co.	113,556.00
J. J. Badraun	115,880.00

YAMHILL COUNTY MARKET ROAD
BRIDGE OVER SALT CREEK NEAR AMITY

F. H. Hollister	$ 5,188.80
Mayer & McMillan Construction Co.	5,568.75
Curry, Geer & Christiansen	6,298.75
Wm. D. Hoffman	6,465.00
Catching & McClane	6,493.75
Leander Lebeck	6,676.25
O. N. Pierce & Co.	6,800.00
Olds Construction Co.	6,925.00
Portland Bridge Co.	7,000.00
J. W. Sadler Co.	7,142.50
Peterson & Scott	7,762.50
C. R. Johnson	8,462.50
Greenwood & Dann	8,973.75

A delegation was present from Tillamook County who asked that the Wheeler-Brighton Section be placed under contract. Mr. G. B. Nunn spoke for the town of Wheeler, L. L. Mead represented Nehalem and Harry Aldrich represented Brighton. Claude W. Barrick, District Attorney of Tillamook County, urged the Wheeler-Brighton project inasmuch as the county would save the maintenance costs on the present road. The County Court was represented by Judge Mason and Commissioners Reed and Richards who also endorsed the Wheeler-Brighton project. Commissioner Van Duzer stated that it did not matter which unit was first placed under contract as it was the Commission's intention to complete the Roosevelt Highway in Tillamook County in 1927.

Judge Johnson of Harney County asked that the Central Oregon Highway be located from Drewsey east to the county line so that their county funds could be expended on the proper location. Commissioner J. D. Fairman of Malheur County asked that the location of the Central Oregon Highway be made between Burrell Ranch west of Vale and beyond Harper through the lands proposed to be irrigated by the Vale irrigation district. The purpose of this survey was to enable the county to secure the right of way before the land was sold off in small irrigated tracts and also to enable the county to expend such funds as it had in the proper location. Archie McGowan of Burns, representing the Central Oregon Highway Association, stated that Harney County had voted $55,000 in bonds for the Central Oregon Highway from Burns east through Drewsey. Judge Sawyer of Bend asked that a location survey be made between Bend and Burns. W. G. Morgan of Harper urged the survey between Burrell Ranch and Harper, stating that he was commencing the development of white clay products near Harper and was interested in that part of the project. Matter taken under consideration.

Messrs. Kibler and Bartlett asked permission to withdraw their bid on the Bend-Lava Butte Section, surfacing. They stated that they had neglected to include the hauling cost and as a consequence their bid was about 80 cents per yard too low or about $20,000 under the price they intended to bid. An examination of the bid submitted and comparison with other bids clearly indicated that an error had been made by the omission of part of the cost. After consideration, on motion which was carried, Kibler & Bartlett were allowed to withdraw their bid.

A. A. Morrison, Chairman, G. G. Bushman and Welby Stevens, members of the Bridge Committee at Springfield, were present in the interest of the construction of a new bridge across the Willamette River at Springfield. They asked for the cooperation of the Commission on this structure and desired a definite statement of the amount so that they could arrange to finance the balance, proposing to place a special levy on the ballot at the primary elections. The Commission instructed the engineer to file a report and estimate on this project at the next meeting. Judge Barnard of Lane County stated that the county was ready to cooperate on the construction of a new bridge at this point when it was found that the present bridge was no longer adequate to serve the traffic.

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Judge Barnard and Commissioners Hurd and Crowe of Lane County requested a statement from the Commission as to what cooperation would be expected of the county on the completion of the McKenzie Highway and on that portion of the Willamette Valley-Florence Highway lying within the boundaries of the national forest. After some consideration, the Commission voted unanimously to continue the cooperation for the completion of the McKenzie Highway on the basis of fifty per cent state and fifty per cent county. On the Willamette Valley-Florence Highway, it was voted to require twenty-five per cent cooperation from the county on that portion within the forest reserve.

Commissioners Blackman and Fletcher of Hood River County, accompanied by Mr. Leslie Butler of Hood River, requested the Commission to approve the additions to the market road map which had previously been submitted, including the road to the Interstate Bridge following in general the present road involving an undercrossing of the railroad. It was pointed out that all the members of the County Court had signed the amended market road map. On motion of Commissioner Van Duzer, which was carried, the Commission approved the amended map submitted by the County Court of Hood River County, adding the following projects: (1) Pine Grove Market Road Extension via Whiskey Creek, length 1-3/4 miles; (2) Extension east from Parkdale to Loop Highway, length 3/4 mile; (3) Extension south from Parkdale, length 2½ miles; (4) Road from junction with Columbia River Highway at east end of bridge across Hood River, thence north and east to bridge across Columbia River, length ½ mile; (5) Road from Prathers Corner on Market Road Project No. 4 to section corner 2-3-10-11 T. 2 N. R. 10 E. on Market Road Project #2, length 2-3/4 miles. The mileage thus added to the market road map totals 8¼ miles.

Judge Payne and Commissioner Hume of Linn County, Senator Garland of Lebanon and Messrs. C. H. Murphy, F. E. Callister and Calvin Ingle of Albany appeared in the interest of the Santiam Highway. Judge Payne stated that the county desires to put on the ballot at the primary election a proposal for a two mill levy to complete the section between Lebanon and Shea Hill and for that reason requested that the Commission give the county a statement of the cooperation which could be expected from the state on this project between these limits. Mr. Van Duzer stated that he felt the Commission was already committed to a fifty-fifty cooperation on the Santiam Highway between Cascadia and Albany, but if the record was not clear on this point, he made a motion, which was carried, that the Commission agree to a fifty-fifty cooperation with Linn County on the section between Albany and Cascadia, excluding the Albany-Lebanon and the Shea Hill-Cascadia projects which have already been provided for. This was satisfactory to the members of the delegation.

W. L. James, Vice President of the Oregon Motor Stage Association, J. M. Hutson, Secretary-Manager, and John F. Logan, Attorney, offered for the consideration of the Commission a substitute measure for House Bill No. 413, which will be referred to the people at the November elections. The substitute bill, in brief, is an amendment to the present law, Section 8, Chapter 10, Laws of Special Session 1921, and provides for an additional license fee on busses, stages and anywhere for hire

vehicles on a graduated scale ranging from $75 for an eight passenger capacity vehicle to $300 for a thirty passenger vehicle. For freight carrying vehicles, they suggested an additional fee on a graduated scale ranging from $25 for a vehicle of ½ ton capacity to $245 for a vehicle of 6 ton capacity. These taxes are to be in addition to the regular motor vehicle license fee, seat tax and tire tax. They argued that such a fixed fee was easier to collect than the per mile rate provided for in House Bill 413 with especial reference to anywhere for hire vehicles. Mr. Oscar Horne was present representing the truck men and stated that the proposed rates increased their fees over those proposed in House Bill 413 and they did not favor the new measure. It was admitted that the busses and stages would not pay as much under the proposed bill as under H. B. 413, but the proponents stated that the administration costs would be less. The Commission were asked for an expression of their opinion on the merits of the new plan, but the Commission declined to make any statement. It was the plan of the bus men to place their new measure on the ballot by initiative petition, hoping thus to defeat H. B. 413. The Commission expressed the opinion that it would be preferable to wait for the result of the vote on H. B. 413 and then, if certain features needed modification, to seek relief through the legislature. The bus men did not seem to favor this plan. A statement of the expected revenues under the new bill compared with H. B. 413 and the proposed schedule of fees was filed with the Commission.

Messrs. R. J. Hubbard and Joseph Lyons of Reedsport reported that a meeting of the Trustees of the Umpqua Improvement District was held the previous day in Roseburg and it was decided to make a ten mill levy for three years. They asked what were the Commission's plans for construction from Reedsport south. The Commission indicated to the representatives of the District that they were anxious to start the work as soon as funds were available. The Engineer recommended that the first section to be placed under contract should be from Winchester Bay South to the Coos County line and extended into Coos County about one mile to include an uncompleted mile section, since this is heavy work and there is no road at all at present while between Winchester Bay and Reedsport there is a fair county road passable in dry weather. Mr. Lyons argued for the construction of the whole project or to give preference to the Reedsport-Winchester Bay Section. Mr. Hubbard urged that the line as staked on the west bank of Schofield Slough and crossing the river west of the Railroad Bridge should be changed so as to cross Schofield Slough and go through the city of Reedsport, crossing the river east of the railroad bridge. He further stated that the Port would oppose a highway bridge west of the railroad bridge on account of navigation. Joseph Lyons urged the designation through Reedsport so that the streets affected could be widened to an eighty foot width. After consideration it was decided to stop the project at the west city limits for the present and give further time for consideration of the bridge and ferry problem and the routing through the city.

Fred Assenheimer of Gardiner was present and stated that the Gardiner district had voted $15,000 of special tax money but since county funds were needed for cooperative work south of the Umpqua River

that they would hold their funds for another year until the county can match them. This arrangement met the approval of the Commission.

A delegation was present from La Grande consisting of Representative Albert Hunter, Dr. R. P. Landis, and H. E. Coolidge, Cashier La Grande National Bank. They asked that the highway shops be retained in La Grande, arguing that La Grande was the best location for serving Eastern Oregon. They offered the choice of two building sites free. Matter taken under consideration.

Ryckmann, who, in partnership with Lester Martin, has a fish hatchery at Spencer Creek in Lincoln County, made a claim for lost fish caused by the waters of Spencer Creek backing up behind the roadbed embankment and flooding the fish ponds which allowed the fish to escape into the creek. The Engineer reported that the waterway area had been increased the previous year and that the owners had been advised to raise their dikes higher than the roadway to provide for such an emergency but that it had not been done. The Commission declined the claim, but stated that they would take it up with the Fish Commission to close the stream to commercial fishing.

Portland, Oregon, February 26, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. with all Commissioners present and participating.

The following awards of contracts were made:

Stices Gulch-Baker Section, Baker-Unity Highway, Baker County, surfacing. On motion which was carried, the contract was awarded to Harness & Colby, the low bidder, at $35,225.00.

Bend-Lava Butte Section, The Dalles-California Highway, Deschutes County, surfacing. On motion which was carried, this contract was awarded to Carl Nyberg, the low bidder, at $86,285.00.

Crooked River Section, The Dalles-California Highway, Deschutes and Jefferson Counties, surfacing. On motion which was carried, this contract was awarded to Kibler & Bartlett, the low bidder, at $28,520.00.

Meacham Overcrossing Section, Old Oregon Trail, Umatilla County, surfacing. On motion which was carried, this contract was awarded to H. G. Johnson, the low bidder, at $10,120.00.

Siletz River Bridge, Roosevelt Coast Highway, Lincoln County. On motion which was carried, this contract was awarded to the Union Bridge Company, the low bidder, at $104,320.00.

Bridge at Amity on market road. This being a contract which was advertised for the County Court of Yamhill County, the bids were referred to the County Court.

Judge Patterson stated that Grant County would pay the balance of their cooperation on the grading, surfacing and bridging of the Austin Stub of the John Day Highway, amounting to $6,110.76 after crediting a payment of $4000.00. He stated that the county did not budget sufficient to cover the entire amount, not having been advised as to the final costs, consequently did not have the funds now on hand but would make the payment to the Commission in December of 1926. This arrangement was satisfactory to the Commission.

Judge Patterson stated that Grant County strongly favored the completion of the Mitchell-Dayville Section and would be ready to cooperate on the section within their county when the project was placed upon the program for construction.

R. W. Hagood, representing Geo. M. McDowell, contractor on the surfacing of the Lava Butte-Lapine Section of The Dalles-California Highway, contract No. 782, asked for an adjustment in the final estimate with particular reference to measurement of maintenance materials in the stock pile at the plant. Mr. Hagood's contention was that so much settlement had taken place as the stock pile was built up that his client had not received full compensation for the material furnished, the measurement on the pile having been made on completion of the job. The Commission asked for a report from the engineer covering the matter. At the request of Mr. Hagood, the Commission instructed that a semifinal estimate be prepared releasing all except $500 of the retained percentage.

The Engineer reported on the request of Hetrick, Cline & Gardner, contract No. 651, Otter Rock-Agate Beach Section of the Roosevelt Coast Highway, for an adjustment on the final estimate to cover losses incurred on this contract. The Engineer reported that the clearing work was on a lump sum bid and the excavation quantities were unclassified, thus these items were definitely fixed, and that there appeared to be no justification for additional compensation. Commissioner Malone reported that he had looked over the project on the ground and it was his opinion that the contractor had been paid in accordance with the contract for the work done. The Commission, on motion which was carried, adopted the engineer's report and declined the claim for adjustment. On further motion, the Commission voted to reduce the engineering costs assessed against the contractor for delays, to the sum of $100.00. The Engineer was instructed to prepare a final estimate on that basis.

H. E. Doering, contract No. 573, R. A. Booth Bridge near Winchester, presented a claim for extras. Matter referred to Bridge Engineer.

The Commission approved the minutes of January 19 and 20, 1926.

On motion of Commissioner Van Duzer, which was carried, the Secretary was instructed to request the City Commission of Oregon City to do all possible to put Railroad Avenue through at the earliest possible date in view of the increasing congestion on Main Street.

The Commission approved the location of the McKenzie Highway

between Springfield and Thurston as located and staked on the ground as shown by a map dated January 10, 1926. The Commission voted to require the county to secure an eighty foot right of way for this project.

A request was received from the County Court of Benton County for a reconsideration of the vote of September 15 by which the location of the Corvallis-Philomath Section of the Corvallis-Newport Highway was adopted. The Commission by unanimous vote affirmed their previous position believing their decision proper and to the best interests of the state and the county. The Secretary was instructed to advise the County Court of the action taken.

In the matter of the location of the Corvallis-Newport Highway between Keyes Hill and Gellatly Point, the Commission approved and adopted the location as staked by the engineer, providing for an overhead crossing of the railroad south of Wren station and a new crossing of Marys River connecting with the present road near Gellatly Point.

W. S. and W. F. Badley appeared before the Commission on invitation and discussed the matter of the park site at Otter Crest. They stated that if the Commission will give them exclusive privileges for a concession on the property they will donate it to the state. The Commission stated that they wished to secure the property without any reservations or conditions. There was considerable discussion but nothing was agreed upon. Mr. Van Duzer stated finally for the Commission that the matter would be given further consideration and a definite offer made to the Badleys for the park site area.

Commissioner Van Duzer reported that former Commissioner J. B. Yeon had not indicated his preference in the matter of a bridge to be named in his honor, therefore, it appeared necessary for the Commission to select a bridge. On motion of Commissioner Van Duzer, which was carried, the bridge across the Willamette River at Harrisburg was named the "John B. Yeon Bridge" in honor of a former Commissioner who served from November 22, 1920 to March 31, 1923.

The Engineer reported that congested traffic conditions in the city of Toledo made it necessary to provide a full 60 foot width of right of way for the Corvallis-Newport Highway through the city. When the state highway was built through the city in 1921, the City Council, because of a shortage of funds, secured only a 40 foot right of way, but at that time passed a resolution agreeing to secure a full 60 foot width when requested by the Commission. The unavoidable curvature in alinement and the use of the right of way for parking with resulting danger to traffic makes it necessary to remedy conditions at once. Further, buildings are being constructed near the edge of the right of way so that it appears imperative that further encroachment be stopped before the property becomes more valuable. In view of these conditions the Engineer was instructed to request the City of Toledo to secure the additional right of way necessary to provide a 60 foot width for the state highway through the city.

Both the City of Baker and the City of La Grande offered sites for new shops. Matter taken under consideration.

The Commission authorized the erection of the U. S. shield markers on the numbered routes of the national system. Also the standard form of signs recommended by the Joint Board for danger, warning, distance and direction were approved.

A telegram was received from the Bureau of Public Roads requesting a statement of the position of the Commission on the proposed Rainier-Longview bridge. The matter was referred to Commissioner Van Duzer and the Engineer to draft a reply.

In the matter of additional right of way required between Canemah and Aurora for widening and revisions, Clackamas County indicated that they would be unwilling to assume the costs. The Commission expressed the view that since the county had provided the original right of way, the cost of the additional right of way should be assumed by the state, and the Secretary was so instructed to advise the Clackamas County Court. Since this case is typical of many in the state, the Commission expressed themselves in favor of legislation at the next session to excuse the counties from the acquisition of extra right of way for widening purposes.

Chas. G. Huber, Vice President of the Union Bridge Company, asked the Commission to pay the attorney's fees which they incurred in the defense of the Albany bridge case, since expense for litigation was not contemplated in their bid. The Attorney reported that there appeared no provision in the law for the employment of outside attorneys, but that the court filing fees, printing briefs, etc. could be paid from the state highway fund since the department was represented in the defense of the case.

The Engineer reported that the successful bidder for the concession at Bradley Park desired to construct an addition to the store building. It did not appear desirable, however, to permit cheap construction such as he planned but rather, any improvement which was made should harmonize with the standard of construction and design of the original building. The Engineer reported that such an addition was estimated to cost $1,200.00. The Commission decided to divide the costs with the concessionaire, he to pay his share of the cost divided over the three year period of his contract; that is, one-third each year added to the rent.

A plan for an entrance marker at city boundaries was submitted by the Advisory Committee. This plan provided for a planting of ornamental trees and shrubbery on each side of the road with a small sign indicating the name of the city. This design appeared much more desirable than ornamental arches, gateways, etc., therefore the Commission approved the plan submitted.

The Attorney presented a form of agreement covering the joint construction of a bridge across Snake River at Ballards Landing by the

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State of Idaho, State of Oregon, County of Baker and the Idaho Copper Co. The share of the State of Oregon is provided by a special legislative appropriation from the General Fund. The agreement provided that the Oregon State Highway Commission take bids on the structure and supervise construction. All features of the agreement being satisfactory, it was signed by the members of the Commission in behalf of the State of Oregon.

A petition was received from residents of Mapleton and Cushman for a reconsideration of the location of the section of the Willamette Valley-Florence Highway between Rainrock and Florence. The Commission considered that their designation of the North Fork Route was the proper one in view of cost and distance and declined to reopen the matter.

The Engineer was instructed to make the survey of the Central Oregon Highway from the Burrell Ranch west of Vale to a point about three miles west of Harper at his convenience.

The Engineer was also instructed to make the survey of the Central Oregon Highway from Drewsey east to the Malheur County line at his convenience. For the present, until the county has funds to place upon this project, a preliminary survey will be sufficient.

A letter was received from Hon. Samuel Hill requesting construction of the approaches to a railroad grade crossing to serve the Everyday Ferry between Biggs and Maryhill during the high water period in the Columbia. Matter taken under consideration.

The Secretary was instructed to notify the Klamath County Court that final action would be taken on the definite location of the Klamath Falls-Lakeview Highway at the next meeting of the Commission.

The Engineer was authorized to place a party on the Reedsport-Coos County Line Section of the Coast Highway to cut out trails and make such revisions in the surveyed line as are necessary.

The next meeting of the Commission was set for March 25 at 10 o'clock.

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

R. A. Klein
State Highway Engineer
and Secretary

Wm. Duby
Chairman

H. B. Van Duzer
Commissioner

Geo. W. Malone
Commissioner

Portland, Oregon, March 25, 1926.

The Commission met in Room 404 Multnomah County Court House at 10 A. M. Present were:

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

Bids were received and read on the following projects:

CORVALLIS-NEWPORT HIGHWAY
GELLATLY POINT-CORVALLIS SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Slate Construction Company	$36,439.00	$37,803.00
United Contracting Company	41,129.50	41,468.00
Harness & Colby	42,275.20	42,272.50
Cummins & La Pointe	42,296.00	42,552.00
E. L. Gates	43,535.00	43,482.50
Kibler & Bartlett	43,800.00	43,800.00
Greenwood & Dann	44,943.50	45,227.00
McKy & McKy	46,394.50	45,988.50
H. M. Johnson	47,432.00	47,502.00
Peterson & Scott	47,712.00	48,965.50
Archie Mason	48,015.50	48,030.30
Baker & Scharschmidt	48,652.50	48,324.00
Newport Construction Company	49,428.00	49,749.50
F. L. Brown	51,770.00	51,770.00

CORVALLIS-NEWPORT HIGHWAY
GELLATLY POINT-CORVALLIS SECTION - CULVERTS

Cummins & La Pointe	$6,505.00
Slate Construction Company	6,795.00
O. J. Montag Company	6,840.00
O. N. Pierce & Company	6,855.00
D. T. Eaton Construction Co.	6,933.75
Catching & McClane	7,255.00
Peterson & Scott	7,680.00
Kibler & Bartlett	7,825.00
Greenwood & Dann	8,000.00
Wm. Endicott	8,515.00
H. W. Clark	8,890.00
F. L. Brown	9,850.00

MARION AND POLK COUNTIES
CONSTRUCTION OF FERRY BOAT AT INDEPENDENCE

O. N. Pierce & Company	$6,625.00

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Judge Barnard and Commissioner Hurd asked that the state undertake the improvement of two sections of the McKenzie Highway this present season. These two units are the unimproved section between the west end of the Nimrod Section and the east end of the Shell Rock Section, 1.9 miles in length, and the unimproved section between the west end of the Shell Rock Section and the east end of the Power Plant Section, also 1.9 miles in length. Judge Barnard proposed that the projects be conditioned upon the results of the May election at which a vote would be taken on a special tax for the McKenzie and Willamette Valley-Florence Highways. The engineer reported that it might appear more desirable to contract this work in the fall and carry the work through the winter so as to avoid interference with summer traffic. The engineer was instructed to report on this feature at the next meeting, together with an estimate of cost of the two units proposed by the Lane County Court.

Messrs. A. A. Morrison, Welby Stevens and A. J. Perkins appeared in the interest of the proposed new bridge across the Willamette River at Springfield. Judge Barnard and Commissioner Hurd also were present. The Engineer reported an estimated cost of $150,000 for a concrete and steel structure with a 27 foot roadway width and 2 five foot sidewalks using the old railroad piers but not including paving or right of way. The delegates asked the Commission to advise the amount of cooperation which the state would provide. This the Commission declined to do but stated that they would join with the city of Springfield and Lane County in requesting a hearing before the Public Service Commission to adjudicate the division of cost of the elimination of the present grade crossing by the new structure.

C. H. Miller of Redmond, Commissioners Wright and Iremonger of Wheeler County, E. R. Laughlin of Mitchell, N. G. Wallace of Prineville, urged the Mitchell-Dayville Section of the Ochoco Highway. The Wheeler County Court stated that they would agree to secure the right of way and provide $10,000 to be divided over a two year period. Commissioner Van Duzer stated for the Commission that they appreciated the necessity for this project since it was the remaining uncompleted gap on the cross state highway, but that funds were so limited that the project could not be considered at this time. The delegates stated that they preferred that when work was commenced it would be started on the Mitchell end which they considered would serve the greater number of local people. The Engineer was instructed to report at the next meeting on the most feasible unit on the Mitchell end which would connect with the present road.

Budd W. Jones and C. M. Warren submitted a form of petition and map showing the boundaries of the proposed Salmon River-Grande Ronde Highway Improvement District and asked the approval of the Commission in accordance with the provisions of the law. After consideration, the Commission set the date for a public hearing on the boundaries of the proposed district at 3 o'clock P. M. on April 10, 1926, to be held in the New Grande Ronde Hotel at New Grande Ronde.

The Commission met again at 2 o'clock P. M. with all Commissioners present.

Gellatly Point-Corvallis Section of the Corvallis-Newport Highway, grading. The award of the contract being satisfactory to the County Court of Benton County who are cooperators, on motion which was carried, the contract was awarded to the low bidder, Slate Construction Co., at $36,439.00, using concrete culvert pipe.

Gellatly Point-Corvallis Section of the Corvallis-Newport Highway, culverts. The award of the contract being satisfactory to the County Court of Benton County who are cooperators, on motion which was carried, the contract was awarded to the low bidder, Cummins & La Pointe, at $6,605.00.

Ferry boat for Marion County to be used at Independence. On the request of County Commissioner Smith, the bid was rejected.

Judge James and Commissioners Dunn and Kent of Lincoln County and Frank Priest, Lester Martin, Dr. E. E. Brooks, A. L. Thomas of Newport, J. H. Middleton, J. W. Morris and J. G. Frink of Waldport asked for the construction of a section of the Coast Highway between Waldport and Newport with especial reference to a unit on the Waldport end to eliminate the present tramway over the sand beach. The Commission replied that no funds were available for the project this year as the Commission were using all available resources to complete the section between Newport and Taft in the northern part of the county.

Judge Moses and Commissioner von Lehe of Benton County stated that the County Court would take definite action to establish the road and secure the right of way between Corvallis and Gellatly Point on the Corvallis-Newport Highway at their April meeting.

The Benton County Court requested that bids be called in April for grading the Alsea Valley Section, from the east end of the Missouri Bend Unit to the west end of the Alsea Mountain Section, 10.5 miles in length. In view of the shortage of funds the Court agreed to advance the county funds to cover the state's share on this project, the state to repay the sum thus advanced or equalize the cooperation by contribution on surfacing or another project on this highway. After consideration, the Commission instructed the engineer to prepare plans and specifications and receive bids at the next meeting for the Alsea Valley project.

Mr. F. J. Miller, Dr. J. H. Robnett, Waldo Anderson, F. E. Callister and J. H. Ralston of Albany and County Commissioner Hume were present in the interest of the Santiam project. Mr. Miller, as spokesman, stated that for several years a special tax levy of two mills had been raised to meet a special purpose which now had been taken care of and they proposed to continue the same levy and use the money for county cooperation on the Santiam Highway. This matter will come up at May elections and the committee desired to assure the people that the funds which will be raised will be used for that purpose. Commissioner Van Duzer asked, "You are not asking for any definite appropriation?" Mr. Miller replied, "No, we are asking for assurance that if our people vote this tax that the work will be completed as fast as the funds become available from the various sources for that purpose. Our County Court is willing to enter into any

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arrangement for the matching of funds for that particular project." Mr. Miller referred to the fact that Congressman Hawley had suggested that a special appropriation might be secured from the Government for the Santiam Highway. Commissioner Van Duzer stated for the Commission as follows: "It is understood between the Commission and the County Court and citizens of Linn County represented at this meeting that work on the Santiam Highway from Cascadia east, when funds are available on the part of the state, will be had upon the same proportion of payment as hitherto assessed upon the highway; that is, 50% from the county and the balance from the state and government funds. If funds are secured from governmental sources other than existing sources of revenue from the Government (that is, the Bureau of Public Roads and the Forestry Department) that the state will then match the county money fifty-fifty, not taking into consideration the money that came from other governmental sources." Mr. Van Duzer further stated for illustration that if the theoretical project costs $1,000,000 and if there is a special government appropriation of $500,000 for the Santiam Highway, then the project would be financed as follows:

Special government appropriation	$500,000
County of Linn	250,000
State of Oregon and existing Government agencies	250,000
	$1,000,000

The Committee stated that this was their understanding of the proposition which was satisfactory.

Dr. Robnett, Mayor of Albany, stated that the City Council of Albany desired to light the new bridge but they had been threatened with an injunction if the lamps were lighted north of the middle of the river at the expense of the city. He asked if the state would light the north end of the bridge. The Commission declined since it was considered that it would establish a precedent elsewhere. Judge Moses of Benton County was present and he was asked if Benton County would light the north end of the bridge but he also declined, stating that under the agreement arranged between the counties many years ago, Benton County built and maintained the Willamette bridge at Corvallis and Linn County the bridge at Albany. Mayor Robnett stated that the city would find some means for lighting the bridge, although they desired to avoid litigation.

Dr. Robnett, Mayor of Albany, asked the Commission to consider changing the route of the Pacific Highway through Albany as follows: From Washington Street west on Sixth Street to Elm Street then south on Elm to south city limits. The present route continues south on Washington Street to Ninth, then west on Ninth to Elm Street. The change is desired on account of deterioration of pavement on present route. The Engineer suggested other changes in routing to avoid congestion in the downtown district and the use of Ellsworth street as a through traffic street south. The Engineer was instructed to report at the next meeting on the highway routing through Albany.

Senator B. L. Eddy appeared before the Commission for the Roseburg Chamber of Commerce in behalf of the North Umpqua Road. This proposed road begins at Roseburg and has been constructed through Glide to Rocky Creek as a county road and from Rocky Creek to Steamboat Creek it has been improved as a forest development road by the Forest Service. From Steamboat Creek to Big Camas there is no road at all, while from Big Camas to Diamond Lake a trail has been constructed by the Forest Service and from Diamond Lake there was a connection to Crater Lake and The Dalles-California Highway. The desire of the Douglas County people was to have the North Umpqua Road from Rock Creek to Diamond Lake designated as a forest highway so as to make it eligible for forest highway funds. The Engineer was instructed to make a general report on the situation.

Messrs. C. H. Purcell, J. A. Elliott and H. D. Farmer of the U. S. Bureau of Public Roads were present to discuss the Forest Highway program. Judge Bunnell and Commissioner Short of Klamath County also were present. The connection from The Dalles-California Highway to the Park Boundary at the East Entrance was discussed, Mr. Purcell reporting that the Park Service funds were not sufficient to improve the road inside of the Park connecting with this gateway this year. Discussion developed as to whether the south or east entrance would be used by the Southern Pacific Railway Company in routing tourists through the Park from their new cutoff. The Secretary was instructed to inquire from the General Passenger Agent as to the railroad company's plans in this respect. Judge Bunnell suggested that the money appropriated for the East Park Connection be used on the county highway on the west side of Klamath Lake. No action taken on this request.

Mr. Purcell reported that the estimated cost of clearing the entire Mt. Hood-Wapinitia project was $22,000 and it seemed desirable to clear the whole project as one job. The previous appropriation was $12,000, being $6,000 county and $6,000 state. Mr. Purcell suggested that since the $45,000 of Government funds appropriated for the surfacing of the Euchre Creek-Rogue River Section could not be used at present on account of the grading not being completed that $10,000 of this money be diverted to the Mt. Hood-Wapinitia clearing project. He also suggested that the remaining $35,000 be added to the government share on the cooperative projects on The Dalles-California Highway, reducing the state share by a corresponding amount, and agreed that the surfacing of the Euchre Creek-Rogue River Section would be financed later out of returns from the use of equipment and savings out of the contingency allowances. This arrangement was approved by the Commission.

Dr. G. S. Wright, Senator W. T. Vinton, T. A. White and W. S. Link of McMinnville and S. M. Calkins and J. C. Colcord of Newberg urged a change in the naming of the state highway routes between Junction City and Portland and also a rearrangement of the direction signs at Junction City and Corvallis which they stated would give the west side towns a greater share of the tourist traffic. After considering the matter at some length, the Commission voted to appoint a committee to look over the signing system used and make a recommendation to the Commission as to suggested changes which would properly direct travel with due regard to fairness to the

communities served. The Commission appointed the following to serve on the committee: F. J. Miller, Albany, Geo. Grabenhorst, President Chamber of Commerce, Salem, W. T. Vinton, McMinnville, Dr. G. S. Wright, McMinnville, L. Therkelsen, Portland.

Commissioner S. G. Reed stated that Tillamook County was willing to advance $50,000 of the county cooperative funds in order to begin work at once on the Roosevelt Highway project. After consideration, the Commission instructed the engineer to prepare plans and specifications and advertise for bids on the bridge over the South Fork of the Nehalem River at Mohler, the Wheeler Mill-Wheeler Overhead grading project and the Miami-Hobsonville grading project.

J. T. Brand, G. W. Harry, E. J. Schneider, Walter Laird and Robert Harrison of Myrtle Point and J. A. Larson of the Marshfield Chamber of Commerce asked that the approval of the market road map of Coos County be reconsidered and that the market road No. 1 designated as the Myrtle Point-Sitkum Market Road be routed across Coopers bridge into Myrtle Point rather than via Bald Hill connecting with the state highway one mile north of Myrtle Point. The committee presented several petitions covering this matter which were ordered filed. The Commission instructed the Engineer to investigate the two routes and report to the Commission. Chairman Duby expressed his intention to look the location over on the ground.

Mr. Frank Priest of Newport appeared in the interest of a park at Otter Rock adjoining the "Punch Bowl." He stated that in the original townsite of Otter Rock, provision had been made for a park but he did not think that the area had been actually dedicated to the public. He stated that Mr. F. W. Leadbetter was now the owner of the property. Commissioner Van Duzer stated that he would interview Mr. Leadbetter in the near future.

Judge Bunnell and Commissioner Short were present and asked for the surfacing on the Bly Mountain Section of the Klamath Falls-Lakeview Highway 13.5 miles in length. The Engineer reported that the grading was far enough along so that this could be done. The County Court expressed their desire to continue on a fifty-fifty basis as heretofore agreed upon. With this understanding, the Commission instructed the Engineer to prepare plans and specifications and authorized the advertising of the project for bids at the next meeting.

Judge Bunnell stated that Klamath County would like to have the Rock Creek road on the west side of Klamath Lake placed on the forest road map. On motion of Commissioner Van Duzer, it was agreed to request the Forest Service to include this road in the forest development system and after placing it there, do some work on it.

The Klamath County Court stated that some years ago they purchased some county line markers which they now offered to the state to be erected at the Klamath County line on each state highway. The Commission accepted the markers and instructed the engineer to have them placed at once.

The location of the Klamath Falls-Lakeview Highway east of Dairy was discussed. Judge Bunnell argued that the designation north from Bonanza to the common point, thence to Beatty and Bly should stand without change. James B. Wight, a resident of Yonna Valley, urged the shorter and more direct location from Dairy northeasterly to the common point thence to Beatty and Bly. The Commission deferred decision in the matter.

A meeting was held in Room 209 Imperial Hotel at 8:30 o'clock in the evening with all Commissioners present.

The minutes of the meeting of February 25 and 26 were approved.

Commissioner Malone offered the following resolution relative to the final apportionment of the 1926 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, all counties have made a levy on all the taxable property of the County for the specific purpose of market road construction in 1926, and, whereas 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 1926 the funds raised by the State levy of 1 mill upon all the taxable property of the State, based upon the State valuation of the several Counties, as shown by the statement prepared by the State Tax Commission under date of December 11, 1925, amounting to $1,084,537.62, together with the balance of $1,943.38 of the 1925 State Market Road Appropriation unapportioned, making available for apportionment for 1926, a total of $1,086,481.00 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;

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NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby apportion the 1926 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 1925 State Market Road Funds carried over, less expenses of administration, and that each County that failed to provide a levy that would produce an amount equal to its proportionate share of the 1926 State Market Road Appropriation shall receive an amount equal to the amount produced by its 1926 County levy, with the exception of Multnomah County which shall receive such an amount as will equal said County's levy of 0.30 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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STATE MARKET ROAD APPROPRIATION AS APPORTIONED BY THE STATE HIGHWAY COMMISSION FOR THE YEAR 1926

Name of County	Valuation for County Levy	County Levy in Mills	County Funds Produced	Funds Produced by State 1 mill Levy	Mult. Co. Surplus and bal. of 1925 Funds apportioned	Proportionate share of 1926 Funds	1926 Apportionment
Baker	$ 27,056,417.42	1.2	$ 32,467.70	$ 22,850.44	$ 8,546.75	$ 31,397.19	$ 31,397.19
Benton	13,534,960.35	1.85	25,039.68	16,003.29	5,985.71	21,989.00	21,989.00
Clackamas	33,316,867.56	2.04105	68,001.39	49,240.96	18,417.60	67,658.56	67.658.56
Clatsop	38,608,029.81	-	41,000.00	29,262.09	10,944.90	40,206.99	40,206.99
Columbia	21,428,647.69	1.0	21,428.65	17,842.63	6,673.68	24,516.31	21,428.65
Coos	26,479,968.36	3.5	92,679.89	26,090.87	9,758.77	35,849.64	35,849.64
Crook	5,606,762.62	1.75	9,811.83	5,714.87	2,137.53	7,852.40	7,852.40
Curry	5,851,232.00	-	7,000.00	4,323.94	1,617.29	5,941.23	5,941.23
Deschutes	9,772,334.78	1.74	17,003.86	12,559.23	4,697.53	17,256.76	17,003.86
Douglas	34,017,835.69	1.5	51,026.75	30,939.67	11,572.37	42,512.04	42,512.04
Gilliam	15,198,099.32	1.0	15,198.10	9,983.19	3,734.02	13,717.21	13,717.21
Grant	9,052,797.80	1.4	12,673.92	7,537.84	2,819.38	10,357.22	10,357.22
Harney	9,510,276.51	-	11,800.00	8,924.32	3,337.97	12,262.29	11,800.00
Hood River	10,976,531.30	1.8	19,757.76	10,139.29	3,792.40	13,931.69	13,931.69
Jackson	30,331.885.23	1.4	42,464.64	29,396.25	10,995.09	40,391.34	40,391.34
Jefferson	6,507,199.28	-	8,000.00	5,418.24	2,026.59	7,444.83	7,444.83
Josephine	8,966,053.21	1.25	11,207.57	7,911.32	2,959.07	10,870.39	10,870.39
Klamath	26,292,166.71	1.5	39,438.25	23,550.75	8,808.69	32,359.44	32,359.44
Lake	12,013,773.20	1.5	18,020.66	10,293.25	3,849.99	14,143.24	14,143.24
Lane	42,996,093.79	-	65,000.00	46,215.61	17,286.03	63,501.64	63,501.64
Lincoln	12,657,894.95	1.0	12,657.89	8,803.69	3,292.85	12,096.54	12,096.54
Linn	29,779,260.00	1.6	47,646.82	33,217.00	12,424.16	45,641.16	45,641.16
Malheur	14,040,174.32	-	20,000.00	14,068.34	5,261.98	19,330.32	19,330.32
Marion	44,781,877.57	-	70,000.00	47,275.56	17,682.49	64,958.05	64,958.05
Morrow	13,851,883.53	1.2	16,622.26	10,918.67	4,083.91	15,002.58	15,002.58
Multnomah	352,105,203.25	0.3	105,631.56	385,479.29	2,822.20*	108,453.76	105,631.56
Polk	14,206,352.59	-	27,000.00	19,087.64	7,139.35	26,226.99	26,226.99
Sherman	14,352,833.05	-	25,771.00	10,101.38	3,778.22	13,879.60	13,879.60
Tillamook	30,116,529.12	1.0	30,116.53	22,255.50	8,324.23	30,579.73	30,116.53
Umatilla	54,721,364.56	1.18	64,571.21	46,884.60	17,536.26	64,420.86	64,420.86
Union	25,311,397.40	1.38	34,929.73	19,184.21	7,175.47	26,359.68	26,359.68
Wallowa	14,072,288.45	1.5	21,108.43	12,056.97	4,509.67	16,566.64	16,566.64
Wasco	22,265,011.78	1.35	30,057.77	18,031.11	6,744.18	24,775.29	24,775.29
Washington	26,992,886.84	2.0	53,985.77	34,690.76	12,975.39	47,666.15	47,666.15
Wheeler	6,268,364.20	1.5	9,402.55	4,750.97	1,777.01	6,527.98	6,527.98
Yamhill	21,496,364.67	-	37,500.00	23,533.88	8,802.38	32,336.26	32,336.26
Totals	$1,084,537,518.91		$1,216,022.51	$1,084,537.62	$251,468.91	$1,068,981.00	$1,061,892.75

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Amount produced by one mill state levy	$1,084,537.62
Balance of 1925 unapportioned market road fund carried over	1,943.38
Total in 1926 market road fund	$1,086,481.00
Reserve for administration and advances	17,500.00
Total funds to be apportioned in 1926	$1,068,981.00
Total apportionment to counties in 1926 equals	1,061,692.75
Unapportioned state market road funds	$ 7,088.25

The motion was duly seconded and declared carried.

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

WHEREAS, by the terms and provisions of Chapter 201, General Laws of Oregon, 1925, the State Highway Commission is authorized to acquire land or ground necessary for the development and maintenance of parks, parking places, automobile camps, camp sites, public squares, or recreation grounds or resorts; and

WHEREAS, in the judgment and opinion of the State Highway Commission it is necessary for the convenience of the public that there be acquired for public purposes, to-wit: for the purpose of developing and maintaining a park, parking place, automobile camp and recreation ground or resort, the following described parcel of land:

"A tract of land lying in Lots 2 and 3 of Section 29, T. 9 S. R. 11 W. W. M., Lincoln County, being more particularly described as follows:

Beginning at a point in the westerly right of way line of the Roosevelt Coast Military Highway as located over and across the above described property, said point being 77.4 feet west of engineers P. I. Station 1+01.25 and being 2640 feet north and 4362.4 feet west of the section corner common to sections 28, 29, 32 and 33, of T. 9 S. R. 11 W. W. M.; thence west a distance of 167.3 feet; thence north 42°53' west, a distance of 94.8 feet; thence south 9° 18' east, a distance of 339.1 feet; thence south 70°55' east, a distance of 105.0 feet; thence north 40°51' east, a distance of 208.2 feet; thence south 61°35' east, a distance of 137.8 feet to a point on the westerly right of way line of said highway opposite engineer's station 1+75; thence along said right of way line to point of beginning, as follows: North 41°38' east, a distance of 25.0 feet; thence on a curve to the right, having a radius of 603.0 feet, and

whose tangent at the point of beginning bears north 48°22' west, a distance of 121.0 feet; thence south 53°08' west, a distance of 70.0 feet; thence on a curve to the right, having a radius of 304.6 feet and whose tangent at the point of beginning bears north 36°52' west, a distance of 154.2 feet to the point of beginning of this description; containing 1.51 acres, more or less, Lincoln County, Oregon;" and

WHEREAS, it appears that said parcel of land is owned by and in the possession of W. S. Badley and _____ Badley, husband and wife, and W. F. Badley and _____ Badley, husband and wife; and

WHEREAS, in the judgment and opinion of the State Highway Commission it is necessary that title to the said parcel of ground be procured for the purposes herein stated.

THEREFORE, BE IT RESOLVED, that the said above described tract of land be, and the same is hereby declared by this resolution to be necessary; and

IT IS FURTHER declared that the convenience of the public requires the acquisition of said parcel of land for the purpose of developing and maintaining thereon a park, parking place, automobile camp and recreation ground; and

BE IT FURTHER RESOLVED that a further effort be made to agree with the owners of said tract of land upon the compensation to be paid for the taking of the same and the damage, if any there be, and in the event that no satisfactory agreement can be reached then IT IS HEREBY FURTHER RESOLVED that the Attorney General of the State of Oregon, and J. M. Devers, Assistant Attorney General and attorney for the State Highway Commission be, and they are hereby requested to negotiate with said parties for the acquisition of said parcel of land, and in the event that they are unable to reach an agreement then they are hereby requested to commence and prosecute to a final determination such suit or action as may be necessary and appropriate to acquire title to the said premises and all rights therein for the purposes herein stated.

The motion was duly seconded and declared carried.

The request of H. L. Bergman of Florence for state aid in the reconstruction of a ferry slip at Florence was declined by the Commission.

The Secretary reported that Carl Bauers had arranged to transfer 17.58 acres of land fronting on the beach adjoining the Coast Highway about one-half mile north of Brookings to the state for park purposes at the same price per acre which he paid per acre for the entire tract. The Commission approved the purchase at $572.76 and instructed that the park be named Harris Park.

Commissioner Van Duzer reported that the owners of the property between the west right of way line of the highway and the Southern Pacific right of way on the bluff south of Oregon City had offered to sell this view point to the state and had reduced their original price very materially and now asked that the Commission make them an offer for the property. A letter was received from the Chamber of Commerce of Oregon City urging that the Commission acquire this property for scenic purposes. After consideration, the Commission voted to refer the matter to Commissioner Van Duzer with authority to act.

The date for the next meeting was set for April 29th at 10 o'clock A. M.

The Engineer was authorized to advertise the following projects:

City of Bandon Section of the Roosevelt Highway, grading and surfacing;
Alsea Valley Section of Alsea Highway in Benton County, 10.5 miles grading;
Wheeler Section of Roosevelt Highway in Tillamook County, 1.5 miles of grading and surfacing;
Miami-Hobsonville Section, Roosevelt Highway in Tillamook County, grading, surfacing and bridges;
Winchester Bay-Coos County Line Section of Roosevelt Highway in Douglas County, grading, if the County Court is ready;
Bridges over Depoe Bay and Rocky Creek on the Roosevelt Highway in Lincoln County;
Bridge at Ballards Landing over Snake River, to be financed by cooperative agreement between State of Idaho, Baker County, State of Oregon, Idaho Copper Co. State of Oregon share to be available from special legislative appropriation.
Overcrossing structure Southern Pacific railroad at Wren on Corvallis-Newport Highway in Benton County;
Bridge over Mary's River on Corvallis-Newport Highway in Benton County;
Bridge over South Fork of Nehalem River near Mohler on Roosevelt Coast Highway in Tillamook County;
Bridge over Yachats River on Roosevelt Coast Highway in Lincoln County;
Bridge over North Slough near Hauser on Roosevelt Coast Highway in Coos County.

The Attorney was instructed to prepare an application for a hearing before the Public Service Commission on the elimination of several grade crossings on the Southern Pacific Railroad between Rockaway and Hobsonville.

The Engineer was instructed to make an examination of a route of the Roosevelt Highway through Reedsport with especial reference to a future bridge across the Umpqua River east of the railroad bridge.

An application for extension of time to June 30, 1926 was received from Kuckenberg & Wittman, contract No. 840, Crooked River Bridge. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

Commissioner Van Duzer reported that Mr. Frank McGettigan, who with associates had purchased the townsite of Cascade Locks on the Columbia River Highway in Hood River County, had stated that if the Commission desired to straighten out the alinement or secure additional right of way, that the owners were willing to deal on reasonable terms. The Engineer was instructed to check over the situation on the ground.

The Secretary reported that the State Land Board had arranged to exchange school land scrip for about 60 acres of the government land at the Crooked River bridge. This tract extends along the rim of the canyon and will be valuable for scenic purposes taken in connection with the tract previously donated by the Oregon Trunk Railway and prevent its use for commercial purposes.

The Market Road Engineer reported that the map of the market road system of Clackamas County had not yet been presented to the Commission for approval for the reason that the County Judge refused to include the Bluff Road toward Bull Run. The Commission decided to withhold approval until this road is included.

On motion which was carried, the Commission authorized the removal of load limitations on the following highways, effective April 1, 1926:

Columbia River Highway, between the Multnomah County Line and Hood River.

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.

Willamette Highway, between Goshen and Lowell, in Lane County.

Willamette Valley-Florence Highway, between Cheshire and Rainrock, in Lane County.

McKenzie Highway, between Sisters and Redmond in Deschutes County.

McKenzie-Bend Highway, between Sisters and the junction with The Dalles-California Highway near Bend in Deschutes County.

The Dalles-California Highway between the Jefferson County Line and the north city limits of Bend in Deschutes County.

Because of the fact that one surety company is now offering a varying schedule of rates dependent upon the percent of the contract covered by the bond, the Commission instructed the Secretary hereafter to require 50 per cent bonds on contracts instead of 100 per cent surety bonds which have been required since January 1, 1926.

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

Chairman

Commissioner

Commissioner

State Highway Engineer
and Secretary

VOLUME XI

MINUTES OF OREGON STATE HIGHWAY COMMISSION

COVERING PERIOD

F R O M

APRIL 1, 1926

T O

MARCH 31, 1927

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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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Page	Date 1926	Subject
1980	April 10	Hearing on Salmon River-Grande Ronde Highway Improvement District.
1985	April 29	Bids opened on following projects: Missouri Bend-Alsea Mountain Section, grading; Bandon Section, grading;
1986		Bly Mountain-Beatty Section, surfacing; Wheeler Section, grading and surfacing; Bridge over Snake River at Ballard's Landing; Overcrossing of S. P. Railroad at Wren;
1987		Bridge over Mary's River near Wren; Bridge over South Umpqua River at Days Creek; Bridge over Rocky Creek near Otter Rock; Bridge over Depoe Bay near Otter Rock.
		John Day Highway. Unity-Cow Valley surfacing; petitions presented by delegation. Ironside-Cow Valley Section ordered.
1988		Minutes of March 25 and April 10 approved.
		Ogden Park. Tract of ground at crossing of Crooked River named.
		Committee on Pacific and West Side Pacific Highways; resignation of W. T. Vinton; S. M. P. Dolan appointed.
		Market Road funds, resolution re apportionment of first one-half.
1990		Umatilla County. Emigrant Park, advertisement for concession privileges ordered.
		Baker-Richland-Halfway-Homestead Highway Improvement District; date for hearing set.
		Columbia County. Commission asked to look over road from Timber to Vernonia.
		Wheeler County. Mitchell-Dayville Section, improvement requested.
		Harney County. Resolution re location of Central Oregon Highway west of Burns at Fred Herrick Lumber Co. mill.
1993		Klamath River bridge dedication in California, invitation received.
		Harrisburg bridge, date for dedication requested.
		Wallowa County. Petition for interstate highway.
		Clackamas County. Purchase of tract along bluff south of Oregon City authorized.
		Klamath County. Oiling from Keno to Jenny Creek requested. Klamath Falls-Lakeview Highway, continuation of grading requested. Section extending east from Beatty authorized.
		Linn County. New route of Pacific Highway through Albany approved.
1994		Clackamas County. Connection with city streets of Oregon City at top of bluff near south city limits to be made.

Page	Date 1926	Subject
1994	April 29	Curry County. Lookout point at Brush Creek to be purchased.
		Washington County. Survey from Beaverton to Multnomah County line to connect with Canyon Road authorized provided Multnomah County bond issue is voted.
		Direction signs at Junction City and Corvallis moved.
		Next meeting May 25, 1926.
		Advertisement for bids on crushed rock maintenance materials authorized as follows:
		20,000 cubic yards between Baker and Ontario, Old Oregon Trail;
		7,000 cubic yards near Grand Ronde, McMinnville-Tillamook Highway;
		7,600 cubic yards at Siskiyou Summit Quarry, Pacific Highway;
		5,000 cubic yards near Hebo, Roosevelt Highway.
		Linn County. Bridge at Coxes Creek, rebuilding authorized.
		Benton County. Oiling of roads on O. A. C. campus ordered.
1995		Tillamook County. Reconstruction of bridge over South Fork of Nehalem River near Mohler authorized.
	April 30	Tabulation of bids read and action taken on following:
		Missouri-Bend-Alsea Mountain Section;
		Bandon Section;
		Bly Mountain-Beatty Section;
		Wheeler Section;
		Ballard's Landing bridge;
		Wren Overcrossing;
		Marys River bridge near Wren;
1996		Days Creek bridge;
		Rocky Creek bridge near Otter Rock;
		Depoe Bay bridge.
		Forest projects discussed.
		Klamath County. Connection between The Dalles-California Highway and East Park Boundary; construction deferred. Forest funds transferred to Euchre Creek-Wedderburn surfacing.
		Grant County. Roadbed width on Beech Creek-Long Creek forest project discussed.
		Klamath County. Road on west side of Klamath Lake, forest funds requested.
		Curry County. Rogue River bridge, estimate ordered prepared.
1997		Douglas County. Winchester Bay-Coos County Line project requested. Reedsport-Winchester Bay Section, grading ordered advertised.
		Clackamas County. Widening between West Linn and Bolton requested; city to construct sidewalk.
		Deschutes County. Lava River Caves, employment of caretaker authorized.
		Baker County. Ballard's Landing Bridge, conference between interested parties; award made to Portland Bridge Co.

Page	Date 1926	Subject
1997	April 30	Salaries of State Highway Engineer and Attorney increased.
1998		Guy Watkinds appointed traffic officer.
		Extensions of time:
		Simonsen & Hefty, Bandon-Sixes River Section;
		J. J. Badraun, Chetco River bridge;
		Olds Construction Company, shop and storage buildings at Coquille;
		Olds Construction Company, shop and storage buildings at Klamath Falls.
1999	May 12	Baker-Richland-Halfway-Homestead Highway Improvement District; hearing held at Baker.
2003	May 25	Proposals received on following projects:
		Baker-Ontario Section, maintenance materials;
2004		Siskiyou Summit Quarry, maintenance materials;
		George Ranch-Deer Creek Section, surfacing;
		Ironside-Cow Valley Section, surfacing;
		Wirt Quarry, maintenance material;
		Yachats River Bridge;
2005		Rocky Creek Bridge near Otter Rock;
		Depoe Bay Bridge near Otter Rock;
		Bridge over South Fork of Nehalem River near Mohler;
		Reconstruction of revetment near Harrisburg Bridge.
		Clatsop County. Astoria-Svensen paving to be closed down over Memorial Day week end.
		Lake County. Lakeview-East End of Drews Valley, surfacing ordered.
2006		Summer Lake Section. County to grade and surface; credit to be allowed county.
		Lakeview-State Line. Credit for grading and surfacing asked.
		Lane County. Power Plant-Shell Rock and Shell Rock-Nimrod Sections; grading and surfacing requested. Agreement with County Court.
		Salmon River-Grande Ronde Highway Improvement District; surveys ordered.
		Lane County. Willamette Highway, construction urged; large delegation present.
2007		Curry County. Rogue River bridge; favored by organizations of Coos Bay.
		Coos County. Completion of road between Coos County line and Reedsport desired by North Bend Chamber of Commerce.
		Market Road map; Market Road No. 1 relocated.
		Lincoln County. Yachats River Bridge, inquiry re approaches.
		Clackamas County. Widening for sidewalk between West Linn and Bolton.
2008		Deschutes County. Lava Butte-Lapine Section, surfacing; claim of George M. McDowell presented.
		Baker County. Ballard's Landing Bridge. Corporate surety bond required.

Page	Date 1926	Subject
2008	May 25	Tabulation of bids read and action taken on following: Baker-Ontario Section; Siskiyou Mountain Section; George Ranch-Deer Creek Section;
2009		Ironside-Cow Valley Section; Grand Ronde Section; Hebo-Beaver Section; Yachats River Bridge; Rocky Creek Bridge; Depoe Bay Bridge; Bridge over South Fork of Nehalem River; Reconstruction of revetment above Willamette River Bridge at Harrisburg. Emigrant Park. Engineer authorized to make arrangements for concession. Tillamook County. Wheeler Section; award confirmed. City of Tillamook; state requested to maintain Second Ave. E.
2010		Minutes of April 29 and 30 and May 12 approved. Harrisburg Bridge. Invitation to attend dedication accepted. Wheeler County. Shelton Park; deed accepted. Right of way; eighty feet to be secured. Albany Bridge; tablet honoring Sam Simpson; permission to place. Grant County. Long Creek-Beech Creek Forest Project; width of roadbed. Benton County. Alsea Highway, location between Philomath and Alsea Mountain approved. Lane County. Power Plant-Shell Rock and Shell Rock-Nimrod Section location approved. Clackamas County. Mt. Hood Loop, widening. Funds increased.
2011		Klamath County. Klamath Falls-Lakeview Highway, change of location requested; declined. Lincoln County. Rocky Creek Park site, J. S. Sawyer authorized to negotiate. Portland Gas Company, contract for purchase of Gasco executed. Wallowa County. Unit No. 1, Enterprise-Forest Boundary Section, surfacing; county cooperation offered. Snow plows; advertisement for bids authorized. Next meeting June 24.
2012		Projects authorized: Aurora-Canby, grade widening; Hobsonville-Garibaldi, grading and bridges; Reedsport-Winchester Bay, grading; Unit No. 1, Enterprise-Forest Boundary, surfacing. Patrolman's house and equipment shed, Meacham; Equipment sheds, Canemah and Athena.

Page	Date 1926	Subject
2012	June 24	Proposals received on grading, etc.: Canby-Aurora Section, grade widening;
2013		Reedsport-Winchester Bay Section, grading; Garibaldi-Hobsonville Section, grading; Sailing Gravel Pit, furnishing crushed gravel; Unit 1, Enterprise-Forest Boundary Section, surfacing;
2014		Crooked River Undercrossing; Miami River Bridge; Storage Building at Canemah; Storage Building at Athena. Bids received on snow plow equipment.
2015		Clackamas County. Request for snow plow on Mt. Hood Loop. Jackson County. Rogue River bridge at Gold Hill ordered advertised. Minutes of May 25 approved. Umatilla County. Award of concession at Emigrant Park confirmed. Clackamas County. Grade widening in West Linn, matter reported by Engineer. Lincoln County. Award of contract for Rocky Creek bridge confirmed. Coos County. Protest against change in market road map.
2016		Lane County. Check of estimate for Lowell-Oakridge Section requested. Douglas County. Route through Reedsport discussed. Deschutes County. Market road from McKenzie Highway toward Suttle Lake, location by state requested. Bridge at Tumalo. Advertisement ordered. Central Oregon Highway. Section east from Bend; county will grade if state will surface.
2017		Curry County. Rogue River Bridge, report by engineer. Baker County. Unity-Hereford grading ordered advertised. County cooperation accepted. Klamath County. Beatty-Bly Section, county cooperation offered. Lane County. Willamette Valley-Florence Highway, North Fork Summit Section survey authorized. Lincoln County. Park at Otter Rock donated by F. W. Leadbetter. Benton County. Offer of park at Alsea not accepted. Hood River County. Park at Cascade Locks discussed. Islands along coast, matter of preservation discussed.
2018		Benton County. Philomath-Alsea Mountain Section, modification of requirement for 80 foot right of way declined. Projects ordered advertised: Alsea Valley Section, surfacing; Gellatly Point-Corvallis Section, surfacing; Mohler-Wheeler Section, grading; Bridge over N. Fork Alsea River; Reconstruction John Day River bridge, Gilliam County.

Page	Date 1926	Subject
2018	June 24	Clatsop County. John Day River Bridge, report on condition. New location discussed; paving contract to be stopped on each side.
		Clackamas County. No agreement reached re Bluff Road.
		Coos County. Extension to Market Road No. 6 approved.
		Wallowa County. Flora-Enterprise Highway included on market road map.
2019		Grant County. Long Creek-Monument Road designated market road.
		Klamath County. Midland Market Road extended to state line.
		Wasco County. Road from Shaniko to connect with Wheeler County market road designated market road.
		Linn County. Cascadia Forest Section, surfacing requested.
		Tabulation of bids read and action taken on following:
		Canby-Aurora grade widening;
		Reedsport-Winchester Bay Section, grading;
		Maintenance materials from Sailing Gravel Pit;
		Garibaldi-Hobsonville Section, grading;
		Enterprise-Forest Boundary Section, Unit 1, surfacing;
		Crooked River Undercrossing;
		Miami River bridge;
2020		Storage building at Canemah;
		Storage building at Athena.
		Snow plow equipment, awards made.
		Next meeting July 29, 1926.
		Leave of absence for Messrs. McCullough, Clarke and Klein to attend meeting of American Society in Seattle.
		Six wheel trucks. Attorney to prepare bill for submission to legislature.
		Extensions of time:
		Dunn & Baker, Modoc Point-Klamath Falls Section;
		Kuckenberg-Wittman Company, Crooked River Bridge;
		F. L. Brown, Bend-Lava Butte Section;
2021		A. G. Enright, bridges on Redwood Highway.
		Swartley Bros., Emigrant Hill widening, previous action modified;
		Olds Construction Company, buildings at Klamath Falls.
2022	July 29	Proposals opened on following projects:
		Unity-Hereford Section, grading;
		Gellatly Point-Corvallis Section, surfacing;
2023		Missouri Bend-Alsea Mountain Section, surfacing;
		Beatty-Bly Section, grading;
		Mohler-Wheeler Section, grading;
2024		Bridge over the North Fork of Alsea River;
		Bridge over Deschutes River, Nichols Market Road;
		John Day River Bridge, reconstruction;
		Bridge over Stout Creek, Mehama Market Road;
		Bridge over Pudding River near Mt. Angel;
		Two buildings at Meacham;
2025		Furnishing rip rap rock for Harrisburg bridge revetment.

Page	Date 1926	Subject
2025	July 29	Minutes of June 24 approved.
		Baker-Richland-Halfway-Homestead Highway Improvement District. Amended petition approved.
		Wallowa. Request for change in route through city declined.
		Enterprise. Request for change in route through city declined.
		Wallowa. State to pay for paving 16 foot strip through intersection.
2026		Harney County. Location of Central Oregon Highway east from Burns adopted.
		Expenditures by county under state supervision to be considered as future cooperation.
		Douglas County. Coos County Line-Winchester Bay Section requested. Cooperative agreement reaffirmed.
		Survey between Scottsburg and Drain ordered.
		Marion County. Improvement of road into Champoeg Park requested.
		Salem Sand & Gravel Co., objection to paying for repairs on pavement damaged by trucks of West Side Gravel Co.
2027		Benton County. Alsea Mountain-Philomath Section ordered advertised.
		Curry County. Rogue River Bridge, discussion by representatives from Coos County Good Roads Ass'n and North Bend Chamber of Commerce.
		Klamath County. Dairy-Lorenz Mill Section ordered advertised.
		Shop buildings at Klamath Falls. Claim presented by E. D. Olds.
		Ogden Park. Parapet wall, construction authorized; further improvement authorized.
		Jackson County. Rogue River bridge at Gold Hill, request for lights.
		Market road, opinion regarding authority of Commission to take off map.
		Coos County. Bald Hill Market Road, reconsideration of previous action.
2028		Deschutes County. Central Oregon Highway, section east from city of Bend requested, cooperation discussed.
		Old Oregon Trail, preservation of timber through Blue Mountains; negotiation with property owners authorized.
		Washington County. Proposed change in routing through Forest Grove; investigation ordered.
		Tabulation of bids received and awards made:
		Unity-Hereford Section;
		Gellatly Point-Corvallis Section;
		Missouri Bend-Alsea Mountain Section;
		Beatty-Bly Section;
		Mohler-Wheeler Section;
2029		Bridge over North Fork of Alsea River;
		Bridge over Deschutes River, Nichols Market Road;
		Bridge over John Day River;
		Bridge over Stout Creek;

Page	Date 1926	Subject
2029	July 29	Bridge over Pudding River; Patrolman's house and equipment sheds at Meacham; Furnishing rip rap rock for Harrisburg revetment. Extension of time: H. G. Johnson, Meacham Overcrossing, surfacing. Malheur County. Protest against location of Central Oregon Highway on south bank of Malheur River opposite Harper. Petition re repairing bridge over Snake River at Weiser. Jackson County. Road from Medford to Oregon Caves desired; to be taken up with forest officials.
2030		State Game Commission. Inclusion of clause in highway contracts re hunting and fishing out of season requested. Wapinitia Forest project, change in grade line; negotiation with contractor authorized. Benton and Lincoln Counties. Eddyville-Blodgett Section, widening and resurfacing authorized. Next meeting August 26. Projects ordered advertised: Alsea Mountain-Philomath Section, grading;
2031		Eddyville-Blodgett Section, surfacing; Drews Valley-Lakeview Section, surfacing; Wheeler-Brighton Section, grading; Ogden Park, parapet wall; Rogue River bridge at Gold Hill. Clackamas County. Pacific and Mt. Hood Loop Highways, resolution re reimbursement of county for additional right of way.
2033	August 26	Proposals received on following projects: Alsea Mountain-Philomath Section, grading;
2034		Eddyville-Blodgett Section, resurfacing; Ogden Park, rubble masonry parapet wall; Drews Valley-Lakeview Section, surfacing; Wheeler-Brighton Section, grading; Bridge over Rogue River near Gold Hill. Bids for tubes, casings and solid tires received.
2035		Bid for paving plant received from Willamette Equipment Co. Wheeler County. Cooperation offered on Mitchell-Dayville Section. Baker and Malheur Counties. Unity-Ironside Section requested. Salmon River-Grande Ronde Highway Improvement District; changes in survey requested. Width of roadbed discussed. Clearing, grubbing and grading section from Grande Ronde to Tillamook County Line to be advertised for district.
2036		Lincoln County. South Beach-Waldport Section requested. Falls City-Siletz-Newport Highway Improvement District; hearing to be held. Crook County. Completion of Bear Creek road requested. Lane County. McKenzie Highway, objection to 80 foot right of way requirement. Willamette Highway. Discussion of survey.

Page	Date 1926	Subject
2036	August 26	Douglas County. Umpqua Highway Improvement District; cooperation between Reedsport and Coos County Line, offer accepted by Commission. County cooperation offered on Winchester Bay-Coos County Line project; advertisement ordered.
2037		Survey between Drain and Scottsburg ordered. Curry County. Rogue River bridge discussed. Plans for reinforced concrete bridge ordered prepared. Jackson County. Rogue River bridge, addition of sidewalks requested.
2038		Tabulation of bids read and action taken on following: Alsea Mountain-Philomath Section; Eddyville-Blodgett Section; Parapet wall at Ogden Park; Drews Valley-Lakeview Section; Wheeler-Brighton Section; Rogue River bridge at Gold Hill. Bids on tubes, casings and solid tires referred to engineer. Tillamook County. Rockaway-Garibaldi Section, right of way discussed. Alternate location suggested. Permission to use part of cooperative funds for right of way, to be repaid in 1927.
2039		Trask River bridge, repairs discussed; loads limited. Umatilla County. Emigrant Park, plans for smaller building ordered prepared. Young Electric Co. Plan of pole construction for power line rejected. Clackamas County. Request that Mt. Hood Loop be kept open during winter. Lincoln County. Additional right of way in Toledo discussed; Commission asked to accept 50 foot width. Minutes of July 29, 1926 approved.
2040		Marion County. Champoeg Road, engineer's report. Foster and Kleiser, renewal of contract approved. Lane County, sign at Junction City discussed. Benton County. Alsea Highway, conflicts with city of Corvallis water supply pipe line reported. Washington County. Tualatin Valley Highway relocation through Forest Grove, state cooperation offered.
2041		Gilliam County. Request for oiling John Day Highway declined. Deschutes County. County cooperative offer on 1½ mile unit of Central Oregon Highway accepted. Coos County. Lakeside Undercrossing withdrawn from Federal Aid project. Application to be filed with Public Service Commission. Klamath County. Dairy-Lorenz Mill Section; advertisement to be withheld until right of way is obtained. Hood River County. Request from Pine Grove Grange to stop County from constructing Whiskey Creek Market Road on 7 per cent grade.

Page	Date 1926	Subject
2042	Aug. 26	Lane-Benton County Line. Purchase of park site authorized.
		Curry County. Euchre Creek-Wedderburn Section, negotiation for gravel pits or quarries authorized.
		Next meeting September 28.
		Projects authorized:
		Maintenance materials at Lostine;
		Winchester Bay-Coos County Line, grading;
		Unity-Ironside Section, surfacing;
		1½ miles east of Bend on Central Oregon Highway, grading;
		Timber Canyon Section, grading;
		Grande Ronde-Tillamook County Line Section.
		Extensions of time:
		Dunn & Baker, Modoc Point-Klamath Falls Section;
		Cummins & La Pointe, bridges and culverts on Corvallis-Philomath Section;
		E. W. Lebeck, Harrisburg bridge revetment.
2043	Sept. 11	Falls City-Siletz-Newport Highway Improvement District, hearing held.
2050	Sept. 28	Proposals received on following projects:
2051		Timber Canyon Section, grading;
		Dry Gulch Section, surfacing;
		Unity-Ironside Section, surfacing;
		Winchester Bay-Lakeside Section, grading;
2052		Pilot Butte Section, grading;
		Pacific Highway-Keene Creek Section, resurfacing;
		Tillamook County Line-Grand Ronde Section, grading;
2053		Bridge over Pistol River near Gold Beach;
		Bridge over Abiqua River near Mt. Angel.
		Clatsop County. Appreciation of work between Astoria and Svensen.
		Umatilla County. Lazinka Ranch-Albee Section, completion by county forces proposed by county.
		Emigrant Park. Plans for smaller building ordered.
		Lane County. New ferry across Siuslaw River between Florence and Glenada, state cooperation requested.
2054		Willamette Highway survey east of Lowell to be made when party is available.
		McKenzie Highway, discussion of 80 foot right of way.
		Curry County. Franchise for toll ferry across Rogue River, Commission asked to consider.
		Linn County. Santiam Highway, request that required right of way width be reduced to sixty feet.
		Jefferson County. Addition to Peter Skene Ogden Park presented by Oregon Trunk Railway.
		Deschutes County. Timber along highway south of Lava Butte, matter of exchange to be taken up with Forest Service.
		The Dalles-California Highway, concrete mile posts to be erected.

Page	Date 1926	Subject
2055	Sept. 28	Lincoln County. Alsea Bay-Beaver Creek Unit between Newport and Waldport requested.
		Polk County. Amended petition for Falls City-Valsetz Highway Improvement District presented.
		Morrow County. Jones Hill-Vinson Section, surfacing ordered.
		Curry County. Surfacing of Wedderburn-Euchre Creek Section requested.
		Salmon River Highway Improvement District. Tillamook County Line-Grand Ronde Section, award of contract discussed. Attorney to investigate question of depositing bonds with State Treasurer.
2056		Lake County. Stock and sheep pass along road just west of Lakeview requested.
		Lane County. Cooperation on Springfield bridge agreed upon by state.
		Contracts awarded as follows:
		Timber Canyon Section, grading;
		Dry Gulch Section, surfacing;
		Unity-Ironside Section, surfacing;
		Winchester Bay-Lakeside Section, grading;
2057		Pilot Butte Section, grading;
		Pacific Highway-Keene Creek Section, resurfacing;
		Tillamook County Line-Grand Ronde Section, grading;
		Pistol River Bridge;
		Abiqua River Bridge.
		Political advertisements ordered removed from rights of way of state highways. Political activities by employes prohibited.
		Interstate bridge at Vancouver. Proposed purchase discussed.
		Minutes of August 26, 1926 approved.
		Casings, tubes and solid tires, contracts awarded.
2058		Lane-Benton County Line, park site purchase approved.
		Jackson County. Award of contract for Rogue River bridge approved.
		Lincoln and Benton Counties. Award of contracts for surfacing Blodgett-Eddyville Section confirmed.
		Snake River bridge at Weiser. Request by Idaho for cooperation by Oregon on repairs declined.
		Douglas County. Reedsport-Winchester Bay Section, county cooperation accepted.
		Resolution reducing load limit on following highways:
		Alsea Highway
		Ashland-Klamath Falls Highway
		Columbia River Highway
		Coos Bay-Roseburg Highway
		Corvallis-Newport Highway
		McKenzie Highway
		McMinnville-Tillamook Highway

Page	Date 1926	Subject
2058	Sept. 28	Mt. Hood Loop Highway Redwood Highway Roosevelt Coast Highway Santiam Highway Willamette Highway Willamette Valley-Florence Highway
2061		Clackamas County. Mt. Hood Loop, snow removal requested. Next meeting set for October 26, 1926. Projects ordered advertised: Lena-Vinson Section, surfacing; Deer Creek-Hayes Hill Section, grading;
2062		Rock Creek-Lostine Section, resurfacing; Cairo-Nyssa Section, resurfacing; Cairo-Vale Section, resurfacing; Pilot Rock-Pendleton Section, resurfacing; Pendleton-Washington State Line Section, maintenance materials; Arlington South 11 miles, resurfacing. Road Show in San Francisco. Messrs. Baldock and Campbell authorized to attend. American Association of State Highway Officials. Chairman authorized to attend meeting at Pinehurst, N. C. Extensions of time: J. A. Varner, bridge over West Fork of Illinois River; Hagquist & Bjorkquist, North Unit Rogue River-Euchre Creek Section; John W. Ash, bridge over Bowers Slough; Carl Nyberg, Bend-Lava Butte Section; Shaffer Brothers, Canby-Aurora Section, widening.
2063	Oct. 26	Proposals received on following projects: Blodgett-Devitt-Summit and North Market Road, surfacing; Arlington-Shutler Creek Section, resurfacing and furnishing maintenance materials;
2064		Deer Creek-Hayes Hill Section, grading; Ontario-Nyssa Section and Vale-Cairo Section, furnishing maintenance materials; Jones Hill-Vinson Section, surfacing;
2065		Pilot Rock-Freewater Section, furnishing maintenance materials; West Birch Creek Market Road and Pilot Rock Section, surfacing and furnishing maintenance materials; Rock Creek-Lostine Section, resurfacing and furnishing maintenance materials. Salmon River road, remonstrance against engineer's location. Tillamook County. Trask River bridge, discussion.
2066		December meeting of Commission, Wednesday, December 22. Marion and Yamhill Counties. Woodburn-Newberg road, state requested to take over.

Page	Date 1926	Subject
2067	Oct. 26	Deschutes County. Request for adoption of new location north of Bend. Right of way discussed. Linn County. Santiam Highway, cooperation on Lebanon-Cascadia Section to be continued. Cooperation on section east of Cascadia discussed.
2068		Islands along coast, Congressman Hawley agreed to support measure to cede to state. Lane County. Cooperation agreed upon on Gate Creek, Blue River and McKenzie Bridge; Indian and Deadwood Creek bridges held for consideration. Tabulation of bids received and awards made on following: Blodgett-Devitt-Summit and North Market Road; Arlington-Shutler Creek Section; Deer Creek-Hayes Hill Section; Ontario-Nyssa Section and Vale-Cairo Section; Jones Hill-Vinson Section; Pilot Rock-Freewater Section;
2069		West Birch Creek Market Road; Rock Creek-Lostine Section. Lincoln County. Newport-Waldport Section, construction urged. Oregon Beaches Association, statistics requested on status of Roosevelt Highway. Harney County. Crane-Well Hill market road, approval of contract withheld. Additional project approved.
2070		Burns north forest project, extension to Grant County line requested. McKenzie Pass, timber trestle construction proposed by Geo. Melvin Miller. McMinnville-Tillamook Highway. Log hauling permit granted to Messrs. Klees and Gigoux. Minutes of September 11 and September 28, 1926 approved. B. C. Seydel Co. contract transferred to Seydel-Hammel Co.
2071		Wallowa County. Payment of $10,000 due state deferred until next year. Salmon River-Grand Ronde Highway Improvement District, suit to determine validity of bonds discussed; low bid for construction to be held open.
2072		Market Road Fund, resolution relating to distribution of second one-half.
2075		Market road projects approved: Union County - Alicel-Lower Cove, Unit "A"; Hunter Lane-Pleasant Grove; Columbia County - Taree sections of Nehalem Highway. Hood River County. Whiskey Creek Market Road, award of contract approved by Commission. Baker County. Market Road No. 5 removed from system, road up Burnt River substituted. Klamath County. Market road No. 8 extended.

Page	Date 1926	Subject
2075	Oct. 26	Mt. Hood Loop, experimental snow removal work to be done on south side.
2076		Emigrant Springs. Tentative sketches of log house approved.
		Umatilla County. Connection between Columbia River Highway and ferry landing at Umatilla, request for examination of route.
		Extensions of time:
		D. T. Eaton, Wren Overcrossing;
		D. T. Eaton, bridge over Marys River;
		A. D. Kern, furnishing crushed rock from Siskiyou Summit Quarry;
		Lair & Company, Wheeler Section;
		W. C. Elliott, furnishing broken stone for maintenance, Wirt Quarry.
		Date for next meeting November 23.
2077	Nov. 29	Grant County. Long Creek-Hamilton road, designation as forest road requested.
		Pendleton-John Day Highway, section between Beech Creek and forks of Beech Creek, surfacing and widening requested on 1927 forest program.
		Burns-Canyon City Road, forest project requested.
		Burns-Canyon City-John Day Road, designation as state highway requested.
		Wilson River Road. Delegation present.
		Morrow County. Heppner-Spray Road, designation as state highway requested.
		Minutes of October 26, 1926 approved.
		Marion and Yamhill Counties. Designation of Woodburn-Newberg Road declined.
		Washington County. Extension of Market Road No. 11 approved.
2078	Nov. 30	Umatilla County. Pendleton-John Day Highway, section between Lazinka Ranch and point opposite Albee requested.
		Indebtedness to state cancelled; this sum to be used by county on foregoing project.
		Elgin-Weston road, Toll Gate-McDougal Camp Section, inclusion in forest road program requested.
		Tillamook County. Right of way through Rockaway discussed by delegation.
2079		Malheur County. Jordan Valley road, request that it be placed upon state highway map.
		Columbia, Clatsop and Washington Counties. Request for addition of Inland Loop Road to state highway system.
		Polk County. Falls City-Valsetz Highway Improvement District, date for hearing on revised boundaries requested.
		Malheur County, Central Oregon Highway location through Harper Valley, objection by J. T. Fairman.
2080		Lincoln County, South Beach-Waldport Section requested.
		Compensation for material removed in front of property of C. H. Bogert in Toledo.

Page	Date 1926	Subject
2080	Nov. 30	Benton County. Request that bridges at Mill Creek and Oak Creek be considered cooperative projects.
		Douglas County. North Umpqua Road, request that it be placed upon forest highway map.
		Linn County. Santiam Highway, delegation present.
2081		Lane County. Florence-Rainrock project, request that it be placed upon 1927 forest highway program; county cooperation offered. County cooperation offered on Deadwood Creek bridge.
		Springfield bridge, county bond funds available.
		Lincoln County. Rocky Creek bridge, contractor delinquent, cancellation of contract approved.
		Lake County. Future credit asked for county funds expended on Prineville-Lakeview Highway.
2082		Stock driveway west of Lakeview, request for aid withdrawn.
	Dec. 1	R. W. Pepin; claim on contract for constructing guard fence in Hood River and Wasco Counties.
		Bureau of Public Roads and Forest Service; joint conference re forest highway program for 1927.
		Lane County; completion of Florence-Rainrock unit urged; cooperation offered on Deadwood Creek bridge.
		Union and Umatilla Counties. Ruckles Pass road, investigation requested before adoption of Toll Gate road between Elgin and Weston.
		Forest highway program for 1927 adopted.
2083		Salmon River road, dependent upon decision by Supreme Court re validity of Improvement District Law.
		Crater National Park. Connection between The Dalles-California Highway and Sand Creek entrance discussed.
		Grant County. Road between Hamilton and Beech Creek to be investigated.
		Continuing projects into 1928:
		Wapinitia
		Burns North
		Florence-Rainrock
		Salmon River Road
		Lane County. Deadwood Creek bridge, county cooperation accepted.
		Clatsop County. New bridge over Wahanna Creek requested.
		Extensions of time:
		Kibler & Bartlett, Crooked River Section;
2084		Stevens & Doty, Sailing Gravel Pit;
		Wm. Endicott, half-viaduct and retaining wall under Crooked River bridge;
		O. N. Pierce, buildings at Meacham.
		Road oil, lubricating oil and gasoline; bids to be received at next meeting.
		Deschutes County, Lot in city of Bend purchased for storage purposes.

Page	Date 1926	Subject
2084	Dec. 1	Lake County. Two lots in Lakeview purchased for storage purposes.
		Lane County. Location of Pacific Highway through Eugene; request for change declined.
		Audit of funds authorized.
		Curry County. Engineer authorized to prepare designs for ferry at Rogue River.
		Josephine County. Shattuck Corner-Hayes Hill Section, grading ordered advertised.
2085		Secretary instructed to confer with Commissioner Van Duzer in matter of the Biennial Report.
	Dec. 22	Proposals for grading Hayes Hill-Shattuck Corner Section received.
		Bids for lubricating oils and greases received.
2086		Harney County. Central Oregon Highway, cooperation offered by county on Buchanan-Catterson-Vandeveer Unit. Completion of survey ordered.
		Crook County. Extension of Bear Creek Section requested.
		Interstate bridge at Vancouver. Matter of state taking over discussed.
2087		Josephine County. Request for additional funds for Caves Road declined.
2088		Lane County. Main Street location adopted for Springfield bridge. Application to Public Service Commission for hearing in matter of closing of grade crossing in Second Street, Springfield.
		Tillamook County. Inquiry by property owners at Rockaway re payment of damages for new right of way.
		Curry County. Myers Creek-Chetco River Section, bids on surfacing to be received at February meeting.
		Lake County. Cooperation agreed upon on Paisley-Summer Lake Section. Cooperation requested on Lakeview South Project.
		Clackamas County. Designation of East Side route from Oregon City to Portland requested.
		Lincoln County. Progress on Rocky Creek bridge discussed; extension of time allowed.
2089		Crater Lake Park. Connection between east entrance and Dalles-California Highway discussed with Col. Thomson.
		Illumination of highways. Demonstration proposed by P. E. P. Co. and General Electric Co.
		Josephine County. Award of contract for grading Hayes Hill-Shattuck Corner Section of Redwood Highway.
		Klamath County. Construction of Devils Garden Section requested. Inclusion of Ashland-Klamath Falls Highway in oiling program requested.
2090		Ballards Landing bridge. Claim for extra work presented by contractor.
		Wasco and Hood River Counties. R. W. Pepin claim for rejected posts on contract for guard fence.

Page	Date 1926	Subject
2090	Dec. 22	Tillamook County. Cannon Beach Junction-Hamlet Junction Section, claim of Greenwood & Dann for additional compensation.
	Dec. 23	Oiling projects for 1927:
		Cairo-Vale Section, John Day Highway;
		Cairo-Nyssa Section, Old Oregon Trail;
		Pendleton-Pilot Rock Section, Oregon-Washington Highway;
		Arlington-Olex Section, John Day Highway;
		Wasco-Moro Section, Sherman Highway;
		Tygh Valley-Maupin, The Dalles-California Highway;
		Wasco-Jefferson County Line-Jefferson County Line-Deschutes County Line, The Dalles-California Highway;
		Bend-Lava Butte Section, The Dalles-California Highway;
		Albany-Lebanon Section, Santiam Highway;
		Dillard-Foot Camas Mountain, Coos Bay-Roseburg Highway;
		Pacific Highway Junction-Keene Creek, Ashland-Klamath Falls Highway;
2091		Grants Pass-4 miles West, Redwood Highway;
		Selma-California State Line, Redwood Highway.
		Program on Coast held in abeyance.
		Medford-Trail project not to be oiled this year.
		Contracts for gasoline, asphalt, fuel oil and road oil.
		Equipment Engineer Campbell authorized to go to California to look over oil heating equipment.
		Next meeting January 27, 1927.
		Projects authorized:
2092		Maintenance materials
		Dillon-Quinton Section;
		Cow Canyon Junction to Gateway Road Section;
		Gateway Road to Opal City Road Section;
		Terrebonne-Bend Section;
		Fort Klamath-Williamson River Section;
		Medford-Prospect Section;
		Rough and Ready Creek-California State Line Section;
		Mystic Creek-Pacific Highway Junction Section;
		Necanicum River-Nehalem River Section;
		Cloverdale-Neskowin Section;
		Island City-Minam Section;
		Ione-Heppner Section;
		Surfacing
		Hayes Hill-Deer Creek Section;
		Grading
		Metolius North Section;
		Bridges
		Six reinforced concrete bridges, Deer Creek-Hayes Hill Section;
		Two steel spans over Canyon Creek near Canyonville;
		Bridge over North Slough, Coos County;
		Bridge over Rocky Creek, Benton County.

Page	Date	Subject
	1926	
2092	Dec. 23	Benton County. Blodgett-Devitt-Summit extension added to market road map.
2093		Extensions of time: Motor Investment Company, surfacing Cannon Beach Junction-Hamlet Junction Section; Slate Construction Company, Gellatly Point-Corvallis Section, grading; E. L. Gates, grading Missouri Bend-Alsea Mountain Section; Portland Bridge Company, bridge across Snake River at Ballards Landing; Portland Bridge Company, South Fork of Nehalem River bridge; Wm. Endicott, parapet wall, Ogden Park; Kuckenberg & Wittman, Depoe Bay bridge.
2094		Tillamook County, Wheeler Section. Previous action re penalty rescinded and extension granted without penalty. Clatsop County. Report on Wahanna Creek bridge project. Minutes of meeting of November 29, 1926 approved.
	1927	
	Jan. 18	Conference with members of legislature re Wilson River Toll Road and toll road bill.
2095		Conference re automotive matters. Discussion with Attorney of measures relating to highway matters. Bids authorized for oiling equipment.
	Jan. 24	Joint meeting with Committees on Automobiles and Roads and Roads and Highways.
2096	Jan. 27	Proposals received on following projects: Seaside-Jack Horner Creek Section, maintenance material; Redmond Section, maintenance material; Metolius Cut-Off Section, grading; Cow Canyon-Madras Section, maintenance materials; State Line-Hayes Hill Section, maintenance material; Deer Creek-Hayes Hill Section, surfacing; Ione-Heppner Section, maintenance material;
2097		Bridge over North Slough; Two steel spans near Canyonville; Six bridges near Grants Pass; Steel superstructure over McKenzie River.
2098		Bids for graders received. Lane County. Discussion of Rainrock-Florence Section with Government officials.
2099		Salmon River-Grande Ronde Highway Improvement District; report of Supreme Court decision. Clackamas County. East Side route between Oregon City and Portland requested. Lane County. Willamette Valley-Florence Highway, completion discussed. State to relieve county of cooperation on 1927 forest project. Bids on tractors with loading hoists received.

Page	Date	Subject
	1927	
2099	Jan. 27	Tillamook County. Location through Rockaway adopted. County to borrow funds for right of way from co-operative funds.
2100		Tabulation of bids read and action taken on following: Seaside-Jack Horner Creek Section; Redmond Section; Metolius Cut-Off Section; Cow Canyon-Madras Section; California State Line-Hayes Hill Section; Ione-Heppner Section; Bridge over North Slough; Two bridges near Canyonville over Canyon Creek;
2101		Six bridges on Redwood Highway; County bridge over McKenzie River. Sherman County. Moro-Grass Valley Section, oiling requested. Harney County. Central Oregon Highway, improvement asked. Lane County. Willamette Valley-Florence Highway, location between Florence and Rainrock adopted. Clackamas County market road map approved. Union County. Survey between Kamela and Hilgard authorized.
	Jan. 28	Proposals received on following projects: Jack Horner Creek-Mohler Section, maintenance material;
2102		Mystic Creek-Winston Section, maintenance material; Dillon-Quinton Section, maintenance material; Biggs-Wasco Section, maintenance material; Madras-Opal City Junction Section, maintenance material; Sand Creek Hill-Williamson River Section, maintenance material. Salmon River Road. Request for location southwest from Midway. Wasco County. Discussion of claim of W. D. Hoffman against R. W. Repin, contractor on contract for construction of concrete guard fence.
2103		Tabulation of bids read and action taken on following: Dillon-Quinton Section; Mystic Creek-Winston Section; Jack Horner Creek-Mohler Section; Sand Creek Hill-Williamson River Section; Madras-Opal City Junction Section. Cannon Beach Junction-Hamlet Junction Section, claim of Greenwood & Dann; further consideration requested. Harney County. Weil Hill Market Road, settlement discussed. Meeting adjourned, to be completed February 3, 1927.
2104	Feb. 3	Bids for equipment received: Oil heating units or retorts; Oil distributors; Loaders. Marion County. Request for lease of state owned corner in Jefferson for filling station purposes declined. Baker County. Area at intersection of Baker-Unity and John

Page	Date 1927	Subject
2104	Feb. 3	Day Highways near Unity; purchase authorized.
		Jefferson County. Additional right of way north of Metolius; state to reimburse county.
2105		Lubricating oil and grease contracts awarded.
		Lane County. Protest against eighty foot right of way on McKenzie River Highway received.
		Baker County. Load limit on Old Oregon Trail and Baker-Unity Highway reduced.
2107		Claim of August Stange for damages to automobile referred to Chairman for investigation.
		Hood River. Routing of Columbia River Highway through town approved.
		Tillamook County. Grade crossing elimination and encroachments; agreement with S. P. Co. executed.
		Hood River County. Additions to market road map approved.
		Douglas County. Withdrawals from market road map approved.
		Portland Gas & Coke Company; contract for Gasco executed.
		Bids for map plates received.
		Bids for equipment considered.
2108		Clatsop County. Claim of Greenwood & Dann on Cannon Beach Junction-Hamlet Junction Section presented.
		Minutes of December 22, 1926 approved.
		Projects authorized:
		Myers Creek-Chetco River Section, surfacing;
		Lewis and Clark Bridge Approaches, paving;
		Hebo-Neskowin, maintenance materials;
		Redmond Section, maintenance materials;
		Sand Creek Hill-Williamson River, maintenance materials;
		Madras-Opal City, maintenance materials;
		Hebo-Grande Ronde Section, maintenance materials;
		Grande Ronde-Sheridan , maintenance materials;
		La Grande-Baker, maintenance materials;
		Multnomah County Line-Rhododendron, maintenance materials
2109		Barlow-Harrisburg, paving omitted gaps.
		Clatsop County. Request of residents for acceptance of sixty foot right of way declined.
		Extensions of time:
		Union Bridge Company, Siletz River bridge;
		D. T. Eaton Construction Company, Wren Overcrossing;
		D. T. Eaton Construction Company, Marys River bridge;
		R. W. Stevenson, Bly Mountain-Beatty Section;
		H. J. Hildeburn, Baker-Ontario Section;
		C. J. Montag Company, Yachats River bridge;
		Stevens & Doty, maintenance materials on McMinnville-Tillamook Highway;
2110		J. J. Badraun, Miami River bridge;
		Stephens & Bolderston, bridge over North Fork Alsea River;
		Lindstrom & Feigenson, John Day River bridge;
		Lee Hollenbeck and J. O. Griffiths, Pilot Butte Section.
		Gilliam County. Resolution for acquiring land from which to remove road building materials.

Page	Date 1927	Subject
2112	March 3	Proposals opened on following projects:
		La Grande-Baker Section, furnishing maintenance materials;
		Multnomah County Line-Beaver Creek Section, furnishing maintenance material;
2113		Lewis and Clark River Bridge Approaches, paving;
		Sand Creek Hill-Williamson River Section, furnishing maintenance material;
		John Day River Bridge Approaches, embankment;
		Neskowin-Hebo-Grande Ronde Section, furnishing maintenance material;
		The Dalles-Dillon-Dufur Section, furnishing maintenance material;
		Bridge over Rock Creek near Alsea;
2114		Harney County, completion of survey between Bend and Burns ordered.
		Burns-Sage Hen Hill Section, county cooperation offered;
		Burns-Drewsey, county bond money available.
		Deschutes County.Peter Skene Ogden Park, additional land to be secured and water rights to be purchased.
		Pilot Butte Section, surfacing requested.
		Bend-Sisters Section, oiling requested.
		Sand Creek entrance to Crater National Park, preference expressed by Judge Sawyer.
		Linn County. Survey between Lebanon and Sheas Hill satisfactory.
		Wheeler County. Mitchell-Dayville Section urged.
2115		Falls City-Valsetz Highway Improvement District, boundaries revised, hearing to be held.
		Deschutes County. Snow removal between The Dalles-California Highway and East Lake requested.
		Tabulation of bids read and action taken on following:
		Multnomah County Line-Beaver Creek Section;
		Lewis and Clark Bridge Approaches;
		Sand Creek Hill-Williamson River Section;
		John Day River Bridge Approaches;
		Neskowin-Hebo-Grande Ronde Section;
		The Dalles-Dillon-Dufur Section;
		Bridge over Rock Creek on Alsea Highway;
2116		La Grande-Baker Section.
		Umatilla County. Building at Emigrant Park, advertisement ordered.
		Viento Park. Plans for comfort station ordered prepared.
		Lava River Park. Building for caretaker ordered constructed. Engineer to secure caretaker and place signs.
		Hood River County. Paving between Hood River and Parkdale requested.
		Associated General Contractors, consideration of requests re arbitration, etc. requested.
		Morrow County. Appointment of Ralph Harris as County Engineer approved.
		Tillamook County. Sidewalk on bridge across Three Rivers at Hebo requested.

Page	Date 1927	Subject
2116	March 3	Josephine County. Claim of Wm. Haberman for partial cost of construction of dam. Settlement accepted.
2117	March 4	Proposals opened on following projects: Paving gaps on Pacific and Albany-Corvallis Highways; Beaver Creek-Rhododendron Section, maintenance material; Pistol River-Chetco River Section, slide removal; Madras-Opal City Junction and Metolius Cut-Off Sections, maintenance material and 1.0 mile surfacing; Siletz Bay-Otter Rock Section, surfacing; Grande Ronde-Sheridan Section, furnishing maintenance material.
2118		Oil heaters, contract for six awarded to Commercial Iron Works. Road oilers (3) and loaders (4), contract awarded to Willamette Equipment Company. Lane County. Springfield bridge; right of way discussed; $75,000 total offered by county. Yamhill County. McMinnville-Tillamook Highway, paving from Sheridan toward Grande Ronde requested. Tillamook County. Rockaway-Garibaldi Section, right of way secured; Commission asked to let contract. Trask River bridge, replacement discussed; line change proposed.
2119		Tabulation of bids read and action taken on following: Paving gaps, Pacific and Albany-Corvallis Highways; Beaver Creek-Rhododendron Section; Pistol River-Chetco River Section; Redmond Section; Madras-Opal City Junction and Metolius Cut-Off Section; Siletz Bay-Otter Rock Section; Grande Ronde-Sheridan Section. Clackamas County. Boones Ferry Road to Portland, consideration as alternate route for Pacific Highway requested; Engineer to report. Umatilla County relieved from cooperation on surfacing Vinson-Morrow County Line Section, to be used on grading Lazinka Ranch South Section.
2120		Motorized graders, contracts awarded. Wheeler County. Cooperative agreement on Heppner-Spray Road. Wasco and Sherman Counties. Load limit reduced on The Dalles-California and Sherman Highway.
2122		Umatilla and Union Counties. Load limit reduced on Old Oregon Trail between Pendleton and La Grande.
2123		Next meeting set for March 29, 1927. Projects authorized: Rockaway-Garibaldi Section, grading; Holmes Gap Section, grading, surfacing and bridge; Rogue River Section, approaches to bridge at Gold Hill; Fishers Point Section, rip rap railroad embankment; Myers Creek-Chetco River Section, surfacing;

Page	Date 1927	Subject
2123	March 4	Medford-Prospect Section, resurfacing and maintenance materials; Hood River-Forest Boundary Section, resurfacing and maintenance materials; Island City-Minam Section, resurfacing and maintenance materials; Ferry boat for Rogue River at Gold Beach. Minutes of meetings of January 18, 23, 27 and 28 and February 3 approved. Harney County. Bid of Harness & Colby on Well Hill Market Road reduced; approved by Commission. Extension of time: D. T. Eaton Construction Co., Wren Overcrossing.
2124	March 29	Proposals received on following projects: Albany-Corvallis and Pacific Highways, paving gaps; Myers Creek-Chetco River Section, surfacing;
2125		Parkdale Section, furnishing maintenance material; Approaches to Rogue River Bridge at Gold Hill, grading; Medford-Prospect Section, resurfacing and furnishing maintenance material; Tillamook County Line-Grande Ronde Section, grading; Holmes Gap Section, grading and surfacing;
2126		Rockaway-Garibaldi Section, grading; La Grande-Minam Section, resurfacing and furnishing maintenance material; Ferry boat for Rogue River at Gold Beach;
2127		Building at Emigrant Springs Park. Lincoln County. Yaquina Bay-Alsea Bay Section requested; county finances discussed. Junction City direction signs, delegation present to discuss.
2128		Clackamas County. Survey of Webster Road as state highway route requested. Malheur County. Oiling of Old Oregon Trail and Central Oregon Highway in Vale approved. Klamath County. Completion of Klamath Falls-Lakeview Highway urged. Resurfacing Klamath Falls-Merrill Section and Keno-West Section requested. Deschutes County. Grading north of Bend and surfacing Pilot Butte Section requested. McKenzie Highway. Snow removal requested. Lake County. Location north of Silver Lake requested. Portland-Tillamook Highway Improvement District petition filed.
2129		Crook County. Completion of Bear Creek Section requested. Oiling Ochoco Highway east of Prineville requested. Lane County. Agreement on cooperation and right of way for Springfield bridge. Douglas County. Location of Roosevelt Highway in vicinity of Clear Lake discussed. Extension of Roosevelt Highway to connect with Scottsburg-Drain road requested.

Page	Date 1927	Subject
2130	March 29	Wilson River Toll Road. Application for franchise.
		Tabulation of bids read and awards made:
		Ferry boat for Rogue River;
		Building at Emigrant Springs Park;
		Paving gaps on Pacific and Albany-Corvallis Highways;
		Myers Creek-Chetco River Section;
		Parkdale Section;
		Approaches to Rogue River bridge at Gold Hill;
		Medford-Prospect Section;
		Tillamook County Line-Grande Ronde Section;
2131		Rockaway-Garibaldi Section;
		La Grande-Minam Section;
		Holmes Gap Section.
		Clatsop County. Adjustment of claim of Greenwood & Dann approved.
		Hood River. Routing of Columbia River Highway through city discussed.
		Associated General Contractors of America. Requests re arbitration clause, etc. considered.
2132		Kuckenberg & Wittman. Commission asked to help in defense of suit by Wallace Equipment Company.
		Traffic force. Increase authorized.
		Morrow County. Surfacing of section of Heppner-Spray Road requested.
	March 30	Wilson River Toll Road application considered.
		Minutes of meeting of March 3 and 4, 1927 approved.
		Lake County. Chalk Cliff-Paisley Section, grading requested.
		Clackamas County. Award of contract for maintenance materials on Beaver Creek-Rhododendron Section confirmed.
2133		Falls City-Valsetz Highway Improvement District. Date set for hearing on revised boundaries.
		J. A. Currey. Resignation from Advisory Committee accepted.
		Curry County. Protest from Port Orford Chamber of Commerce against permit for sewer to be extended to beach near Battle Rock.
		State requested to acquire park site near Battle Rock.
		Douglas County. Right of way through townsite of Winchester Bay not secured.
		Washington County. Revised alinement between Multnomah County Line and Beaverton approved; right of way to be secured.
		Timber lands along Old Oregon Trail in Blue Mountains, Chairman authorized to acquire.
		Union County. Additional right of way between La Grande and Union authorized.
2134		Extensions of time:
		Kuckenberg & Wittman, Depoe Bay bridge;
		D. T. Eaton, Wren Overcrossing.
		Jackson County. Gold Hill Section, surfacing authorized.
		Next meeting April 19, 1927.

New Grande Ronde, Oregon, April 10, 1926.

The Commission met in the lobby of the New Grande Ronde Hotel at 3 P. M. Present were:

H. B. Van Duzer, Commissioner
W. H. Malone, Commissioner
Roy A. Klein, State Highway Engineer and Secretary
J. M. Devers, Assistant Attorney General.

On account of the large number present and the inadequacy of the space provided, the meeting was adjourned to the Grande Ronde Hall about one block distant.

The meeting was called to order by Commissioner Van Duzer at 3:00 o'clock P. M.

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 "Salmon River-Grande Ronde 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 a point where the section line between Sections 14 and 23, T. 6 S., R. 11 W. W. M., intersects the Pacific Ocean, which point is also on the Lincoln-Tillamook County line; thence east along said county line to the section corner common to Sections 13, 14, 23 and 24, T. 6 S., R. 10 W. W. M.; thence north along section line to the northwest corner of Section 1, T. 6 S., R. 10 W. W. M.; thence east along the township line to the northwest corner of Section 4 T. 6 S., R. 8 W. W. M.; thence south along the west section line of said Section 4 to the Yamhill-Polk County line; thence east along said county line approximately six (6) miles to a point where the said county line intersects the east line of Section 5, T. 6 S., R. 7 W. W. M.; thence south on section line approximately 11¼ miles to the southeast corner of Section 32, T. 7 S., R. 7 W. W. M.; thence west approximately eight (8) miles to the southeast corner of Section 36, T. 7 S., R. 9 W. W. M.; thence north along the east line of said Section 36 approximately one (1) mile to the northeast corner of said Section 36; thence west along the section line twelve (12) miles to the southeast corner of Section 25, T. 7 S., R. 11 W. W. M.; thence south approximately one (1) mile along the east line of Section 36, T. 7 S., R. 11 W. W. M., to the southeast corner of said Section 36, being also on the township line between Townships 7 S., R. 11 W. W. M., and 8 S., R. 11 W. W. M.; thence west along the township line to a point where said township

line intersects with the Pacific Ocean; thence north along the Pacific Ocean to the point of beginning; all in Lincoln, Tillamook, Polk and Yamhill Counties.

You are further notified that Saturday, the 10th day of April, 1926, at the hour of 3:00 o'clock P. M. of said day in the New Grande Ronde Hotel at New Grande Ronde, Polk County, 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 25th day of March, 1926.

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 at Dallas, McMinnville, Toledo and Tillamook and had also been posted on the public bulletin boards of the various communities. Proof of publication of said notice was filed with the Commission.

The Chairman stated that it was the duty of the Commission to pass upon the boundaries of the proposed district and for that purpose a full discussion was invited.

Budd Jones of Portland stated that the purpose of the formation of the district was to raise funds to build a road from New Grande Ronde to Otis by way of Salmon River, connecting with the Roosevelt Highway. Previous efforts to secure this improvement by the usual county methods, he stated, had failed because of lack of help from Polk County. Mr. Jones further stated that the total valuation of the district with boundaries as proposed was approximately $2,500,000.

County Judge Hawkins of Polk County opposed the eastern and southern boundaries of the district in Polk County, stating that the inclusion of this area in the improvement district would exhaust its tax resources for county road projects, referring particularly to the Wallace bridge road, a short route between Dallas and the McMinnville-Tillamook Highway.

C. M. Warren of Rose Lodge stated that the Lincoln County Court had built the road up the Salmon River from market road funds but that no

progress had been made in securing cooperation from the Polk County Court in constructing the road in Polk County, therefore, the formation of a district comprising an area in Lincoln, Tillamook, Yamhill and Polk Counties seemed to offer the only method of achieving this purpose. Mr. Warren stated that the boundaries had been carefully considered by the committee, who believed that they were proper.

C. L. Starr, representing the Weyerhaeuser Timber Co., Sheridan Lumber Co., Grand Rapids Timber Co. stated that it was his clients' view that this improvement benefited the state as a whole rather than the nearby property and, therefore, it should be a state project. Mr. Starr stated that the area south of Sections 7 and 8 T.7S. R. 7 W. and south of Sections 7, 8, 9, 10, 11, 12, T. 7 S. R. 8 W. and south of Sections 11 and 12 T. 7 S. R. 9 W. was in another watershed and could not be considered as tributary to the proposed improvement district and would not be benefited by the improvement.

Mr. W. V. Fuller of Dallas confirmed Mr. Starr's statement as to the divide between the watersheds.

Mr. George Gerlinger urged that the territory south of the line shown by Mr. Starr be excluded from the proposed district because it was not benefited by the improvement being in another watershed. Further, he stated this area should be reserved as a taxable asset for Polk County.

D. C. Bones of Taft stated that he thought the south boundary should run straight across on the township line rather than make the jog one mile to the north.

Mr. Oscar Hayter filed a written protest in behalf of the Willamette Valley Lumber Company against the inclusion of their holdings, approximating 4120 acres, in the district, claiming that these lands were located in the watershed of the La Creole and Siletz Rivers and tributary streams and not tributary to the proposed district.

Jay W. Dunn, County Commissioner of Lincoln County, spoke in favor of the formation of the district and urged the approval of the boundaries proposed.

W. B. Dennis, representing the Carlton Commercial Club, stated that they were behind the project and urged the different interests to compromise their differences and agree on a plan which would result in financing the road.

M. B. Wilson of Grande Ronde spoke for the district as proposed.

W. S. Allan, County Commissioner of Yamhill County, stated the County Court favored the road but asked why any part of Yamhill County was included since they had built the Sourgrass Road years before jointly with Tillamook County without help from Polk County.

In response to a question, Fred J. Holman, Assessor of Polk

County, stated that it was his opinion that the removal of the land south of the line shown by Mr. Starr would take out about 40 per cent of the valuation of the district in Polk County.

The Chairman again invited anyone desiring to speak either for or against the boundaries, but there being no further response, the meeting was closed to further discussion.

After considering the matter at some length, including conferences with the parties interested, Commissioner Malone offered the following resolution and moved its adoption:

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 "Salmon River-Grande Ronde Highway Improvement District", the boundaries of which were to include portions of Tillamook, Yamhill, Polk and Lincoln Counties; and

WHEREAS, the Commission by an order duly entered in the minutes, fixed Saturday, the 10th day of April, 1926, at the hour of three o'clock P. M. at New Grande Ronde, 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 newspapers of general circulation published in Tillamook, Yamhill, Polk and Lincoln Counties, 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 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, now at this time, after due inquiry and investigation, and after due consideration of all 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 proposed highway, to-wit: Sections 19, 20, 29, 30, 31 and 32, T. 7 S. R. 7 W.; Sections 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 36, T. 7 S. R. 8 W., all in Polk County, and Sections 23, 24, 25 and 26, T. 7 S. R. 9 W., all in Lincoln County; and, therefore said area 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 Salmon River-Grande Ronde Highway;

THEREFORE, BE IT RESOLVED by the State Highway Commission that the petition for the formation of said Highway Improvement District be and the same is hereby amended as follows:

Beginning at a point where the section line between Sections 14 and 23, T. 6 S. R. 11 W. W. M., intersects the Pacific Ocean, which point is also on the Lincoln-Tillamook County line, thence east along said county line to the section corner common to Sections 13, 14, 23 and 24, T. 6 S., R. 10 W. W. M.; thence north along section line to the northwest corner of Section 1, T. 6 S., R. 10 W. W. M.; thence east along the township line to the northwest corner of Section 4 T. 6 S., R. 8 W. W. M.; thence south along the west section line of said Section 4 to the Yamhill-Polk County line; thence east along said county line approximately six (6) miles to a point where the said county line intersects the east line of Section 5, T. 6 S., R. 7 W. W. M.; thence south on the section line approximately eight and one-quarter ($8\frac{1}{4}$) miles to the southeast corner of Section 17 T. 7 S. R. 7 W. W. M.; thence west on the section line approximately five (5) miles to the southeast corner of Section 16, T. 7 S. R. 8 W. W. M.; thence north on the section line approximately one (1) mile to the northeast corner of said Section 16; thence west on the section line approximately three (3) miles to the northeast corner of Section 13, T. 7 S. R. 9 W.; thence south on the range line approximately one (1) mile to the southeast corner of said Section 13; thence west along the section line approximately two (2) miles to the northeast corner of Section 22, T. 7 S. R. 9 W.; thence south along the section line approximately two (2) miles to the southeast corner of Section 27, T. 7 S. R. 9 W.; thence west approximately ten (10) miles along the section line to the southeast corner of Section 25, T. 7 S. R. 11 W. W. M.; thence south approximately one (1) mile along the east line of Section 36, T. 7 S. R. 11 W. W. M., to the southeast corner of said Section 36, being also on the township line between Townships 7 S., R. 11 W. W. M., and 8 S., R. 11 W. W. M.; thence west along the township line to a point where said township line intersects with the Pacific Ocean; thence north along the Pacific Ocean to the point of beginning; all in Lincoln, Tillamook, Polk and Yamhill Counties.

BE IT FURTHER RESOLVED that the boundaries of the 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 Salmon River-Grande Ronde Highway Improvement District, should said district be organized as provided by the provisions of Chapter 399, General Laws of Oregon, 1921.

The motion was duly seconded and carried.

There being no further business before the Commission, the meeting was declared adjourned.

Chairman

State Highway Engineer and Secretary

Commissioner

Commissioner

Portland, Oregon, April 29, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. with all Commissioners present.

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

ALSEA HIGHWAY
MISSOURI BEND-ALSEA MOUNTAIN SECTION - GRADING

E. L. Gates	$47,186.50
Earl L. Mc Nutt	47,653.00
Joplin & Eldon	49,470.00
Greenwood & Dann	52,005.00
Schell & Rhodes	53,120.00
Heller & Co.	54,367.00
Baker & Scharschmidt	55,860.40
W. C. Elliott	56,400.00
Archie Mason	57,600.00
Logan Bros.	57,927.00
Kibler & Bartlett	58,098.50
Slate Construction Co.	59,975.00
Peterson & Scott	61,185.00
Palmer & Miller	62,625.00

ROOSEVELT COAST HIGHWAY
BANDON SECTION - GRADING

A. B. Gidley	$ 9,818.00
J. W. & J. R. Hillstrom	10,330.00
D. P. Plymale	10,796.00
United Contracting Co.	10,846.00

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

R. W. Stevenson	$76,700.00
Dunn & Baker	80,440.00
H. G. Johnson	85,367.00
Klamath County Court	89,880.00
H. J. Hildeburn	90,120.00
Kibler & Bartlett	97,287.50
James T. Logan	112,220.00

ROOSEVELT COAST HIGHWAY
WHEELER SECTION - GRADING AND SURFACING

	Timber Trestle Alternate	Concrete Box Alternate
Lair & Company	$47,580.00	$48,790.00
H. M. Johnson	51,287.00	52,082.00
Schell & Rhodes	55,935.00	55,695.00
Andrus & Munson	56,376.50	57,005.50
W. F. Cain	57,900.00	58,450.00
P. L. Crooks & Co.	58,880.00	59,500.00
Joplin & Eldon	58,950.00	58,940.00
W. N. Trent	59,197.00	60,377.00
United Contracting Co.	60,564.50	60,978.50
John Slotte & Co.	61,708.00	62,660.00
Kellogg & Baldwin	65,290.00	66,640.00
Stone Logging & Construction Co.	66,727.50	66,747.50

BRIDGE OVER SNAKE RIVER AT BALLARD'S LANDING

	Concrete Deck	Wood Deck
Portland Bridge Co.	$68,610.00	$66,360.00
J. J. Badraun	71,685.00	68,355.00
Illinois Steel Bridge Co.	72,650.00	69,160.00
Vincennes Bridge Co.	77,939.00	75,142.00
Gilpin Construction Co.	82,948.70	75,814.70

CORVALLIS-NEWPORT HIGHWAY
OVERCROSSING OVER SOUTHERN PACIFIC RAILROAD AT WREN

D. T. Eaton Construction Co.	$18,130.00
J. D. Tobin	18,891.00
O. N. Pierce	19,132.50
Wm. D. Hoffman	19,566.50
Barnard Construction Co.	19,937.50
Geo. F. Reeves	20,205.00
J. J. Badraun	20,369.00
C. J. Montag Co.	20,670.00
Wm. Endicott	22,245.00
Lindstrom & Feigenson	22,287.50
Cummins & La Pointe	22,562.00

CORVALLIS-NEWPORT HIGHWAY
BRIDGE OVER MARY'S RIVER NEAR WREN

D. T. Eaton Construction Co.	$13,749.00
O. N. Pierce	13,930.00
J. [illegible]bin	13,987.50
J. J. Badraun	14,604.00
Olds Construction Co.	14,635.50
Wm. D. Hoffman	14,871.00
Lindstrom & Feigenson	15,472.00
Geo. F. Reeves	15,590.00
C. J. Montag Co.	17,004.00
Cummins & La Pointe	17,475.00

COUNTY ROAD - DOUGLAS COUNTY
BRIDGE OVER SOUTH UMPQUA RIVER AT DAYS CREEK

O. N. Pierce	$19,875.00
J. J. Badraun	19,915.00
Catching & McClane	19,965.00
Olds Construction Co.	20,815.00
Portland Bridge Co.	21,440.00
A. B. Gidley	22,590.00
C. J. Montag Co.	22,740.00

ROOSEVELT COAST HIGHWAY
BRIDGE OVER ROCKY CREEK NEAR OTTER ROCK

Geo. F. Reeves	$47,515.00
Barnard Construction Co.	47,935.50
Lindstrom & Feigenson	49,102.50
Union Bridge Co.	61,730.00
Gilpin Construction Co.	65,447.50

ROOSEVELT COAST HIGHWAY
BRIDGE OVER DEPOE BAY NEAR OTTER ROCK

Lindstrom & Feigenson	$54,917.50
Union Bridge Co.	56,540.00
Gilpin Construction Co.	63,820.00

A. B. Robertson, President of the John Day Highway Association of Condon, accompanied by B. M. Shown, Fossil, W. R. Clark and E. L. Nunamaker of Prairie City, J. E. Hamstreet, Brogan, C. H. Oxman, Ontario and T. L. Nelson, Vale, presented petitions from the communities the whole length of the John Day Highway asking for the surfacing of the remaining section between Unity and Cow Valley. The Chairman explained that the limited funds available made it impossible to undertake the whole section. After consideration it was agreed to order the advertisement for bids on a 16.6 mile surfacing unit west from the Cow Valley end of the project to Ironside, which is about one-half of the total distance unsurfaced. This was very satisfactory to the delegation.

On motion which was carried, the minutes of the meetings of March 25 and April 10 were approved.

A request was received from the Commercial Club of Bend to name the tract of ground at the crossing of Crooked River "Ogden Park" in honor of Peter Skene Ogden, an early day explorer of this region. After consideration, on motion which was carried, the name Ogden Park was adopted.

The Secretary reported that W. T. Vinton had resigned as a member of the Committee on the matter of the Pacific and West Side Pacific Highways in order that some other west side city might be represented. Thereupon on motion which was carried, Mr. S. M. P. Dolan of Corvallis was appointed to fill the vacancy.

In the matter of apportionment of the first one-half of market road funds, Commissioner Malone offered the following resolution and moved its adoption:

WHEREAS, by the provisions of Chapter 17 of Title XXX, Laws of Oregon, as amended by Chapter 361, General Laws of Oregon for 1925, 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, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 25th day of March 1926, apportion among the several counties of the State complying with the provisions and accepting the benefits of said market road law, the 1926 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, 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, funds are now available and it appears to the State Highway Commission to be desirable at this time to distribute the first half 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 first allotment in accordance with the apportionment heretofore made by the State Highway Commission, the amounts to be determined as follows:

To all counties the first one-half of the 1926 apportionment as apportioned by the State Highway Commission by resolution under date of March 25th, 1926, provided, however, that there shall first 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 April 15th, 1926, in that county, in carrying out the provisions of the act as provided in the market road law; 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 are as follows:

County	1926 Apportionment	First Half of 1926 Apportionment	Expenditures made by State	Balance payable to Counties
Baker	$ 31,397.19	$ 15,698.59	$ 1,682.95	$ 14,015.64
Benton	21,989.00	10,994.50	13.08	10,981.42
Clackamas	67,658.56	33,829.28	229.60	33,599.68
Clatsop	40,206.99	20,103.49	20.69	20,082.80
Columbia	21,428.65	10,714.32	128.52	10,585.80
Coos	35,849.64	17,924.82		17,924.82
Crook	7,852.40	3,926.20	2.64	3,923.56
Curry	5,941.23	2,970.61	366.41	2,604.20
Deschutes	17,003.86	8,501.93	8.46	8,493.47
Douglas	42,512.04	21,256.02	6.57	21,249.45
Gilliam	13,717.21	6,858.60	1,804.87	5,053.73
Grant	10,357.22	5,178.61		5,178.61
Harney	11,800.00	5,900.00	50.46	5,849.54
Hood River	13,931.69	6,965.84	4.57	6,961.27
Jackson	40,391.34	20,195.67		20,195.67
Jefferson	7,444.83	3,722.41		3,722.41
Josephine	10,870.39	5,435.19	456.09	4,979.10
Klamath	32,359.44	16,179.72	8.00	16,171.72
Lake	14,143.24	7,071.62	8.00	7,063.62
Lane	63,501.64	31,750.82		31,750.82
Lincoln	12,096.54	6,048.28	3.60	6,044.67
Linn	45,641.16	22,820.58		22,820.58
Malheur	19,330.32	9,665.16	384.85	9,280.31
Marion	64,958.05	32,479.02	172.00	32,307.02
Morrow	15,002.58	7,501.29	4,717.70	2,783.59
Multnomah	$ 105,631.56	$ 52,815.78		$ 52,815.78
Polk	26,226.99	13,113.49	$ 87.05	13,026.44
Sherman	13,879.60	6,939.80		6,939.80
Tillamook	30,116.53	15,058.26	22.95	15,035.31
Umatilla	64,420.86	32,210.43		32,210.43
Union	26,359.68	13,179.84		13,179.84
Wallowa	16,566.64	8,283.32		8,283.32
Wasco	24,775.29	12,387.64		12,387.64
Washington	47,666.15	23,833.07	73.49	23,759.58
Wheeler	6,527.98	3,263.99	873.29	2,390.70
Yamhill	32,336.26	16,168.13		16,168.13
Totals	$1,061,892.75	$530,946.31	$11,125.84	$519,820.47

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, as amended by Chapter 361, General Laws of Oregon 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

The Engineer was instructed to advertise for bids on the concession privileges at Emigrant Park on the Old Oregon Trail in Umatilla County. It was agreed that the concession privileges should be for one year only and that any structures are to be erected and removed in accordance with the desires of the Commission.

W. E. Meacham of Baker presented a petition from residents of Baker and Eagle and Pine Valleys requesting the approval of the boundaries of the Baker-Richland-Halfway-Homestead Highway Improvement District, the purpose of which was to raise funds to build a road from Halfway to Homestead. After consideration, it was decided to hold a public hearing at 2:30 P. M. in the Court House at Baker on May 12, 1926.

Judge Philip of Columbia County asked that the Commission visit Columbia County and look over the road from Timber to Vernonia. He stated that this road was a prospective state highway and he hoped would some day be included in the state highway system. The County Court has been improving this road as a market road with a gravel surface but there have been many demands for pavement. The Commission advised Judge Philip that they considered the Court's stand well taken and that the gravel surface was the proper construction for the present, but that the matter should be taken up with the Market Road Engineer.

C. H. Miller of Redmond urged that the Mitchell-Dayville Section be kept in mind for future improvement. The Chairman indicated that he considered that the cooperation offered by Wheeler County was insufficient.

In order to complete the record relative to the change in

location of the Central Oregon Highway west of Burns, Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, a portion of the Central Oregon Highway in Harney County, which highway is otherwise designated as State Highway No. 7, is located over lands which are used by the Fred Herrick Lumber Company in connection with said company's milling operations, and,

WHEREAS, the activities of said lumber company require the intersection of said highway at two different points by means of grade crossings, and,

WHEREAS, the employment of grade crossings is in the judgment of the Highway Commission hazardous to the traveling public and should, wherever possible, be avoided or eliminated, and,

WHEREAS, the said Fred Herrick Lumber Company has agreed to contribute and pay the entire cost of relocating that portion of said highway affected by said company's operations, and contribute and pay the entire cost of constructing the new grade along the proposed new route, which grade is to be constructed pursuant to the standards and to the satisfaction and approval of the State Highway Engineer, and,

WHEREAS, in the judgment of the Highway Commission the best interests of the public will be served by said proposed change in location of said highway, and,

WHEREAS, the new route or location has been and is approved by the Commission, and the County Court of Harney County has agreed to procure the necessary right-of-way, and has requested under the provisions of Section 4434, Oregon Laws, that said route be definitely located and surveyed, and that the grade thereof be established, and,

WHEREAS, it appears that the State Highway Engineer has caused said route to be definitely surveyed and located, and has established the grade thereof, and,

WHEREAS, it now appears that the said proposed change in location should be approved, and that said location, survey, and the grade of said road should be established and adopted by the Highway Commission, and,

WHEREAS, it appears that the said Fred Herrick Lumber Company has constructed the grade along the said proposed route, which said grade has been constructed pursuant to state standards and to the entire satisfaction and approval of the State Highway Engineer, and is in all respects suitable and acceptable as a unit or section of said Central Oregon Highway,

NOW, THEREFORE, BE IT RESOLVED by the Highway Commission meeting in regular session, all members being present and participating, that the portion of the Burns-Sage Hen Hill Section of the Central Oregon Highway, otherwise designated as State Highway No. 7, located in Harney County and confined within State Highway Engineer Station No. 1562 and State Highway Engineer Station No. 1695 be relocated in order to avoid the use of dangerous grade crossings, and in order to avoid conflict with the operations of the Fred Herrick Lumber Company, and,

BE IT FURTHER RESOLVED, that said section of said highway be located along a route, the center line of which is described as follows:

Beginning at a point on the center line of the Central Oregon Highway, which point is 1930 feet north and 260 feet west of the southeast corner of Section 35, T. 23 S. R. 30 E. W. M., said point being at Engineer's Station 1562+00; thence N. 10°20' E. a distance of 87.7 feet; thence on a 3 degree curve to the left, having a radius of 1910.0 feet, a distance of 744.7 feet; thence N. 12°00' W. a distance of 2252.5 feet; thence on a 2 degree curve to the left, having a radius of 2865.0 feet, a distance of 226.0 feet; thence N. 16°30' W. a distance of 2642.0 feet; thence on a 4 degree curve to the right, having a radius of 1432.5 feet, a distance of 482.1 feet; thence N. 2°47' E. a distance of 3019.8 feet; thence on a 2 degree curve to the right, having a radius of 2865.0 feet, a distance of 1193.3 feet; thence N. 26°39' E. a distance of 3100.6 feet to Engineer's Station 1695+00, which point is 920 feet south and 400 feet east of the northwest corner of section 24 T. 23 S., R. 30 E. W. M.

and,

BE IT FURTHER RESOLVED, that the location and survey of said section of said highway and the grade as fixed by the State Highway Engineer be and they are hereby adopted as the survey, location and grade of said section of said highway, and,

BE IT FURTHER RESOLVED, and the State Highway Commission does hereby declare that a public necessity exists requiring the acquisition of the necessary right-of-way for the location and improvement of a public highway along the above proposed and adopted route, and said Highway Commission does further resolve and declare that it is necessary that sufficient right-of-way be procured for the location and permanent improvement of the highway along said proposed and adopted route.

The motion was duly seconded and carried.

An invitation was received to attend the dedication of the Klamath River bridge on the Redwood Highway in Del Norte County, California. The Secretary was instructed to make arrangements for transportation satisfactory to the Governor.

An inquiry was received from the Harrisburg Chamber of Commerce asking for a satisfactory date for the dedication of the Harrisburg bridge. The Commission advised that the first part of June would be acceptable.

A petition was received from residents of Troy, Promise and Wallowa asking for the location of an interstate highway between Elgin, Oregon, and Clarkston, Washington, and Lewiston, Idaho, down the Grande Ronde and Snake Rivers. Ordered filed for future reference.

Commissioner Van Duzer reported that he had looked over the property of the Sunset Land Company on the bluff south of Oregon City between the Pacific Highway right of way and the Southern Pacific railway right of way and that the owners had reduced the price to $2000.00. In addition, the owners of this tract would arrange for the transfer to the state without cost of a tract immediately to the south between the highway and the railroad owned by the Portland Electric Power Company. Also the full right of way width of thirty feet from the center line on the east side will be included in the deed where now restricted to a lesser width. A letter was received from the Chamber of Commerce of Oregon City urging that the state acquire this property for the benefit of the public on account of the view of the Willamette River and the Falls from this point and thus prevent the encroachment of private interests. Commissioner Van Duzer recommended the purchase on the terms submitted and, on motion which was carried, the purchase of this tract was authorized.

Commissioners Short and Martin of Klamath County asked for a continuation of the oiling of the Ashland-Klamath Falls Highway from Keno to Jenny Creek. The Commission found it necessary to decline the request since the oiling program had previously been adopted and budgetted.

Commissioner Short of Klamath County asked for a continuation of the grading of the Klamath Falls-Lakeview Highway east from Beatty. They stated that the county had sold its bonds and they estimated that after paying the present obligations they would have $60,000 available which could be used to advance the state share of the cost of this project. After consideration the Commission voted to accept the proposition of Klamath County and authorized the Engineer to prepare plans and specifications for a grading section to cost about $75,000 beginning at Beatty and extending east as far as the funds would cover.

The Engineer reported that the change in the Pacific Highway route through Albany requested by Mayor Robnett at the last meeting was acceptable. On motion which was carried, the new routing; i. e., west on Sixth Street from Ferry to Elm, thence south on Elm Street to south city limits was approved.

Commissioner Van Duzer reported that Oregon City will make a permanent connection on proper alinement and grades with city streets at top of the bluff near the south city limits, which will make it possible for east side traffic to avoid congested conditions on Main Street. In the meantime, Resident Engineer Young is making an investigation of the Railroad Avenue situation.

The Engineer reported that negotiations had been made with the property owner at Brush Creek in Curry County to purchase approximately 26 acres adjoining the highway at a lookout point for $1500. The Commission authorized the completion of the purchase at the above price.

Chairman Smith of the Board of County Commissioners of Multnomah County and Roadmaster Buck of Multnomah County stated that there had been placed upon the election ballot a measure to authorize a bond issue for the improvement of several arterial roads, the most important of which was the Canyon Road which they proposed to improve by widening and reducing grades. Mr. Smith asked the Commission to connect with the county survey at the county line and carry it through to Beaverton. On motion which was carried, the survey was authorized provided the bond issue was carried in the May election.

The Engineer reported that the direction signs at Junction City and Corvallis had been moved as requested by Mayor Wright of McMinnville.

The date for the next meeting was set for May 25, 1926 at ten o'clock A. M.

The Commission approved advertising for bids on crushed rock maintenance materials as follows:

20,000 cubic yards of crushed rock to be furnished between Baker and Ontario on the Old Oregon Trail;

7,000 cubic yards of crushed rock to be furnished on the McMinnville-Tillamook Highway in the vicinity of Grand Ronde;

7,600 cubic yards of crushed rock to be furnished at Siskiyou Mountain Summit on the Pacific Highway in Jackson County.

5,000 cubic yards of crushed gravel to be furnished at point 3 miles north of Hebo on Roosevelt Highway in Tillamook County.

The Engineer was authorized to rebuild the bridge at Coxes Creek on the Pacific Highway north of Albany with bridge maintenance forces.

A request was received from the officers of the Oregon Agricultural College that the department oil about one mile of their gravel roads on the campus with its equipment when working in the vicinity, it being understood that the college will pay all costs incident to this work. Although not a policy to do work off the state highways, the Commission voted to meet the request in view of the fact that it came from a state

institution, and directed the engineer to do the work when the oiling equipment was working in the vicinity.

The Commission authorized the reconstruction of the bridge over the South Fork of the Nehalem River in Tillamook County about one mile above its mouth. The Secretary was instructed to make an application to the Secretary of War in behalf of the State Highway Commission for a permit to construct this bridge and the Engineer was instructed to prepare plans and specifications at once.

Portland, Oregon, April 30, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock with all members present and participating.

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

Missouri Bend-Alsea Mountain Section, Alsea Highway, 10.65 miles of grading. On motion which was carried, this contract was awarded to E. L. Gates, the low bidder, at $47,186.50.

Bandon Section, Roosevelt Coast Highway, Coos County, 0.6 miles of grading. On motion which was carried, the contract was awarded to A. B. Gidley, the low bidder, at $9,818.00.

Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, Klamath County, 13.45 miles of broken stone surfacing. On motion which was carried, this contract was awarded to R. W. Stevenson, the low bidder, at $75,700.00.

Wheeler Section, Roosevelt Coast Highway in Tillamook County, 1.63 miles of grading and surfacing. On motion which was carried, this contract was referred to the engineer for investigation of the resources and capabilities of the low bidder, Lair & Co. of Kelso, Washington.

Bridge over the Snake River at Ballard's Landing. Cooperative project between State of Oregon, County of Baker, State of Idaho and the Idaho Copper Company. On motion which was carried, this contract was held for further investigation.

Overcrossing of the Southern Pacific Railway on the Corvallis-Newport Highway near Wren. On motion which was carried, this contract was awarded to the D. T. Eaton Construction Company, the low bidder, at $18,130.00. The Secretary was instructed to hold the check of the second bidder until the successful bidder had qualified.

Bridge over Marys River on the Corvallis-Newport Highway near Wren. On motion which was carried, the contract was awarded to the D. T. Eaton Construction Company, the low bidder, at $13,749.00. The Secretary was instructed to hold the check of the second bidder until the low bidder had qualified.

Bridge over South Umpqua River on county road at Days Creek in Douglas County. Inasmuch as this project was advertised for the Douglas County Court, and since they were not represented, the Secretary was instructed to refer the bids to the County Court.

Bridge over Rocky Creek on the Roosevelt Coast Highway in Lincoln County. On motion which was carried, all bids were rejected and the project ordered readvertised.

Bridge over Depoe Bay on the Roosevelt Coast Highway in Lincoln County. On motion which was carried, all bids were rejected and the project ordered readvertised.

Messrs. C. H. Purcell and J. A. Elliott, representing the U. S. Bureau of Public Roads, and P. H. Dater, representing the Forest Service, were present to discuss forest projects.

After considering the construction of the connection between The Dalles-California Highway and the East Crater Lake Park Boundary, it was decided since the Park Bureau were not prepared to improve the connecting roads within the park this current year and the further fact that the Southern Pacific Company did not propose to route through passenger trains over the Natron Cutoff line this year, it seemed advisable to defer construction of this project for the present, particularly in view of the fact that Klamath County was unprepared to cooperate. It was agreed, therefore, to transfer the $30,000 previously appropriated for the Park connection to the surfacing of the Euchre Creek-Wedderburn surfacing. This latter project had previously been included in the program, but was withdrawn at the last meeting and the allotted funds transferred to The Dalles-California Highway.

The Bureau representatives presented the matter of widths of roadbed on the Beech Creek-Long Creek Forest Project which is on the Pendleton-John Day Highway and consequently a part of the highway system. This is a cooperative project between the county and government previously included in the 1927 fiscal year program. A survey indicated that the funds provided would not cover the distance desired by the county officers who suggested a narrower roadbed width. The Bureau representatives suggested a section 15 feet wide over all which equals an eight foot traveled way with turnouts at convenient points. It was argued that this section was sufficient for the limited travel now using the road and could be widened later when increased traffic made it necessary. Commissioner Van Duzer objected to construction of a narrow width and the matter was held pending.

Commissioners Short and Martin of Klamath County asked for an appropriation of forest funds for the road on the west side of Klamath Lake. Matter declined as forest funds all allotted.

There was some discussion concerning the construction of a bridge across Rogue River as a toll bridge using bonds to pay for it, with the idea of making it a free bridge when fully paid for. The

engineer was instructed to prepare an estimate of cost of a bridge and furnish a comparison with the cost of constructing and operating a ferry.

Messrs. R. J. Hubbard and Joseph Lyons of Reedsport asked that the Winchester Bay-Coos County line project be placed under contract. The Commission explained that due to the fact that the County Court could not advance the district share it did not seem possible to finance the Coos County Line-Winchester Bay project now. After some discussion it was agreed to advertise for bids for grading on the Reedsport-Winchester Bay Section if Douglas County will provide one-third of the cost.

Judge Campbell of West Linn called attention to the fact that many pedestrians walked on the pavement between West Linn and Bolton because there was no sidewalk. He stated that the officers of the city of West Linn desired to remedy conditions but felt that the city was not authorized to make the expenditure and that the property could not stand the full cost, therefore, an appeal was made to the Commission for help. It was suggested that the state grade an additional width on one side to provide for an additional width of roadbed 9 feet wide plus an additional 6 feet for sidewalk and curb. On its part, the city would construct the curb and sidewalk. Matter taken under consideration and referred to engineer for report on costs.

The Engineer reported that the Bend Commercial Club had constructed steps and walkways at the Lava River Caves as agreed. On motion which was carried, the Engineer was authorized to employ a caretaker for the summer months only, with the expectation of deciding upon a definite policy before the next year.

A conference was held with Mr. Carey Nixon, representing the Idaho Copper Co., C. A. Kyle, Bridge Engineer of the State of Idaho, and R. E. Mieth, President of the Portland Bridge Company, the low bidder, on the Ballard's Landing Bridge. After some negotiations, in view of some modifications covered in a memorandum of agreement, Mr. Mieth agreed to reduce his bid so as to make a lump sum proposal of $65,000 for the construction of the structure with concrete deck. This amount being greater than the amount provided, it was agreed that the excess should be taken up by the Idaho Copper Co. and the County of Baker, the States of Oregon and Idaho being limited by legislative appropriations of a definite amount. After consultation with the County Court of Baker County, it was agreed to increase the Baker County cooperation from $12,500 to $13,500 and the Idaho Copper Co. cooperation from $11,000 to $14,000. The total amount, $65,000, is now divided as follows: State of Idaho $25,000, State of Oregon $12,500, County of Baker $13,500, Idaho Copper Co. $14,000. On these conditions the contract was awarded to the Portland Bridge Company on a lump sum bid of $65,000.

On motion which was carried, the salary of the State Highway Engineer was increased $50 per month and the salary of the attorney was increased to $500 per month, effective May 1, 1926.

Guy Watkinds was appointed a traffic officer at the request of Mr. Raffety, Chief of the Traffic Division.

The following requests for extensions of time were received:

Simonsen & Hefty, contract No. 770, Bandon-Sixes River Section, Roosevelt Coast Highway in Coos and Curry Counties, surfacing, requested an extension of time to May 1, 1926. The Engineer recommended that the extension be granted subject to the payment of inspection costs to that date. Recommendation approved by the Commission.

J. J. Badraun, contract No. 825, bridge over Chetco River on the Roosevelt Coast Highway in Curry County, requested an extension of time to March 31, 1926. Since the delay in completion of the structure was due to a delay in receiving the steel, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Olds Construction Company, contract No. 858, construction of shop and storage buildings at Coquille, requested an extension of time to April 30. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Olds Construction Company, contract No. 859, construction of shop and storage buildings at Klamath Falls, requested an extension of time to April 30. The Engineer recommended that the extension be granted, provided the contractor pay the engineering expenses from March 31, the original completion date, until the project was completed. Recommendation approved by the Commission.

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

Ry. A. Klein
State Highway Engineer
and Secretary

Chairman

Commissioner

Commissioner

Baker, Oregon, May 12, 1926.

The Commission met in the Court Room in the Baker County Court House. 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 meeting was called to order by Chairman Duby at 2:40 o'clock P. M.

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 "Baker-Richland-Halfway-Homestead 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 northeast corner of Baker County, State of Oregon, being a point on the north line of T. 6 S., R. 48 E. W. M. where said township line intersects with Snake River, and running thence west on said township line to the northwest corner of T. 6 S., R. 43 E. W. M.; thence south on the range line between Ranges 42 and 43 E. W. M. to the southeast corner of T. 8 S., R. 42 E. W. M.; thence west on the south line of T. 8 S. to the northwest corner of T. 9 S., R. 40 E. W. M.; thence south on the range line between Ranges 39 and 40 E. W. M. to the southwest corner of T. 9 S., R. 40 E. W. M.; thence east on the north line of T. 10 S. to the northeast corner of T. 10 S., R. 44 E. W. M.; thence south along the range line between Ranges 44 and 45 E. W. M. to the southeast corner of said T. 10 S., R. 44 E. W. M.; thence east on the north line of T. 11 S. to the place where said township line intersects with the west bank of Snake River; and thence in a northeasterly direction and following the meander line of the west bank of said Snake River (being the eastern boundary line of said Baker County, State of Oregon) to the said place of beginning, and all thereof being in the County of Baker and State of Oregon.

You are further notified that Wednesday, the 12th day of May, 1926, at the hour of 2:30 o'clock P. M. of said day in the County Court House at Baker, 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.

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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 April, 1926.

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 published in the two newspapers published in Baker and also had been posted on the public bulletin boards of the various communities within the proposed district. Proof of publication of the notice was filed with the Commission.

The Chairman stated that it was the duty of the Commission to pass upon the boundaries of the proposed district and a full discussion of this feature was invited.

Mr. Frank McCulloch, as attorney for Road District No. 31, opposed the inclusion of Township 10 S. R. 45 E. W. M. within the proposed District, stating that there was very little agricultural land there and that the residents had no interest in the Baker-Cornucopia Road but had organized a road district to build a connection leading out to Durkee.

Mr. Ralph Critchlow, Aden McClurg and J. R. Williamson, residents of Road District No. 31, also urged that Township 10 S. R. 45 E. be eliminated for similar reasons.

Discussion developed that the district as proposed had a valuation of approximately $10,600,000 and it was planned to raise $100,000 spread over a five year period. The purpose of the formation of the district and the raising of funds was to build a road from a connection with the Baker-Cornucopia Highway down Pine Creek to Snake River and Homestead.

Senator Strayer discussed legal features of the law, Chapter 399 General Laws of 1921, and voiced his disapproval of some parts of the statute with particular reference to the duties and authority of the trustees of the district.

G. B. Sanderson of Richland stated that he heartily approved of the road project as it would give a market to the products of Eagle and Pine Valleys but disapproved of some features of the law.

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Chas. Howell of Eagle Valley expressed himself as opposed to the formation of the district while Ed York advocated building the road under the present road district plan.

Messrs. Walter Meacham and W. C. Calder of Baker called attention to the trade which would be brought to Baker from the mining districts on the Snake River by the construction of the road and urged the approval of the boundaries of the district as proposed.

W. J. Lachmer of Baker spoke for the district.

Chas. J. Sheldon of Baker made extended remarks, giving reasons why it was necessary to devise special means for financing this improvement and favored the approval of the boundaries as set out in the petition.

Mr. J. M. Devers explained the operation and several features of the law.

Frank Clark of Eagle Valley stated that the present road to Homestead was in fair condition and that a new road was not necessary.

Mayor C. L. Palmer of Baker and C. R. Butson favored the road but objected to the formation of the district, stating that they considered the powers of the trustees too broad.

Lester Holcomb of Eagle Valley stated that he considered the improvement of this road a benefit to the entire county and that the required funds should be met by a general county tax rather than form a special district.

_____ Soule stated that he favored the boundaries of the district as proposed.

The Chairman again invited anyone desiring to speak either for or against the boundaries, but there being no further response, the meeting was closed to further discussion.

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

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 "BAKER-RICHLAND-HALFWAY-HOMESTEAD HIGHWAY IMPROVEMENT DISTRICT", the boundaries of which were all within Baker County, and,

WHEREAS, the Commission by an order duly entered in its minutes, fixed Wednesday, the 12th day of May, 1926, at the hour of 2:30 P. M., at the County Court House in Baker, 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 newspapers of general circulation published in

said county, 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 public bulletin boards in said county, and,

WHEREAS, pursuant to said notice the Highway Commission met at said time and place for the purpose 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, now at this time, after due inquiry and investigation and after due consideration of all 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, the Commission being now fully advised with respect to said matters, it now appears to the Commission that the boundaries as defined and described in said petition include territory which is not properly tributary to the proposed highway and should not be included in said district, to wit: Township 10, Range 45 E. and that part of Township 10 Range 46 E. within the State of Oregon, and, therefore, in the judgment of said Commission said townships should be eliminated from said proposed highway district, and,

WHEREAS, it appearing to the Commission that the balance of the area proposed to be included in said highway improvement district will be benefited by the construction of a road or roads therein,

THEREFORE, BE IT RESOLVED, by the State Highway Commission, that the petition for the formation of said highway improvement district be and the same is hereby amended so that the description of the territory to be included in said proposed district shall read as follows:

Beginning at the northeast corner of Baker County, State of Oregon, being a point on the north line of T. 6 S. R. 48 E. W. M. where said township line intersects with Snake River, and running thence west on said township line to the northwest corner of T. 6 S. R. 43 E. W. M.; thence south on the range line between Ranges 42 and 43 E. W. M. to the southeast corner of T. 8 S., R. 42 E. W. M.; thence west on the south line of T. 8 S. to the northwest corner of T. 9 S., R. 40 E. W. M.; thence south on the range line between Ranges 39 and 40 E. W. M. to the southwest corner of T. 9 S., R. 40 E. W. M.; thence east on the north line of T. 10 S. to the place where said township line intersects with the west bank of Snake River; and thence in a northeasterly

direction and following the meander line of the west bank of said Snake River (being the eastern boundary line of said Baker County, State of Oregon) to the said place of beginning, and all thereof being in the County of Baker and State of Oregon.

BE IT FURTHER RESOLVED, that the boundaries of the said proposed 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 Baker-Richland-Halfway-Homestead Highway Improvement District, should said district be organized as provided by the provisions of Chapter 399, General Laws of Oregon, 1921; and,

BE IT FURTHER RESOLVED, that said petition as amended by the Highway Commission be and the same now is as to the form thereof, the boundaries of the proposed district, and the other contents of said petition approved.

The motion was declared carried.

There being no further business coming before the Commission, the meeting was declared adjourned.

Wm. Duby
Chairman

Roy A. Klein
State Highway Engineer and Secretary

H. B. Van Duzer
Commissioner

Portland, Oregon, May 25, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. Present were:

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

The following bids were opened:

OLD OREGON TRAIL
BAKER-ONTARIO SECTION - FURNISHING MAINTENANCE MATERIALS

H. G. Johnson	$25,260.00*
H. J. Hildeburn	27,600.00
H. E. Cornell	36,040.00
Security Construction Co.	39,860.00

*Irregular bid.

PACIFIC HIGHWAY
FURNISHING MAINTENANCE MATERIALS AT SISKIYOU SUMMIT QUARRY

H. G. Johnson	$17,140.00*
A. D. Kern	17,336.00
Wm. von der Hellen	18,240.00
Dunn & Baker	20,980.00

*Irregular bid.

REDWOOD HIGHWAY
GEORGE RANCH-DEER CREEK SECTION - SURFACING

Harness & Colby	$30,625.00
H. J. Hildeburn	31,125.00
Kibler & Bartlett	32,500.00
Joslin & McAllister	33,450.00
George French, Jr.	33,950.00
J. W. & J. R. Hillstrom	34,025.00
A. D. Kern	34,730.00
H. G. Johnson	34,750.00
L. F. Ireton	35,000.00
B. C. Seydel Co.	36,275.00

JOHN DAY HIGHWAY
IRONSIDE-COW VALLEY SECTION - SURFACING

Kibler & Bartlett	$65,375.00
Logan Bros.	67,735.00
Fred J. Dussault	68,430.00
Security Construction Co.	70,375.00
H. G. Johnson	70,375.00
Carl Nyberg	72,450.00
W. J. Doust	75,110.00
Harness & Colby	75,255.00
Joslin & McAllister	80,675.00
H. J. Hildeburn	85,400.00
Greenwood & Dann	88,980.00

McMINNVILLE-TILLAMOOK HIGHWAY
FURNISHING BROKEN STONE AT WIRT QUARRY

W. C. Elliott	$15,465.00
Paolo Bros.	22,425.00

ROOSEVELT COAST HIGHWAY
BRIDGE OVER YACHATS RIVER SOUTH OF WALDPORT

C. J. Montag Co.	$20,632.50
J. J. Badraun	21,682.50
Olds Construction Co.	21,862.50

ROOSEVELT COAST HIGHWAY
BRIDGE OVER ROCKY CREEK NEAR OTTER ROCK

H. E. Doering	$45,527.50
Barnard Construction Co.	45,586.75
O. N. Pierce	45,995.00
Kuckenberg & Wittman	47,475.00
Henry Makela & Son	49,015.00
Lindstrom & Feigenson	49,102.50

ROOSEVELT COAST HIGHWAY
BRIDGE OVER DEPOE BAY NEAR OTTER ROCK

Kuckenberg & Wittman	$49,125.00
H. E. Doering	50,895.00
J. D. Tobin	52,750.00
Henry Makela & Son	54,537.50
Union Bridge Co.	54,590.00
Lindstrom & Feigenson	54,917.50

ROOSEVELT COAST HIGHWAY
BRIDGE OVER SOUTH FORK OF NEHALEM RIVER NEAR MOHLER

Portland Bridge Co.	$41,620.00
Union Bridge Co.	46,260.00
J. J. Badraun	48,960.00
Gilpin Construction Co.	49,501.50
C. J. Montag Co.	49,525.00
Henry Makela & Son	49,783.75
Stone Logging & Contracting Co.	52,065.00

PACIFIC HIGHWAY
RECONSTRUCTION OF REVETMENT NEAR HARRISBURG BRIDGE

E. W. Lebeck	$ 6,052.00
Curry, Geer & Christianson	6,980.00
Gilpin Construction Co.	7,514.00
Portland Bridge Co.	11,110.00
Union Bridge Co.	11,998.00

After considering the matter of travel to Astoria and Seaside over the week end and Memorial Day, the Commission instructed the engineer to require the contractor on the Astoria-Svensen paving project to close down from Saturday noon to Tuesday morning, May 29 to 31, inclusive.

Judge Kelty and Commissioner Lane reported that Lake County had made good progress in grading the section of the Klamath Falls-Lakeview Highway between Lakeview and the east end of Drews Valley and would soon complete it. They asked that the Commission surface it in conformity with previous understanding. The Commission expressed themselves as favorable to the project but explained that because of lack of funds it would be necessary to arrange so the greater part of the cost would come out of

next year's funds. It was agreed, however, to receive bids on the project not later than August which was satisfactory to the Lake County representatives.

Judge Kelty stated also that the county desired to go ahead and grade and surface a section about 1.6 miles in length near the Summer Lake post office with their own funds. They stated that the work should be done under the supervision of the State Highway Engineer and on the location adopted by the Commission. They requested that the county funds so expended be considered as a cooperative contribution later when the state undertakes further work north of Lakeview. This offer was accepted by the Commission.

Judge Kelty reported that the county had expended $14,000 last year in grading and surfacing a four mile section from the state line north toward Lakeview in the vicinity of New Pine Creek, which would be offered for cooperative credit later when work was undertaken south of Lakeview.

Judge Barnard and Commissioners Crowe and Hurd of Lane County reported that their special tax measures had passed and now asked that the Commission take bids for the grading and surfacing of the Power Plant-Shell Rock and Shell Rock-Nimrod Sections of the McKenzie Highway. The County Court stated that their funds with the exception of about $4,000 special tax money would not be available until next year so that it would be necessary for the state to advance their share. The Commission stated that on account of shortage of state funds, an advance could not be made. After discussion it was agreed that these two projects should be combined with the next uncompleted section near Vida and the entire project advertised in October so the work could be paid for out of next year's funds. In the meantime, the county will arrange to secure the necessary right of way.

Mr. Budd Jones reported a heavy vote in favor of the Salmon River Improvement District and requested that the Highway Commission make the survey and estimates for the proposed road in accordance with the provision of the law covering this matter. The Commission approved and instructed the Engineer to make the surveys at once.

A delegation was present from Oakridge and vicinity consisting of the following: J. B. Hills, C. R. Russell, D. G. Russell, Olaf I. Nelson, E. R. Davis, Webster L. Kincaid, Mrs. Olaf I. Nelson, Wm. Turner, Chas. Brogg, C. A. Paddock, C. T. Beach, P. M. Morse, J. E. Paddock, R. C. Flynn, E. C. Endrup, Lewis W. Heber, M. M. Duncan, G. P. Vlahoz, W. G. Sutton, Ed Clark, T. N. Blanton, Richard D. Castle, Al Haynie, C. R. Jones, Alice Hersey, Lillian Ryker, Edna Williams, Mrs. Edwin Holbrook, A. W. Mitzner, R. W. Dimick, John Cain, C. E. Clark, C. E. Gage, Ernest E. Hyland, Laurence Kenedy, Edward Holbrook, H. O. Cain, Chas. Hills, J. D. Ash and T. D. Hills. County Judge Barnard reviewed the history of the Willamette Highway project, stating that county bond funds to the extent of $256,000 had been available for cooperation for several years but that they did not wish to expend their funds until assured that the project would be completed through to Oakridge. Discussion developed that the

total cost of the 26 mile section between Lowell and Oakridge was estimated at $890,000 by the Bureau of Public Roads. Senator Fisk of Eugene spoke for the project, pointing out the saving in distance by the Willamette Route between Southern Oregon points and Eugene as compared with the present distances via the Pacific and McKenzie routes. Reference was made to the poor condition of the present road which is narrow with steep grades and is unsurfaced the greater part of its length. Also there are nine railroad crossings between Lowell and Oakridge, most of which are extremely dangerous. With the inauguration of through train service on the new Klamath Falls-Eugene line, the present hazard will be increased many fold. Senator Magladry of Eugene also urged that this project be given consideration and placed upon the program. George McMorran, representing the Eugene Chamber of Commerce, spoke in behalf of the project, as did W. C. Bristol of Portland. Mr. C. R. Jones of Oakridge closed by presenting a petition from the Chamber of Commerce of Oakridge. No action taken.

J. T. Brand, President of the Coos County Good Roads Association, and Earl W. Murphy, Secretary of the Coos Bay Chamber of Commerce, stated that the organizations which they represented favored the construction of a bridge across Rogue River on the Roosevelt Coast Highway in Curry County, and if tolls were necessary to finance the structure, they would be in accord with that plan.

H. G. Kern, representing the Chamber of Commerce of North Bend, stated that his organization favored the completion of the road between Reedsport and the Coos County line before the bridge across the Rogue River was considered. It was explained that the plan suggested for financing the Rogue River Bridge by the issuance of bonds to be paid off by tolls was entirely separate and apart from the funds to be used in completing the Roosevelt Highway north of Coos Bay.

Chairman Duby reported that, as requested by the Myrtle Point delegation on March 25, he had looked over the route of the so-called Bald Hill Market Road in Coos County, and he was convinced that the Coopers bridge route was desired by almost all the people in the vicinity and that he considered the slide conditions on the proposed route serious. Further it seemed that the Coopers bridge would be replaced in any event and if that was done there would be no economy in constructing the alternate route down the river. In view of this recommendation, the Commission reconsidered its previous action in approving the Coos County Market Road map as pertains to the location of Market Road No. 1 and the secretary was instructed to notify the County Court of the action taken.

George E. Frost of Portland asked if the approaches to the Yachats River bridge were to be constructed this year and he was advised that sufficient grading would be done to connect with the old road at each end.

Glenn R. Jack, City Attorney, and R. S. Milln, City Engineer of West Linn, appeared in the matter of securing cooperation from the state in widening the grade from the Willamette River Bridge at Oregon City to Bolton. This plan proposed widening of fifteen and one-half feet

from the edge of the pavement on the east side from the bridge to the railroad crossing and on the west side from there to Bolton. This will provide an additional nine feet of width of roadway and six and one-half feet for curb, sidewalk and shoulder. If the state will do the grade widening, the city will build the curb and sidewalk at its own expense. The matter of the restricted right of way at the Matheson, Hickman and Galloway property was discussed at some length. Commissioner Van Duzer reported that he had looked into conditions on this section and found numbers of pedestrians using the pavement for a walkway, thus creating a hazard which he considered should be corrected. He stated further that he had examined the plan proposed by the city of crossing the pedestrian traffic at the railroad tracks and found no objection to that as most of the residences were east of the highway south of the railroad crossing and west of the highway north of the crossing. After consideration it was agreed to cooperate with West Linn to the extent of the grading, provided the city will secure a full thirty foot width of right of way measured from the center of the pavement at the point of restricted width abutting on the property of Matheson, Hickman and Galloway and also agree to construct a curb and sidewalk. The representatives of the city stated this was satisfactory and that they would look into the right of way matter immediately.

Mr. R. W. Hagood appeared in the matter of the claim of George M. McDowell on contract No. 782, Lava Butte-Lapine surfacing. The engineer reported that the final measurements had been made and checked on the stock pile as provided in the specifications and the final estimate should govern regardless of intermediate approximate estimates. The Engineer was instructed to submit the statement and record of the Resident Engineer.

R. W. Mieth, President of the Portland Bridge Company, requested permission to deposit Liberty Bonds as security on contract No. 876, bridge across Snake River at Ballard's Landing, in lieu of a corporate surety bond. After consideration, on advice of the attorney the Commission declined the request and stated that a corporate surety bond would be required.

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

Baker-Ontario Section of Old Oregon Trail, maintenance materials. On motion which was carried, the low bid of H. G. Johnson, which was irregular, was rejected and the contract awarded to H. J. Hildeburn at $27,600.00.

Siskiyou Mountain Section of Pacific Highway, Jackson County, maintenance materials. On motion which was carried, the low bid of H. G. Johnson, which was irregular, was rejected and the contract awarded to A. D. Kern at $17,336.00.

George Ranch-Deer Creek Section of the Redwood Highway in Josephine County, surfacing. On motion which was carried, this contract was

awarded to Harness & Colby, the low bidder, at $30,620.00.

Ironside-Cow Valley Section of the John Day Highway in Malheur County, surfacing. On motion which was carried, this contract was awarded to Kibler & Bartlett, the low bidders, at $65,375.00.

Grand Ronde Section of the McMinnville-Tillamook Highway, maintenance materials. On motion which was carried, this contract was awarded to W. C. Elliott at $15,465.00.

Hebo-Beaver Section of Roosevelt Coast Highway in Tillamook County, maintenance materials. No bids having been received, the Engineer was instructed to readvertise the project at the next meeting.

Bridge over Yachats River at Yachats, Lincoln County. On motion which was carried, the contract was awarded to C. J. Montag Co., the low bidder, at $20,632.50.

Bridge over Rocky Creek on the Roosevelt Coast Highway in Lincoln County. On motion which was carried, the contract was awarded to the low bidder, H. E. Doering, subject to making a satisfactory showing as to equipment, contract personnel and finance.

Bridge over Depoe Bay on Roosevelt Coast Highway in Lincoln County. On motion which was carried, the contract was awarded to Kuckenberg & Wittman, the low bidder, at $49,125.00.

Bridge over South Fork of Nehalem River on the Roosevelt Coast Highway in Tillamook County. On motion which was carried, the contract was awarded to the Portland Bridge Company, the low bidder, subject to approval of the U. S. Bureau of Public Roads.

Reconstruction of revetment above the Willamette River bridge at Harrisburg. On motion which was carried, the contract was awarded to E. W. Lebeck, the low bidder, at $6,052.00.

No bids having been received for concession privileges at Emigrant Park, the Engineer was authorized to make such arrangements as are satisfactory.

The Commission confirmed the award of the contract for grading the Wheeler Section of the Roosevelt Highway to Lair & Co., which was made by the Engineer since the previous meeting.

The Commission considered the request of the city of Tillamook to take over the maintenance of Second Avenue East in that city which is the route of the Coast Highway. The city authorities claimed a population of less than 2000 at the 1920 census and set out that a large proportion of the traffic passing over the street is through traffic. The Commission declined the request as this street is the principal business street with good property values. Further, large sums of state funds are being expended in the county in the construction of the state highway

system, which is a direct benefit to the city.

The minutes of the meeting of April 29 and 30 and May 12 were approved.

The Commission received an invitation from the committee on arrangements to be present at the dedication of the Willamette River Bridge at Harrisburg on June 5th, which was accepted.

A deed for a tract of land for park purposes near the summit of the Blue Mountains on the John Day Highway in Wheeler County to be called Shelton Park was received from E. W. Wetmore as a gift.

The Commission instructed the Secretary to request all the county courts of the state to require an eighty foot right of way along the state highways on all townsite plats that are filed for acceptance. This will secure the desired width easily and save expense and trouble later when the necessity for widening becomes more apparent.

In response to the expressed wishes of many interested parties to honor the poet, Sam Simpson, and his poem, Beautiful Willamette, which was written near the site of the Albany Bridge, the Commission expressed themselves as favorable to the idea of permitting the placing of a bronze tablet or plate with wording of an informative nature on the bridge commemorating the poet and his work, should those interested desire to do so.

After further consideration of the matter of width of roadbed on the Long Creek-Beech Creek forest project which has been arranged on a cooperative basis with Grant County, the Commission voted to approve the recommendation of the Bureau of Public Roads for a Bureau of Public Roads standard 8 foot traveled way which equals a 15 foot width over all.

The Commission approved and adopted the location of the Alsea Highway between Philomath and the foot of Alsea Mountain as surveyed and located by the Engineer.

The Commission approved and adopted the location of the Power Plant-Shell Rock and Shell Rock-Nimrod Sections of the McKenzie Highway as located by the Engineer.

District Engineer Purcell of the Bureau of Public Roads reported on progress made in the widening of the Mt. Hood Loop which was begun at the West Forest Boundary end about six weeks previous. He stated that the original appropriation of $25,000 would soon be exhausted but that having the equipment and organization on the ground, the work could be continued at a lesser cost than adding a new unit next year. For that reason it was suggested that the funds be increased to $50,000 and the project increased in length correspondingly. Mr. Purcell stated that of these additional funds required he was confident a large portion if not all could be taken from savings on other projects when bids were received, but asked that the state guarantee any difference between government

funds available and the $50,000 total figure. After consideration, in view of the economy in continuing the project, the Commission voted to guarantee the difference which may accrue as stated above.

A petition was received from citizens of the Sprague River Valley and Chiloquin requesting that further construction on the Klamath Falls-Lakeview Highway between Beatty and Klamath Falls via Bly Mountain be deferred and an investigation made of the route from Beatty west on the Sprague River to a connection with The Dalles-California Highway near Klamath Agency. Inasmuch as the former route had been adopted as a state highway and improved for the greater part of its length, the Commission declined to consider a change at this time.

The following resolution was introduced by Commissioner Van Duzer who moved its adoption:

> WHEREAS, it is deemed by the Highway Commission advisable and expedient that the State Highway Commission procure in the name of the state of Oregon for park purposes Lot 3, Section 18, Township 9 South, Range 11 W. W. M. in Lincoln County, state of Oregon, which said tract of land is owned by Ella Ben, as the heir of John Kelsay, deceased,
>
> THEREFORE, BE IT RESOLVED: That J. S. Sawyer, Division Highway Engineer in charge of state highway construction in Lincoln County, be and he is hereby authorized and directed to negotiate with the owner of said parcel of land and acquire said land in the name of the State of Oregon for park and other public purposes.

The resolution was duly seconded and carried.

A contract was executed with the Portland Gas Company providing for the purchase of up to 12,000 barrels of Gasco at 6½ cents a gallon.

The Chairman presented a letter from County Judge Jordan of Wallowa County requesting that Unit No. 1 of the Enterprise-Forest Boundary Section of the Flora-Enterprise Highway be surfaced this year. This section is six miles in length and extends six miles north from Enterprise. The grading was completed last year. Judge Jordan states that the county will cooperate to the extent of one-half of the cost. After consideration, the offer was accepted and the project adopted for this year's program in order to complete this highway.

The Engineer was authorized to advertise for bids at the next meeting on
ten 8 foot mold board truck snow plows
one Rotary snow plow for truck mounting
one " " " " 5 ton tractor mounting
two " " " " 10 " " "

The date for the next meeting was set for June 24 at 10 o'clock A. M.

The following projects were authorized and the Engineer instructed to prepare plans and specifications:

Aurora-Canby, grade widening;
Hobsonville-Garibaldi, grading and bridges;
Reedsport-Winchester Bay, grading;
Unit No. 1, Enterprise-Forest Boundary, surfacing.

The Engineer was authorized to receive bids for the construction of a patrolman's frame house and equipment shed at Meacham, and equipment sheds at Canemah and Athena.

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

Portland, Oregon, June 24, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. Present were:

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

The following bids were received on grading, surfacing, bridge and building projects:

PACIFIC HIGHWAY
CANBY-AURORA SECTION - GRADE WIDENING

Shaffer Brothers	$8,557.00
United Contracting Co.	8,844.30
Bullis & Co.	9,926.50
C. R. Johnson	10,789.40
Newport Construction Co.	10,846.00
Earl L. McNutt	10,969.00
La Pointe Construction Co.	13,574.00
Frazier & Samuel	21,645.00

ROOSEVELT COAST HIGHWAY
REEDSPORT-WINCHESTER BAY SECTION - GRADING

Schell & Rhodes	$ 76,500.00
Pat Hennessey	84,785.00
Joplin & Eldon	85,768.00
von der Hellen & Pierson	87,910.00
James Tobin & Son	89,299.00
Greenwood & Dann	94,680.00
Gidley & Plymale	94,960.00
Kellogg & Baldwin	96,226.20
A. Guthrie & Co.	98,155.00
Earl L. McNutt	101,622.00
Bauers & Bauers	103,181.00
F. L. Brown	103,302.20
Baker & Scharschmidt	104,200.00
H. M. Johnson	107,512.00
P. L. Crooks & Co., Inc.	115,550.00

ROOSEVELT COAST HIGHWAY
GARIBALDI-HOBSONVILLE SECTION - GRADING

A. Guthrie & Co.	$80,062.00
Hauser Bros.	81,653.50
Joplin & Eldon	85,170.50
P. L. Crooks & Co. Inc.	89,500.00
James Tobin & Son	92,618.50
Iver J. Rosten Co.	94,176.00
Newport Construction Co.	99,939.00
H. M. Johnson	105,730.00
Stone Logging & Contracting Co.	107,917.00

ROOSEVELT COAST HIGHWAY
SAILING GRAVEL PIT - FURNISHING CRUSHED GRAVEL

Stevens & Doty	$10,971.50
H. G. Johnson	12,290.00
United Contracting Co.	13,872.50
Newport Construction Co.	14,320.00
Frazier & Samuel	22,782.50

ENTERPRISE-FLORA HIGHWAY
UNIT 1, ENTERPRISE-FOREST BOUNDARY SECTION - SURFACING

Joslin & McAllister	$32,022.00
Harness & Colby	33,060.00
Triangle Construction Co.	33,440.00
F. J. Dussault	33,945.00
Logan Brothers	34,440.00
H. G. Johnson	34,590.00
March Construction Co.	36,260.00
Security Construction Co.	40,270.00

THE DALLES-CALIFORNIA HIGHWAY
CROOKED RIVER UNDERCROSSING

Wm. Endicott	$ 3,320.00
Kuckenberg & Wittman	3,715.00

ROOSEVELT COAST HIGHWAY
MIAMI RIVER BRIDGE

J. J. Badraun	$19,507.70
C. J. Montag Co.	20,982.50
Portland Bridge Co.	21,845.00
Henry Makela & Son	22,780.50
A. T. Dolan	23,090.00
Gilpin Construction Co.	23,935.25
Union Bridge Co.	24,300.00
P. L. Crooks & Co.	24,875.00

PACIFIC HIGHWAY
STORAGE BUILDING AT CANEMAH

W. G. H. Krueger	$ 946.25
Wm. C. Schmitt	1,342.00
O. M. Olds	1,380.00
La Salle & Laxton	1,450.00
Storaasli & Geer	1,535.00

OREGON-WASHINGTON HIGHWAY
STORAGE BUILDING AT ATHENA

Wm. C. Kelly	$1,298.00
Alex Manning	1,529.00
Storaasli & Geer	1,535.00

The following bids were received on snow plow equipment:

Clyde Equipment Co.

1 -	Rotary International 10-20 complete		$1,420.00
1 -	" for F.W.D. installation		1,835.00
1 -	" " 5 ton Holt installation		2,625.00
2 -	" " 10 " " "	each $3,171.00	6,342.00

Howard-Cooper Corporation

5 -	Mold Board 8 ft. for F.W.D., each	285.60	1,428.00
5 -	" " 8 ft. for Nash Quad, each	285.60	1,428.00
1 -	Rotary International 10-20 complete		3,060.00
1 -	" for F.W.D. installation		1,835.00
1 -	" " 5 ton Holt installation		2,625.00

Willamette Equipment Co.

2 -	Rotary for 10 ton Holt installation	each 8,975.00	17,950.00

La Plant-Choate Mfg. Co.

5 - Mold Board 8 ft. for F.W.D., each	$292.13	$1,460.65
5 - " " 8 ft. " Nash Quad, each	292.13	1,460.65

Hi-Way Service Corporation

5 - Mold Board 8 ft. for F.W.D. each	350.00	1,750.00
5 - " " 8 ft. " Nash Quad, each	350.00	1,750.00

Feenaughty Machinery Co.

5 - Mold Board 8 ft. for F.W.D., each	287.50	1,437.50
5 - " " 8 ft. " Nash Quad, each	287.50	1,437.50

Mr. E. J. Sickler, representing property owners living along the Mt. Hood Loop in Clackamas County, requested the Commission to station a rotary snow plow on that side of the mountain during the winter. He was instructed to present the request in writing.

Commissioner Bursell, accompanied by County Engineer Running, stated that Jackson County was ready to meet their share of the bridge across the Rogue River to eliminate the present railroad grade crossing at Gold Hill as assessed by the Public Service Commission. He stated further that they desired early construction in order to eliminate the necessity of renewing the deck on the present bridge. After consideration, the Commission voted to advertise for bids on this structure at the August meeting.

The minutes of the meeting of May 25 were approved.

The Commission confirmed the award of the concession at Emigrant Park to W. A. Watson for a consideration of $100 for the period June 1, 1926 to September 30, 1926.

The Engineer reported that the city of West Linn had made arrangements to secure a full twenty-five feet of right of way measured from the center line of the roadway with the right to encroach with slopes across the property of Matheson, Hickman and Galloway, and that state forces had been started on the grade widening to provide for the sidewalk.

The Commission confirmed the award of the contract for the construction of the bridge at Rocky Creek on the Roosevelt Highway in Lincoln County to H. E. Doering.

A letter was received from Judge Mast of Coos County protesting against any change in the Coos County Market Road Map with especial reference to the Coopers Bridge-Bald Hill routes which have been in controversy. The matter was referred to the Attorney for a written opinion on the points raised by Judge Mast.

Judge Barnard, with Commissioners Hurd and Crowe and County Engineer Morse, representing Lane County, asked that a check be made of the estimate for the Lowell-Oakridge Section of the Willamette Highway which had been prepared by the Bureau of Public Roads. The Commission instructed the Engineer to make the location survey of the first few miles for a comparison of costs.

Messrs. R. J. Hubbard and W. A. Lovelace of Reedsport presented the matter of the route of the Roosevelt Highway through the city of Reedsport, objecting to the ultimate construction of a bridge on the surveyed line crossing the Umpqua River at the mouth of the Schofield River. They stated that this construction would seriously interfere with the navigation interests and the development of the port. Instead, they urged a location through Reedsport crossing the river east of the railroad bridge, although admitting that this route would add 7/8 to 1½ miles, depending on the definite location, to the total length of the line. The Engineer pointed out the necessity of two railroad crossings if the highway was located through Reedsport and that overhead structures would be expensive on account of the high structures and long embankment approaches necessary because of the lack of supporting ground. On the other hand, undercrossings are difficult because of the lack of sufficient overhead clearance without special waterproof subway construction and the use of automatic pumps. After considering the matter, Commissioner Van Duzer stated for the Commission that at the present time it is the intention of the Commission to route the Roosevelt Highway through the city of Reedsport from the west city limits on the present Winchester Avenue, taking advantage of the present undercrossing at Twelfth Street and connecting with L Street thence on L Street to the river. Messrs. Hubbard and Lovelace stated that it was the intention of the city to make L Street an eighty foot street. The matter of connections with the street undercrossing of the railroad and the determination of the clearances was left to the engineer for a conference with the city officials.

Judge Sawyer of Deschutes County reported that one of the roads on their market road program extended northwesterly from the McKenzie Highway from a point west of Sisters toward Suttle Lake and the headwaters of the Metolius River and that he would like to have this located by the state so as to be a part of the Santiam Highway when that road was built. The Commission indicated that they were not in a position to make a survey of the entire Santiam Highway to establish the control points, but the Deschutes County project being a market road, it would be referred to the Market Road Engineer.

Judge Sawyer requested the Commission to advertise for bids for a bridge at Tumalo at their next meeting. Request granted and the Engineer so instructed.

Judge Sawyer stated that the county proposed to straighten alinement, grade and drain the one and one-half mile section of the Central Oregon Highway eastward from the east city limits of Bend if the state would surface the same. Matter taken under consideration.

The Engineer reported on the Rogue River Toll Bridge Project on the Roosevelt Highway in Curry County, submitting an estimate on the probable traffic, interest charges, revenues, etc. Matter taken under consideration.

Judge Dodson of Baker County asked that the last unit of the Baker-Unity Highway between Hereford and the intersection with the John Day Highway, a distance of 10.5 miles, be advertised for bids on grading at the next meeting of the Commission. Judge Dodson offered 50 per cent cooperation in behalf of Baker County, the same as on other sections of this highway. On motion which was carried, the cooperative offer was accepted and the Engineer was instructed to prepare plans and specifications and receive bids for the grading at the next meeting of the Commission.

A telegram was received from Klamath County offering to cooperate fifty-fifty on the grading of the Beatty-Bly Section, stating that they have available approximately $50,000 at the present time which they offer to the state to use, the excess cooperation to be adjusted later.

The Commission authorized a survey of the North Fork Summit section of the Willamette Valley-Florence Highway about ten miles in length, provided, however, that since this is a prospective forest project, the engineer was instructed first to negotiate with the Bureau of Public Roads to determine if they wished to complete this survey.

Commissioner Van Duzer reported that Mr. F. W. Leadbetter of Portland had expressed a willingness to donate to the state a tract of land for park purposes at Otter Rock in Lincoln County, controlling the view to the Devil's Punch Bowl. On motion which was carried, the gift was accepted and the Secretary was instructed to address a proper communication of appreciation to Mr. Leadbetter in behalf of the Commission, as representing the state, for this gift.

Commissioner Malone reported that the City of Alsea had a timbered tract which some of the citizens wished to donate to the state for a park but that it was not adjacent to the highway and for that reason not very desirable from a state standpoint. The Commission voted not to accept this gift at the present time at least until more consideration could be given.

Commissioner Van Duzer reported that he had discussed with the new owners of the townsite of Cascade Locks the matter of setting aside an area for park purposes between the highway and the railroad tracks east of the new Columbia River bridge. This is a point where a splendid view of the Cascade Rapids may be had. The owners expressed themselves as being favorable to such a plan.

Commissioner Van Duzer stated that he had given much consideration to the matter of preservation of the islands along the coast of

Oregon for the public for scenic purposes and prevent them from falling into private ownership. The members of the Commission agreed that this was desirable and instructed the Engineer to prepare a map of the Oregon Coast showing the islands which it is desired to secure and the Attorney was instructed to prepare a bill to be introduced in Congress ceding these islands to the State of Oregon.

The County Court of Benton County asked that the requirement of an eighty foot right of way on the Philomath-Alsea Mountain Section of the Alsea Highway be modified and reduced to sixty feet. The Commission considered the matter, but in view of the necessity for greater right of way widths all over the state, it was deemed advisable to adhere to the original request for an 80 foot width as a matter of policy.

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

Alsea Valley Section of the Alsea Highway, 10.7 miles of surfacing;
Gellatly Point-Corvallis Section of the Corvallis-Newport Highway, 10.6 miles of surfacing;
Mohler-Wheeler Section of the Roosevelt Coast Highway, 1.3 miles of grading;
Bridge over North Fork of Alsea River about 3 miles east of Alsea;
Reconstruction of bridge over John Day River on the Columbia River Highway in Sherman and Gilliam Counties.

The Engineer reported on the present condition of the John Day River Bridge on the Lower Columbia River Highway in Clatsop County and the necessity for its renewal in the near future and pointed out the desirability of a new location for this structure. In view of these conditions, it was deemed advisable to stop the paving contract a sufficient distance on each side of the present bridge to insure proper connections on the new alinement.

The Market Road Engineer reported that no agreement had been reached with the Clackamas County Court in the matter of the inclusion of the so-called Bluff Road on the market road map. The Secretary was instructed to request the County Court of Clackamas County to meet with the Commission at their next meeting and discuss this road.

The Market Road Engineer further reported that Coos County desired to extend the road from East Side to the Catching Slough Bridge as an extension to Market Road No. 6. Approved by the Commission on recommendation of the Engineer.

Wallowa County Court requested that the Flora-Enterprise Highway be included on the market road map of Wallowa County. Approved by the Commission on recommendation of the Engineer.

Grant County Court requested approval of designation as market road of the road from Long Creek to Monument connecting with market road north and south through the county. Approved by the Commission on recommendation of the Engineer.

Klamath County Court requested that the Midland Market Road No. 1 be extended south to a point 2 miles from the state line. The Engineer recommended that it be extended south to the state line in order to make the improvement of the same standard throughout. Recommendation approved by Commission.

Wasco County Court requested that the road from Shaniko through Antelope to connect with the Pine Creek Market Road in Wheeler County be designated a market road. Approved by the Commission on recommendation of the Engineer.

A request was received for the surfacing of the Cascadia Forest Section of the Santiam Highway during the present season from residents of Cascadia and vicinity. The Commission declined for the reason that the grading operations will not be completed and the embankments will not have attained their full settlement.

At five o'clock, the tabulation of the bids received was read and the following awards were made:

Canby-Aurora grade widening. On motion which was carried, the contract was awarded to Shaffer Bros., the low bidders, at $8,557.00.

Reedsport-Winchester Bay Section, grading. On motion which was carried, the contract was awarded to Schell & Rhodes, the low bidders, at $76,500.00.

Maintenance materials from gravel pit three miles north of Hebo. On motion which was carried, the award of the contract was referred to the Engineer for further investigation, with authority to act.

Garibaldi-Hobsonville Section, Roosevelt Coast Highway, grading. The low bid of A. Guthrie & Co. is satisfactory, but the award of the contract is referred to the Engineer pending the execution of an agreement with the Southern Pacific Company.

Enterprise-Forest Boundary Section, Unit No. 1, surfacing. On motion which was carried, the contract was awarded to the low bidders, Joslin & McAllister, at $32,022.00.

Undercrossing at Crooked River, The Dalles-California Highway. On motion which was carried, the contract was awarded to Wm. Endicott of Madras, the low bidder, at $3,320.00.

Bridge over Miami River on Roosevelt Coast Highway in Tillamook County. The low bid of J. J. Badraun is satisfactory, but a War Department permit not having been secured, it was necessary to refer the

award to the Engineer with power to act.

Maintenance storage building at Canemah. On motion which was carried, the contract was awarded to the low bidder, W. G. H. Krueger, at $946.25.

Maintenance storage building at Athena. On motion which was carried, the contract was awarded to the low bidder, W. C. Kelly, at $1,298.00.

The following awards for snow plow equipment were made:

Feenaughty Machinery Co.

5 eight foot mold board plows for F.W.D. trucks at $287.50 each
5 " " " " " " Nash Quad trucks at $287.50 each

Howard-Cooper Corporation

1 Rotary plow for F.W.D. truck at $1,835.00

Clyde Equipment Co.

1 Rotary plow for 5 ton Holt tractor at $2,625.00
2 " " " 10 " " " " " 3,171.00 each

The Commission set the date for the next meeting as July 29, 1926 at 10 o'clock A. M.

The Commission granted leave of absence to Messrs. McCullough, Clarke and Klein on July 14, 15 and 16 to attend the Summer Meeting of the American Society of Civil Engineers to be held in Seattle.

The Attorney was instructed to prepare a bill for submission to the next session of the legislature prohibiting the use of six wheel trucks upon the highways of the state.

The following requests for extensions of time were received:

Dunn & Baker, contract No. 822, Modoc Point-Klamath Falls Section, The Dalles-California Highway, surfacing, requested an extension of time to July 31, 1926. Inasmuch as the quantities on this project had been increased, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Kuckenberg-Wittman Company, contract No. 840, Crooked River Bridge, The Dalles-California Highway, Jefferson County, requested an extension of time to August 15, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

F. L. Brown, contract No. 845, Bend-Lava Butte Section, The

Dalles-California Highway, Deschutes County, grading, requested an extension to May 28, 1926. In view of the fact that there has been no inconvenience to the public and the surfacing of the section has not been delayed on account of the delay in completing the grading, the Engineer recommended that the extension of time be granted as requested. Recommendation approved by the Commission.

A. G. Enright, contract No. 863, bridges on the Redwood Highway near Selma in Josephine County, requested an extension of time to August 31, 1926. The Engineer recommended that the extension requested be granted subject to the condition that the contractor complete the approach fills at either end of the bridges at the same unit price bid by the grading contractor. Recommendation approved by the Commission.

In the matter of the extensions of time granted to Swartley Bros. on August 28 and October 28, 1925, in connection with contract No. 783 for the widening of the Emigrant Hill Section of the Old Oregon Trail, the Engineer recommended that, in view of the fact that the contractor was required to perform a larger amount of excavation work than was called for in the contract, the actions taken by the Highway Commission on August 28 and October 28, 1925, be modified to the extent that the contractor be charged with only such part of the engineering expense as was incurred subsequent to September 30, 1925. Recommendation approved by the Commission.

Olds Construction Company, contract No. 859, requested a further extension of time to May 31, 1926. The Engineer recommended that the extension be granted without penalty and that the penalty previously assessed be remitted. Recommendation approved by the Commission.

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

Wm Duby
Chairman

H B Van Duzer
Commissioner

Roy A. Klein
State Highway Engineer and
Secretary

Robt H Malone
Commissioner

Portland, Oregon, July 29, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. with the following present:

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

Bids were opened on the following projects:

BAKER-UNITY HIGHWAY
UNITY-HEREFORD SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
H. C. Boyer	$71,799.50	$70,688.50
H. E. Cornell	73,482.50	71,547.50
Logan Bros.	74,983.00	75,489.00
Drummie & Toller	75,421.85	74,267.25
E. B. Bishop	77,412.00	76,210.00
J. A. Terteling & Sons	79,862.00	77,345.00
Security Construction Co.	79,282.25	77,373.25
Morrison-Knudsen Co.	80,870.50	79,442.50
S. H. Newell	81,069.00	80,490.00
A. Guthrie & Co.	82,480.75	81,210.75
John Hampshire	82,515.00	82,515.00
Greenwood & Dann	89,380.00	86,461.00

CORVALLIS-NEWPORT HIGHWAY
GELLATLY POINT-CORVALLIS SECTION - SURFACING

	Alternate "A"	Alternate "B"	Alternate "C"
Greenwood & Dann	$44,140.00	$	$
H. G. Johnson	44,700.00	44,260.00	43,710.00
Clarence L. Camp	46,800.00		
Joslin & McAllister	50,100.00		
Carl Nyberg	51,425.00		
Washburn & Hall	53,975.00		
Harness & Colby	59,025.00		
United Contracting Co.			59,651.00
Archie Mason	63,525.00	69,850.00	71,700.00
Slate Construction Co.	71,870.00		
Inland Construction Co.	72,460.00		
Frazier & Samuel	80,075.00	79,195.00	76,445.00

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ALSEA HIGHWAY
MISSOURI BEND-ALSEA MOUNTAIN SECTION - SURFACING

H. G. Johnson	$71,330.00
Greenwood & Dann	74,670.00
Carl Nyberg	75,720.00
Archie Mason	77,225.00
Joplin & Eldon	76,975.00
Stephens & Bolderston	77,750.00
Inland Construction Co.	81,480.00
United Contracting Co.	91,870.00
Washburn & Hall	92,100.00
Joslin & McAllister	93,000.00

KLAMATH FALLS-LAKEVIEW HIGHWAY
BEATTY-BLY SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Earl L. McNutt	$60,890.00	$59,325.00
Greenwood & Dann	62,880.00	59,290.00
John Hampshire	61,610.00	60,370.00
F. L. Brown	65,310.00	63,160.00
Joe Rocco	66,830.00	64,390.00
James T. Logan	67,005.00	66,242.00
Dunn & Baker	68,544.00	68,688.00
Klamath County Court	72,902.00	69,637.00
James Crick	75,405.00	72,965.00
Jetley Bros.	77,620.00	74,940.00
Nevada Construction Co.	78,430.00	75,500.00

ROOSEVELT COAST HIGHWAY
MOHLER-WHEELER SECTION - GRADING

	Alternate "A"	Alternate "B"
Earl L. McNutt	$	$27,152.50
S. H. Newell & Co.		27,481.75
Hauser Bros.	33,000.00	37,480.00
Lair & Co.	34,405.00	
Joplin & Eldon	34,477.50	
Bullis & Co.	36,765.00	52,449.90
P. L. Crooks & Co.	41,700.00	29,607.50
Washburn & Hall	43,437.50	
A. Guthrie & Co.	43,730.00	
Archie Mason	44,242.50	49,804.00
Baker & Scharschmidt	44,960.00	
Greenwood & Dann	53,027.50	

ALSEA HIGHWAY
BRIDGE OVER THE NORTH FORK OF THE ALSEA RIVER

Stephens & Bolderston	$16,090.00
Lindstrom & Feigenson	16,850.00
D. T. Eaton Construction Co.	16,984.25
C. J. Montag Co.	17,737.50
O. N. Pierce	19,000.00
Kullander & Bristlin	20,605.00

DESCHUTES COUNTY - NICHOLS MARKET ROAD
BRIDGE OVER DESCHUTES RIVER

Luther Metke	$ 2,680.00

COLUMBIA RIVER HIGHWAY
JOHN DAY RIVER BRIDGE - RECONSTRUCTION

Lindstrom & Feigenson	$47,455.00
Geo. F. Reeves	48,640.00
Gilpin Construction Co.	48,690.00
Parker & Banfield	51,097.50
J. J. Badraun	51,960.00
Pacific Bridge Co.	54,560.00
Illinois Steel Bridge Co.	54,670.00

MARION COUNTY - MEHAMA MARKET ROAD
BRIDGE OVER STOUT CREEK

Lindstrom & Feigenson	$ 6,317.50
O. N. Pierce	6,495.00
Catching & McClane	7,334.00
Storaasli & Geer	8,091.50

MARION COUNTY - COUNTY ROAD
BRIDGE OVER PUDDING RIVER NEAR MT. ANGEL

Olds Construction Co.	$12,400.00
Catching & McClane	13,030.00
O. N. Pierce	13,345.00
Wm. D. Hoffman	13,409.50
Gilpin Construction Co.	13,962.60
Lindstrom & Feigenson	14,026.00
Curry, Geer & Christianson	14,700.00

OLD OREGON TRAIL
TWO BUILDINGS AT MEACHAM

O. N. Pierce	$ 4,756.00
W. C. Kelly	4,881.00
Storaasli & Geer	5,088.00
Frick & Dennis	5,468.85
H. B. Neilsen	8,317.00

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FURNISHING RIP RAP ROCK FOR HARRISBURG BRIDGE REVETMENT

Pedersen & Ray	$5,920.00
Greenwood & Dann	6,000.00
C. M. Igoe	6,320.00
J. C. Compton	6,600.00
Joe Rocco	6,880.00
United Contracting Co.	7,200.00
K. C. Griffin	7,800.00
Joplin & Eldon	10,520.00

On motion which was carried, the minutes of the meeting of June 24 were approved.

A request was presented by the sponsors of the Baker-Richland-Halfway-Homestead Highway Improvement District that the following clause be added to the petition previously approved: "In the event that the said proposed highway improvement district is created we recommend to the trustees of said district that the tax levy for the first year do not exceed the sum of two mills upon the assessed valuation of said district." On motion which was carried, the petition for the Baker-Richland-Halfway-Homestead Highway Improvement District as amended was approved.

A request by H. B. Haisten of the city of Wallowa to reroute the La Grande-Wallowa Lake Highway diagonally through the city from the intersection of Fifth and Clairemont Streets to First and Alder Streets was declined on the recommendation of the Chairman, who reported that he had looked the proposed route over on the ground and that the change would require an expense not commensurate with the benefits to be derived.

A petition was received from several citizens of the city of Enterprise requesting that the La Grande-Wallowa Lake Highway through that city be routed east on North Street to West Third Street, south on West Third to Main Street, thence east on Main Street to River Street rather than the present routing east on North Street to West Second Street, south on West Second Street to Main, thence east on Main Street to River Street. A remonstrance against this change was filed by B. W. Hamilton and others. The Chairman reported that West Third Street is only 60 feet in width while West Second Street is 100 feet in width and that the sight view in turning from Main Street to West Third was much inferior to that at the corner of Main and West Second on account of the width of the respective streets and the location of the buildings. For these reasons, the Commission declined to change the routing.

A request was received from citizens of the city of Wallowa that the state pay the cost of paving a 16 foot strip through the intersection at First and Storrie Streets. The Chairman reported that the city had let a contract for paving two blocks on First Street and desired to extend the contract to include the intersection. The Chairman recommended that the Commission pay for the 16 foot strip as requested, which was approved by the Commission.

The Commission discussed the location of the Central Oregon Highway as a result of the recent meeting in Burns attended by Chairman Duby and Commissioner Van Duzer. In view of the extension of the railroad from Crane to Burns, it was thought advisable to route the Central Oregon Highway to the northward, having in mind the county bond and market road money available on this latter route. After due consideration, on motion which was carried, it was voted to route the Central Oregon Highway east from Burns through Drewsey, thence to the Malheur River over the best route, thence eastward to Vale. The request of the Harney County Court to consider their expenditures made under state supervision as future cooperation was accepted by the Commission.

A delegation consisting of J. T. Brand, Marshfield, Guy Cordon, District Attorney, Douglas County, representing the County Court, Stanley D. Chapin, J. E. Wheeler, George Staples and Russell J. Hubbard of Reedsport, urged the completion of the road between the Coos County Line and Winchester Bay. A copy of a resolution adopted by the County Court of Douglas County was presented which requested that the project be placed under contract, the state to advance the costs and the county agreed to pay its share of one-sixth, subject to the agreement of the Umpqua Highway Improvement District to pay its share of an equal amount. The Commission reaffirmed its previous agreement to pay two-thirds of the cost of the Coos County Line-Winchester Bay unit whenever the local authorities make available their share of the cost. Mr. Hubbard, speaking for the Umpqua Highway Improvement District, indicated that the district was not ready to expend its funds on the Coos Bay-Winchester Bay unit until the Commission would pledge the expenditure of state funds between Scottsburg and Drain. The Commission replied that to do this it would be necessary to place the Umpqua Road on the state highway map and that they were committed to a policy of completing the roads now on the state highway system first, therefore, it was necessary to decline their request. Mr. Hubbard then requested that the Commission make a survey for a road on state standards between Drain and Scottsburg, to be paid for by the state. After some discussion, Commissioner Van Duzer stated for the Commission: "In response to the request of Douglas County and the Umpqua Highway Improvement District that a survey be made on state standards between Scottsburg and Drain by the Highway Commission, the Commission agreed to do this provided that the Improvement District and the County each pay one-half of the cost of the same and it is understood that if and when the Umpqua road becomes a part of the state highway system that this amount of money expended for a survey will be included as a part of the cooperation of the district and the county."

Milton Miller, representing the Sons and Daughters of Oregon Pioneers, urged the Commission to improve the road leading into Champoeg Park.

Walter Keyes, appearing for the Salem Sand & Gravel Company, objected to paying about $1400 for pavement repairs made necessary to repair damage done by the trucks of the West Side Gravel Company which company had later been purchased and taken over by the Salem Sand & Gravel Company. The matter was referred to Mr. Devers and Mr. Clarke for conference with the former owners.

Judge Moses of Benton County asked the Commission to advertise for bids for the grading of the section of the Alsea Highway between Philomath and the foot of Alsea Mountain at the next meeting. After consideration, Commissioner Van Duzer made a motion which was carried that the project be advertised and bids received, provided that the cost was not in excess of $70,000.

J. T. Brand of Marshfield, representing the Coos County Good Roads Association, reported that this association was strongly in favor of a bridge across Rogue River at Gold Beach and while they would prefer a free bridge, yet preferred a toll bridge operated by the state in preference to a free ferry. J. E. Snyder, Secretary of the Chamber of Commerce of North Bend, presented a resolution from the directors of that body opposing, in principle, all toll bridges on the Roosevelt Highway.

Commissioner Short of Klamath County asked the Commission to undertake the grading of the unit of the Klamath Falls-Lakeview Highway from the common point at Lorenz Mill west. The Chairman asked if this meant direct to Dairy and Commissioner Short replied that county funds were exhausted and that they would have to look to the Commission for future construction on this highway and he indicated that the cut-off line between these points would be acceptable. Some discussion developed as to whether this unit or the Devils Garden Section east of Bly was most needed. Commissioner Short urged the consideration of the Dairy-Lorenz Mill Section because of the difficult winter travel conditions on the latter. After consideration, on motion which was carried, the Dairy-Lorenz Mill Unit was authorized and the Engineer instructed to advertise for bids on the grading after the county had secured the right of way.

E. D. Olds presented a claim for additional concrete in footings in shop buildings at Klamath Falls. Matter referred to the Engineer.

The improvement of the park area at the site of Crooked River bridge was discussed. The Commission authorized that bids be received for the construction of a masonry parapet wall along the edge of the Canyon between the railroad bridge and highway bridge and the further improvement after the completion of the wall by the construction of a gravel walk along the wall by state forces.

A request was received from the city of Gold Hill to include posts, brackets and lighting fixtures in the plans for the bridge over the Rogue River at Gold Hill. The Secretary was instructed to reply that the Commission would place conduits in the structure for the wiring but that the posts, brackets, lighting fixtures and current must be paid for by the city of Gold Hill if they desired the lights.

The Attorney furnished an opinion regarding the authority of the Commission to take a road off the market road map of any county after it had once been approved. He stated that this could not be done except on request of the county court. In view of this legal opinion, it seemed advisable to reconsider the action of the Commission on May 25, 1926, with special reference to the elimination of the so-called Bald

Hill Market Road, designated as Number One in Coos County, in favor of the Coopers Bridge route, which appeared to be desirable after investigation of the two routes. The Engineer reported that the county court had no immediate plans for the construction of the Bald Hill route which follows the north fork of the Coquille River to a junction with the Roseburg-Coos Bay Highway. On the other hand, the County Court had set aside funds for the repair of the bridge over the North Fork of the Coquille River known as Coopers Bridge, which will meet the present needs of the people in that vicinity.

R. B. Gould, County Engineer of Deschutes County, representing Judge Sawyer, asked for consideration of the unit of the Central Oregon Highway extending about one and one-half miles east from the east city limits of Bend, which the county offered to grade if the state would surface. The Commission advised Mr. Gould that they would consider the project if the county would cooperate on the improvement on a 50-50 basis.

Copies of resolutions were received from the Union Commercial Club, the Commercial Association of Pendleton, the Baker County Chamber of Commerce, the Union County Chamber of Commerce and also a letter from the President of the Old Oregon Trail Association urging the Commission to secure and preserve the standing timber along the Old Oregon Trail through the Blue Mountains between Pendleton and La Grande. The Commission expressed themselves as heartily in sympathy with this movement and authorized the Chairman to negotiate with the property owners along the route for the purchase of standing timber adjacent to the highway.

The Engineer was instructed to investigate a proposed change in the highway routing through the city of Forest Grove recommended by L. M. Graham and others to eliminate railroad grade crossings and avoid passing a school house.

At 5 o'clock the tabulation of the bids was read and the following awards were made:

Unity-Hereford Section of the Baker-Unity Highway, grading. On motion which was carried, the contract was awarded to H. C. Boyer, the low bidder, at $71,799.50, using concrete culvert pipe.

Gellatly Point-Corvallis Section of the Corvallis-Newport Highway, surfacing. On motion which was carried, the contract was awarded to Greenwood & Dann, the low bidders, on Alternate "A" at $44,140.00.

Missouri Bend-Alsea Mountain Section of the Alsea Highway, surfacing. On motion which was carried, the contract was awarded to the low bidder, H. G. Johnson at $71,330.00.

Beatty-Bly Section of Klamath Falls-Lakeview Highway, grading. On motion which was carried, the contract was awarded to Earl L. McNutt, the low bidder, at $60,890.00, using concrete pipe.

Mohler-Wheeler Section of the Roosevelt Coast Highway, grading. On motion which was carried, the contract was awarded to Hauser Bros.,

the low bidders, at $33,000.00.

Bridge over North Fork of the Alsea River on Alsea Highway. On motion which was carried, the contract was awarded to Stephens & Bolderston, the low bidders, at $16,090.00.

Bridge over Deschutes River on Nichols Market Road in Deschutes County. The County Engineer recommended that the award be made to the only bidder, Luther Metke, at $2,680.00, which was done.

Bridge over John Day River at the Columbia River Highway between Sherman and Gilliam Counties. On motion which was carried, the contract was awarded to Lindstrom & Feigenson, the low bidders, at $47,455.00.

Bridge over Stout Creek on Market Road near Mehama in Marion County. At the request of the County Court of Marion County, the contract was awarded to Lindstrom & Feigenson, the low bidders, at $6,317.50.

Bridge over Pudding River on Market Road near Mt. Angel in Marion County. At the request of the County Court, this contract was awarded to the Olds Construction Company, the low bidder, at $12,400.00.

Patrolman's house and equipment sheds at Meacham in Umatilla County. On motion which was carried, the contract was awarded to O. N. Pierce, the low bidder, at $4,765.00.

Furnishing rip rap rock for revetment at Harrisburg. On motion which was carried, the contract was awarded to Pederson & Ray, the low bidders, at $5,920.00. The Secretary was instructed to hold the check of the next low bidder until the low bidder had qualified.

A request for extension of time to July 15, 1926, on contract No. 868, surfacing, Meacham Overcrossing, was received from H. G. Johnson, contractor. The Engineer recommended that the extension requested be granted without penalty since the addition of more material had required a longer time. Recommendation approved by the Commission.

A protest was received from the County Court of Malheur County against the location of the Central Oregon Highway on the south bank of the Malheur River opposite Harper. Ordered filed.

A petition was received from several residents and taxpayers of Malheur County living opposite Weiser requesting that the state take some action to force Malheur County to repair the bridge over the Snake River at Weiser in cooperation with Washington County, Idaho. This bridge having been constructed by the two counties and up to the present satisfactorily maintained by them, and consequently being outside the jurisdiction of the State Highway Commission, the Chairman recommended that no action be taken on the request.

A letter was received from Judge Hartzell of Jackson County advising that the county desired to secure the construction of a road

from Medford and Jacksonville through the Applegate Valley up Williams Creek in Josephine County to the Caves and thence to a connection with the Redwood Highway. The part of the road in Jackson County was already improved but the section in Josephine County was not constructed and the Josephine County Court were not interested. Previously an attempt had been made to improve this project by the formation of a highway improvement district which had failed in the election. Commissioner Van Duzer suggested that since the major part of the Williams Creek unit lies within the National Forest that Forest Development Funds should be used. Matter was held over for conference with Forest officials.

A communication was received from the State Game Commission requesting that a clause be included in all state highway contracts prohibiting hunting or fishing out of season by contractors' employees on penalty of discharge. The Commission felt that violations of the state game laws should be handled by the properly authorized officers and declined to consider the request.

The Engineer reported that on the Wapinitia Forest project on certain sections the work had been let as a grader section, i. e. a unit price per station using the grade line shown on the plans. In some instances, it developed, later, it would be advisable to raise the grade line to secure better drainage and avoid drifting snow. Such changes would result in lower maintenance costs. The Bureau of Public Roads being without authority to change this part of their contract except to eliminate the grader work entirely and substitute unit prices which was not desirable or economical, the Commission authorized the Engineer to negotiate with the contractor for a unit price for placing the additional material required on certain sections to raise the grade to the desired elevations, and if successful, to pay him direct by the state on the basis of the unit prices agreed upon.

The Engineer reported that recent tests indicated an inadequate thickness of rock surfacing between Blodgett and Eddyville on the Corvallis-Newport Highway; in fact, in some spots the surfacing was worn through to the subgrade. Therefore, resurfacing was necessary at once in order to carry the road through the winter. The Engineer recommended also that approximately 12 miles of roadbed be widened to provide more ample width for the surfacing, to be done with state forces at an estimated cost of $2,500 per mile. The total width of resurfacing required is 17 miles and the estimated cost is $100,000. After consideration, in view of the necessity of keeping this road open and providing for an increasing amount of travel, the Commission authorized the widening and resurfacing as recommended by the Engineer.

The date for the next meeting was set for August 26th, at ten o'clock A. M.

The following projects were authorized:

Alsea Mountain-Philomath Section of Alsea Highway, Benton County, 6.1 miles, grading;

Eddyville-Blodgett Section, Corvallis-Newport Highway, Lincoln and Benton Counties, 16.7 miles surfacing;
Drews Valley-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County, 16.1 miles surfacing;
Wheeler-Brighton Section, Roosevelt Coast Highway, Tillamook County, 2.9 miles grading;
Ogden Park, Crooked River, The Dalles-California Highway, parapet wall;
Rogue River, Pacific Highway, near Gold Hill, reinforced concrete bridge.

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

WHEREAS, in the judgment of the Highway Commission it is necessary that certain portions of the roadbed of the Pacific Highway and of the Mt. Hood Loop Highway in Clackamas County be widened and otherwise permanently improved because of the increase in traffic; and

WHEREAS, in connection with said widening and improvement of the said highways it is necessary that certain fences be moved, and in some instances reset, and that certain buildings be moved, and that other obstructions be cleared away, and additional lands be procured; and

WHEREAS, the said county has heretofore upon request of the Highway Commission procured the right of way for said highways and thereby fulfilled its obligation;

WHEREAS, the County Court of Clackamas County acting for said county can more expeditiously and promptly bring about the removal of said buildings and obstructions and the removal and resetting of said fences and the procurement of the necessary additional widths than can the Highway Commission; and,

WHEREAS, the said County Court of Clackamas County has offered to cooperate with and aid the Highway Commission in bringing about said highway improvement upon condition that the said county be reimbursed for such sums of money as it may pay out or disburse in the performance of said work.

NOW, THEREFORE, BE IT RESOLVED, by the Highway Commission that the offer of said County Court of Clackamas County to aid the Highway Commission in the widening and other improvement of the portions of the Pacific Highway in Clackamas County and the portion of the Mt. Hood Loop Highway in Clackamas County be accepted; and

BE IT FURTHER RESOLVED, that the County Court of Clackamas County be, and it is hereby authorized and directed under the supervision and control of the State Highway Engineer

to cause the removal and reconstruction of any and all fences and the removal of any and all buildings which in the judgment of the Highway Engineer are necessary in connection with the permanent improvement and betterment of said highway, or either of them, as contemplated by the State Highway Commission, and to procure such additional land or areas as in the judgment of the Engineer, are necessary.

BE IT FURTHER RESOLVED, that from time to time the Highway Engineer certify to the Highway Commission the amounts of money disbursed and paid out by said County Court under the orders and supervision of the State Highway Engineer; and

BE IT FURTHER RESOLVED, that the Highway Commission approve for payment all claims due said county for such improvement when duly certified to by the said Engineer.

The motion was duly seconded and carried.

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

K H Malone
Commissioner

Portland, Oregon, August 26, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock. Present were:

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

The following bids were received on the various grading, surfacing and bridge contracts:

8/20/26

ALSEA HIGHWAY
ALSEA MOUNTAIN-PHILOMATH SECTION - GRADING

Bullis & Company	$41,202.00
Greenwood & Dann	42,440.00
Stephens & Bolderston	45,672.50
Joplin & Eldon	46,010.00
E. L. Gates	46,131.80
Slate Construction Company	47,549.50
F. L. Brown	48,574.50
Washburn & Hall	51,935.00
Baker & Scharschmidt	51,957.50
Archie Mason	52,512.50
Guy F. Atkinson	59,522.50

CORVALLIS-NEWPORT HIGHWAY
EDDYVILLE-BLODGETT SECTION - RESURFACING

	East Unit	West Unit Alt. "A"	West Unit Alt. "B"	East Unit & Alt."A",W.Un.	East Unit & Alt."B",W.Un.
B. C. Seydel Co.	$49,885.00	$	$42,535.00	$	$92,420.00
J. C. Compton			41,700.00		
Carl Nyberg				108,350.00	
Washburn & Hall	68,110.00				
Greenwood & Dann	78,000.00	48,850.00		126,850.00	
Clarence L. Camp	75,700.00	56,200.00	54,100.00	131,900.00	129,800.00

THE DALLES-CALIFORNIA HIGHWAY
OGDEN PARK - RUBBLE MASONRY PARAPET WALL

Wm. Endicott	$4,490.00
A. D. Kern	4,660.00
C. Camillo	5,922.50
Iver J. Rosten Co.	6,590.00
F. P. Rawson	7,656.00

KLAMATH FALLS-LAKEVIEW HIGHWAY
DREWS VALLEY-LAKEVIEW SECTION - SURFACING

Carl Nyberg	$63,640.00
March Construction Co.	70,570.00
Redmon Bros.	72,920.00
Dunn & Baker	73,020.00
Warren Construction Co.	82,135.00
H. J. Hildeburn	85,600.00
J. P. Holland, Inc.	108,654.00

ROOSEVELT COAST HIGHWAY
WHEELER-BRIGHTON SECTION - GRADING

John Hampshire	$128,008.00
Archie Mason	130,333.00
Keating & Bade	134,183.50
John Slotte & Company	135,214.00
Myers & Goulter	138,690.00
James Crick	141,179.00
Von der Hellen & Pierson	141,810.00
Schell & Rhodes	149,386.00
Engelhart Paving & Construction Co.	151,870.00
Wren & Greenough	154,980.00
P. L. Crooks & Co.	157,700.00
Hauser Bros.	158,510.00
Siems & Carlson	159,330.80
Morrison-Knudsen Co.	162,320.00
A. Guthrie & Co.	163,834.00
Henry Makela & Son	167,860.00
O. D. Wolfe	169,035.00
Washburn & Hall	170,480.00
Guy F. Atkinson	174,960.00

PACIFIC HIGHWAY
BRIDGE OVER ROGUE RIVER NEAR GOLD HILL

O. N. Pierce	$ 54,920.00
Lindstrom & Feigenson	55,510.00
Gilpin Construction Co.	56,945.00
E. R. Metzger	59,385.00
John Hampshire	60,280.00
J. T. Logan	63,670.00
Parker & Banfield	64,952.50
Union Bridge Co.	72,442.50

Bids for tubes, casings and solid tires were received from the following:

Columbia Tire Corporation, Portland
General Tire Company, Portland
Goodyear Rubber Company, Portland
Mohawk Rubber Company, Portland
Smith & Watkins, Salem
Zosel's Tire Shop, Salem
Cummings Tire Company, Portland
Kelly-Springfield Tire Company, Portland
Lee Tire & Rubber Company, Portland
Wiggins Company, Inc., Portland
The Gates Company, Portland
Miller Rubber Company, Portland
Firestone Tire & Rubber Company, Portland
Goodyear Tire & Rubber Company, Portland

United States Rubber Company, Portland
Chanslor & Lyon Company, Portland*
Mason Tire & Rubber Company, Portland*

*Certified check or surety bond not enclosed; therefore, bid irregular and not considered.

A bid of $2,050.00 was received from the Willamette Equipment Company for one used Warrenite paving plant located at Coquille which the Commission had advertised for sale. The bid was accepted.

N. G. Wallace of Prineville and C. H. Miller of Redmond presented a written offer of $15,000 cooperation from the Wheeler County Court on the Mitchell-Dayville Section to be divided into three annual payments. The delegation urged the Commission to place a section of this work under contract this year. Commissioner Van Duzer replied that the Commission was committed to completing this link in the cross-state route and appreciated its importance as evidenced by the fact that it was recommended for inclusion in the interstate system. However, the project is an expensive one and funds are not available at this time. Also, because of the uncertainty of future finances in view of the various plans proposed for reducing license fees, dividing with the counties, etc., the Commission feel that it is inadvisable to undertake a major project of this magnitude at this time.

Mr. James Stewart requested that the last remaining unsurfaced section of the John Day Highway between Unity and Ironside be placed under contract. The Commission indicated that they were considering this project in their present program.

C. M. Warren, John Boyer and Ira Withrow, members of the Board of Trustees for the Salmon River Improvement District, and Budd Jones and J. G. Fleck were present in the interest of that district. A resolution of the Board of Trustees was submitted approving the survey in general but asking two changes. In the townsite of Grande Ronde, a curve south around the end of the wye track to avoid crossing the future railroad yards, thence following the old county road to intersection of survey. The second change was one of grade only to meet the grade of proposed Oregon Coast Range Railroad when built. Both of these changes were granted. The trustees further asked that the roadbed width be fixed at 22 feet. It was pointed out that this was very narrow and the trustees finally agreed to a 24 foot roadbed width on the light embankment section west of Grande Ronde. The Commission suggested that the matter of width of roadbed should be deferred pending a conference with the Bureau of Public Roads as to the probable width of roadbed of a forest project, should this be accepted as a part of the forest program later. The Board asked the Commission to advertise for the district for bids on clearing, grubbing and grading the right of way of the section from Grande Ronde to the Tillamook County line at their next meeting. The Commission agreed to do this.

Judge James and Commissioner Kent of Lincoln County, Lester Martin and Dr. E. E. Brooks of Newport, J. S. Middleton, H. W. Morris and E. K. Starr of Waldport asked that the Commission advertise the section of the Roosevelt Coast Highway from South Beach to Waldport. No action taken.

A. A. Muck, M. D. Hammel and Mrs. Abigal W. Watt of Falls City presented a petition and map requesting the approval of the boundaries as proposed of the Falls City-Siletz-Newport Highway Improvement District. The purpose of the formation of the district is to build a road from Falls City through Valsetz to Siletz, connecting with the road to Newport. After consideration, the Commission decided to call a public meeting to hear a full discussion of the boundaries as proposed and set the hour of 2 o'clock in the afternoon of September 11, 1926 in Victory Hall, Falls City.

Judge M. R. Biggs of Crook County asked for completion of the Bear Creek road from its southern end to a connection with the Central Oregon Highway. Judge Biggs was asked if he considered this more important to Prineville and Crook County than the Mitchell-Dayville Road and he replied in the affirmative. The Chairman advised that the Bear Creek project could not be considered at this time.

Judge Barnard and Commissioners Hurd and Crowe of Lane County made objection to the requirement for an 80 foot right of way on the McKenzie Highway, contending that 60 feet was sufficient and that an 80 foot width would cause excessive damage to the fields and improvements. The Engineer was instructed to prepare a report covering the matter.

The Lane County Court asked when the resurvey of the Willamette Highway was to be commenced. The Engineer reported that he had not yet been able to spare a party but that as soon as other work was completed a party would be assigned. Mr. Geo. H. Kelly of Eugene spoke in favor of the Willamette project, pointing out the bad condition of the present road between Lowell and Oakridge, and also the many railroad grade crossings.

Russell J. Hubbard, President of the Board of Trustees of the Umpqua Highway Improvement District, presented a resolution adopted by the Board of Trustees on August 25, 1926, obligating the district to cooperate with the Highway Commission in the construction of the Roosevelt Highway between Reedsport and the Coos County Line to the extent of one-sixth of the estimated cost, but not to exceed the sum of $57,500 to be spread over a four year period beginning with the calendar year 1927, not less than one-fourth of this sum to be paid each year. This offer was accepted by the Commission. Mr. Hubbard also presented a copy of a petition from the Douglas County Court, urging the Commission to advertise the remaining portion of the project and advance the funds for the county. The resolution provided that "the County Court does hereby agree to pay its share of such advancement; namely, one-sixth thereof, out of the first funds available in said county therefor." Inasmuch as the County Court had previously agreed to put up $20,000 during the

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present year on the Reedsport-Winchester Bay project, the Commission felt that the balance of the agreed cooperation, $37,500, should be made available during the calendar year 1927, divided over the two tax paying periods if desired. Accordingly, Mr. Hubbard was advised that the Commission would accept the cooperative offer of Douglas County provided the cooperative funds were paid into the state highway fund during the calendar year 1927. If an affirmative answer is received from the County Court, the Engineer is instructed to advertise for bids on grading of the Winchester Bay-Coos County Line project at the next meeting of the Commission.

Mr. Hubbard presented a resolution from the County Court of Douglas County, requesting that a survey of the section between Drain and Scottsburg be made on state standards by the State Highway Commission, and providing that the County Court would pay for the same out of tax funds during the year 1926. Mr. Hubbard asked that the survey include also the determination of the best site for a bridge across the river at Scottsburg. The Commission agreed to this arrangement and instructed the Engineer to begin the survey at his convenience when a party was available.

Judge Bailey of Curry County, B. K. Lawson of Wedderburn, George Bryant of Roseburg, Earl Murphy of Marshfield and R. D. Starr of Gold Beach brought up the matter of the bridge across the Rogue River at Wedderburn. They stated that they preferred a free bridge but if the free bridge could not be secured, they preferred a toll bridge to a free ferry. Mr. Murphy said this was the sentiment of the Coos County Good Roads Association, and Mr. Bryant said his company, the Coast Auto Lines, felt the same way. The Commission assured the delegation that funds were not available for a free bridge and it was a matter of a toll bridge or a ferry. On motion of Commissioner Van Duzer, the Engineer was instructed to prepare plans for a reinforced concrete bridge across the river at this point but without a definite commitment by the Commission as to method of payment for the bridge.

John Hammersly, City Recorder, R. F. Reasoner and Walter Zimmerman, Chairman of the School Board of Gold Hill, asked that sidewalks be added to the bridge across the Rogue River at Gold Hill for pedestrian traffic and presented a petition from the School Board, Chamber of Commerce and residents of the city. They presented traffic counts showing 71 pedestrians on August 14 and 107 on August 15. The Engineer reported that one 5 foot sidewalk would cost $6,600.00 and two 3 foot sidewalks would cost $7,400.00. Further, the engineer reported that no provision was made in the design and that the division of the cost had been made between the state, county and Railroad Company on the basis of the original design and estimate. The railroad share having been set at a fixed sum and the county not having indicated its willingness to cooperate further, and no offer to meet the added cost by the city having been received, it developed that if the sidewalks were added it must be at the expense of the state. The engineer further advised that if a sidewalk was added, it would be necessary to redesign the structure and receive new bids. The matter was held for further consideration.

At 5 o'clock, the tabulation of the bids was read and the following awards were made:

Alsea Mountain-Philomath Section of Alsea Highway, Benton County, grading. On motion which was carried, the contract was awarded to Bullis & Co., the low bidders, at $41,202.00.

Eddyville-Blodgett Section of the Corvallis-Newport Highway, Benton and Lincoln Counties, resurfacing. On motion which was carried, the low bid on the East Unit by B. C. Seydel Co. at $49,885.00 was referred to the Engineer to investigate the resources of the bidder. The low bid by J. C. Compton of $41,700.00 on the West Unit was satisfactory, but this also was referred to the Engineer for investigation of freight rates.

Parapet wall at Ogden Park at Crooked River, The Dalles-California Highway, Jefferson County. On motion which was carried, the contract was awarded to William Endicott, the low bidder, at $4,490.00.

Drews Valley-Lakeview Section, Klamath Falls-Lakeview Highway, Lake County, surfacing. On motion which was carried, the contract was awarded to Carl Nyberg, the low bidder, at $63,640.00.

Wheeler-Brighton Section of the Roosevelt Highway, Tillamook County. On motion which was carried, the contract was awarded to John Hampshire, the low bidder, at $128,008.00.

Reinforced concrete bridge over Rogue River at Gold Hill, Pacific Highway, Jackson County. The low bid of O. N. Pierce at $54,920.00 was satisfactory, but since this is a Federal Aid project and approval has not been received, it was necessary to withhold the award of the contract until approval is secured.

The bids on tubes, casings and solid tires were referred to the engineer for tabulation and recommendation as to award of contract.

Judge Mason and Commissioner Reed of Tillamook County referred to the matter of right of way required on the Rockaway-Garibaldi Section, stating that the owners were asking excessive prices for the property taken. This condition refers particularly to the section through the built up and improved portions of Rockaway and the other communities adjacent. In view of these excessive claims, the Court asked the engineer to investigate an alternate location to the east, avoiding the main streets of these communities. The Commission approved this request and authorized a preliminary survey to determine the comparative costs. The County Court reported that they had exhausted their funds available for the purchase of right of way and asked if the Commission would permit them to use the second one-half of the $50,000 due the state as cooperation in 1926 for the purchase of right of way. The Court stated that they would include this amount in their levy for 1927 and repay the same to the state in 1927, considering this as a separate account and not connected with or a part of the cooperation previously agreed upon. After consideration, the Commission agreed

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to permit the use of these funds as far as necessary up to $25,000 for this purpose.

The Engineer reported that repairs and renewals were needed on the Trask River bridge at once in order to make it safe for traffic. The members of the County Court agreed to do this at once. On motion which was carried, the Commission made an order that, until the bridge was repaired in a satisfactory manner, all loads be limited to a total of five tons including weight of vehicle. The Engineer was instructed to post notices to that effect and the traffic officers were instructed to enforce this order.

Judge Schannep and Commissioner Hales of Umatilla County were present and urged the Commission to consider again the matter of a building at Emigrant Springs Park on the Old Oregon Trail at the summit of the Blue Mountains. The Court suggested in view of the high bids previously received that a smaller building be considered. After discussing the matter further, the Commission decided to instruct the Engineer to prepare plans and estimates for a smaller building and report back to the Commission.

Mr. D. S. Young of the Young Electric Company of Sherwood requested approval of a plan of pole construction for a power line which he had developed. This plan provides for two 2x4 sticks or larger, bolted in the center with the bottom and tops spread, set at right angles to the center line of the road. This style of construction requires four or five feet width at the base and consequently was objectionable from that viewpoint aside from the flimsy construction features. Proposal rejected by the Commission.

A delegation consisting of L. E. Latourette, J. V. Raffety, Everett Sickler, Boyd Summers, George E. Colverly and Ray Conway urged that the Mt. Hood Loop be kept open during the winter months so that winter sports could be inaugurated. Commissioner Van Duzer pointed out that if the road was kept open on the Clackamas County side, there would also be a demand for similar conveniences on the Hood River side. The Engineer was instructed to investigate the situation and report at the next meeting as to equipment required and estimated cost of operations.

G. B. McCluskey, City Attorney of Toledo, R. H. Howell, Mayor, and W. R. Hall, a member of the Council, appeared in the matter of additional right of way required by the Commission for the Corvallis-Newport Highway through the city. At the time the highway was built, because of the limited city finances, the Commission agreed to accept a 40 foot right of way with the understanding that when traffic developed, a full 60 foot width would be secured. The delegation acknowledged this obligation on the part of the city, but asked the state to accept a 50 foot width rather than the 60, since they said they could obtain the former much cheaper. The matter was referred to the Engineer for a report at the next meeting.

The Commission approved the minutes of the meeting of July 29, 1926.

The Engineer reported on the matter of the Champoeg road referred to him at the previous meeting. Investigation disclosed that this stub road leading into the Park from the through county road between Aurora and Newberg is a part of the Marion County Market Road system and that the sum of $6,580.00 has been set aside for the grading, gravel surfacing and bridging of this project on the 1926 program. Further, the Engineer reported that timber was on the ground for the bridges at the present time and indications were that the county intended to carry out their program. Under these conditions, the Commission considered that the situation was being handled satisfactorily.

The Commission approved the renewal of the contract with Foster and Kleiser for the four 10x30 bulletins at points of entrance into the state.

The matter of the large sign erected on private property at the northwest corner of the intersection of the Pacific and West Side Pacific Highways at Junction City was discussed at some length. On this sign are the words, Pacific Highway, in large letters with the words, West Side, in small letters and a large arrow pointing to the west side route. The attorney reported that in his opinion the sign could be removed, since the information contained was misleading. The Attorney was instructed to confer with the owners of the sign and determine their attitude toward correcting it and report back to the Commission.

The Engineer reported that, in the location of the Alsea Mountain-Philomath Section of the Alsea Highway, there were two conflicts with the city of Corvallis water supply pipe line. In one of these, the location had been shifted to avoid interference, but at the second point, the conflict cannot be avoided in that manner. It happens that at this point the new location is within the county road right of way. The Attorney advised that since the water main is within the county road right of way, the moving of it to avoid interference with new highway construction is a matter for the city to take care of at their own expense. It developed that this is in line with the precedent established elsewhere in dealing with public utilities located on the rights of way of county roads under construction as state highways. The Commission decided that the matter should be left in that status; i.e., that the city should pay for the entire cost of moving the main where it is on the county road right of way.

A request having been made for a relocation of the Tualatin Valley Highway through Forest Grove, the engineer reported as follows: The route suggested was to continue on Pacific Avenue west from Main Street to B Street, thence south on B Street to a connection with the paved state highway at the intersection of Fourth Avenue near the south city limits. The present route extends south on Main Street and west on Fourth Avenue, crossing the Oregon Electric Railway tracks once and the Southern Pacific Railway tracks twice. This present route also passes a school. The proposed route avoids all three railroad crossings and the school. Pacific Avenue is paved to B Street, but B Street is not graded and for two blocks is not opened up, consequently there will be right of

way to acquire. The Engineer's estimate of the cost of draining, grading the full street width, surfacing 20 feet wide, but not including property damage or right of way, is $22,000. Also, the Engineer reported on the desirability of eliminating the jog in Pacific Avenue at the intersection of Seventh Street near the east city limits. This improvement, including grading full street width and surfacing 20 feet wide, but not including property damage or right of way, is estimated at $6,000. After consideration, the Commission indicated that they were agreeable to cooperating in these improvements to the extent of fifty per cent of the cost provided they were both taken up together.

The request of the County Judge of Gilliam County for oil on the John Day Highway in that county during the present season was declined.

The Secretary presented a letter from the County Court of Deschutes County agreeing to cooperate fifty-fifty in the grading and surfacing of the 1½ mile unit of the Central Oregon Highway east of the Bend city limits. After consideration, the Commission voted to accept the cooperative offer of Deschutes County.

The Attorney reported that the Southern Pacific Company had continuously delayed arrangements for the construction of the undercrossing at Lakeside in Coos County which had been undertaken by the Bureau of Public Roads as a part of the Hauser-Lakeside Forest Project. The railroad attorneys contended that they could not be required to participate in the cost of this structure. In order to bring the matter to final determination, the Attorney suggested that the Commission make a formal request to the Bureau of Public Roads to eliminate this structure from the Forest Project, transferring the cooperative government funds elsewhere. Then it would be the Attorney's plan to file a new application before the Public Service Commission, in behalf of the state, for the crossing elimination and ask for an adjudication of cost between the state and the railroad. The Commission approved this plan and instructed the Secretary to advise the Bureau of Public Roads of the withdrawal of the project and the transfer of cooperative funds elsewhere and authorized the Attorney to file a new application as outlined.

The Engineer reported that the County Court had taken no action toward securing right of way for the Dairy-Lorenz Mill Section of the Klamath Falls-Lakeview Project. The Engineer was instructed to withhold the advertisement for bids until the right of way had been obtained.

Letters were read from the officers of the Pine Grove Grange of Hood River requesting that the Commission stop the County Court from proceeding with the construction of the Whiskey Creek Market Road on a 7 per cent grade. The Engineer reported that the 5 per cent line advocated by the Grange would cost approximately twice as much, have much more and sharper curvature and be longer. Under these circumstances, the Commission did not feel that they were in a position to force the County Court to construct the 5 per cent line.

The Engineer reported on the matter of the timber tract on the West Side Pacific Highway between Junction City and Monroe at the Lane-Benton County line which had been considered as a park site. The tract is divided into two parts by the road, the easterly part consisting of 45 acres and the westerly part 60 acres. The owner of the property, W. C. Washburne of Junction City, is holding the property at $100 an acre and has a prospective buyer for the entire area for an auto park. On motion which was carried, the Commission authorized the Engineer to offer Mr. Washburne $4,500 for the 45 acres on the east side of the road, in order to hold the property for future park development.

The Attorney was authorized to negotiate for gravel pits or quarries for the Euchre Creek-Wedderburn surfacing project and to institute condemnation proceedings if satisfactory prices cannot be secured.

The date of September 28th at 10 o'clock was set for the next meeting.

The following projects were authorized:

Maintenance materials at Lostine on La Grande-Wallowa Lake Highway;
Winchester Bay-Coos County Line, grading;
Unity-Ironside Section of John Day Highway, surfacing;
1½ miles east of Bend on Central Oregon Highway, grading;
Timber Canyon Section of Baker-Cornucopia Highway, grading (for Baker County);
Grande Ronde-Tillamook County Line Section of the Salmon River Road (for Improvement District).

Dunn & Baker, contract No. 822, surfacing, Modoc Point-Klamath Falls Section of The Dalles-California Highway, Klamath County, requested an extension of time to September 1, 1926. The Engineer recommended that the extension requested be granted without penalty inasmuch as the contract had been extended and that the delay in completing the contract has not inconvenienced the public. Recommendation approved by the Commission.

Cummins & La Pointe, contract No. 871, construction of bridges and culverts on the Corvallis-Philomath Section of the Corvallis-Newport Highway, Benton County, requested an extension of time to September 30, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

E. W. Lebeck, contract No. 885, driving revetment piling at Harrisburg, requested an extension of time to September 10, 1926. The Engineer recommended that the extension requested be granted without penalty. 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 Duby
Chairman

H. B. VanDuzer
Commissioner

Falls City, Oregon, September 11, 1926.

The Commission met in Victory Hall in Falls City, Oregon, at 2 P. M. Present were:

Wm. Duby, Chairman
W. H. Malone, Commissioner
J. S. Sawyer, Acting Secretary
J. M. Devers, Assistant Attorney General

The meeting was called to order by Chairman Duby.

The call of the meeting was read by Mr. Sawyer 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 "Falls City-Siletz-Newport 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 Northeast corner of Section 24 Township 7 South Range 6 West of the Willamette Meridian in Polk County, Oregon; thence running westerly and following the established section lines to the Northeast corner of Section 21 in Township 7 South Range 8 West; thence north one mile to the Northeast corner of Section 16 in said Township and Range; thence west along the established section lines three miles to the Northwest corner of Section 18 in said Township and Range, which said point is on the boundary line between the Counties of Polk and Lincoln in said State; thence south to the Southwest corner of said Section 18; thence west two miles and to the Northwest corner of Section 23 in Township 7 South Range 9 West of the Willamette Meridian; thence south two miles and to the Southwest corner of Section 26 in said Township and Range; thence west following the established section line four miles to the Northwest corner of Section 31 in said Township

and Range; which said point is on the Range line; thence south 13 miles along said Range line to the Southwest corner of Section 31 in Township 9 South Range 9 West of the Willamette Meridian; thence east following Township line six miles more or less to the western boundary of said Polk County, which point is also the Southeast corner of Township 9 South Range 9 West of the Willamette Meridian; thence south along said county line to the Southwest corner of said Polk County, Oregon; thence easterly following the south line of Polk County as laid out, established and changed to the Range line between Ranges 5 and 6 West; which point is on the West boundary line of Section 7 in Township 10 South Range 5 West of the Willamette Meridian; thence north following said Range line to the place of beginning, all of said above described land lying and being within the said Counties of Polk and Lincoln in the State of Oregon.

You are further notified that Saturday, the 11th day of September, 1926, at the hour of 2:00 o'clock P. M. of said day in Victory Hall, Falls City, Polk County, Oregon, has been set as the time and the 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 26th day of August, 1926.

OREGON STATE HIGHWAY COMMISSION,

By WM. DUBY, Chairman
H. B. VAN DUZER, Commissioner
W. H. MALONE, Commissioner

Attest:
ROY A. KLEIN, Secretary

A written protest was filed by the William W. Mitchell Company, a corporation, and read by the Acting Secretary.

A written protest was filed by the Willamette Valley Lumber Company and read by the Acting Secretary.

A. A. Muck, Chairman, Roads Committee of Falls City, spoke in favor of the district as follows: "This road will open up fertile country and will open up great fruit country and land unproductive today, which should be productive and under cultivation. 165 families live on the other end of the road who want an outlet. The timber companies say they do not believe the road should be built. It is time to build the road now and I believe the petition should be granted. There has never been a road built without a fight. I think this road is needed and that

we should have it. There is some fine land on the other side of Olsen's Gap down Rock Creek. People want to get out their milk and cream. Instead of 165 families, there should be 1500 families in that country and that is what we want in Oregon. Instead of the $1.00 per acre which some of these timber companies are getting for logged off land, it should bring $20.00 and if opened up, it should be assessed at $20.00 per acre."

J. W. Dunn, County Commissioner of Lincoln County, spoke against the inclusion of the Lincoln County territory in the district as follows: "There is a protest here, as I understand it, from the people living on Rock Creek along this proposed road. Lincoln County has a valuation of $2,019,000 in this super road district which does not include personal property. Our county has her road complete to within one mile of the Polk County line. It has been done with special tax from the same areas as are included in this district in our county. We built a community road up there that will serve those people very nicely with some maintenance and help. However, if this road was constructed as a through road and received the traffic which would go over it, it would probably cost Lincoln County $10,000 per year to maintain that road. It would have to be widened and straightened out and, from a financial standpoint, I do not consider Lincoln County able to maintain and build this road any further. Lincoln County is already bonded in excess of $500,000 for roads and Polk County has no outstanding road bonds. Lincoln County ought to be either cut out of the district entirely or the district extended to take in $3,000,000 more valuation, and extend the road project correspondingly. We know that we are taxed plenty now. We can build our mile of road and are ready to build it whenever Polk County will meet us at the county line. I am opposed to these highway improvement districts. There are only seven or eight families in the Lincoln County part of the district. If it is another scheme to spend all of that money in Polk County, let them say so."

Mr. Muck: "There is a road located where we have drawn the map. We had a caravan of forty machines over that a few weeks ago. It is an old road used for years. The assessed valuation of the district in Polk County will be over $5,000,000 and I believe that Mr. Dunn stated that the assessed valuation of Road District 15 in Lincoln County was $2,000,000. The length of road proposed to build is 26 miles and the estimated cost is $300,000."

Mr. Geo. T. Gerlinger, President and General Manager of the Willamette Valley Lumber Company of Dallas: "The county road goes over a summit at an elevation of 2300 feet. Two or three different summits are encountered, but from my experience in building roads and railroads, which covers nearly 20 years, would say that a minimum estimate of $20,000 per mile would be the only safe estimate. If we are going to have a cow trail, it could be built for $10,000 or $12,000. These estimates are practically unknown."

Judge James of Lincoln County: "I am not particularly desirous of being heard, but we made some effort on the part of the Court of Lincoln County to ascertain if resident citizens desired to tax themselves to get that road, and information we have is that they are opposed

to the tax that would be put upon them to construct their part of this road, and for that reason the court is opposed to the territory of Lincoln County being included in the super road district. Mr. Dunn stated to you some of our reasons. Our road is constructed almost up to the line or within one mile."

Mr. Duby: "Is it a market road?"

Judge James: "Not all the way, part is market road but most of it was built by special tax voted by the people upon themselves to the limit to construct the road and grade it. If we vote a tax next year, we will be able to surface it with rock up to the point on the county line on our side. We have no objection to Polk County having a road up to their side if they construct it the same as the people on our side have constructed ours. We hardly think it fair to sit by and allow a portion of that same territory to be included in this district and people retaxed to build the road over there, unless they wish to do it. Since they are opposed to it, I am here to say we are opposed to it on the ground that we do not think the benefits which will be given are proportionate to the cost of it. We are already heavily burdened with taxes now, besides special taxes voted each year."

E. B. Brown explained lines and relative grades. The elevation is 2600 feet over the highest summit. The elevation at Camp No. 1 is 1,120 feet. After leaving Olsen Gap, the elevation is 1300 feet and the land is good agricultural land clear down to Rock Creek. New road would be 25 miles shorter to valley.

Wilford Bancroft: "If the road goes through by Valsetz to Newport, our people would have a way to get to Newport which would also save about 30 miles between Falls City and Newport by going through the basin."

Mr. Brown: "The mileage is approximately 25 miles closer to Newport through this way than it is through Corvallis and through the Corvallis Highway; that is, to the west side traffic."

W. T. Turner: "It seems to me that if we were to build a way for Portland people, that Portland people should help build the road. If we are going to tax ourselves for that purpose, I do not see what benefit we would derive by giving Portland people a shorter route. I live in Road District 19 adjoining this district and voted five mills to build up side roads. We have yet about 20 miles of dirt road with farmers living on all of this road, and figure on going ahead and getting the farmers out to the main roads with graveled roads. If we vote a special tax to build our roads and have to go over and build their roads, it does not seem to me right at all."

J. M. Reeder, Toledo, Road District No. 15, Lincoln County: "I called a road meeting and got together what we could on short notice during the day, and we passed a resolution against the formation of the district."

W. T. Turner: "On my way out, I traveled 56 miles approximately and I live 27 miles from here. Now, in favor of the road, there are 165 families that it is an economic necessity to get out after the rains come, but as residents of Road District No. 15, we oppose it because we have our own problems at home. Now, this super road district stands the brunt of the upkeep and takes the traffic of the state. The economic saving between this road and the Corvallis Highway, I dare say, will pay for the construction of the road in fifteen years."

H. J. Stoffer, a resident of Section 6, T. 10 S. R. 8 W., formerly in Polk County but now included in the boundaries of Lincoln County: "I was at the meeting they had the other evening over at Valsetz, but I am in favor of seeing this road go through. One gentleman stated here that it would cost about $12,000 per mile to build this road, but I would be willing to say that through Rock Creek basin, about 4 or 5 years ago, we built roads in Lincoln County for $3,000 per mile and could build this road for that if the county furnished the grader and tractor."

Edward Dunckel: "I have 80 acres in the same district taken in by Lincoln County last year. There are a few miles which would be hard to build. Several miles could be made easily with tractor and grader."

J. T. Mahoney of Siletz: "I am a resident of Lincoln County. I am in favor of having this road put through, it means a lot to me in saving in freight. We have no outlet to Falls City or Salem and no outlet down the river. The fact of the matter is, when I want to get outside I have to go to Toledo, Corvallis, then Portland. This road through here to Salem means a shortening of the distance to Portland and Newport of about 40 miles. We in District 21 for five years paid money out of our pockets to build the Corvallis Highway. We have also paid money out of our district to build the Alsea Highway to the Benton County line from Waldport. We are now taxing ourselves ten mills the past year, or $18,000, to put a road down the Siletz River to a connection with the Roosevelt Highway, and I am in favor, although not in the district, of this road through to Salem. It is vitally needed."

T. W. Munyon of Falls City: "Looking at it from a tourist standpoint, it will bring Newport closer to Portland than Seaside is at the present time. Portland people largely go to Seaside for their vacations. They can then follow up the Roosevelt Highway and when they get to Newport they are no farther from home. Looking at it from the farmer's standpoint, how do people get their produce out? Between Rock Creek and the town of Valsetz, there is plenty of good land if they had a road to get out. In the town of Valsetz there are about 1200 people and there are 100 automobiles. They pay on an average of $30.00 each for their licenses, but they have no way in or out during the winter months. The people of the Siletz Basin need an outlet."

Oscar Hayter, Dallas: "I appear as attorney for the Willamette Valley Lumber Company and the Spaulding interests. In this particular district something was stated here in the way of building county roads. The people of Corvallis did not build the Corvallis-Newport Highway, and

neither did the people of Benton County build their highway. The Commission have been given absolute authority by the legislature to pass upon petitions, determining the sufficiency of it and the boundaries, and it is presumed that the Commission, from their study of the state's needs, will be in a position to say whether it should be built or not, without paying one dollar."

D. M. Howell of Falls City appeared in favor of the road.

L. D. Nash of Nashville: "I am within District No. 15. I do not live within this district, but am interested in the portion taken from our road district."

T. P. Bevins of Airlie: "I have to say that I believe that Mr. Nash is one of the largest taxpayers in that county. Pedee country people do not feel like being taxed."

Mrs. Ellen Dunckel: "I live in Polk County. We have no road and have to send our children out to school. 20 families moved out."

C. L. Starr: "It seems to me that your body has heard a good many things in connection with the discussion of this proposed road district that have no bearing whatever, and it seems to me somewhat in the dark as to the real situation as to the attitude of the inhabitants of the entire section that is included within the district. There may be 165 people from the Polk County line west through Lincoln County who might at some time use this road. This road has for its purpose tourist traffic, this road would be constructed so that the people of the state and those without the state who seek an outlet to the seashore may use it, and those communities along the road may benefit by the use of it by these tourists. There would be six miles of county road to build before we left this district line and a stretch before we reached the coast."

Mr. Muck: "There are 1000 people at Valsetz. I believe the boundary lines should be established not for tourists or lumber industries but for people living in that vicinity and instead of the 165 families we should have 1500."

R. T. Brown: "I live out east. The county has plenty of chance to improve the roads. I live on a dirt road myself. It looks to me that as long as we have plenty of roads to improve, that we have no business out in some other county building roads."

B. Tubont: "I have built considerable roads myself and do not feel able to pay for roads in other counties."

P. H. Elting: "I live in Lincoln County. In case this district is formed, there is a part of this road in District No. 15 in 10-9 and it cannot be taken into this."

Mrs. Watt: "The population of mill towns is floating to some extent, but in Valsetz the Mitchell Company is going to a lot of expense making a bid for good residents. Those families are absolutely shut in, they have no outlet, no roads to go to Corvallis. Only locomotion they have is the train which goes in in the morning and comes out at night."

Mr. Starr: "The population of Valsetz is necessarily transient because it is a mill and logging town. There are in that territory probably three families who live on ranches. If any one would go into Valsetz when the mill closes and logging closes down, the transient population would be very apparent. There are probably one-half dozen families when it is shut down."

S. P. Wise, Falls City: "As a citizen of Falls City, I would like to express myself in favor of the proposed road at this time. We have interests here. We helped to build roads in your district and Falls City prefers to have a road through here. In the near future, when the lumber companies get this lumber off they will see that it will be to their natural interest to have a road through here to cause the land to sell, which means taxes later on which they will get out of. Therefore, those who come in here will have to pay taxes on their farms and, therefore, now is the time to get the lumber companies to pay taxes for the exploitation of this project."

After consideration, on motion which was carried, the following resolution was adopted by the Commission:

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 "FALLS CITY-SILETZ-NEWPORT HIGHWAY IMPROVEMENT DISTRICT", the boundaries of which were to include portions of Polk and Lincoln Counties; and

WHEREAS, the Commission by an order duly entered in the minutes, fixed Saturday, the 11th day of September, 1926, at the hour of two o'clock P. M. at Falls City, 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 newspapers of general circulation published in Polk and Lincoln Counties, 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 declared in said notice, at which time and place the meeting, after being called to order, and after the reading of 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, now at this time, after due inquiry and investigation, and after due consideration of all 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 proposed highway, and that said boundaries include territory which in the judgment of the commission should not be incorporated within said proposed highway improvement district, and therefore the commission is unable to approve or justify the boundaries as proposed;

THEREFORE, BE IT RESOLVED by the State Highway Commission, that the boundaries disclosed in said proposed form of petition for the creation of said highway improvement district, be not approved; and

BE IT FURTHER RESOLVED, that the secretary of the Oregon State Highway Commission be and he is hereby instructed to inform the persons submitting said petition of the action of the commission.

There being 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

K. H. Malone
Commissioner

Portland, Oregon, September 28, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. Present were:

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

Bids were opened and read upon the following projects:

9-24-26

BAKER-CORNUCOPIA HIGHWAY
TIMBER CANYON SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
H. E. Cornell	$77,110.00	$77,110.00
John Hampshire	80,325.00	79,615.00
Iver J. Rosten Co.	85,382.80	83,790.30
Myers & Goulter	85,050.00	85,050.00
James Crick	85,185.00	85,520.00
F. L. Brown	86,530.00	85,725.00
Security Construction Co.	86,837.50	86,370.00
Morrison-Knudsen Co.	88,783.00	88,448.00
Pacific Construction Co.	92,019.70	92,642.80
Quinn Bros. & Robbins	98,572.00	98,214.50
J. A. Terteling & Sons	101,695.00	100,926.50
Jetley Bros.	105,865.00	104,445.00

BAKER-CORNUCOPIA HIGHWAY
DRY GULCH SECTION - SURFACING

Carl T. Habekost	$12,108.00
Joslin & McAllister	12,908.00
Security Construction Co.	14,620.00
Quinn Bros. & Robbins	15,650.00
H. E. Cornell	17,360.00

JOHN DAY HIGHWAY
UNITY-IRONSIDE SECTION - SURFACING

Joslin & McAllister	$75,230.00
Carl Nyberg	77,860.00
March Construction Co.	78,400.00
H. J. Hildeburn	93,800.00*
Warren Construction Co.	94,510.00
Fred G. Redmon	100,910.00
Security Construction Co.	102,500.00
Kibler & Bartlett	103,600.00

*Less 40¢ per cu. yd. on M. M. if measured in trucks instead of S. P.

ROOSEVELT COAST HIGHWAY
WINCHESTER BAY-LAKESIDE SECTION - GRADING

E. L. Gates	$166,262.70
Engelhart Paving & Construction Co.	190,870.00
Schell & Rhodes	193,520.00
A. Haidlen & Company	196,130.00
T. J. Long & Company	199,990.00 (Irreg.)
Guy F. Atkinson	208,525.00

Cont'd

Winchester Bay-Lakeside Section - cont'd

Nevada Contracting Company	209,225.00
Hagquist & Bjorkquist	210,929.00
J. W. Sweeney Construction Co.	211,170.00
Bauers & Bauers	221,480.00
Klockars & Tully	223,735.00
A. Guthrie & Co.	225,635.00
Washburn & Hall	227,180.00
J. F. Shea Co.	232,302.50
Greenwood & Dann	244,110.00
A. B. Gidley	248,505.00
Keating & Bade	279,645.00

CENTRAL OREGON HIGHWAY
PILOT BUTTE SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
J. O. Griffiths & Lee Hollenbeck	$6,024.50	$6,367.00
F. P. Rawson	7,092.00	6,512.00
F. L. Brown	6,600.50	6,625.50
Wm. Endicott	7,397.40	
W. C. Elliott	7,942.50	8,186.00
E. B. Bishop	8,723.00	8,765.00
James Crick	8,798.00	9,414.00
Jetley Bros.	9,321.50	9,545.00

ASHLAND-KLAMATH FALLS HIGHWAY
PACIFIC HIGHWAY-KEENE CREEK SECTION - RESURFACING

C. L. Camp	$18,350.00
J. C. Compton	19,750.00
Dunn & Baker	19,800.00
R. W. Stevenson	20,100.00
Harness & Colby	21,900.00
W. D. Miller Construction Co.	24,950.00

SALMON RIVER-GRAND RONDE ROAD
TILLAMOOK COUNTY LINE-GRAND RONDE SECTION - GRADING

Archie Mason	$88,295.00
E. L. Gates	89,040.50
Baker & Scharschmidt	95,035.00
Keating & Bade	97,611.90
Joplin & Eldon	98,282.50
Kremers & Palmer	105,149.00
A. Guthrie & Co.	118,152.00
Greenwood & Dann	123,746.00

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ROOSEVELT COAST HIGHWAY
BRIDGE OVER PISTOL RIVER NEAR GOLD BEACH

	Fir Timber	Port Orford Cedar Timber
C. J. Montag Company	$57,111.00	$57,915.00
Union Bridge Company	57,399.00	57,985.00
D. T. Eaton Construction Co.	59,550.50	59,664.50
J. J. Badraun	59,643.50	60,621.50
Portland Bridge Co.	60,754.00	61,670.00
J. W. & J. R. Hillstrom	64,189.00	64,723.00
Smith Brothers Co.	68,494.20	71,960.20

COUNTY ROAD - MARION COUNTY
BRIDGE OVER ABIQUA RIVER NEAR MT. ANGEL

Clackamas Construction Co.	$5,790.00
Olds Construction Co.	6,530.00
O. N. Pierce	7,155.00
Union Bridge Company	8,079.00

Commissioner Frye of Clatsop County and Mr. A. S. Robinson of Astoria expressed appreciation of the widened roadbed and new pavement, also improved alinement between Astoria and Svensen. Commissioner Frye stated that the County Court would be willing to secure the right of way required for further widening or changes in alinement east of Svensen. O. W. Taylor of Gearhart stated that he wished to express his appreciation for the way traffic was handled over the construction work during the summer months and said that, in his opinion, business at the beach resorts had not been injured because of the construction work. The delegation expressed the hope that the improvement program would be continued.

Judge Schannep and Commissioners Bean and Hales of Umatilla County referred to the completion of the Lazinka Ranch-Albee Section of the Pendleton-John Day Highway, stating that Umatilla County would like to work out its debt to the state, exclusive of the cooperation on the Meacham overcrossing, on that road. The Court proposed that they would go in with their own forces and construct the project in sections each year as their available funds permitted, all work to be done to state standards. The Commission took the matter under advisement.

Judge Schannep discussed further the matter of a building at Emigrant Springs at the Blue Mountain summit between Pendleton and La Grande. Both the Court and the Commission agreed that a smaller building than previously proposed would be satisfactory, and the Engineer was instructed to prepare new plans for buildings for rest rooms and concession privileges.

Judge Barnard and Commissioners Crowe and Hurd were present and asked for cooperation in building and maintaining a new ferry across the Siuslaw River between Florence and Glenada, stating that it was their

plan to charge for motor vehicles. The Commission declined to cooperate.

Judge Barnard asked when the survey on the Willamette Highway east of Lowell would be made. The Engineer replied that he had not been able to spare a party for that work yet but would have a party available soon.

Judge Barnard then referred to the matter of the requirement for an 80 foot right of way on the McKenzie Highway, stating that he considered 60 feet width sufficient. Judge E. O. Potter, a resident of Eugene, spoke against the 80 foot right of way, claiming that it would cost the county an immense amount for the additional 20 feet. C. O. Allen, President of the Farmers' Union, protested against the survey made by the engineer through the fields and also urged that the right of way width be limited to sixty feet. The Chairman stated at the conclusion that the line as surveyed would not be adopted until the members of the Commission have had time to make a personal investigation.

Mr. J. J. Crossley, attorney, speaking for Mr. F. G. Noyes, asked if the Commission would consider granting a franchise for the privilege of operating a toll ferry across the Rogue River between Gold Beach and Wedderburn. The Commission replied that a final decision had not been made on the alternate plans for bridge or ferry, but that if it was decided to operate a ferry by private parties, Mr. Noyes would be advised and given a further opportunity to be heard.

Judge Payne of Linn County spoke against the 80 foot right of way requirement on the Cascadia Section of the Santiam Highway, requesting that the required width be reduced to sixty feet. The Chairman replied, "We will look into it and consider it."

Judge R. W. Sawyer of Deschutes County, advised the Commission that the Oregon Trunk Railway Company had presented the state with an additional 10 acres of land on the north side of the Crooked River Bridge on The Dalles-California Highway, also, for park purposes. Commissioner Van Duzer made a motion, which was adopted, that the Commission accept with thanks the gift of the Oregon Trunk Railway, through Mr. W. F. Turner, President, of 10 acres of land for an addition to Peter Skene Ogden Park at Crooked River.

Judge Sawyer spoke relative to securing additional standing timber along The Dalles-California Highway, particularly a stretch of about three miles long about four miles south of Lava Butte. He asked if he would be authorized to negotiate with the Shevlin-Hixon Company to see what it could be purchased for. Commissioner Van Duzer suggested that the matter be taken up with the Forest Service to see if an exchange could be effected, and Judge Sawyer agreed to do this.

Judge Sawyer and L. A. McArthur requested that concrete mile posts be erected on The Dalles-California Highway, pointing out that it would be a great convenience to tourists, particularly on that highway, as well as an aid to maintenance operations. After consideration, it

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was voted to instruct the Engineer to place mile posts on the entire length of that highway.

Lester Martin of Newport asked the Commission to consider placing a unit of the Roosevelt Highway between Newport and Waldport under construction. He advocated that the south unit between Alsea Bay and Beaver Creek be constructed first and stated that he thought Lincoln County would cooperate to the extent of $50,000. Matter taken under consideration.

Mrs. Abigal W. Watt, Secretary of the Chamber of Commerce of Falls City, A. A. Muck and T. W. Munyon of Falls City appeared with an amended petition for the creation of the Falls City-Valsetz Highway Improvement District. The new petition described boundaries which excluded all of that part of Lincoln County which had been previously included and also excluded sixty sections in the eastern part of Polk County, which were a part of the district as previously proposed. The delegation asked for a hearing on the revised boundaries as disclosed by the petition and map submitted. The Commission took the matter under consideration.

Commissioners Bleakman and Davidson of Morrow County asked that the surfacing on the Lena-Vinson Section of the Oregon-Washington Highway in Morrow and Umatilla Counties be advertised for bids on the cooperative basis heretofore agreed upon. (Judge Schannep had previously indicated in behalf of Umatilla County approval of the part of this project in Umatilla.) The representatives from Morrow County requested that the Commission include in this surfacing project the three mile unit west of Lena which was previously graded by the state on condition that it be surfaced by the county, with the understanding that this unit would be paid for 100 per cent by the county. They also asked that the project be divided into two units so that they could enter a bid for their county crushing plant. These arrangements were satisfactory to the Commission who instructed the Engineer to prepare plans and specifications for the surfacing of the entire project, including the 3 mile section west of Lena, a total length of 18.1 miles.

Judge Bailey of Curry County, _____ Starr of Gold Beach and Roderick Macleay of Wedderburn urged the Commission to place rock on the recently graded Wedderburn-Euchre Creek Section, stating that the old road was in bad condition. The Chairman stated that the matter would be taken under investigation. The matter of bridge and ferry was also discussed by the delegation.

Chairman C. M. Warren, John Boyer and Ira L. Withrow of the Board of Trustees of the Salmon River Highway Improvement District stated that they were satisfied with the low bid of Archie Mason at $88,295.00 for the construction of the 6.39 mile grading unit between Tillamook County Line and Grand Ronde and that they desired that the award of the contract be made as soon as funds were received from the sale of their bonds. The Commission told them that they should deposit with the State Treasurer, as provided by law, the amount of the contract plus ten per cent for contingencies, and $10,000.00 for engineering expense, including surveys

previously made. The Committee asked if it would not be permissible to deposit their bonds with the State Treasurer in lieu of cash and thus save the interest, with the understanding that bonds would be sold in sufficient amounts to meet payments due on contracts. The Attorney was instructed to investigate this feature of the law.

B. J. Crowley of Lakeview, in behalf of the Lake County Court, presented the matter of providing a separate stock and sheep pass alongside the newly graded roadbed across the flats just west of Lakeview. Many thousands of sheep are driven over this road each spring and fall with the result that the shoulders are rapidly broken down, entailing heavy maintenance expense. The solution offered by Mr. Crowley was to purchase an additional sixty feet adjacent to the right of way and fence it, requiring one new fence, also a few short, low bridges would be necessary over some of the creeks. The entire length of the project is three miles and Mr. Crowley stated that Lake County and the Sheep Growers' Association would be willing to pay one-half of the cost if the state would pay the other half. Mr. Crowley estimated the entire cost at $3,500.00. The Commission considered that removing the sheep from the road would be a great help to motor vehicle traffic as well as the saving in roadbed maintenance, and for that reason indicated their approval of the plan, provided the additional right of way required can be secured at reasonable figures. Mr. Crowley was instructed to investigate this feature and report back to the Commission.

In response to the request of residents of Springfield and the county officials of Lane County, the Commission, on motion which was carried, agreed to cooperate to the extent of 50 per cent in the construction of a bridge across the Willamette River at Springfield on the route of the McKenzie Highway, it being understood that the balance of the funds will be raised by the city of Springfield and the county.

At 5 o'clock, the following awards of contracts were made:

Timber Canyon Section, Baker-Cornucopia Highway, Baker County, grading. On motion which was carried, the contract was awarded to H. E. Cornell, the low bidder, at $77,110.00, using concrete pipe. County Judge Dodson of Baker County confirmed this award since the county is paying for this project 100%, exclusive of engineering.

Dry Gulch Section, Baker-Cornucopia Highway, Baker County, surfacing. On motion which was carried, this contract was awarded to the low bidder, Carl T. Habekost, at $12,108.00. This award was confirmed by Judge Dodson of Baker County which is cooperating to the extent of $3,333.33.

Unity-Ironside Section of the Baker-Unity Highway in Baker and Malheur Counties. On motion which was carried, this contract was awarded to Joslin & McAllister, the low bidder, at $75,230.00.

Winchester Bay-Lakeside Section, Roosevelt Coast Highway in Coos and Douglas Counties. On motion which was carried, this contract

was awarded to E. L. Gates, the low bidder, at $166,262.70.

Pilot Butte Section, Central Oregon Highway, Deschutes County, grading. On motion which was carried, this contract was awarded to J. O. Griffiths and Lee Hollenbeck, the low bidders, at $6,024.50, using concrete pipe.

Pacific Highway-Keene Creek Section, Ashland-Klamath Falls Highway in Jackson County, resurfacing. On motion which was carried, this contract was awarded to C. L. Camp, the low bidder, at $18,350.00.

Tillamook County Line-Grand Ronde Section, Salmon River-Grand Ronde Road in Polk County, grading. A deposit of the necessary funds not having been made by the Improvement District, it was necessary to hold the award pending for the present until the legal requirements have been complied with.

Bridge over Pistol River on the Roosevelt Coast Highway in Curry County. On motion which was carried, this contract was awarded to C. J. Montag Co., the low bidder, at $57,915.00, using cedar timber.

Bridge over the Abiqua River near Mt. Angel in Marion County. This project was advertised at the order of Marion County and, at the request of Marion County, the contract was awarded to the Clackamas Construction Company of Oregon City for $5,790.00.

The Commission instructed that all election cards, posters and political advertisements placed upon the rights of way of state highways be removed at once. Further, on motion of Commissioner Van Duzer, the following order was made: "The State Highway Engineer is instructed to call to the attention of the employes of the Commission the fact that political activities on their part will not be permitted. This Commission is not in politics and does not intend that such a charge should be maintained by reason of the acts of its employes."

A letter was received from the State Highway Department of Washington inquiring if the State Highway Department of Oregon would be willing to purchase the Multnomah County share of the Interstate Bridge on the Pacific Highway across the Columbia River if the State of Washington purchased the Clark County share, the purpose being to make this structure a free bridge. The Secretary was instructed to confer with the Multnomah County officials to determine their attitude as to the sale of the bridge to the state and the price of the structure.

The minutes of August 26, 1926 were approved.

The awards of contracts for casings, tubes and solid tires made by the engineer were confirmed:

Columbia Tire Corporation, casings and tubes	$3,304.92
Lee Tire & Rubber Co., casings and tubes	13,664.22
Smith & Watkins, casings and tubes	1,270.08
Zosel's Tire Shop, casings and tubes	$15,697.92
Lee Tire & Rubber Co., solid rubber tires	20,177.70

The Commission confirmed the purchase of a timbered area consisting of approximately 38 acres for park purposes on the West Side Pacific Highway at the Lane-Benton County Line from W. C. Washburne for the sum of $5,000.00.

The Commission confirmed the award of the contract by the Engineer for the construction of the bridge across the Rogue River at Gold Hill to the low bidder, O. N. Pierce, at $54,920.00.

The Commission confirmed the award of the contracts for surfacing on the Blodgett-Eddyville Section to the low bidder, B. C. Seydel Co., at $49,885.00 on the east unit, also the award of the contract to the low bidder, J. C. Compton, at $41,700.00 on the west unit.

A letter was received from the Department of Highways of Idaho, requesting cooperation by the Oregon Highway Commission on repairs to the bridge across the Snake River at Weiser, consisting of replacement of wooden joists and flooring. Since this bridge was constructed originally by Washington County, Idaho, and the State of Idaho, there did not seem to be any obligation on the State of Oregon to maintain the structure, consequently the Commission declined to participate.

A letter was received from Douglas County, agreeing to cooperate one-sixth on the cost of grading, bridging and surfacing the Reedsport-Winchester Bay Section of the Roosevelt Coast Highway, to be divided as follows: $20,000 during 1926, $20,000 during 1927, and the balance, $17,500, during 1928. On motion which was carried, this cooperation was accepted by the Commission.

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

WHEREAS, the following roads or highways have been designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to wit:

Alsea Highway	Mt. Hood Loop Highway
Ashland-Klamath Falls Highway	Redwood Highway
Columbia River Highway	Roosevelt Coast Highway
Coos Bay-Roseburg Highway	Santiam Highway
Corvallis-Newport Highway	Willamette Highway
McKenzie Highway	Willamette Valley-Florence Highway
McMinnville-Tillamook Highway	

AND WHEREAS, the said above-named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of

traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them, that the maximum weights permitted and authorized by law be reduced;

AND WHEREAS, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided.

NOW, THEREFORE, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that vehicles equipped with solid rubber tires carrying maximum loads 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 total weight of load and vehicle equipped with solid rubber tires which shall be permitted upon any of said roads shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum allowable load of 600 pounds per inch of tire width 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 having solid rubber tires of any kind, including cushion types but not pneumatic, which shall be permitted upon any of the within-named roads shall not exceed 16,500 pounds, and that on any such 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 such 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, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect for the following period, to wit:

From the 15th day of October, 1926, to the 15th day of April, 1927, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to wit:

Alsea Highway between Philomath in Benton county and Waldport in Lincoln county.

Ashland-Klamath Falls Highway between Green Springs Mountain Summit and the Jackson-Klamath County Line in Jackson county.

Columbia River Highway between the Multnomah-Hood River County Line and the west city limits of Hood River in Hood River county.

Coos Bay-Roseburg Highway between the south city limits of Coquille in Coos county and the Pacific Highway Junction in Douglas county, excluding that portion within the city limits of Myrtle Point.

Corvallis-Newport Highway between the city limits of Corvallis in Benton county and the city limits of Newport in Lincoln county, excluding that portion within the city limits of Toledo.

McKenzie Highway between the east city limits of Springfield and Blue River in Lane county.

McMinnville-Tillamook Highway between Hebo in Tillamook county and the junction with the West Side Pacific Highway in Yamhill county, excluding portions within the corporate limits of Sheridan and Willamina.

Mt. Hood Loop Highway between the Multnomah County Line and the Clackamas-Hood River County Line in Clackamas county, excluding the portion within the corporate limits of Sandy.

Redwood Highway between the junction with the Pacific Highway near Grants Pass and the California State Line in Josephine county.

Roosevelt Coast Highway between the south city limits of Seaside in Clatsop county and the north city limits of Newport in Lincoln county, excluding the portions within the corporate limits of Wheeler, Bay City and Tillamook.

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.

Santiam Highway between the east city limits of Albany and the north city limits of Lebanon, in Linn county.

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 crossroads 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.

A delegation, consisting of E. S. Collins, L. E. Latourette, E. J. Sickler, W. L. Borthwick and G. H. Crabb, requested that the snow be removed this winter from the Mt. Hood Loop between Rhododendron and a point one mile west of Government Camp, and the road kept open to provide access to the snow fields on the sides of Mt. Hood for winter sports. A petition liberally signed was presented in support of this request. Commissioner Van Duzer pointed out that if the highway was cleared off on the Clackamas side, a similar demand would be made on the Hood River side. The delegation stated that they thought arrangements could be made with the Hood River Commercial Club to withhold requests for snow removal on that side of the mountain for the present season, at least until the project could be given a tryout on the west side where there is a much greater population to be served. They agreed to secure something definite along these lines from the Hood River people and report further to the Commission.

The date for the next meeting was set for October 26, 1926 at 10 o'clock A. M.

The following projects were ordered advertised:

Lena-Vinson Section of the Oregon-Washington Highway, surfacing;
Deer Creek-Hayes Hill Section of the Redwood Highway, grading;

Rock Creek-Lostine Section of the Wallowa Lake Highway, 15.2 miles resurfacing;
Cairo-Nyssa Section of the Old Oregon Trail, resurfacing;
Cairo-Vale Section of the John Day Highway, resurfacing;
Pilot Rock-Pendleton Section of the Oregon-Washington Highway, resurfacing;
Pendleton-Washington State Line Section of the Oregon-Washington Highway, maintenance materials for shoulders;
Arlington South 11 miles section of the John Day Highway, resurfacing.

Maintenance Engineer Baldock and Equipment Engineer Campbell were authorized to attend the road show in San Francisco in October.

C. H. Purcell, District Engineer of the U. S. Bureau of Public Roads, requested that the Commission be represented at the Annual Meeting of the American Association of State Highway Officials at Pinehurst, North Carolina. On motion, the Chairman was authorized to attend and represent the state.

The following requests for extensions of time were received:

J. A. Varner, contract No. 813, bridge over West Fork of the Illinois River, requested an extension of time to August 1, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Hagquist & Bjorkquist, contract No. 850, North Unit Rogue River-Euchre Creek Section, Roosevelt Coast Highway, grading, requested an extension of time to September 15. The Engineer reported that the contractors at all times have had their work well in hand and have prosecuted the work diligently and, therefore, recommended that the extension reqeusted be granted without penalty. Recommendation approved by the Commission.

John W. Ash, contract No. 862, bridge over Bowers Slough on the Albany-Corvallis Highway, requested an extension of time to September 15. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Carl Nyberg, contract No. 866, Bend-Lava Butte Section of The Dalles-California Highway, requested an extension of time to October 15, 1926. The Engineer reported that the contractor had encountered difficult conditions in his quarry and for that reason recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Shaffer Brothers, contract No. 890, Canby-Aurora Section of the Pacific Highway, widening, requested an extension of time to October 10, 1926. The Engineer recommended that the extension requested be granted without penalty. 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 Duby
Chairman

H B Van Duzer
Commissioner

Portland, Oregon, October 26, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. Present were:

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

Bids were received on the following grading and surfacing projects:

BLODGETT-DEVITT-SUMMIT AND NORTH MARKET ROAD
SURFACING

	Crushed Rock	Crushed Gravel
J. C. Compton		$29,200.00
Simonsen & Hefty		30,675.00
M. D. Hammel	$37,835.00	

JOHN DAY HIGHWAY
ARLINGTON-SHUTLER CREEK SECTION
RESURFACING AND FURNISHING MAINTENANCE MATERIALS

Triangle Construction Co.	$30,190.00
Joslin & McAllister	33,044.00
Carl Nyberg	35,230.00
Inland Construction Co.	35,357.00
Motor Investment Co.	35,495.00
March Construction Co.	36,665.00
H. J. Hildeburn	41,935.00
Security Construction Co.	42,275.00
Doggett & Cooper	47,805.00
United Contracting Co.	50,702.00
Newport Construction Co.	58,525.00
Archie Mason	58,710.00

REDWOOD HIGHWAY
DEER CREEK-HAYES HILL SECTION - GRADING

	Concrete Pipe	Corr. Iron Pipe
Schell & Rhodes	$47,390.00	$46,857.00
J. T. Logan	47,568.00	47,535.00
F. L. Brown	48,585.00	48,725.00
Earl L. McNutt	49,550.50	50,026.60
Pyle & Bishop	52,400.50	52,218.00
D. P. Plymale	52,847.00	52,847.00
Washburn & Hall	55,761.00	55,596.00
Smith Bros. Company	58,207.50	57,190.00
Heller & Company	58,539.00	58,811.50
Swartley Bros.	59,511.00	59,340.50
Joplin & Eldon	63,905.50	63,414.00
Engelhart Paving & Construction Co.	65,670.00	65,455.00
Calvert, Calvert & Schroeder	65,815.00	65,815.00
J. W. Sweeney Construction Co.	67,685.00	67,020.00

OLD OREGON TRAIL - ONTARIO-NYSSA SECTION
JOHN DAY HIGHWAY - VALE-CAIRO SECTION
FURNISHING MAINTENANCE MATERIALS

H. J. Hildeburn	$22,775.00
H. E. Cornell	26,780.00
Quinn Bros. & Robbins	30,830.00

OREGON-WASHINGTON HIGHWAY
JONES HILL-VINSON SECTION - SURFACING

	Unit 1 Alone	Unit 2 Alone	Units 1 and 2 Combined
Albert L. Smith	$22,900.00	$45,357.00	$68,257.00
March Construction Co.		46,301.00	68,887.00
Triangle Construction Co.	23,720.00	46,575.00	69,795.00
Carl Nyberg		47,290.00	70,060.00
Security Construction Co.	24,360.00	48,055.00	70,215.00
Joslin & McAllister		48,574.00	70,260.00
H. G. Johnson			70,282.00
Lyon & Price		50,313.00	71,849.00
Harness & Colby	24,346.00	48,433.00	72,779.00
Warren Construction Co.	28,040.00	55,084.00	78,874.00
H. J. Hildeburn	25,880.00	53,610.00	79,490.00
Fred G. Redmon		54,445.00	80,220.00
Mitchell Bros.	26,422.00	60,225.00	86,647.00
Archie Mason	30,080.00	59,980.00	88,258.80
Newport Construction Co.	38,140.00	76,040.00	114,180.00
Morrow County Court	25,750.00		

OREGON-WASHINGTON HIGHWAY
PILOT ROCK-FREEWATER SECTION - FURNISHING MAINTENANCE MATERIALS

Pacific Construction Co.	$24,640.00
Harness & Colby	27,095.00
Security Construction Co.	29,175.00
H. J. Hildeburn	36,375.00
Warren Construction Co.	37,842.50
Newport Construction Co.	47,237.50

WEST BIRCH CREEK MARKET ROAD AND PILOT ROCK SECTION
SURFACING AND FURNISHING MAINTENANCE MATERIALS

	County Part	State Part	Total
Harness & Colby	$13,645.00	$ 7,040.00	$20,685.00
Security Construction Co.	13,030.00	8,050.00	21,080.00
Pacific Construction Co.	13,767.00	7,530.00	21,297.00
Joslin & McAllister	14,082.00	8,460.00	22,542.00
H. G. Johnson	14,330.00	8,780.00	23,110.00
H. J. Hildeburn	14,385.00	9,420.00	23,805.00
Fred G. Redmon	16,855.00	9,550.00	26,405.00
Newport Construction Co.	17,087.00	10,220.00	27,307.00
United Contracting Co.	19,760.00	11,110.00	30,870.00

LA GRANDE-WALLOWA LAKE HIGHWAY
ROCK CREEK-LOSTINE SECTION
RESURFACING AND FURNISHING MAINTENANCE MATERIALS

Joslin & McAllister	$66,635.00
Security Construction Co.	70,255.00
Albert L. Smith	72,195.00
H. J. Hildeburn	77,040.00
Warren Construction Co.	80,040.00
Marom Construction Co.	85,595.00
Newport Construction Co.	98,705.00

A petition was filed by Otto Hartwig and R. W. Dursehmidt, remonstrating against the location of the Salmon River Road as made by the Engineer, with particular reference to the section between the Tillamook County line and Pitner. The remonstrants proposed an alternate location to the north in the Little Nestucca River drainage crossing over the ridge into the Salmon River drainage north of Pitner. The Secretary was instructed to submit the petition and accompanying map to the directors of the Grand Ronde-Salmon River Improvement District.

F. S. Yorke, F. E. Thomas, J. A. Beltz and H. T. Botts of Tillamook were present to discuss the bridge over the Trask River on the Roosevelt Highway south of Tillamook, stating that the present load limit of five tons had stopped the economical hauling of logs to the mills and had forced a shut down of both camps and mills. R. L. Shepherd of the Hawley Pulp & Paper Co. stated that shipments of spruce pulp wood to

Oregon City were being handicapped by the low load limit on this bridge. The Engineer reported that the bridge was built in 1908, of light construction, and that some of the members were badly corroded. The county had placed a new wooden deck and reinforced the floor beams and some of the vertical posts with timber, but even yet the safety of the bridge for loads in excess of five tons was very uncertain. The only remedy appeared to be to put the structure on falsework to which the County Court objected because of the probability of piling up drift in times of high water and the possibility of damage to adjoining property by reason of diversion of the current. Mr. Botts stated that he did not think the property damage would be serious. Mr. Beltz stated that he thought the falsework could be held, particularly if men were stationed to push the drift through as it came down and thus prevent an accumulation. After consideration, the following motion made by Commissioner Van Duzer was adopted: "That it is the sense of the Highway Commission, after hearing the gentlemen from Tillamook County in the matter of the five ton limit now in force on the Trask River bridge, that in order to raise the limit so that it will be economically possible to handle traffic over the bridge, that the bridge be placed on falsework, the expense to be borne by the state and county jointly and the possible question of damages to adjacent property through diversion of the current incidental to this type of construction be met by the securing of waivers, if possible, from the adjacent property owners by the Tillamook County Court." Mr. W. D. Clarke, Division Engineer, and Mr. C. B. McCullough, Bridge Engineer, were instructed to see the County Court at once and endeavor to work out this matter.

At a conference with the Secretary of the Association of County Judges and Commissioners, it was decided to hold the December meeting of the Commission on Wednesday, December 22, so as to fit in with their annual convention.

County Judge Hunt, Commissioners Smith and Porter and Roadmaster Culver of Marion County, Judge Sackett and Commissioner Glover of Yamhill County, George Grabenhorst, President of the Salem Chamber of Commerce, U. S. Page of Salem, C. B. Wilson and R. J. Moore of Newberg, B. A. Kliks of McMinnville, A. J. Bewley of Sheridan, _____ Crittenden of Hubbard, John Hunt and Blaine McCord of Woodburn appeared before the Commission in the matter of the Woodburn-Newberg road. It was pointed out that this road had been paved throughout its entire length, that it connected the West Side and Pacific Highways and was used to some extent by through travel. On this road just south of Newberg was a bridge across the Willamette River, built jointly by the two counties about thirteen years ago, which consists of deck steel truss spans over the main channal and timber trestle approaches, which are approximately 1400 feet long and 50 feet high on the south river bank. At the present time, it is urgent that the steel truss spans be redecked and the timber approaches be entirely rebuilt. The County Courts of the two counties feel that they are unable to provide for this large expenditure and therefore propose to turn over to the state the entire Woodburn-Newberg Highway about twenty miles in length, including the bridge, to be made a state highway. Congressman Hawley made a brief talk in support of the plan. The matter was taken under consideration.

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Judge Sawyer of Deschutes County asked that the new location of The Dalles-California Highway north of Bend be adopted now, even if not built for some time. He stated that if this was done, the Deschutes County Court would secure the new right of way now. The matter of increasing the width of the right of way to eighty feet on the sections not affected by the new location was discussed and Judge Sawyer stated that the Deschutes County Court would endeavor to secure an eighty foot right of way straight through for the first 7½ miles north of Bend, including parts where there were no changes in alinement and the existing right of way was only sixty feet wide. Also, that the Court would continue to secure an eighty foot width as much farther north as they were able.

County Judge B. M. Payne, Commissioners Isom and Hume of Linn County, Dr. N. E. Irvine, D. A. Reeves and Senator Garland of Lebanon, Mayor Robnett, C. H. Murphy, F. E. Callister and J. H. Ralston of Albany appeared in the interest of the Santiam Highway. Judge Payne stated that the county was ready to cooperate in continuing the cooperative agreement with the state on the improvement of the Lebanon-Sheas Hill Section. He further stated that county cooperative funds would be available for the surfacing of the Cascadia-Sheas Hill Section which was graded this present year. Judge Payne indicated his views that the improvement between Lebanon and Sheas Hill should begin at Lebanon. The Commission indicated their willingness to continue the cooperative project between Lebanon and Cascadia as heretofore agreed upon on a fifty-fifty basis.

Judge Payne urged that financial arrangements be made with the Government for constructing the Santiam road east of Cascadia, suggesting that a continuing project be programmed on the basis of about $200,000 per year, beginning with 1928, the first year the county could provide their share of the funds. Congressman Hawley joined the Linn County delegation in a plea for the road, setting out the advantages to the Forest Service which the construction of this project would give. Commissioner Van Duzer asked Mr. Hawley if special government funds, that is, outside of the regular Federal Aid or Forest Aid, would be made available for this project, in view of its stated importance, but Mr. Hawley did not make a decisive answer. Senator Garland urged that the road was designated by the legislature and is of equal importance with the McKenzie which has been completed. The Engineer submitted a tentative estimate of $1,800,000 for the section between Cascadia and Sisters. The previous arrangement made March 25, 1926 was referred to, and the Commission reaffirmed their previous position; i. e., that if government funds are secured for this particular project from other than existing sources of government funds (Federal Aid through Bureau of Public Roads and Forest Highway Aid) then cooperation would be agreed to on the basis of 50% outside and additional (special appropriation) government funds, 25% county funds and 25% State of Oregon with existing government agencies. The matter was discussed at considerable length with no definite determination.

In response to an inquiry from Commissioner Van Duzer, Congressman Hawley agreed to support a measure in Congress ceding to the State of Oregon the islands along the coast in order to prevent their falling into private ownership. He suggested that the Commission's attorney prepare the bill.

Judge Barnard and Commissioner Hurd of Lane County asked regarding the reconstruction of bridges at Gate Creek, Blue River and McKenzie Bridge on the McKenzie Highway and Indian Creek and Deadwood Creek on the Willamette Valley-Florence Highway. The Engineer reported that the Gate Creek bridge would be included in the cooperative state and county project previously agreed upon for 1927. He further reported that the wooden structures at Blue River and McKenzie Bridge needed replacement, the estimate being $17,000 and $30,000 respectively. After consideration, the Commission voted to accept cooperation of 25% on each of these from the county. Judge Barnard and Commissioner Hurd expressed themselves as satisfied with that arrangement. The bridges at Indian Creek and Deadwood Creek on the Willamette Valley-Florence Highway being on a forest project still under government maintenance, the matter was held for further consideration.

At 5 o'clock, the tabulation of the bids received was read and the following awards were made:

Blodgett-Devitt-Summit and North Market Road, 9.0 miles surfacing. The County Court having approved the award, on motion which was carried, the contract was awarded to the low bidder, J. C. Compton, at $29,200.00.

Arlington-Shutler Creek Section of the John Day Highway, 11.0 miles resurfacing and furnishing 18,300 cu. yds. of broken stone. On motion which was carried, the contract was awarded to the Triangle Construction Co., the low bidders, at $30,190.00.

Deer Creek-Hayes Hill Section of the Redwood Highway, 4.8 miles of grading. On motion which was carried, the contract was awarded to Schell & Rhodes, the low bidders, at $47,390.00, using concrete pipe.

Ontario-Nyssa Section of the Old Oregon Trail and Vale-Cairo Section of the John Day Highway, furnishing 12,000 cu. yds. of crushed gravel maintenance materials. On motion which was carried, this contract was awarded to H. J. Hildeburn, the low bidder, at $22,275.00.

Jones Hill-Vinson Section of the Oregon-Washington Highway, 18.0 miles of surfacing. The low bid of Albert L. Smith for the combined east and west units was satisfactory, but the bidder not having previously done any work for the state, the award was referred to the engineer pending an investigation of the bidder's financial resources and responsibility.

Pilot Rock-Freewater Section, furnishing 15,000 cu. yds. of broken stone maintenance materials. The low bid of the Pacific Construction Co. is satisfactory, but the firm being new bidders, the engineer was

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instructed to investigate their financial resources and responsibility with authority to make the award if found satisfactory.

West Birch Creek Market Road, combination state and county project, county portion consisting of 3.9 miles of surfacing and state portion consisting of furnishing 4,000 cu. yds. of broken stone maintenance materials. The low bid of Harness & Colby showed $13,645.00 for the county portion and $7,040.00 for the state portion, or a total of $20,685.00, while the second bid by the Security Construction Company showed $13,030.00 for the county and $8,050.00 for the state, or a total of $21,080.00. The County Court of Umatilla County, however, indicated their acceptance of the low bid by Harness & Colby. On motion which was carried, the low bid of Harness & Colby at $20,685.00 was accepted. Further, the Commission agreed to reimburse Umatilla County for the difference of $615.00 between the first and second bids in order to give the county the benefit of the lowest bid on their section.

Rock Creek-Lostine Section of the La Grande-Wallowa Lake Highway, 15.2 miles resurfacing and furnishing of maintenance materials. On motion which was carried, the low bid of Joslin & McAllister at $66,635.00 was accepted.

Lester Martin again urged the construction of the south unit of the Newport-Waldport Section of the Roosevelt Highway in 1927. He presented a letter offering cooperation by the County Court, which was not clear, hence was referred back. The Engineer was instructed to submit an estimate of cost at the next meeting.

Clyde Mason of Seaside, representing the Oregon Beaches Association, stated that this association wished to support the Highway Commission and endorse the Roosevelt Highway program. He asked for information and statistics on the present status of the Roosevelt Highway which the Engineer was instructed to furnish.

Judge Johnson of Harney County brought up the matter of the Crane-Well Hill Market Road contract on which approval had been refused by the Commission. He stated that the County Clerk had been instructed to send a copy of the contract to the Highway Commission for approval, but that he had misunderstood his directions and the copy was not sent. The Commission reaffirmed their previous statement that the approval of the contract was withheld because the unit bid of $3.75 per cubic yard was fifty per cent in excess of the Engineer's estimate and not comparable with prices on similar work in other counties, nor on the government project north of Burns. Judge Johnson asked what price the Commission would approve and the answer was $2.75 per cubic yard. Judge Johnson stated that no money had been paid to the contractor and that he would take up the matter with him, looking to a friendly settlement on that basis.

Judge Johnson reported that in advertising an additional mile from the same pit with slightly less haul than the average haul on the previous job, the same contractor had bid $2.20 per cubic yard. Also, a

bid of $1.35 per cubic yard for cinders was received on another five mile unit of this project. Both of these bids were approved by the Commission.

Judge Johnson asked that the Burns north forest project be extended north to the Grant County line. The Commission replied that there was no commitment north of the present forest project.

George Melvin Miller of Eugene proposed the construction of 16 miles of timber trestle construction across the summit of McKenzie Pass to avoid drifting snow conditions. Mr. Miller submitted sketches which were ordered filed.

Messrs. Klees and Gigoux requested a log hauling permit on the McMinnville-Tillamook Highway between Valley Junction (connection with Salmon River Road 2 miles east of Grand Ronde) and the Gibhardt-Klees Mill, approximately three-fourths mile. This permit involves hauling over a section of oiled road and the crossing of the Yamhill River bridge which is an old wooden structure and posted for a five ton safe load limit. The Engineer reported that the housing had been removed in order to lighten the dead load, but due to neglect on the part of the county, the structure had deteriorated until a reduced load limit was necessary for safety. The applicant objected that the bond required covered damages to the bridge as well as the roadway. After some discussion, the permit was granted on the basis of the applicant providing a $2000 bond.

The Commission approved the minutes of the meeting of September 11 and September 28, 1926.

A request having been made by the B. C. Seydel Co. to transfer and assign its contract No. 913 to the Seydel-Hammel Co., Commissioner Van Duzer offered the following resolution and moved its adoption:

WHEREAS, on the 26th day of August, 1926, B. C. Seydel Company entered into a certain contract and agreement with the State of Oregon for the improvement of the Eddyville-Blodgett section of the Corvallis-Newport Highway, which contract is state highway contract No. 913, and

WHEREAS, the said B. C. Seydel Company did on the 12th day of October, 1926, assign, sell and transfer all its right, title and interest in and to the said contract to the Seydel-Hammel Company, and,

WHEREAS, the said assignee has in writing duly accepted the said assignment, and has agreed to perform all the work specified in said contract, and to meet and promptly respond to all the obligations devolving upon the said B. C. Seydel Company, and

WHEREAS, the Independence Indemnity Company, which was surety on the bond furnished by the said B. C. Seydel Company in

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connection with its said contract with the state, has in writing assented to said assignment, and

WHEREAS, the said contract between the state and the said B. C. Seydel Company contains a provision that no assignment of said contract can be made without the written consent of the State Highway Commission,

NOW, THEREFORE, BE IT RESOLVED, in view of the foregoing premises, that the consent to said assignment be and the same is hereby given by the State Highway Commission, and

BE IT FURTHER RESOLVED, that the said Seydel-Hammel Company be and it is hereby held to a complete performance of all the conditions and provisions of the said contract entered into between the state and the said B. C. Seydel Company, and that in consideration of this consent to said assignment the said assignee be required to perform completely and satisfactorily all the terms and conditions of said contract, and all the obligations arising under or resulting therefrom, and

BE IT FURTHER RESOLVED, that in consideration of this consent to said assignment, and in view of the written consent of the Independence Indemnity Company, the said Independence Indemnity Company be, and the same is hereby accepted as surety for the said assignee.

BE IT FURTHER RESOLVED, that a copy of this resolution be attached to each copy of the said contract, and that a copy of the said assignment and a copy of the acceptance of said assignment by the assignee, together with a copy of the written consent of the said surety, be attached to each copy of said contract, and

BE IT FURTHER RESOLVED, that a copy of this resolution be entered in the minutes of the commission.

The motion was duly seconded and carried.

The County Court of Wallowa County, by letter, advised the Commission that, on account of an overrun on the forest project on the Flora-Enterprise Highway north of the Forest Boundary, it would be necessary for their county to put up $10,000 more this year than had been expected. Therefore, they were unable to meet their cooperative obligations to that extent on the surfacing of Unit No. 1 Enterprise North project, and asked that the payment of this amount to the state be deferred until next year. After consideration, the Commission voted to meet the request of the Wallowa County Court and the Secretary was instructed to so advise them.

Commissioner Van Duzer reported that a meeting had been held with the Board of Trustees of the Grand Ronde-Salmon River Highway Improvement District which the Attorney and the Engineer attended also.

It developed that the Board had made a private contract for the sale of $150,000 of 5½ per cent bonds of the district at par, but had also made a contract to pay the purchaser 10 per cent of this for attorneys' fees, etc., which would result in a price of 90 cents on the dollar for the bonds. The Committee was told that the Commission would not approve such an arrangement for the sale of the bonds since other bond dealers had advised that if the validity of the bonds was established, a much better price could be obtained. It was, therefore, determined by the Board of Trustees to rescind its contract with the purchaser, pay him proper expenses and enter into a friendly suit to determine the validity of the bonds. In the matter of the low bid received for the construction, it was decided to hold the low bid, if the bidder is willing, until funds are available. If the bidder is unwilling to hold his bid open, then the bid may be returned and the project readvertised later. The Engineer reported that the low bidder is willing to hold his bid open for the present.

Relating to the distribution of the second one-half of the State 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, as amended by Chapter 361, General Laws of Oregon for 1925, 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 furtner 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, as amended by Chapter 361, General Laws of Oregon for 1925, the State Highway Commission did on the 25th of March, 1926, apportion among the several counties of the State complying with the provisions and accepting the benefits of said market road law, the 1926 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, 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; and,

WHEREAS, the State Highway Commission has furnished several counties with engineering supplies, or with engineering services on county projects, or with road building machinery, or with machinery repairs, or with road building materials, or with road building machinery parts; and

WHEREAS, the State Highway Commission has kept an accurate record of the cost of any of the above mentioned supplies, services, parts, repairs, or materials furnished the several counties; and,

WHEREAS, the State Highway Commission has charged the above mentioned costs to the several counties as advance payments to be deducted from the sums apportioned to the various counties; 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;

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 1926 apportionment as apportioned by the State Highway Commission by resolution under date of March 25th, 1926, provided, however, that there shall first be deducted from each county's share of said funds a sum sufficient to cover the amount advanced to that county by the State Highway Commission as shown on the books and cost records of said Highway Commission at the close of October 15th, 1926 (in carrying out the provisions of the act as provided in the market road law) 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 are as follows:

County	1926 Apportionment	First Half of 1926 Apportionment	Advances made by State from Oct. 1, 1925 to April 15, 1926	Paid to Counties in June	Second Half of 1926 Apportionment	Advances made by State from Apr. 15, 1926 to Oct. 15, '26	Balance Payable to Counties
Baker	$ 31,397.19	$15,698.59	$1,682.95	$ 14,015.64	$ 15,698.00	$ 2,592.99	$ 13,105.61
Benton	21,989.00	10,994.50	13.08	10,981.42	10,994.50	11.53	10,982.97
Clackamas	67,658.56	33,829.28	229.60	33,599.68	33,829.28	879.88	32,949.40
Clatsop	40,206.99	20,103.49	20.69	20,082.80	20,103.50	15.00	20,088.50
Columbia	21,428.65	10,714.32	128.52	10,585.80	10,714.33	- -	10,714.33
Coos	35,849.64	17,924.82	- -	17,924.82	17,924.82	- -	17,924.82
Crook	7,852.40	3,926.20	2.64	3,923.56	3,926.20	17.26	3,908.94
Curry	5,941.23	2,970.61	366.41	2,604.20	2,970.62	734.01	2,236.61
Deschutes	17,003.86	8,501.93	8.46	8,493.47	8,501.93	595.49	7,906.44
Douglas	42,512.04	21,256.02	6.57	21,249.45	21,256.02	1,226.00	20,030.02
Gilliam	13,717.21	6,858.60	1,804.87	5,053.73	6,858.61	1,464.61	5,394.00
Grant	10,357.22	5,178.61	- -	5,178.61	5,178.61	- -	5,178.61
Harney	11,900.00	5,900.00	50.46	5,849.54	5,900.00	56.59	5,843.41
Hood River	13,931.69	6,965.84	4.57	6,961.27	6,965.85	- -	6,965.85
Jackson	40,391.34	20,195.67	- -	20,195.67	20,195.67	- -	20,195.67
Jefferson	7,444.83	3,722.41	- -	3,722.41	3,722.42	- -	3,722.42
Josephine	10,870.39	5,435.19	456.09	4,979.10	5,435.20	496.17	4,939.03
Klamath	32,359.44	16,179.72	8.00	16,171.72	16,179.72	2.46	16,177.26
Lake	14,143.24	7,071.62	8.00	7,063.62	7,071.62	82.27	6,989.35
Lane	63,501.64	31,750.82	- -	31,750.82	31,750.82	- -	31,750.82
Lincoln	12,096.54	6,048.27	3.60	6,044.67	6,048.27	1.47	6,046.80
Linn	45,641.16	22,820.58	- -	22,820.58	22,820.58	- -	22,820.58
Malheur	19,330.32	9,665.16	384.85	9,280.31	9,665.16	18.41	9,646.75
Marion	64,958.05	32,479.02	172.00	32,307.02	32,479.03	218.42	32,260.61
Morrow	15,002.58	7,501.29	4,717.70	2,783.59	7,501.29	2,981.22	4,520.07
Multnomah	105,631.56	52,815.78	- -	52,815.78	52,815.78	- -	52,815.78
Polk	26,226.99	13,113.49	87.05	13,026.44	13,113.50	53.38	13,060.12
Sherman	13,879.60	6,939.80	- -	6,939.80	6,939.80	- -	6,939.80
Tillamook	30,116.53	15,053.26	22.95	15,035.31	15,058.27	7.64	15,050.63
Umatilla	64,420.86	32,210.43	- -	32,210.43	32,210.43	3,207.86	29,002.57
Union	26,359.68	13,179.84	- -	13,179.84	13,179.84	3.47	13,176.37
Wallowa	16,566.64	8,283.32	- -	8,283.32	8,283.32	- -	8,283.32
Wasco	24,775.29	12,387.64	- -	12,387.64	12,387.65	- -	12,387.65
Washingon	47,666.15	23,833.07	73.49	23,759.58	23,833.08	15.67	23,817.41
Wheeler	6,527.98	3,263.99	873.29	2,390.70	3,263.99	40.90	3,223.09
Yamhill	32,336.26	16,168.13	- -	16,168.13	16,168.13	26.30	16,141.83
Totals	$1,061,892.75	$530,946.31	$11,125.84	$519,820.47	$530,946.44	$14,749.00	$516,197.44

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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, as amended by Chapter 361, General Laws of Oregon 1925, to draw and issue warrants to the counties herein named for the respective amounts herein set forth.

The motion was duly seconded and carried.

On recommendation of the Market Road Engineer, the Commission approved the following market road projects:

Union County -

Alicel-Lower Cove, Unit "A", surfacing, awarded to Joslin & McAllister.
Hunter Lane-Pleasant Grove, surfacing. To be constructed by county forces.

Columbia County -

Three sections of the Nehalem Highway to be improved with grading and surfacing. Work to be done by county forces.

On the recommendation of the Market Road Engineer, the Commission approved the award of the contract for the Whiskey Creek Market Road by the County Court of Hood River County to Anderson & Houglun at $5,787.00.

The County Court of Baker County requested that Market Road No. 5, extending from the summit of Dooley Mountain down Auburn Gulch to Bridgeport be removed from the market road system and to substitute therefor a road from Bridgeport up the Burnt River to a connection with the Baker-Unity Highway. The Market Road Engineer recommended that this change be made. Recommendation approved by the Commission.

The County Court of Klamath County requested that Market Road No. 8 be extended one and one-quarter miles from Chiloquin to Modoc Mill. The Market Road Engineer recommended that this request for extension be granted. Recommendation approved by the Commission.

A letter from the Hood River Chamber of Commerce, stating that no demands would be made to keep the north side of the Mt. Hood Loop open if some experimental snow removal work was done on the south side this winter, was received. Accordingly, the Engineer was instructed to place suitable equipment and a crew to keep the road open to Government Camp if it can be done with equipment available and at a reasonable expense.

The Engineer submitted tentative sketches of a log house at Emigrant Springs which were approved.

The request by the city of Umatilla that the Commission examine the route for a connection between the Columbia River Highway and the ferry landing at Umatilla was referred to the Engineer for investigation.

The following requests for extensions of time were received:

D. T. Eaton, contract No. 877, Wren Overcrossing, Benton County, requested an extension of time to December 31, 1926. On account of delays in securing an agreement with the Southern Pacific Company permitting the contractor to commence, the Engineer recommended that the extension requested be granted without penalty. Recommendation approved by Commission.

D. T. Eaton, contract No. 878, bridge over Marys River near Wren, requested an extension of time to December 31, 1926 on account of failure to receive structural steel. The Engineer recommended that the extension be granted without penalty. Recommendation approved by Commission.

A. D. Kern, contract No. 881, furnishing crushed rock from Siskiyou Summit Quarry, requested an extension of time to October 31, 1926. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Lair & Company, contract No. 875, grading Wheeler Section of the Roosevelt Coast Highway in Tillamook County, requested an extension of time to November 30, 1926. The Engineer recommended that the extension be granted provided the contractor pay the rock checker's salary subsequent to September 30, 1926. Recommendation approved by the Commission.

W. C. Elliott, contract No. 884, furnishing broken stone for maintenance, Wirt Quarry, on the McMinnville-Tillamook Highway, requested an extension of time to October 31, 1926. The Engineer recommended that the extension requested be granted provided the contractor pay the rock checker's salary subsequent to September 30, 1926. Recommendation approved by the Commission.

The date for the next meeting was set for November 23.

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 J Thompson
Commissioner

Portland, Oregon, November 29, 1926.

The Commission met in Room 209 Imperial Hotel at 8 P. M. Present were:

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

Judge Patterson of Grant County requested that the present road between Long Creek and Hamilton be designated as a forest highway and thus made eligible for the expenditure of forest highway funds. Matter taken under consideration.

Judge Patterson also requested that the section of the Pendleton-John Day Highway between Beech Creek Station and the Forks of Beech Creek, about 7 miles in length, be placed upon the 1927 forest program for widening and eight foot surfacing. Request was also made for a 1927 forest project south of Bear Creek on the Burns-Canyon City Road in Grant County. Both matters taken under advisement.

Judge Patterson of Grant County urged that the Burns-Canyon City-John Day Road be placed upon the state highway system. Matter taken under consideration.

Messrs. H. T. Botts, M. D. Ackley and H. H. Rosenberg of Tillamook and O. F. Tipton and J. A. Thornburgh of Forest Grove appeared in the interest of the Wilson River Road between Forest Grove and Tillamook. They were advised that the survey was not completed and consequently no estimates had been prepared.

Judge Benge and Commissioner Davidson of Morrow County asked that the Heppner-Spray Road be placed upon the state highway system. They stated that they had exhausted their county funds and needed state aid to complete it. Matter taken under consideration.

The minutes of the meeting of October 26, 1926 were approved.

The Commission considered the request of Yamhill and Marion Counties, presented at the previous meeting, to take over as a state highway the Woodburn-Newberg Road. In view, however, of the many uncompleted sections of roads now on the state highway map, it was voted to decline the request.

A request was received from the County Court of Washington County that Market Road No. 11 be extended north and easterly to a connection with Market Road No. 8 at Greenville. This addition being recommended by the Market Road Engineer, it was approved by the Commission.

Portland, Oregon, November 30, 1926.

The Commission met in Room 360 Multnomah County Court House at 10 o'clock A. M. with all members present and participating.

Judge Schannep and Commissioners Bean and Hales of Umatilla County asked to have the unfinished link in the Pendleton-John Day Highway between Lazinka Ranch and a point opposite Albee, a distance of 12 miles, placed upon the 1927 construction program. After consideration, it was agreed to cancel the indebtedness of Umatilla County to the state made up of the following items: Cooperative maintenance $11,508.75, balance on Kamela-Deadman's Pass construction $47,582.29, county share on Meacham Overcrossing $4,577.99, total $63,669.03, with the understanding that the county will expend this sum on this project. The work is to be done on the state highway survey to state specifications, by county forces or by contract.

Judge Schannep asked in behalf of Umatilla County that the Toll Gate-McDougal Camp Section (in the Whitman National Forest) of the Elgin-Weston road be included in the 1927 forest program. Matter taken under consideration.

A delegation was present from Tillamook and Rockaway in the interest of the right of way for the Roosevelt Highway through Rockaway. The delegation consisted of Judge Mason, County Commissioners Reed and Richards, Judge Elect Beltz, Commissioner Elect Frank Owens, County Engineer W. S. Coates, H. T. Botts, M. G. Ackley and H. H. Rosenberg of Tillamook, J. J. Krebs, E. E. Reynolds, W. J. Monk, W. M. Lederberg and W. A. Post of Rockaway. The Engineer reported that he had furnished the County Court with maps and plans of both routes showing the widths of rights of way required. Mr. Krebs, as spokesman, stated that the citizens of Rockaway and adjoining subdivisions wanted the highway built along the railroad or front route through the town rather than on the back route which had been considered. He reported that a committee had interviewed all the owners who could be reached and all except three had agreed to accept the road viewers' estimate of damages. Commissioner Reed stated that a careful estimate of right of way damages had been made and that they did not have funds enough to secure all the right of way now. He suggested that they could secure all the right of way south of Sederburg garage at Owens Avenue, which is the beginning of the new project, at once. The Chairman asked what they would do about the additional right of way required north of Owens Avenue. Judge Elect Beltz stated he would pledge the County Court to acquire the additional right of way required north of Owens Avenue through to a point three-quarters of a mile south of Jetty Creek within two years. On motion of Commissioner Van Duzer, the offer of Tillamook County to secure the right of way south of Owens Avenue to Garibaldi at once and the additional right of way north to a point three-quarters of a mile south of Jetty Creek within the next two years, was accepted, provided that if there is any hold up the back route will be chosen. Judge Elect Beltz stated that the right of way will be secured as soon as possible and every effort would be made to have it all cleaned up so that the project may be advertised in January.

Mr. J. R. Blackaby and Dr. R. O. Jones of Jordan Valley, and Commissioner Fairman of Malheur County and Mr. G. A. Z. Harris of Portland were present in the interest of the Jordan Valley Road. Dr. Jones urged that this road be placed upon the state highway map and constructed at once. He stated that it was impossible to get settlers in Jordan Valley until better roads were provided. Figures were given on the tonnage hauled out of Jordan Valley each year. Mr. Blackaby stated that the beginning of construction work on the Owyhee project would give a big impetus to the Jordan Valley project. Matter taken under consideration by the Commission.

Judge Philip and Commissioners Miller and Mills of Columbia County, Judge Cornelius and Commissioners Frye and Larson of Clatsop County, Judge Ward and Commissioner Hiatt of Washington County and County Engineer Jones of Washington County asked the Commission to add to the state highway system the so-called Inland Loop Road which extends from Forest Grove through Banks, Buxton, Vernonia, Birkenfeld and Olney to Astoria. This road passes through the three counties of Washington, Columbia and Clatsop. County Engineer Jones reported that the estimated cost to complete the road was $250,000 in Washington, $185,000 Columbia, $200,000 Clatsop, total $635,000. The total length from Forest Grove to Astoria is 88.2 miles. The Commission stated that the request for the addition of this road to the state highway system could not be granted at this time, since it was necessary to complete the roads already on the system first.

A. A. Muck appeared for the Falls City-Valsetz Highway Improvement District and asked that a date be set for a hearing on the boundaries which have now been revised to eliminate many of the previous objectors. Mr. Van Duzer suggested that inasmuch as the test suit to determine the validity of the bonds of the Salmon River-Grande Ronde Highway Improvement District was now before the Supreme Court, it would be unwise to have the hearing until after the validity of this law has been determined. The Commission stated that if the validity of the law was upheld, then the Commission would set a date for a hearing on the boundaries. This arrangement was satisfactory to Mr. Muck.

J. T. Fairman, County Commissioner of Malheur County, objected to the engineer's location of the Central Oregon Highway west of Vale through the Harper Valley. Mr. Fairman advocated a crossing of the Malheur River and railroad east of Harper and following along parallel to and above the railroad tracks rather than on the south side of the river. His main objection was that the located line cut through the alfalfa lands of the Harper Ranch which have been lately subdivided into small farms. Mr. Fairman stated that the location east of the Harper Valley was very satisfactory. The Chairman stated that before the location was definitely adopted, the Malheur County Court would be given an opportunity to be heard. Mr. Fairman stated that the county will cooperate with the state on the Central Oregon Highway with market road funds except such as are needed on the Jordan Valley Road.

A delegation from Lincoln County, consisting of Judge James and Commissioners Dunn and Kent, O. V. Hurt of Yachats, O. W. Peterson and O. C. Wolfe of Waldport, Lester Martin and Frank Priest of Newport, urged the early construction of the South Beach-Waldport Section of the Roosevelt Highway. Judge James offered in behalf of Lincoln County $10,000 as county cooperation. When asked by the Commission if it were possible to place only a portion of the project under contract, which section would the Court prefer, Judge James replied, "The South Beach-Seal Rocks Section", since that would relieve the county of maintaining the plank road at South Beach. Matter taken under consideration.

Mr. C. H. Bogert of Toledo asked for compensation for material which he had moved in front of his property which later, in widening, became a part of the right of way of the city street. The Engineer recommended against any allowance as this was inside the city and the excavated material was not used for highway purposes. Mr. Bogert advised that there was more material on his property which he desired to have removed and the Chairman stated that, if it was convenient and desirable to use this material in future widening operations, it would be taken.

Judge Moses and Commissioner von Lehe of Benton County asked that the bridge at Mill Creek on the Alsea Highway built by the county in 1924 and the bridge at Oak Creek on the Corvallis-Newport Highway built by the county in 1925 be considered as cooperative projects on the same basis as the highway projects later adopted on these highways; i. e., state two-thirds, county one-third on the Alsea Highway, and state 50%, county 50% on the Corvallis-Newport Highway. The Commission considered this an equitable arrangement and authorized that Benton County be given credit for these expenditures in determining their proper share of the Alsea and Corvallis-Newport Highway projects now under construction on the submission of certified copies of expenditures on these bridges.

Senator B. L. Eddy of Roseburg appeared for the North Umpqua project which extends from Roseburg to Diamond Lake, with particular reference to the part within the national forest. Senator Eddy reviewed the engineer's report on the project and pointed out the desirability of completing the 22 mile gap between the ends of the road between Steamboat Creek and Big Camas Ranger Station. The Commission asked if the Forest Service would continue to expend forest development funds on this project and the reply was made that the forest officers had indicated that they would not approve the expenditure of further development funds but rather considered that forest highway funds should be applied. Senator Eddy urged that the North Umpqua Route be placed upon the forest highway map. The Commission stated that the matter would be considered further and taken up with the forest officials.

Judge J. K. Weatherford, Mayor J. H. Robnett, F. E. Callister, C. H. Murphy and J. H. Ralston of Albany and S. M. Garland of Lebanon appeared for the Santiam Highway project. Judge Weatherford stated that a misunderstanding was apparent on the financing of this project east of Cascadia in the matter of the special appropriation outside of existing sources of government aid. The Linn County committee felt that it would

be impossible to secure a special appropriation. Several letters and telegrams from the Congressmen were presented which reported interviews with the Chief Forester and Chief of the Bureau of Public Roads indicating their approval of the project provided the State Highway Commission desired it as a part of the forest highway program. Senator Garland, Mr. Ralston and Dr. Robnett took part in the discussion at the conclusion of which the Commission was asked if they would consider the expenditure of Forest Development funds as meeting the conditions of a special appropriation and the Commission stated that they would do so. The delegation left for a conference with the forest officials.

Judge Barnard and Commissioners Hurd and Crowe urged that the Florence-Rainrock project be placed upon the forest highway program for 1927. They stated that Lane County had voted a special tax of $90,000 for this road which would be available on the basis of cooperation heretofore agreed upon; i. e. 75% state and government, 25% county. The County Court also urged the construction of a new bridge over Deadwood Creek on the Blachly-Rainrock Section and offered the same basis of cooperation; that is, 75% state or government, 25% county. Both matters were taken under consideration.

The Lane County Court and Mr. A. J. Perkins of Springfield reported that a county bond issue of $75,000 for the county share of a new bridge across the river at Springfield had passed and the money would be available at the request of the Commission. They discussed the location of the bridge at some length as between using the railroad location on which the old piers would be available or a new structure at the foot of Main Street. The Engineer submitted estimates on both locations. The bridge at the foot of Main Street is the more expensive on account of the fact that the river is wider at that point. The matter was left for further conference with the city and county officials.

The Engineer filed a statement showing that H. E. Doering, contract No. 887, Rocky Creek bridge, was delinquent in his contract, and although the contract was dated May 25, 1926 and the completion date set for December 31, 1926, only seven per cent of the concrete and five per cent of the reinforcing steel had been placed. He therefore recommended that the contract be cancelled. The Commission approved the recommendation and instructed the Secretary to notify the contractor of the cancellation of the contract.

The County Court of Lake County, by letter, advised that they had expended under the direction of the State Highway Engineer approximately $8,000 of their own funds in grading and surfacing of a section of the Prineville-Lakeview Highway near Summer Lake Postoffice. During 1927, they propose to expend under the direction of the State Highway Engineer $30,000 on the Paisley North 10 Mile Section. Also during the coming year, they propose to expend $10,000 on the section south of Lakeview-Pine Creek Section. The Court asked if they spend their funds now, would the state match them on a two to one basis later when state funds are available; i. e., 66-2/3 per cent state, 33-1/3 per cent county. The Commission, after consideration, unanimously voted to accept the

Lake County offer, provided the work done by the county was on the state survey, to state specifications and under the supervision of the State Highway Engineer.

The Engineer reported that Lake County had decided to withdraw their request for aid from the state in building a stock driveway along the Klamath Falls-Lakeview Highway across the meadow west of Lakeview. Their present plan is to construct the stock driveway one mile south of and parallel to the state highway, which is a better location and will cost less to construct.

Portland, Oregon, December 1, 1926.

The Commission met in Room 360 at 10 o'clock A. M. with all members present and participating.

R. W. Pepin, contract No. 824, constructing guard rail fence in Hood River and Wasco Counties, presented a claim for $5000 as an adjustment on that contract. Matter referred to the Engineer.

A joint conference was held with the representatives of the Bureau of Public Roads and the Forest Service to determine the forest highway program for 1927. From the Bureau of Public Roads were C. H. Purcell, District Engineer, H. D. Farmer, J. A. Elliott, and from the Forest Service were C. M. Granger, District Forester, and P. H. Dater.

Counties were given an opportunity to be heard before the joint conference. The Lane County Court urged the completion of the Florence-Rainrock unit of the Willamette Valley-Florence Highway. Also they offered to cooperate to the extent of one-fourth on the renewal of the bridge at Deadwood Creek.

H. H. Huron of Imbler asked that the Ruckles Pass road between Imbler and Weston be investigated before the Toll Gate Road between Elgin and Weston was adopted as a forest highway route. He claimed a lower pass and more favorable construction conditions. Mr. Purcell stated that the alternate route would be investigated when the survey was made.

After consideration, the following forest highway program for 1927 was adopted:

Project			Total Cost	Government Share	State Share	County Share
Klamath Falls-Lakeview	surfacing	11 mi.	$90,000	$ 45,000	$ 45,000	$ 0
Cascadia-Sheas Hill	"	6.6 mi.	40,000	20,000	0	20,000
Flora-Enterprise	"	10 mi.	60,000	48,000	12,000	0
Wapinitia	"	12 mi.	75,000	50,000	105,000	0
"	grading	7 mi.	80,000			
Burns North	"		125,000	125,000	0	0
Mt. Hood widening			20,000	20,000	0	0

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Caves Road	15,000	15,000	0	0
Florence-Rainrock	100,000	75,000	0	25,000
Salmon River Road 6.1 mi. clearing				
3 mi. grading	100,000	100,000	0	0
Beech Creek	40,000	20,000	20,000	0
Surveys	10,000	10,000	0	0
Maintenance	50,000	50,000	0	0
Totals	$805,000	$578,000	$182,000	$45,000

As to the Salmon River Road, it was agreed that this project was dependent on a favorable decision by the Supreme Court on the matter of the validity of the Highway Improvement District Law and the consequent ability of the district to complete the Salmon River project between New Grande Ronde and the Tillamook County Line.

The connection between The Dalles-California Highway and the Sand Creek entrance of the Crater National Park was discussed, Mr. Granger suggesting the possibility of one connecting road located farther north serving both Crater and Diamond Lakes. This matter was held pending a joint investigation of the feasibility of the project.

It was agreed that the road between Hamilton and Beech Creek be investigated as a prospective addition to the forest highway map.

It was agreed that continuing projects into 1928 would be the Wapinitia, Burns North, Florence-Rainrock and Salmon River Road.

Not having included the Deadwood Creek bridge on the Rainrock-Blachly Section in the forest highway program, the Commission decided to undertake this as a state project, accepting the county offer of co-operation of 25 per cent. The Engineer was instructed to prepare plans and specifications.

Mr. Clyde Mason, President of the Chamber of Commerce of Seaside, Mr. Dorr E. Keasey of Portland, and Mr. T. A. McKay of Seaside urged the Commission to consider the construction of a new bridge over Wahanna Creek at the north city limits of Seaside on the route of the Roosevelt Highway to replace the present structure which is narrow and is located at right angles to the general direction of the highway. The project was referred to the Engineer for investigation and report.

Requests for extensions of time were received from several contractors and the following action taken:

Kibler & Bartlett, contract No. 867, surfacing Crooked River Section, The Dalles-California Highway, requested an extension of time to November 30, 1926. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Stevens & Doty, contract No. 893, furnishing maintenance materials on McMinnville-Tillamook Highway, requested an extension of time to December 31. The Engineer recommended that the extension be granted with a provision that the contractor be required to pay the rock checker's salary after September 30, 1926. Recommendation approved by the Commission.

Wm. Endicott, contract No. 895, half-viaduct and retaining wall under Crooked River bridge, The Dalles-California Highway in Jefferson County, requested an extension of time to October 20, 1926. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

O. N. Pierce, contract No. 910, buildings on the Old Oregon Trail at Meacham requested an extension of time to December 1, 1926. The Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

The Commission instructed the Engineer to receive bids for road oil, lubricating oil and gasoline at the next meeting.

The Commission authorized the purchase from W. C. McCuiston of the NE¼ of Tract 32, Lytle Acreage in the city of Bend at a price not to exceed $1,000.00. This lot is approximately 100x100, located on a railroad spur, and is desired for storage shed and unloading road oil.

The Commission authorized the purchase of Lots 10 and 11 Walters' Second Addition to Lakeview on West Street, 88x125, together with the buildings thereon, at a price of not to exceed $1,550.00. The buildings are adapted to department purposes and are now being rented for storage.

A petition was received requesting that the Pacific Highway be routed through Eugene from Blair Boulevard east on Ninth Street to Franklin Boulevard, rather than east on Sixth from Blair to Willamette Boulevard, south on Mill to Ninth, thence east on Ninth. The Engineer recommended against the petition, pointing out that if the street car tracks on Eighth Street were removed, Eighth Street would be much more desirable as a through traffic street because of the more desirable angles at both the Blair and Franklin intersections. The request of the petitioners was declined.

Commissioner Van Duzer was authorized to secure a certified public accountant to make an audit of the State Highway Fund and the Engineer's Payroll Account for the fiscal year 1926.

The Engineer was authorized to prepare designs for a ferry at Rogue River to operate between Gold Beach and Wedderburn and advertise for bids at a later meeting.

The Engineer was instructed to prepare plans and specifications for the grading of the Shattuck Place-Hayes Hill Section of the Redwood

Highway and receive bids for the same at the next meeting of the Commission.

The Secretary was instructed to confer with Commissioner Van Duzer in the matter of the Biennial Report.

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

Wm Duby
Chairman

Roy A. Klein
State Highway Engineer
and Secretary

H B Vandeveer
Commissioner

W H Malone
Commissioner

Portland, Oregon, December 22, 1926.

The Commission met in Room 530 Multnomah County Court House at 10 A. M. Present were:

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

Bids for the grading of the Hayes Hill-Shattuck Corner Section of the Redwood Highway were opened and read by the Secretary as follows:

	Concrete Pipe	Corr. Iron Pipe
Washburn & Hall	$119,590.00	$118,740.00
Inland Construction Co.	121,110.00	120,315.00
Schell & Rhodes	123,600.00	123,600.00
Gidley & Plymale	135,305.00	134,891.00
Engelhart Paving & Construction Co.	138,045.00	135,985.00
Earl L. McNutt	137,335.00	137,920.00
Mason & Elliott	144,108.00	144,108.00
von der Hellen & Pierson	153,890.00	152,760.00
Greenwood & Dann	156,705.00	155,835.00
Newport & Johnson	157,600.00	156,310.00

Bids for lubricating oils and greases were received from the following:

Standard Oil Company
Union Oil Company
Associated Oil Company
General Petroleum Company
Shell Oil Company
The Whelan Company
Rasmussen Company
Chanslor & Lyon Company
R. M. Hollingshead Company
Tidewater Oil Sales Corporation

Bids were referred to the Engineer for tabulation and recommendation.

Judge Johnson of Harney County presented the matter of the construction of the Central Oregon Highway east of Burns with special reference to the Buchanan-Catterson-Vandeveer unit about 12 miles in length. He stated that the county has funds available to cooperate on this project as follows:

$55,000 bond funds
25,000 market road funds

$80,000 Total

In addition, they had purchased $5,000 worth of metal culverts which were on hand. Judge Johnson asked that the survey be extended southwest from the south end of the present survey near the Buchanan place about 2 miles to a point where the Harney Valley is reached, so as to complete that unit. The Commission approved this request and instructed the engineer accordingly. The matter of construction was taken under advisement.

Judge Biggs of Crook County asked that the extension of the Bear Creek Section of the Prineville-Lakeview Highway south to the intersection with the Central Oregon Highway be considered in the 1927 program. No commitment made.

F. L. Shull, Elliott Corbett, E. B. McNaughton and R. B. Wilcox, comprising a committee from the Portland Chamber of Commerce, appeared and asked that the Commission consider taking over the Interstate Bridge at Vancouver as a part of the state highway system and making it a free bridge. Commissioner Van Duzer pointed out that since the bridge is in Multnomah County, the state has no authority to take over the bridge and that special legislation was necessary to meet such a situation in the event that agreeable terms and conditions could be worked out. Also, since it is an interstate bridge, similar arrangements would have to be made by the State of Washington, in regard to the Clark County share. Mr. Amedee Smith, Chairman, and Grant Phegley, member of the Board of County Commissioners of Multnomah County were present, also Mr. Stanley Myers, District Attorney. Mr. Smith stated that the county had issued $1,250,000 of bonds for this structure and approaches, of which there were outstanding at this time $850,000, but by the end of December, 1926, the county would have $625,000 in the sinking fund. However, the Board had in

contemplation the building of a concrete viaduct on the Denver Avenue approach to replace a wooden structure and also widen the embankment, which it was estimated would cost $425,000. Mr. Smith stated that the Board could not raise these funds by taxes and of necessity must use the bridge fund. To provide for this improvement and retire the bonds would require $650,000 in addition to the sinking fund on hand and Mr. Smith stated that if the State Highway Commission can work out a program whereby the bridge can be made free and operated by the Highway Commission, the present Board of County Commissioners would turn over the bridge to the Highway Commission on the payment of $650,000, or if some legislative enactment can be secured that will permit the Highway Commission to pay these bonds as they mature, that would be satisfactory. Mr. Smith stated that he referred to the main Columbia River structure only and that the county would continue to maintain the approaches. Commissioner Van Duzer stated that all appreciated that Multnomah County had approached the whole highway program on a very broad scale, and while contributing their share to the state highway fund, had exempted themselves from any benefits except such as came in an indirect way, and consequently any request coming from Multnomah County merited the very careful consideration of the Commission. However, whether the state should put in an amount greater than the original share of Multnomah County in the main structure is not clear. After further consideration, Commissioner Van Duzer proposed the following resolution:

"It is the sense of the Highway Commission, provided legislative authority is given authorizing the acquisition or taking over of Multnomah County's share and interest in the main structure of the interstate bridge over the Columbia River between Portland, Oregon, and Vancouver, Washington, that in such event the Commission will on behalf of the State acquire or accept said bridge with the idea and purpose of making the same a free bridge. We are advised, however, that before such action can be consummated, it will be necessary for the State of Washington and Clark County, Washington, to join in such a move. We direct our attorney to prepare a draft of the legislation needed in Oregon and present the same to us at the earliest possible date, furnishing the Portland committee that appeared before us today a copy of the same. We also direct him to confer with this committee as well as with the State Highway Department of Washington and Clark County, Washington, officials. This action is taken in response to a request made by a delegation from the Portland Chamber who appeared before us today, and in accordance with a letter dated December 18, in which the Board of County Commissioners of Multnomah County, Oregon, outlined their position. It is understood by the Commission that the details are not necessarily confined to the letter above referred to, dated December 18, but are a matter of negotiation between the State Highway Commission and the Board of County Commissioners if and when the legislation in both Oregon and Washington has been had." Mr. Van Duzer: "I make that as a motion." Seconded and carried.

Judge Elect Gillette of Josephine County and George C. Sabin of Grants Pass asked that additional funds be allotted to the Caves Road widening which had been placed upon the forest program. Request declined.

Judge Barnard and Commissioners Hurd and Crowe of Lane County and A. J. Perkins of Springfield appeared in the interest of the proposed bridge across the Willamette River at Springfield on the route of the McKenzie Highway. Mr. Perkins presented an estimate of the cost of the right of way on both routes which were practically the same. In view of this, it appeared that all favored the site at the foot of Main Street, even at a greater cost, since it involved the abandonment of the use of the old piers on the railroad bridge. On motion which was carried, the Main Street location was adopted. The County Court agreed to cooperate on the additional amount required on the same fifty-fifty basis. The Attorney was instructed to make an application to the Public Service Commission for a hearing on the matter of cooperation from the Southern Pacific Company in view of the closing of the grade crossing in Second Street in Springfield.

Mrs. J. T. Conway and Mrs. Mary Patton of Portland, owners of property at Rockaway affected by the new location of the Roosevelt Highway, asked regarding payment of damages and they were referred to the County Court of Tillamook County.

Judge Bailey of Curry County, Dr. Wheeler of Gold Beach and H. Caltoft of Brookings were present in the interest of the Roosevelt Highway in Curry County. They asked when the Commission would receive bids on the surfacing between Myers Creek and the Chetco River. The answer was made by Commissioner Van Duzer, speaking for the Commission, that bids would be received at the February meeting.

Judge Kelty and Commissioner Fisher of Lake County advised that they had $35,000 to $40,000 to cooperate with the state on the Prineville-Lakeview Highway. They wished to grade between Paisley and the south end of the Summer Lake project and surface four miles of this on the north end. They also wished to begin at a point 2 miles south of Lakeview and grade and surface 4 miles south. The Commission agreed on a cooperation of two-thirds state, one-third county on the Paisley-Summer Lake Section, but did not make a commitment on the Lakeview South project.

N. B. Harvey, Will Sanders, C. M. Carlson, J. P. Warner and George Hazeltine, representing the East Milwaukie Development Club, presented a petition and asked for the designation of an East Side route from Oregon City north to Portland via the Webster Road and Milwaukie. The Chairman replied to the delegation that the Commission had consistently refrained from putting any new roads on the map for the past four years, and consequently it was necessary to decline their request.

H. E. Doering, contractor on contract No. 887, Rocky Creek Bridge, I. C. Rowland of Hansen & Rowland, agents for the Metropolitan Casualty Insurance Company of New York, and Judge Kavanaugh, representing the Metropolitan Casualty Insurance Company, appeared in the matter of the action taken at the previous Commission meeting looking toward the annulment of this contract because of slow progress. Mr. Doering reported on the progress which had been made in the past few weeks and stated that, with new arrangements which he had made, he would promise better progress

from now on. The Engineer suggested that the time be extended sixty days to give the contractor an opportunity to make good on his promises. The Commission approved an extension of sixty days with the understanding that their future course would be governed by the showing made in that time.

Col. C. G. Thomson, Superintendent of Crater Lake National Park, was present at the invitation of the Commission and discussed the connection between The Dalles-California Highway and the east entrance to Crater Lake Park. He stated that he favored this connection rather than the proposed connection west from Beaver Marsh intersecting the Skyline Trail between Crater and Diamond Lakes. He further stated, however, that their funds for the next few years would be expended on the road from Anna Springs to the north Park entrance and that all they could spend on the road within the Park to the east entrance would be about $5,000 of maintenance money to surface a section just inside the Park boundary. It was agreed that a further conference would be held with the District Forester and the District Engineer of the Bureau of Public Roads on this project.

W. M. Hamilton, Salem Manager of the Portland Electric Power Company, and Mr. Barker of the General Electric Company, exhibited pictures showing highways illuminated at night and gave some data on states which were lighting highways, as well as some statistics on costs. They asked whether the Commission would consider such a plan and if it would be advisable for their company to make an installation for demonstration purposes on the Pacific Highway at some point between Salem and Portland. Commissioner Van Duzer stated that the Commission does not feel that an expenditure for lighting the state highways is warranted at this time, but suggested that they confer with the Board of County Commissioners in Multnomah County as to a demonstration unit.

After considering the bids received for the grading of the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County, on motion which was carried, the contract was awarded to Washburn & Hall, the low bidders, at $119,690, using concrete pipe.

Judge Bunnell, Commissioners Martin and Short of Klamath County, Lynn P. Sabin, Secretary-Manager Klamath County Chamber of Commerce, W. W. McNeely and Frank Ira White of Klamath Falls asked what plans the Commission had for highway improvement in Klamath County in 1927. They urged the early construction of the section between Bly and the west forest boundary, a distance of about 8 miles, known as the Devils Garden Section of the Klamath Falls-Lakeview Highway. The Commission replied that they were committed to this project and greatly desired to see it completed, but the uncertainty of funds available for new construction made it necessary to defer giving a definite answer. The delegation expressed satisfaction with the oiling program during the current season and asked for a greater mileage during 1927. The Commission advised that they were considering oiling The Dalles-California Highway through from Klamath Falls to Bend, a large part of which was in Klamath County. The delegation asked that the Ashland-Klamath Falls Highway be included in the oiling program also. The engineer reported that more rock was needed on this road west of Keno before oiling could be considered.

R. E. Mieth, President of the Portland Bridge Company, presented a claim for extra work in connection with the construction of the Ballards Landing Bridge, contract No. 876. The nature of the claim was extra depth of foundation excavation required on one of the piers, together with the necessary added concrete. The Engineer recommended the acceptance of the claim on the basis of actual cost plus the customary percentages for labor and material items. The contractor contended for the unit prices on this extra work contained in his first proposal which was later cancelled in favor of the present lump sum contract. After some discussion, the Commission voted to approve the claim on the basis of actual cost plus fifteen per cent on labor, and five per cent on materials. There was further discussion as to methods of securing payment of this additional amount from the other cooperators, Baker County, State of Idaho and the Idaho Copper Company, and it was finally agreed that the Commission would recommend to the Oregon legislature the State's proportionate share based on the original division of costs and would propose to the other cooperators that each pay its proportionate share. The Engineer was instructed to determine the actual cost figures and take up the matter with the other cooperators.

R. W. Pepin, contract No. 824, guard fence in Wasco and Hood River Counties, again presented his claim for payment for rejected posts. The Engineer presented the Division Engineer's report on the matter. No action taken.

J. J. Dann of Greenwood & Dann asked permission to file with Chairman Duby and Commissioner Malone a copy of their claim for additional compensation on contract No. 769, grading Cannon Beach Junction-Hamlet Junction Section, having previously filed a copy of the same with Commissioner Van Duzer.

Portland, Oregon, December 23, 1926.

The Commission met at 10 A. M. in Room 209 Imperial Hotel.

The oiling program for 1927 was discussed and the following new projects were authorized:

Cairo-Vale Section, John Day Highway;
Cairo-Nyssa Section, Old Oregon Trail Highway;
Pendleton-Pilot Rock Section, Oregon-Washington Highway;
Arlington-Olex Section, John Day Highway;
Wasco-Moro Section, Sherman Highway;
Tygh Valley-Maupin, The Dalles-California Highway;
Wasco-Jefferson County Line-Jefferson County Line-Deschutes County Line, The Dalles-California Highway;
Bend-Lava Butte Section, The Dalles-California Highway;
Lapine-Algoma Section, The Dalles-California Highway;
Albany-Lebanon Section, Santiam Highway;
Dillard-Foot Camas Mountain, Coos Bay-Roseburg Highway;
Pacific Highway Junction-Keene Creek, Ashland-Klamath Falls Highway;

Grants Pass-4 miles West, Redwood Highway;
Selma-California State Line, Redwood Highway.

The Commission decided to hold in abeyance the program on the Coast until the Engineer could report further on the results obtained on the experimental work this current year on sections subject to heavy rainfall. It seemed inadvisable to consider oiling the Medford-Trail project on account of the heavy hauling contemplated over this road for the California Oregon Power Company development at Prospect. The Commission indicated their approval of an oiling program of about 400 miles, which, together with such reoiling as is necessary, would require all the equipment which can be made ready for the season's work.

After consideration, on recommendation of the Engineer, the Commission voted to close contracts with the following companies for gasoline, asphalt, fuel oil, and road oil in the amounts as shown:

Gasoline for 1927 -

Standard Oil Co.	500,000 gal.	Max.	17¢	per gal.	Portland
Union Oil Co.	5,000 "	"	19¢	" "	"
Associated Oil Co.	5,000 "	"	19¢	" "	"
General Petroleum Corporation	5,000 "	"	19¢	" "	"
Shell Company	5,000 "	"	19¢	" "	"
Fletcher Oil Co., La Grande	12,000 "	"	20¢	" "	La Grande

Asphalt -

Standard Oil Co.	1,000 tons
Union Oil Co.	500 "

Fuel Oil 55%-60% Guaranteed Asphaltic Content-

General Petroleum Corporation	35,000 bbls.	$1.30	Portland
Union Oil Co.	5,000 "	1.30	"
Standard Oil Co.	5,000 "	1.30	"

Road Oil or Liquid Asphalt -

	80%	85%	90%	95%
Standard Oil Co.	875 tons	1750 tons	2100 tons	1575 tons
Union Oil Co.	350 "	875 "	1050 "	875 "

The Commission authorized Equipment Engineer Campbell to go to California to look over equipment of various kinds on the market for heating road oil.

The Commission set the date of January 27, 1927 for the next meeting and authorized the following projects:

Maintenance materials -

Dillon-Quinton Section of the Columbia River Highway, 31 miles, 13,000 cu. yds. crushed gravel;
Cow Canyon Junction to Gateway Road Section, The Dalles-California Highway, 21 miles, 9,000 cu. yds. crushed rock;
Gateway Road to Opal City Road Section of The Dalles-California Highway, 24 miles maintenance materials, 1.25 miles surfacing, 13,000 cu. yds. crushed rock or gravel;
Terrebonne-Bend Section, The Dalles-California Highway, 30 miles, 12,000 cu. yds. crushed gravel;
Fort Klamath-Williamson River Section, The Dalles-California Highway, 18 miles, 8,000 cu. yds. crushed rock;
Medford-Prospect Section, Crater Lake Highway, 42 miles, 17,000 cu. yds. crushed gravel;
Rough and Ready Creek-California State Line Section, Redwood Highway, 8 miles, 3,500 cu. yds. crushed gravel;
Mystic Creek-Pacific Highway Junction Section of Coos Bay-Roseburg Highway, 22 miles, 10,000 cu. yds. crushed gravel;
Necanicum River-Nehalem River Section of Roosevelt Coast Highway, 20 miles, 8,000 cu. yds. crushed rock;
Cloverdale-Neskowin Section of Roosevelt Coast Highway, 30 miles, 8,000 cu. yds. crushed rock;
Island City-Minam Section of Wallowa Lake Highway, 35 miles maintenance materials, 10 miles resurfacing, 25,000 cu. yds. crushed rock or gravel;
Ione-Heppner Section of Oregon-Washington Highway, 18 miles, 8,000 cu. yds. crushed rock or gravel;

Surfacing -

Hayes Hill-Deer Creek Section, 4.8 miles;

Grading -

Metolius North Section, 1.25 miles;

Bridges -

Six reinforced concrete bridges on the Deer Creek-Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County, of 20 and 30 foot spans;
Two 70 foot steel spans over Canyon Creek, south of Canyonville, Pacific Highway, Douglas County;
Bridge over North Slough in Coos County, Roosevelt Coast Highway;
Bridge over Rocky Creek in Benton County, Alsea Highway.

A request was received from Benton County that Market Road No. 1, Blodgett-Devitt-Summit, be extended north four miles. The Market Road Engineer recommended this addition to the market road map of Benton County which was approved by the Commission.

12/23/26

The following requests for extensions of time were received:

Motor Investment Company, contract No. 860, surfacing Cannon Beach Junction-Hamlet Junction Section, Roosevelt Coast Highway in Clatsop County, requested an extension of time to December 1, 1926. The Engineer recommended that the extension which was requested be granted without penalty. Recommendation approved by the Commission.

Slate Construction Company, contract No. 870, Gellatly Point-Corvallis Section, Corvallis-Newport Highway, grading, requested an extension of time to May 15, 1927. The Engineer reported that all the work had been done which could be completed during the present season, but in view of the fact that the overhead at Wren was not completed, and since it was necessary to haul some of the materials over this structure which could not be done until spring, he recommended that the extension be granted without penalty. Recommendation approved by the Commission.

E. L. Gates, contract No. 872, grading Missouri Bend-Alsea Section, Alsea Highway in Benton County, requested an extension of time to May 15, 1927. The Engineer reported that the contractor had made very favorable progress during the working season, but was forced to close down on account of the early fall rains, therefore, recommended that the completion date be extended as requested without penalty. Recommendation approved by the Commission.

Portland Bridge Company, contract No. 876, bridge across the Snake River at Ballards Landing, requested an extension of time to March 1, 1927. The Engineer reported that it had been necessary to stop the pouring of the concrete floor on account of freezing weather, and recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Portland Bridge Company, contract No. 889, bridge over the South Fork of the Nehalem River on the Roosevelt Coast Highway in Tillamook County, requested an extension of time to March 31, 1927. On account of various delays for which the contractor was not responsible, the Engineer recommended that the extension be granted without penalty. Recommendation approved by the Commission.

Wm. Endicott, contract No. 915, parapet wall, Ogden Park, The Dalles-California Highway in Jefferson County, requested an extension of time to May 31, 1927. The Engineer reported that it had been necessary to close down the work on account of freezing weather conditions and recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

Kuckenberg & Wittman, contract No. 888, construction of a reinforced concrete bridge at Depoe Bay, Roosevelt Coast Highway, Lincoln County, requested an extension of time to February 28, 1927. The Engineer recommended that the extension requested be granted without penalty. Recommendation approved by the Commission.

At a previous meeting of the Commission held on October 26, 1926, the Commission extended the time of Lair & Co., contract No. 875, Wheeler Section, Roosevelt Coast Highway in Tillamook County to November 30, 1926, on the condition that the rock checker's salary subsequent to the completion date, September 30, 1926, be paid by the contractor. The Engineer reported that a further investigation disclosed the fact that the delay in completing the surfacing work was due to the addition of grading work not contemplated in the original contract, and, therefore, he recommended that the previous action be rescinded and the extension granted without penalty. Recommendation approved by the Commission.

The Engineer reported on the Wahanna Creek bridge project which had been referred to him at the previous meeting.

The Commission approved the minutes of the meeting of November 29, 1926.

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

Salem, Oregon, January 18, 1927.

The Commission met in Room 323 Capitol Building at 3 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

The Commission met a group of the members of the Legislature, consisting of Senators Hall, Beals, Hare and Dunne and Representative Graham, who discussed the proposed Wilson River Toll Road and particularly Senate Bill No. 71. This bill authorizes the State Highway Commission to construct toll roads. When asked as to its position on this legislation, Commissioner Van Duzer replied for the Commission that they were ready to carry out the instructions of the legislature but that they would not take a stand either for or against the bill.